



Planning Application by Puy du Fou UK
Land North-West of Bicester

DESIGN AND ACCESS STATEMENT

Tate+Co

Revision: A
August 2025

PUYDUFOU
UNITED KINGDOM

HELLO

This document is a Design and Access Statement to accompany an Outline Planning Application to Cherwell District Council for the Puy du Fou UK Park near Bicester in Oxfordshire.

This document has been prepared by Tate+Co, an award-winning architecture and masterplanning practice with extensive experience in the leisure and cultural sectors, working with organisations such as The Eden Project and The National Trust.

Tate+Co has worked closely with the in-house creative team at Puy du Fou, as well as the wider design and consultant project team, to develop a masterplan that reflects the unique character of the Puy du Fou experience while responding sensitively to the Oxfordshire landscape and planning context.

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1.0



Puy du Fou France, Loïc Lagarde (2021)

PROJECT SUMMARY

1.1

Document Summary

The purpose of this Design and Access Statement (DAS) is to accompany an Outline Planning Application by Puy du Fou United Kingdom Limited ("Puy du Fou UK" or "the Applicant") to Cherwell District Council, for the Puy du Fou UK Park near Bicester in Oxfordshire.

The subsequent sections describe the following:

- ① **Section 1.0** – An introduction to the project, and description of Puy du Fou UK.
- ② **Section 2.0** – The project brief.
- ③ **Section 3.0** – An overview of the Site Identification process.
- ④ **Section 4.0** – A description of the existing Site including location plan, Site photographs, and the Site context.
- ⑤ **Section 5.0** – An outline of the Illustrative Masterplan design, summarising how the Masterplan was put together, including strategic design considerations.
- ⑥ **Section 6.0** – A summary of the technical studies that have informed the Illustrative Masterplan design.
- ⑦ **Section 7.0** – An overview of the design development process that led to the Illustrative Masterplan.
- ⑧ **Section 8.0** – A description of the Parameter Plans that are submitted as part of this application.
- ⑨ **Section 9.0** – The conclusion of the Design and Access Statement.

This application has been prepared in collaboration with the following consultants, who have provided additional inputs that are submitted as part of this Outline Application.



Les Vikings, Puy du Fou France

AECOM

AECOM
MEP, Noise and Lighting

akt II

AKT II
Civil & Structural
Engineer



Arbor Eco
Arboriculture



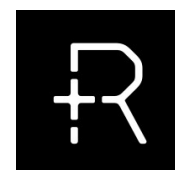
EDP
Heritage and Ecology

GT GARDINER
& THEOBALD

Gardiner & Theobald
Cost Consultant



Leaping Wing
Land Surveyor



Radcliffes
Project Manager



Radcliffes
Environmental
Landscape Architect



Real Estate
Communications
& Stakeholder
Engagement



Savills
Planning



Steer
Transport, Highways
and Movement



Tate+Co
Architect and
Masterplanner



Savills Earth
Sustainability

1.2

An Introduction to Puy du Fou UK

Puy du Fou is an award-winning international **immersive cultural** and **historical destination**. Through art and creativity, Puy du Fou has invented a unique artistic model in the entertainment industry without rollercoasters and rides. It is a **new kind of experience** for **all generations** where visitors discover a unique range of 30-60 minute live shows and are immersed in ultra-realistic and moving realms infused with local culture, history and legends, all whilst being in the middle of nature.

Created in western France in 1977, it has grown to become France's largest leisure destination after Disneyland Paris, and is one of the most popular tourist attractions in Europe. In 2021, Puy du Fou opened in Spain, demonstrating the universal nature of its artistic model through thrilling world-class shows celebrating Spanish history and culture.

Puy du Fou is seeking to develop a number of sites across the world and the UK is the next key destination, attracted by Britain's extensive and interesting history on which the shows will be based.

Puy du Fou are storytellers, creating **live shows** depicting **historical events** inspired and rooted in local heritage, local culture and local heroes. Puy du Fou's two existing Parks in France and Spain have won 25 awards in the last five years.

When you visit Puy du Fou, you walk through a beautiful natural environment, travelling through time by immersion in **historical shows** and **period villages** populated by authentic craftspeople. Puy du Fou's Parks are not plastic stage sets; there are no neon flashing lights or rollercoasters. Everything must be real, built using the crafts and materials of the time period they represent, all set in woodland and beautiful gardens, which become the stage set for world-class shows and immersive cultural and historical experiences, **bringing history to life**.



Gardens at Puy du Fou France



Le Signe du Triomphe, Puy du Fou France

1.3

Creating Positive Impact

In 2024, Puy du Fou has a significant positive economic and social impacts on their surroundings:

PUY DU FOU FRANCE

- Invested over €1 billion since the creation of Puy du Fou
- 2.8 million visits per annum
- Employs 2,800 “talents”

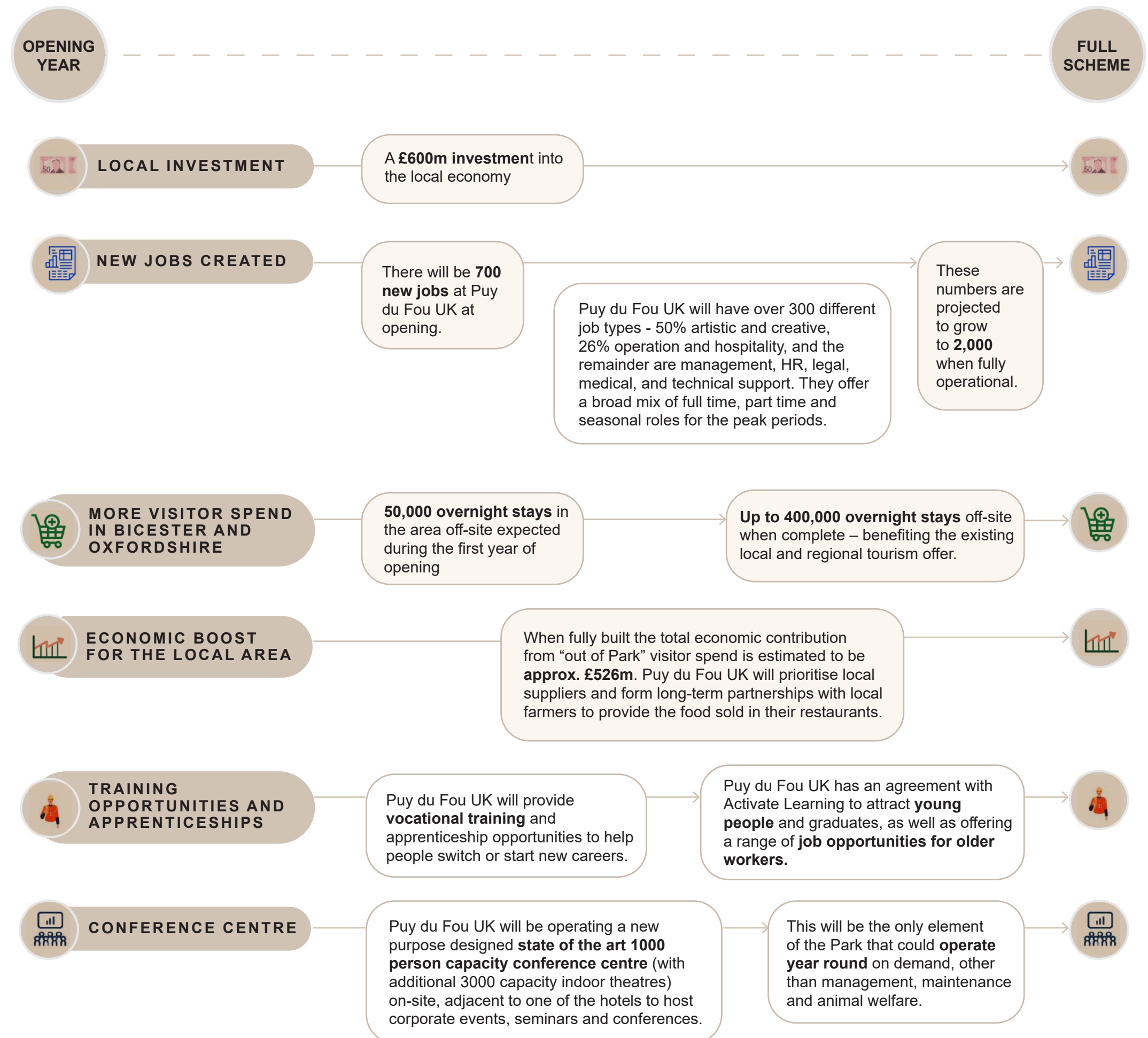
PUY DU FOU ESPAÑA

- Invested over €200 million since the creation of Puy du Fou España
- 1.5 million visits per annum
- Employs 700 “talents”

This scale of positive impact will be delivered in the UK with:

- **Capital Investment of £600m** to construct the Masterplan
- **Create 2,100 direct jobs** as the phases are delivered

Evidence from France has shown an additional impact in the local area of €3.20 for every €1 spent at Puy du Fou. The estimated UK figures are contained in the Socio-Economic analysis in the Environmental Statement.



1.4

A Sustainable Destination

At Puy du Fou, nature is more than the setting for a spectacular journey through time, it is a source of inspiration that guides its creations and development.

Since its creation in 1977, environmental protection and conservation have been ingrained in the very essence of Puy du Fou. Puy du Fou UK will be an exemplar of sustainable development.

Puy du Fou appointed an external “Sustainability Champion” to lead the design process promoting ideas and approaches with Puy du Fou and the team, as well as becoming the advocate for sustainability in stakeholder meetings.

Having established initial sustainability principles, the technical work, Illustrative Masterplan and stakeholder dialogue has translated this to a series of clear commitments including:

- Fossil Fuel Free Energy Strategy
- Protecting Ancient Woodlands
- Restoring Biodiversity
- Active Travel Links
- EV Charging - Visitors & Staff



Landscape at Puy du Fou France

Arthur Aumond (2023)

PUY DU FOU UK IS COMMITTED TO:

**Restoring
Biodiversity**



**Promoting Health
and Wellbeing**



**Optimising Waste
Treatment**



**Promoting
Sustainable Travel**



**Authentic
Construction**



**Preserving
Water**



**Providing Local
Food**



**On-Site Energy
Generation**

1.5

Celebrating the Cultural History of the UK

Puy du Fou is an **artistic celebration of local culture, history and its legends.**

The creation of each Puy du Fou Park is deeply rooted and celebrates the soul of the people in a mysterious dialogue with heroes, legendary or anonymous, who have left eternal emotions in the land they have tread upon.

By constructing this universal model that transcends cultures and languages, Puy du Fou has endowed itself with the ability to stage the stories relating to every country.

Every international project undertaken by Puy du Fou represents a twofold challenge.

- On one hand, it necessitates unwavering fidelity to the fundamental elements – artistic, human, economic, and commercial – of Puy du Fou's image and model.
- On the other hand, it demands to remain faithful to the context of the host country, its cultural and sociological dynamics, and its consumption habits.

Like Puy du Fou France or Puy du Fou España, Puy du Fou UK will be a **family-oriented destination** retracing the history and legends of the country within an **authentic setting** and **natural surroundings**.



Arnaud Masson (2023)

Le Bal des Oiseaux Fantômes at Puy du Fou France

2.0



Puy du Fou France, Apolline Cornuet (2024)

PROJECT BRIEF

2.1

Project Summary

Puy du Fou UK will be a **ground-breaking Showpark** offering unforgettable experiences through immersive, historical storytelling.

Set in **beautiful natural surroundings**, the Park will feature dramatic indoor and outdoor shows, themed villages, and unique hotels.

Live performances will bring history to life, indoors in high-tech theatres and outdoors in grand arena-style settings.

Three themed hotels, each inspired by a different historical era, will sit next to the Park, along with a themed conference centre equipped with the most modern facilities.

Access will be via new road junctions, a separate service entrance, sustainable transport options, parking, and walking and cycling routes.

Nature will be thoughtfully woven into the design, creating a truly immersive journey through history.



Artist's Impression of Puy Du Fou UK from above, viewed from the south-west

2.2

Project Brief

The Puy du Fou UK proposal is unique and comprises a wide range of land uses and facilities to create a world class visitor attraction framed around shows and hotels set within a forest environment, with extensive supporting infrastructure typically referred to as Back of House (BOH).

This is an introduction to the broad range of activities and is expanded upon in Sections 5 and 6 on Masterplanning and Design in this document.

To assist with understanding the Puy du Fou UK project holistically a brief summary of the **project zones** and figures are provided on this page:

- ① The Showpark
- ② Hotels and Conference Centre
- ③ Parking and Sustainable Transport Hub
- ④ Back of House

**1. THE SHOWPARK**

This is the visitor area with the range of indoor and outdoor shows, villages and restaurants, within a wooded and highly landscaped area.

**3. PARKING AND SUSTAINABLE TRANSPORT HUB**

Comprises the arrival, drop off, public transport / shuttle bus hub and coach, car and cycle parking areas.

**2. HOTELS & CONFERENCE CENTRE**

Themed hotels, including restaurants and a conference facility.

**4. BACK OF HOUSE**

This represents the extensive range of facilities supporting the Park – including the facilities associated with shows (talent area, costume area, storage) through to strategic elements such as medical centre, security control, stables, wastewater treatment, waste sorting centre and others.

There are some important statistics about how Puy du Fou UK will be designed and delivered including:

**PARK
OPENING
DATES**

Open approximately 175 days a year (likely to be from Easter Holidays to the October half-term)

**VISITOR
NUMBERS**

550,000 visitors when opened, rising to 1.47m visitors when fully built

**TREES AND
HEDGEROWS**

Puy du Fou UK will be **retaining 95% of the existing trees** and planting **16 hectares of new trees**. The project will be retaining around 75% of the existing hedgerows and planting over 6 kilometres of new hedgerows.

**BUILDING
FOOTPRINT**

Less than 15% of the overall Application Site will be occupied by building footprint.

3.0

SITE IDENTIFICATION

3.1

Selection Criteria

Puy du Fou has been seeking international expansion for some 10 years or so.

They had an involvement in the UK in 2016 with the creation and the opening of the Kynren show in Bishop Auckland, County Durham, which is still being performed 10 times a year. Kynren is put on by 600 volunteers, with more than half of them having been part of the show since its first year. Puy du Fou UK will not involve volunteers, and instead it will be Puy du Fou talents.

The first full new park to open was Puy du Fou España in Toledo, Spain in 2021. The success of this project reinforced the desire to seek new international opportunities, including the UK.

Between early 2022 and mid-2023 Puy du Fou UK undertook an extensive site search across an area from Wiltshire in the west towards Cambridgeshire in the east. The criteria included:

- **Geography** – Approximately an hour from London, and accessible to the Midlands.
- **Site** – An area of 140 to 160ha.
- **Environmental** – Avoiding disturbance, such as flight paths or rail lines.
- **Planning** – Review policy documents for any sites allocated for such a land use; avoiding national designations.

Brochures were prepared on an anonymised and specific basis, as shown below. Site assessments were undertaken through desk-based analysis and site visits, along with site ownership searches.

Identified Sites were considered against whether they were:

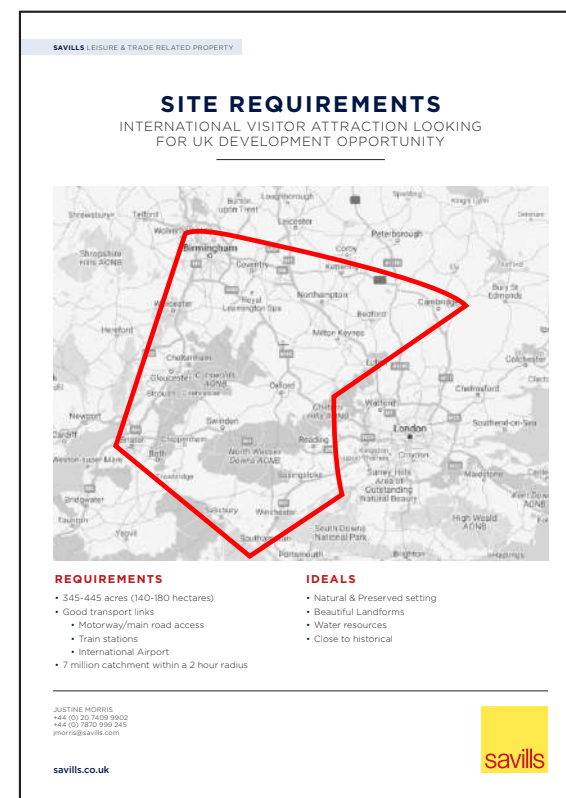
- **Available** – Land ownership
- **Suitable** – To accommodate a Puy du Fou Park and all requirements
- **Accessible** – Different transport modes available
- **Deliverables** – Planning risk, and infrastructure requirements

Land owners visited Puy du Fou in France to understand the concept, scale and nature of operation as part of acquisition dialogue.

The land north-west of Bicester met the requirements and site assessment most comfortably from the search process. Due diligence on site ecology and noise surveys were undertaken at an early stage to input into the site analysis. The main challenges for the Site to address were deemed to be the external noise environment (especially from M40) and minimising impacts on the local area, including nearby villages.



Puy du Fou España Location



Puy du Fou UK, Site Search Area



Puy du Fou UK, Site Search Brochure Cover

4.0

Existing Site Photograph

SITE CONTEXT

4.1

Site Location

The Site Identification in Section 3 highlighted the absence of statutory designations at the Site which could create masterplanning or operational challenges.

The Site presents a range of opportunities to deliver an exceptional development that responds positively to its surroundings, includes sustainability measures to minimise potential impacts and creates an environment that is sensitive to surrounding uses.

Site Location:

- North of the village of Bucknell
- Approximately 3.5km north-west of Bicester, Oxfordshire.
- Eastern boundary of the Site incorporates the B4100
- The M40 is located west of the Site's western boundary.

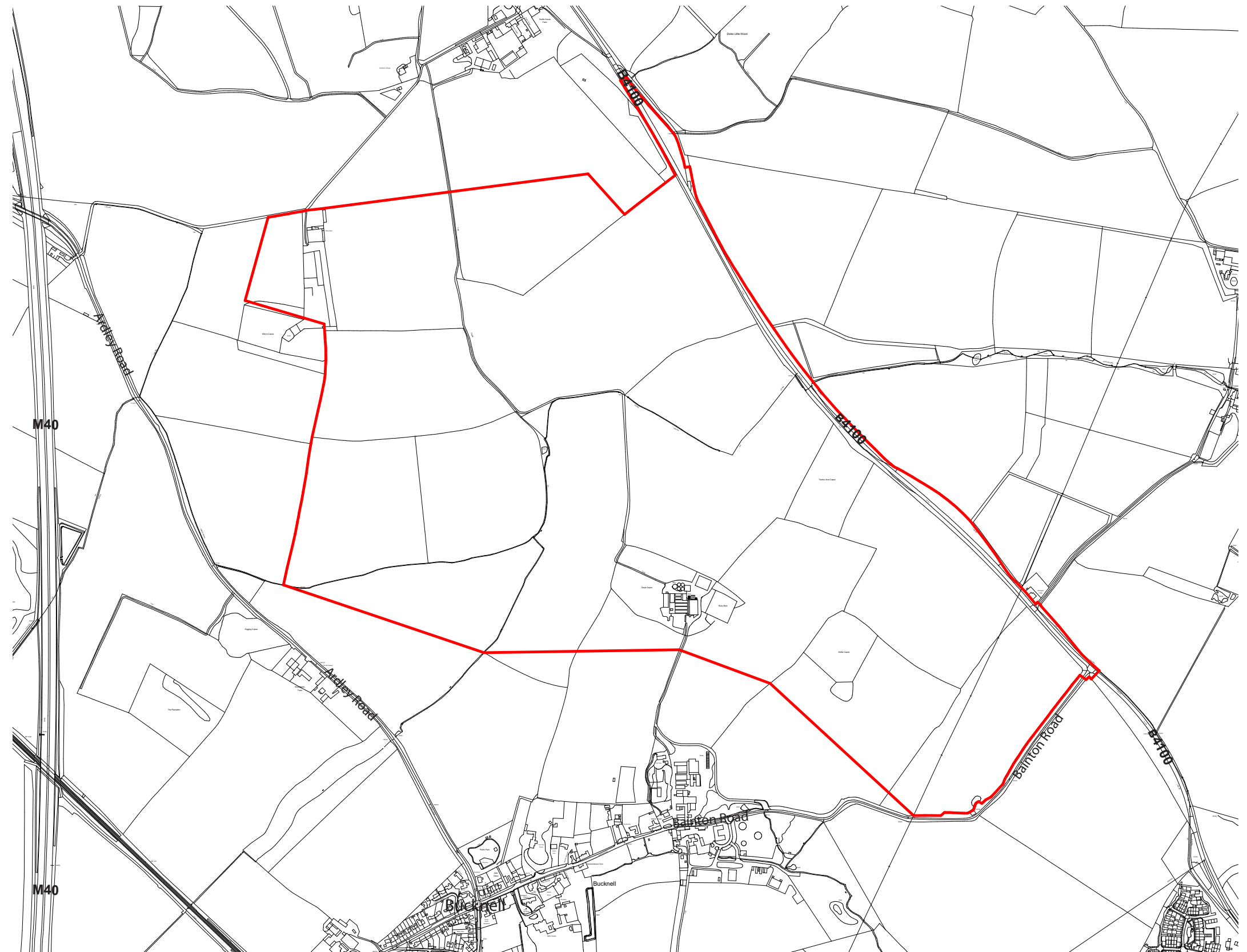
Site Application Area: 158 hectares

KEY:

— Site Application Boundary



Aerial View of the Site



OS Map of the Site

4.2

Surrounding Context

The Site is located within an area predominantly characterised by farmland which immediately surrounds the Site to the north, south, west and east (beyond the B4100).

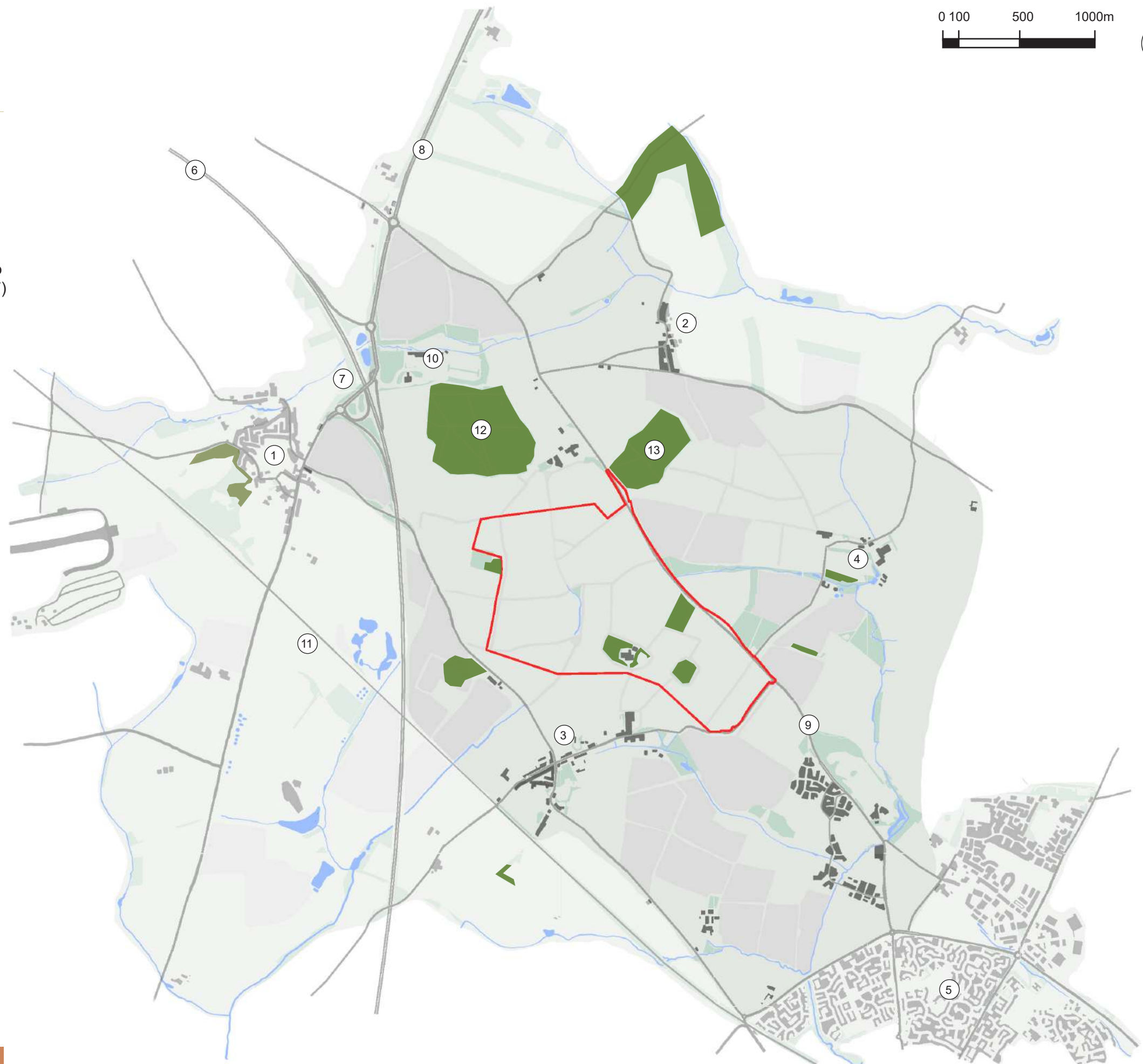
The following sections demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account (this is detailed further in sections 5, 6 and 7)

There are a number of notable locations nearby:

- ① **Ardley** (village)
- ② **Stoke Lyne** (village)
- ③ **Bucknell** (village)
- ④ **Bainton** (village)
- ⑤ **Bicester** (town)
- ⑥ **M40** Motorway
- ⑦ **Junction 10** of the M40 Motorway
- ⑧ **A43** Road
- ⑨ **B4100** Road running within the eastern boundary of the Site
- ⑩ **Cherwell Valley Services**
- ⑪ **Railway line** from London to Birmingham, via Bicester
- ⑫ **Stoke Wood**
- ⑬ **Stoke Little Wood**

KEY:

- Site Application Boundary
- Road network
- Ancient Woodland
- Wooded areas
- Bodies of water
- Built area



4.3

Existing Site Photos

The Site photos (this page and following) provide typical views across the Site to demonstrate the arable farming, some of the existing buildings and various hedgerows and areas of trees.

The technical analysis of the farm and its context can be found in other application documents including the Ecological Baseline Report, the Agricultural Land Assessment and the Landscape Chapter in the Environmental Statement.

The technical analysis, stakeholder engagement and the masterplanning process has shown how the context has been carefully considered.

As will be shown in later sections, the Illustrative Masterplan takes this context into account.



South-East view between Great Copse and Twelve Acre Copse



West view revealing chimneys from Waste to Energy Plant

VIEW KEY:

North-West view, farmhouse visible and M40 somewhat visible



North-West view, farmhouse visible and M40 somewhat visible

4.3

Existing Site Photos

VIEW KEY:



South-West view, power line visible



Access between Western and Eastern fields



Access between proposed entrance and neighbouring field



Access by Kilby's Barns to Ardley Road

4.3

Existing Site Photos

VIEW KEY:



Access between Southern and Northern fields



Access through Great Copse

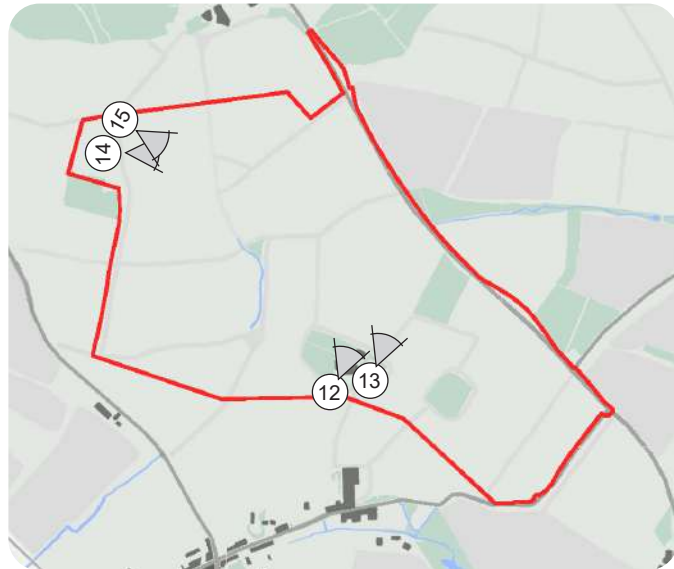


Access between North-East fields

4.3

Existing Site Photos

VIEW KEY:



Livestock stables



Recently built warehouse



Kilby's Barns in the North-West Corner of the Site



Kilby's Barns in the North-West Corner of the Site

4.4

Site Connections

The Site is well connected to existing transport infrastructures including:

-  Two train stations, Bicester North Station (approx. 3.5km south-east) and Bicester Village Station (approx. 4.5km south) provide rail links to London Marylebone Station and train stations in Birmingham City Centre.
-  Junction 10 of the M40 providing links to London and Birmingham.

The nearest city to the Site is Oxford which is approximately 20km south-west and easily reached by the surrounding road network, rail services from Bicester Village Station and local bus services.

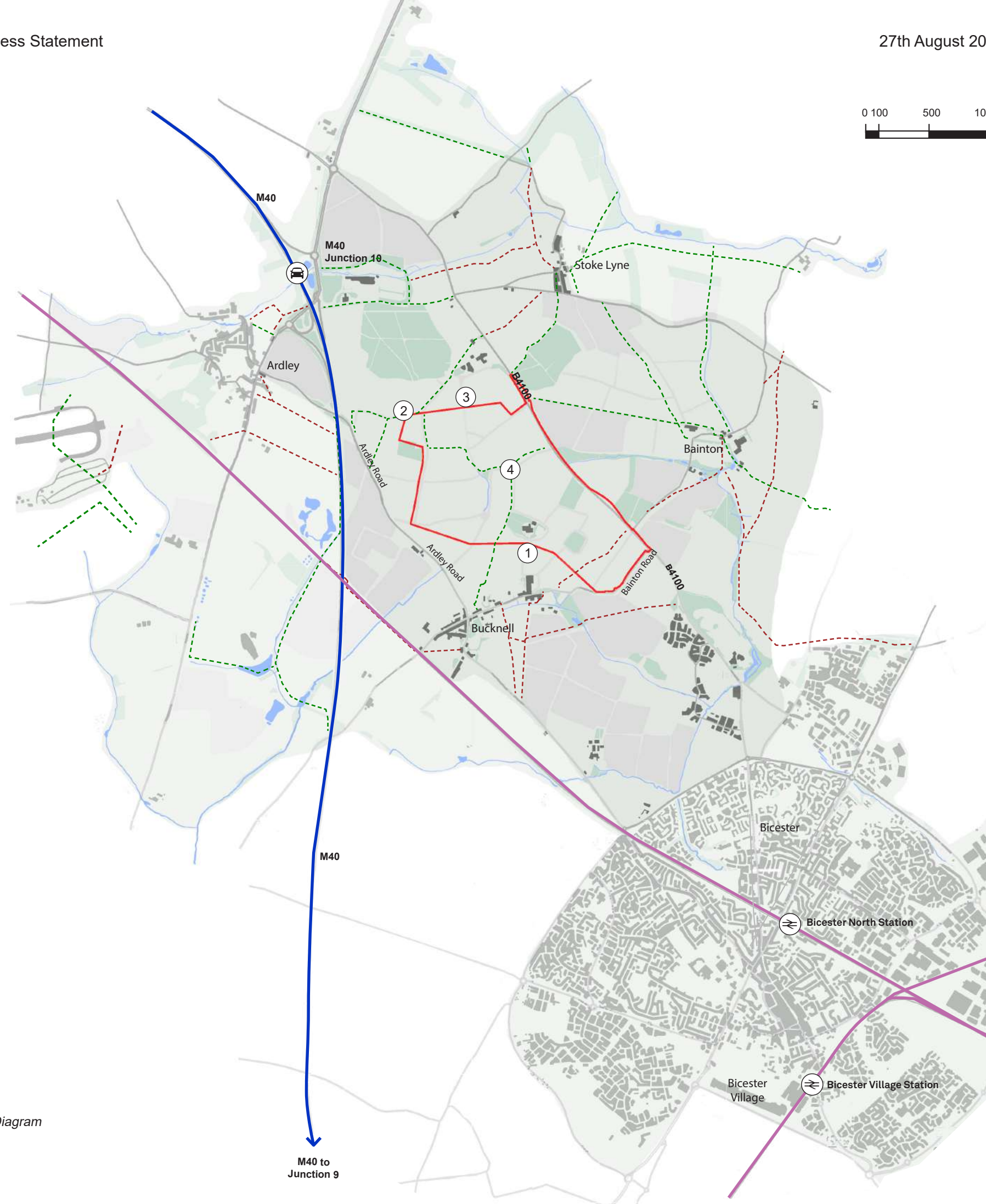
Existing access for agricultural use to the Site are currently:

- ① From Bainton Road, Bucknell entering from the South.
- ② From Ardley Road to the north-west.
- ③ From the B4100, linking to Junction 10 of the M40 to the north and junction 9 and Bicester to the south
- ④ Public Rights of Way (PRoW) currently run through the Site from the south, north-west, north-east, and across the south-east.

KEY:

- Site Application Boundary
- - PRoW Bridleway
- - PRoW Footpath
- Trainline
- M40
- Road network

Site Connections Diagram



4.5

Landscape Context

The Site is mainly flat arable farmland with medium to large fields bordered by hedgerows and occasional trees, limiting views across the landscape. Some gaps offer wider views.

Nearby are villages, homes, and farmsteads, with patches of woodland and drainage ditches. Three areas of Ancient Woodland lie within or near the Site.

A network of roads and public footpaths provides reasonable access. Visible structures include pylons and a flue from a nearby waste facility.

Despite being relatively close, the M40 and railway line are largely hidden from view.



Typical views across medium to large scale arable fields with views curtailed by hedgerows and boundary trees. Wooded backdrop to distant views



Man-made structures such as pylons and waste to energy plant apparent in the landscape



Field access track along hedgerow towards a woodland copse. Agricultural buildings are apparent in the landscape.



Large scale fields. Hedgerows have been lost resulting in ecologically isolated areas of existing vegetation

4.6

Existing Biodiversity and Ecological Features

Ecological assessments to date have confirmed there are no significant constraints to development of the Site.

Any identified ecological considerations can be effectively addressed through sensitive masterplanning.

The proposals also offer a strong opportunity to deliver substantial biodiversity enhancements, exceeding mandatory Biodiversity Net Gain requirements and supporting the objectives of the local Conservation Target Area.

A comprehensive biodiversity and ecological assessment has been undertaken, including habitat and species surveys. These informed the scheme design to enhance ecological value, assess potential impacts, and develop appropriate mitigation strategies.

STATUTORY DESIGNATIONS

No international statutory designations (Special Area of Conservation, Special Protection Area, Ramsar Site) exist within 15km of the Site, meaning there is negligible risk of impact or need for Habitats Regulations Assessment.

EXISTING BIODIVERSITY AND ECOLOGICAL FEATURES

Two Sites of Special Scientific Interest (SSSI) and one Local Nature Reserve (LNR) lie within 2km of the Site. Only one SSSI is ecologically designated, located 0.5km to the west. The LNR is 1.7km to the south. Potential impacts from the proposed development are considered very low.

NON-STATUTORY DESIGNATIONS

One Local Wildlife Site (LWS) lies within the Site (Twelve Acre Copse), and two more (Stoke Wood and Stoke Little Wood) are nearby. All are Ancient Woodland. Four additional LWSs are within 2km. The risk of adverse effects on these is also considered very low.

IRREPLACEABLE HABITATS

In addition to Twelve Acre Copse LWS, which is mapped as Ancient Woodland, there are also three non-designated areas of Ancient Woodland within the Site (part of Kilby's Copse, Great Copse and Nettle Copse) and one further area adjacent to the western boundary (Digging Copse).

Ancient Woodland is defined as an irreplaceable habitat in the NPPF and in the mandatory Biodiversity Net Gain legislation. All of these areas are protected within the proposals.

A recent tree survey recorded a number of veteran trees within and also outside main woodland areas. All of these trees are retained as part of the proposals.

CONSERVATION TARGET AREA

The Site lies partly within the Tusmore and Shellswell Park Conservation Target Area, focused on restoring biodiversity at a landscape scale. Key targets include the management and creation of lowland deciduous woodland and restoration of parkland with veteran trees.

HABITATS

Outside of the Ancient Woodland areas, most of the Site consists of intensively managed arable land with low ecological value. Locally important features include hedgerows, secondary woodland, ponds, and ditches, many of which are in poor condition but offer opportunities for enhancement and habitat creation.

Baseline studies have identified potential or actual constraints related to several species, including breeding and wintering birds, bats, brown hairstreak butterfly, and brown hare.



Images of the Ancient Woodland that will be retained and protected on-site

4.6

Existing Biodiversity and Ecological Features

KEY:

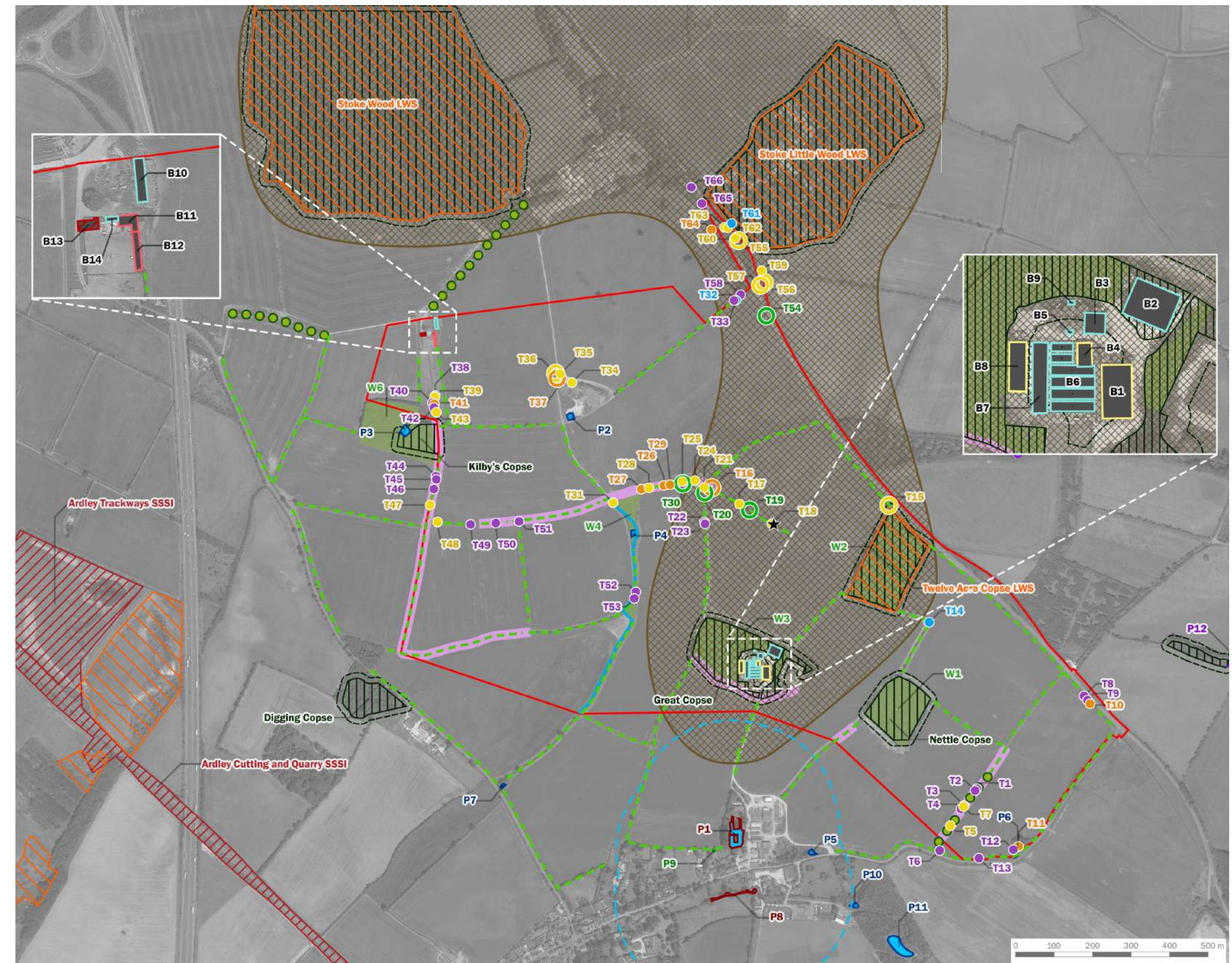
-  Site Application Boundary
-  Site of Special Scientific Interest (SSSI)
-  Local Wildlife Site (LWS)
-  Conservation Target Area
-  Ancient Woodland
-  15m Ancient Woodland Buffer
-  Deciduous Woodland
-  Hedgerow
-  Tree Belt
-  Badger Latrine
-  Pond Positive eDNA & GCN Present
-  Pond Negative eDNA & GCN Present
-  Pond Negative eDNA
-  Pond - No Access
-  250m Buffer: Pond Positive for GCN
-  Wet Ditch
-  Main Bat Foraging Corridors
-  Building with Confirmed Bat Roost
-  Building with High Suitability for Bats
-  Building with Low Suitability for Bats
-  Building with Negligible Suitability for Bats

Ground Level Tree Assessment (GLTA)

-  Potential Roost Feature For Multiple Bats (PRF-M)
-  Potential Roost Feature For Individual Bats (PRF-I)
-  Potential Roost Feature (PRF)
-  Further Assessment Required (FAR)

Close Inspection Survey

-  Potential Roost Feature For Multiple Bats (PRF-M)
-  Potential Roost Feature For Individual Bats (PRF-I)
-  No Potential Roost Feature (PRF)



Ecological Constraints Map

4.7

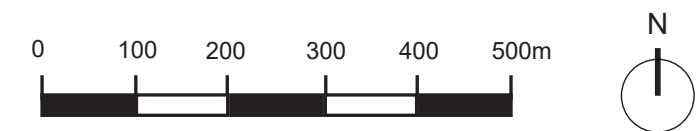
Existing Trees and Hedgerows

An arboricultural survey was conducted of the existing trees and hedgerows on the Site. Full analysis along with detailed plans to identify tree categories are contained in the Arboricultural Study.

- **Veteran Trees:** There are a number of these individually or within the woodland areas. These are retained in the Masterplan and have been afforded larger Root Protection Areas (RPAs) in accordance with government guidance and within the National Planning Policy Framework.
- The retention of **Category A** trees is essential and these are retained in the Masterplan.
- The retention of the **Category B** trees is strongly recommended.
- The retention of **Category C** trees should be considered where possible though it must be noted that these specimens have a low retention value and are likely to only offer a temporary contribution to the landscape character of the Site.
- Respect the **15m buffer between Ancient Woodland and new development** unless justifiable technical solutions are presented for consideration, the Masterplan includes this buffer.
- Any proposed new planting should consist of native and wildlife-attracting species with a robust five year management plan to assist with the development proposal and to offer mitigation for any tree loss.
- Proposals will avoid Root Protection Areas where possible.

KEY:

- Site Application Boundary
- Arboricultural Survey – Root Protection Area
- Hedgeline
- Arboricultural Survey – Canopy
- V Individual Veteran Trees (not shown where within larger woodland areas)



Existing Trees and Hedgerows Map

4.8

The Historic Environment

Analysis of historic environment sources, including the Oxfordshire Historic Environment Record, indicates that the Site and immediate area contain evidence for likely prehistoric activity, as suggested by cropmarks of possible below-ground remains visible on aerial photographs. The completion of a geophysical survey and trial trench evaluation of the Site confirms the presence of discrete areas of prehistoric settlement, agricultural and potential funerary activity within the Site.

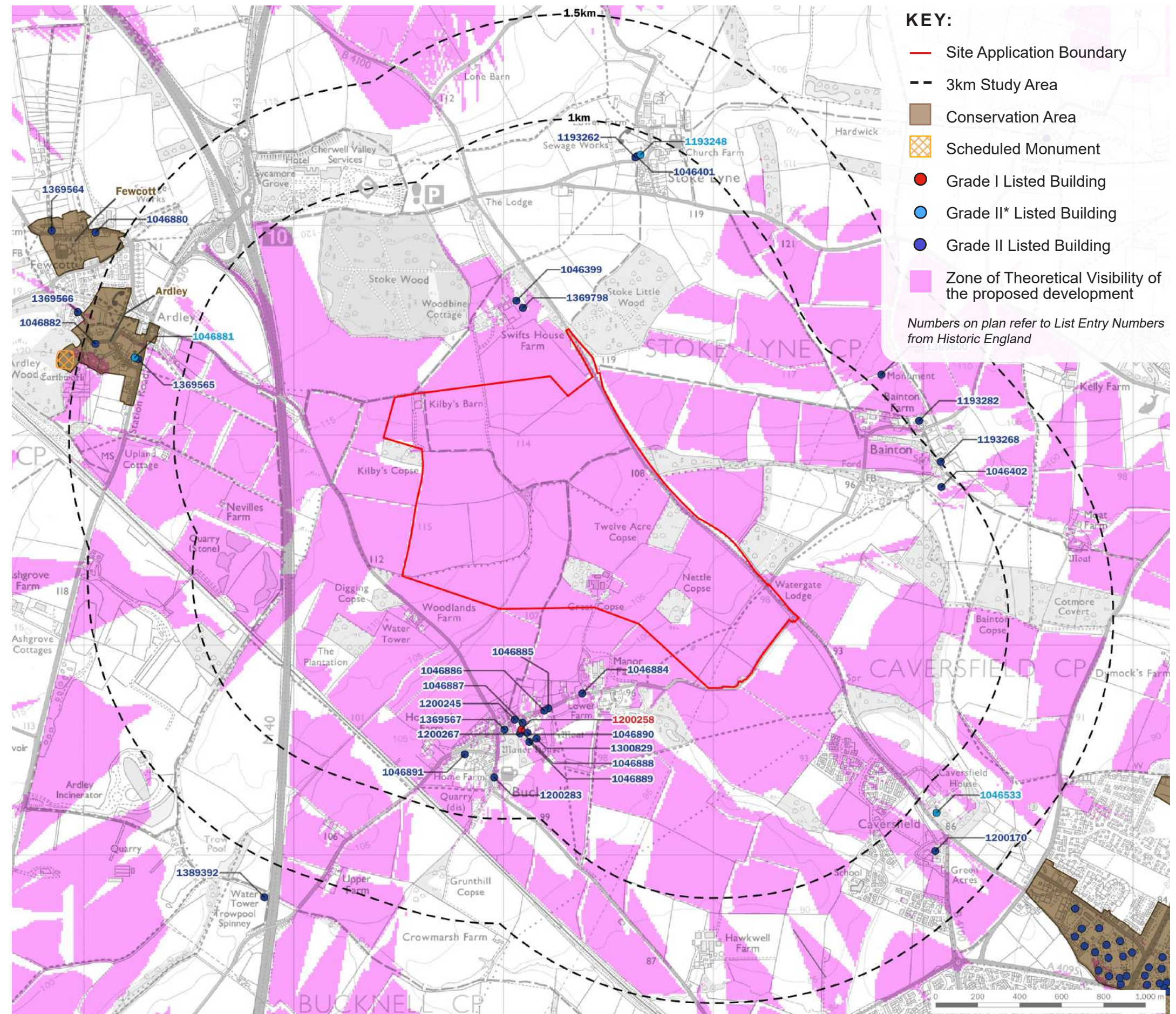
There is also evidence relating to its continual agricultural exploitation since the medieval period. The field boundaries and woodland within the Site derive from the enclosure of the landscape from the 18th century onwards.

Based on an understanding of heritage assets that have been identified across the wider landscape, and the results of the Site surveys, the identified remains that survive within the Site are unlikely to be considered to represent activity of such significance to warrant preservation in situ. Ongoing consultation with the Oxfordshire County Archaeological Advisor is being undertaken to devise an appropriate programme of investigation and recording for any significant archaeological remains within the Site.

The design incorporates measures to respect local heritage, including:

- Maintaining generous setbacks from designated heritage assets.
- Using landform, bunding, and planting to reduce visual impact on heritage settings.
- Retaining and buffering existing historic landscape features.
- Preserving the 19th-century Kilby's Barns to maintain local historic character.

This map demonstrates the limited visibility of the proposals from designated heritage assets.



Designated Heritage Assets and Zone of Theoretical Visibility

4.9

Ground and Site Conditions**HISTORICAL LAND USE**

The Site has historically been agricultural land (arable and pastoral) featuring established copses, footpaths, tree-lined ditches, and two unnamed watercourses. The only permanent structure is the Kilby Barn complex in the north-west.

MADE GROUND AND SOIL CONDITIONS

Made ground is expected, particularly in backfilled former field boundary ditches and ponds, with depths ranging from 1 to 3 meters. Underneath the made ground, remnant alluvium and peat may remain. Made ground is also present near Kilby's Barn and the existing piggery at Great Copse, which contains an underground fuel tank that may have caused contamination.

Topsoil across the Site may be mixed with ash and made ground materials. Areas with significant man-made material will be classified as made ground.

GEOLOGY AND SUBSURFACE CONDITIONS

Superficial layers are anticipated to consist mainly of soft to firm clay over highly weathered bedrock, with a shallow rockhead. Several faults in the eastern Site area may increase superficial layer depth and cause zones of weakness, including fracturing and jointing in the bedrock.



Ploughed clay soil on the northern section of the Site



Mixture of clay and some made ground material on the south western section of the Site



Light grassland and soil on the central section of the Site



Ploughed clay soil on the southern section of the Site

4.10

Public Consultation and Design Influences

Puy du Fou UK have undertaken an extensive programme of public and stakeholder engagement to inform and shape the proposals. The consultation strategy for the project can be described in outline as follows:

July 2024 – Public announcement of the project and initial formal public consultation event

The public consultation event took place over three days in Bucknell, Bicester and Oxford; to explain what Puy du Fou is, where the UK Site is located and provide a brief overview the plan for the UK Park to encourage initial public comments to help the detailed design of the proposal. **This first consultation was purposefully undertaken before any detailed plans for the proposed Park had been developed so local people's views could be taken onboard upfront and built into the design team's early thinking.**

July 2024 to August 2025 – Constant informal engagement with national, regional and local groups on an ongoing basis; at the time of publication this has amounted to over two-hundred meetings to date, and will continue during the local authority's discussion and determination of the planning application

February 2025 – Second formal public consultation event

Again this event took place over three days, this time in Bicester, Banbury and Bucknell; to describe in more granular detail the evolving design of the Park including the transport strategy and other issues. This second consultation was purposefully undertaken long before 'scheme fix' so that any additional issues, questions or concerns from local people could be addressed during this later design stage.

Sector Specific Consultation Events

Due to the unique nature of the Puy du Fou UK project, several specialised consultation events were held to engage sectors not typically involved in standard planning processes:

- **Hotel Sector (15 May 2025):** Co-hosted by Experience Oxfordshire and The Randolph Hotel, this event brought together 50 hospitality representatives to discuss the proposals with Puy du Fou UK.
- **Oxfordshire Attractions (16 July 2025):** Held at Bicester Hotel and Spa, this event gathered around 50 attendees from various attractions and hotel brands to explore the potential positive impacts on the local sector.
- **Heritage Sector (30 July 2025):** Organised by the Historic Houses Association at Claydon House, with around 40 participants from heritage organisations like English Heritage and the National Trust, allowing discussion and feedback on the project.
- **Farming Sector (Planned for September 2025):** A summit is scheduled to connect local farmers and estate owners with Puy du Fou to develop a local supplier network, supporting their 'farm to fork' model used in France and Spain.

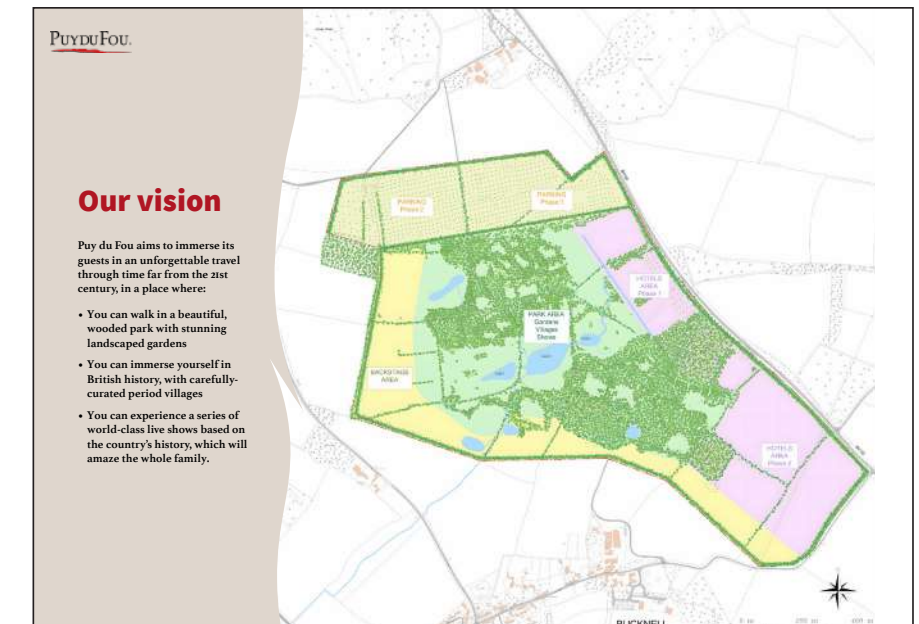
The Statement of Community Involvement (SCI) captures the comprehensive engagement process, the issues and questions raised, and how the project responded. Key influences on the Masterplan included amenity factors (noise, lighting, visual), transport (active travel, interchange, access points, PRoW), the scale and layout of the shows, hotel, parking & utilities, along with the important boundary treatment.



Public consultation display - February 2025



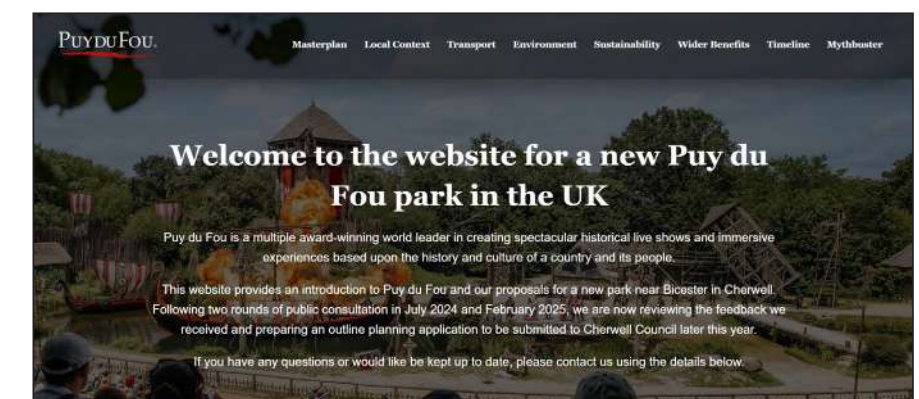
Public consultation display - February 2025



Public consultation presentation information - July 2024



Public consultation presentation information - July 2024



Public Consultation Website homepage

4.11

Pre-Application Discussions

The various pre-application discussions with statutory and non-statutory consultees and the local community have all had an influence over the evolution of the design of the proposals and the scope of the Environmental Impact Assessment. This section summarises the consultation process undertaken with key stakeholders and includes the key issues raised during these discussions. Full details of this are provided within the Statement of Community Involvement (SCI).

Regular engagement with Cherwell District Council (CDC) and Oxfordshire County Council (OCC) has been managed through a Planning Performance Agreement (PPA). Meetings and workshops held during the pre-application stage covered a wide range of technical topics including transport, masterplanning & design, sustainability, local impacts (including flood risk & drainage, lighting, noise, and visual impact), minerals & waste, energy, climate change, socio-economics, and human health. In addition to technical matters, updates have also been provided regularly on procedural matters seeking CDC and OCC officers' feedback on the Application deliverables, draft plans and drawings, as well as regular updates provided on the planning programme.

The Proposed Development has evolved since early feasibility and work has been undertaken by the project design team to address the comments made by officers, where possible. Key topics identified by CDC were sustainability, and in particular the emerging local plan policies (see Sustainability Statement for details) to ensure masterplanning, construction and operation met CDC climate change targets (such as landscaping (native species preference), ecology (minimising disturbance to existing), building materials for future phases energy performance) and amenity effects of noise and lighting with regular dialogue with the Environmental Health team. The OCC focus was transport, and in particular rail capacity and traffic modelling.

An explanation of how the scheme has evolved, and the Illustrative Masterplan, is included in Sections 5.0, 6.0 and 7.0 of this document.



Puy du Fou France

Loic Lagarde (2024)

5.0



Puy du Fou France, Loïc Lagarde (2024)

ILLUSTRATIVE MASTERPLAN

5.1

Design Summary

Artist's Impression of Puy du Fou UK from above, viewed from the south-west

At this outline stage there is no final concept or architectural drawings of the Park buildings. They will, however, have the architectural authenticity that is expected of Puy du Fou UK.

The design will protect the existing natural assets, as well as enhancing ecological networks and natural heritage, creating woodlands, gardens, ponds and lakes in harmony with the wider biodiversity approach.

The majority of the Park buildings will use natural, crafted, and locally sourced materials where possible to reinforce Puy du Fou UK's commitment to local heritage and environmental sustainability.

5.2

Masterplan Principles

The Masterplan is guided by a vision to create a **rich, biodiverse landscape** that **enhances** and **celebrates** the Site's **existing natural assets**. The design is shaped by three core principles:

① Immersive Natural Experience

The design and brief envisions a forested and landscaped environment where visitors are fully immersed in nature. The landscape acts as both setting and story, reinforcing a sense of wonder and connection to the natural world.

② Strategic Planting and Visual Containment

The Masterplan incorporates carefully considered boundary planting to minimise visual impact, creating a clear distinction between the Park and its surrounding context. This green buffer not only enhances the immersive experience for guests but also respects the amenity of neighbouring communities.

③ Commitment to Sustainability and Biodiversity

At every stage, the design embraces sustainable practices and promotes biodiversity, ensuring that the development supports long-term environmental resilience and contributes positively to the local ecosystem.

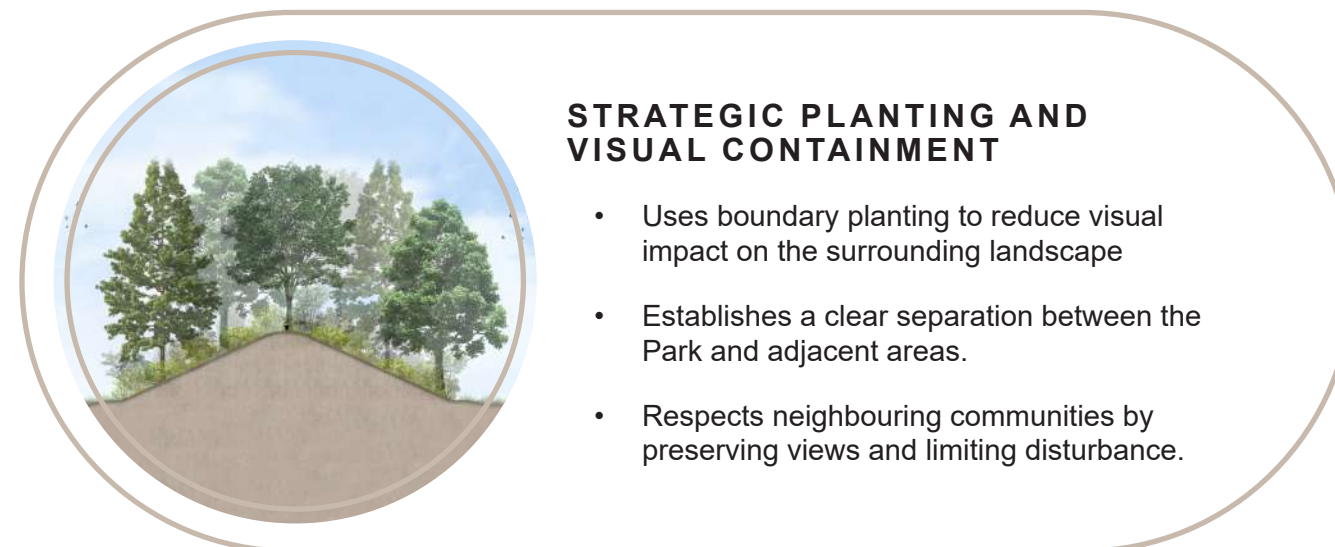
By integrating these three aspects, the design makes full use of existing Site features—such as mature woodland, hedgerows, and natural landforms—preserving local character and reinforcing ecological value.

In parallel, the Masterplan embeds policy requirements for Biodiversity Net Gain (BNG), ensuring that the development delivers measurable environmental benefits as part of a responsible and forward-thinking approach.



IMMERSIVE NATURAL EXPERIENCE

- Creates a forested and landscaped environment that surrounds and engages visitors.
- Enhances the sensory experience through close contact with nature.
- Supports the storytelling and thematic vision of Puy du Fou UK within a natural setting.



STRATEGIC PLANTING AND VISUAL CONTAINMENT

- Uses boundary planting to reduce visual impact on the surrounding landscape
- Establishes a clear separation between the Park and adjacent areas.
- Respects neighbouring communities by preserving views and limiting disturbance.



COMMITMENT TO SUSTAINABILITY AND BIODIVERSITY

- Embeds sustainable landscape design and long-term ecological stewardship.
- Promotes biodiversity through habitat creation and native planting.
- Delivers Biodiversity Net Gain (BNG) in line with, and exceeding, national planning policy.

5.3

Masterplan Strategic Approach

The Masterplan has been shaped with a wider strategic view, ensuring it responds sensitively to its setting and surrounding infrastructure.

- **Visitor Entrance:** The main visitor vehicular entrance is located as close as possible to Junction 10 of the M40.
- **Transport:** A vision-led approach for multi-modal access - buses, coaches, active travel and car.
- **Landscape Buffer:** A structured landscape buffer is proposed around the perimeter of the Site to provide visual screening and a clear separation from surrounding residential areas.
- **Hotels:** Hotels are positioned near to the B4100 road to act as an additional buffer, helping to shield the main visitor areas and reduce potential disturbance.
- **Separate Hotel Parking:** Separate hotel parking and access is provided between the B4100 and the hotel buildings, ensuring convenient access while maintaining a clear division from the main visitor areas.

KEY:

- Site Application Boundary
- ➔ Main Visitor Vehicular Entrance as close as possible to J10 of M40
- ➔ Secondary Visitor Vehicular Access
- ➔ Staff / Servicing Access
- Ancient Woodland and Buffer Zones
- Structured Landscape Boundary
- Hotel and Conference Centre Area
- Showpark Area; Gardens, Villages and Shows
- Back of House Area
- Sustainable Transport Hub and Parking
- ▭ Surrounding Residential Areas



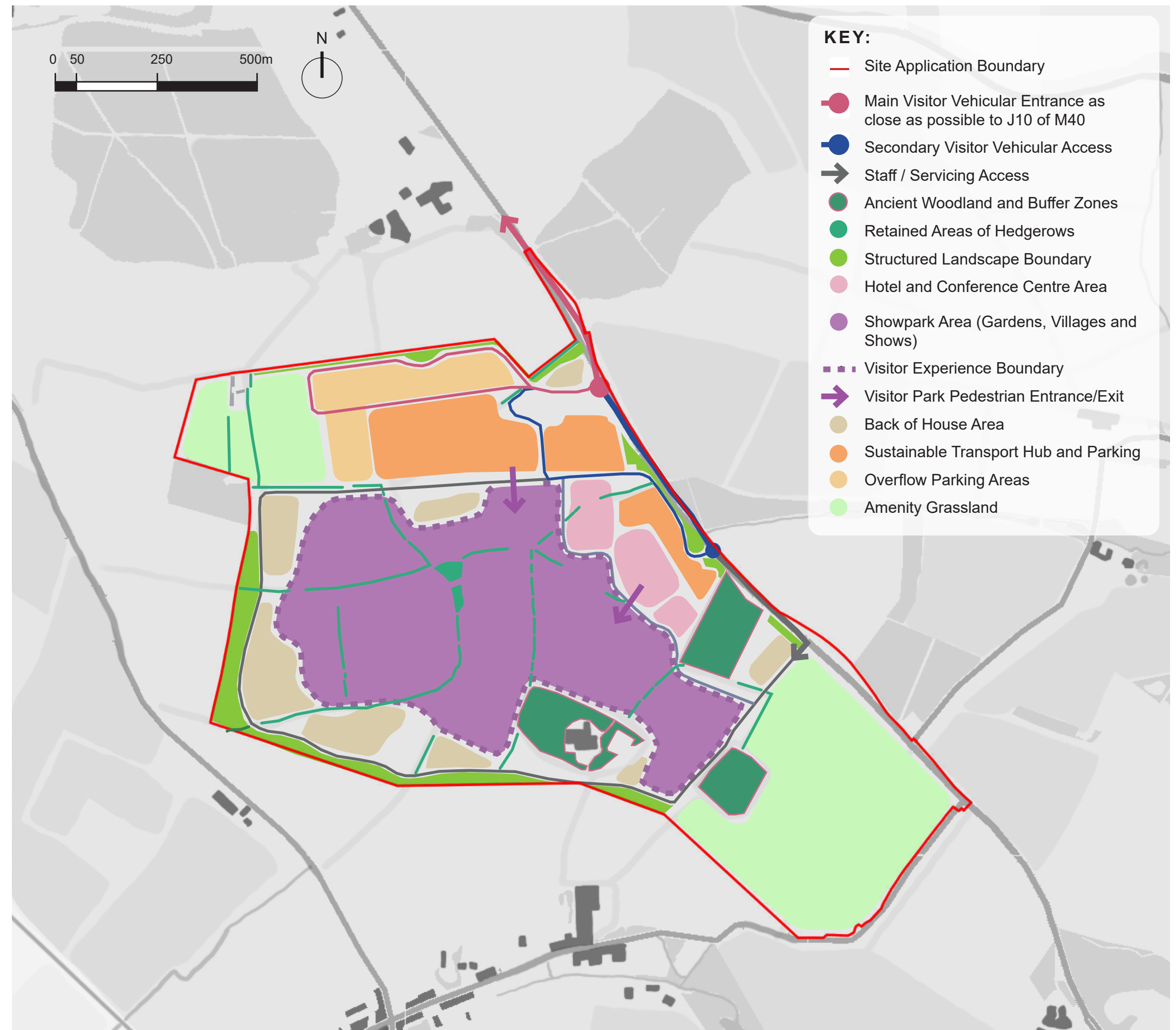
Site Strategic Arrangement

5.4

Spatial Strategies

A number of key spatial strategies have been incorporated into the Masterplan:

- **Retention of Ancient Woodland:** All areas of ancient woodland have been preserved and integrated into the Masterplan.
- **Integration of Existing Landscape Features:** Existing hedgerows and trees have been retained wherever possible, with the Park layout designed to incorporate these features.
- **Service Access Strategy:** A dedicated service access route has been introduced, positioned around the rear of the back-of-house areas, yet contained within the structured planted boundary.
- **Defined Visitor Experience Boundary:** A clear boundary has been established to define the extent of the visitor experience, separating guest-facing areas from operational and service zones.
- **Visitor Park Entrances:** The primary entrance to the Park is located at the northern car park, with a secondary entrance provided from the hotel areas to the east.



Site Spatial Arrangement

5.5

Zonal Characters

The different areas of the Site will each have their own character based on their functions and experiential requirements.

There are precedent images from Puy du Fou France and España for each of the four key zones on the Site to help explain their character. A summary of these is as follows:

Showpark Zone: This is a rich landscape setting for the indoor and outdoor shows, with formal and informal gardens, woodlands and lakeside areas creating an immersive visitor environment. Some areas will be specifically tailored to represent the landscape of historical eras.

Hotel and Conference Centre Zone: This is a verdant landscape setting for the three hotels which will be an extension of the main Showpark Zone to provide a seamless visitor experience. Around each hotel may be a more formal landscape to align with a particular historical era.

Sustainable Transport Hub and Car Park: The area for cars, coaches and sustainable mobility hub. This will be mainly permeable surfacing, with some structured landscaping; the amount of tarmac surface will be kept to a minimum. As part of the energy strategy photovoltaic panel canopies are currently proposed in the core car park area over parking spaces.

Back of House Zone: Whilst not being part of the core visitor experience, this zone will include high quality facilities for Puy du Fou UK's highly valued team, including workshop areas for show production and exemplary animal facilities.

SHOWPARK ZONE



Puy du Fou France, Loïc Lagarde (2024)



Puy du Fou France, Arthur Aumond (2022)



Puy du Fou France, Arthur Aumond (2022)

SUSTAINABLE TRANSPORT HUB AND CAR PARK



Typical Parking Area, Puy du Fou France (2024)



Vehicular Road, Puy du Fou France (2024)



PV-Covered Parking Bays

HOTEL AND CONFERENCE CENTRE ZONE



Puy du Fou France, Loïc Lagarde (2023)



Puy du Fou France, Laura Evrat (2025)



Puy du Fou France, Arthur Aumond (2022)

BACK OF HOUSE ZONE



Central Medical Facility and Security Centre, Puy du Fou France (2024)



Typical BOH building, Puy du Fou España (2024)



Central Offices, Puy du Fou France (2024)

Precedent images from Puy du Fou France and España

5.6

Masterplan Composition

The design of the Park has been informed by a detailed analysis of the most successful elements of the Puy du Fou sites in France and España. At 158 Ha, the Puy du Fou UK Site is comparable in scale to the Puy du Fou France Site, so many similar strategies from that particular site are employed here to compose the Puy du Fou UK Masterplan arrangement.

A series of village areas will be established as hubs for both indoor and outdoor shows, each equipped with the visitor amenities required to support the performances.

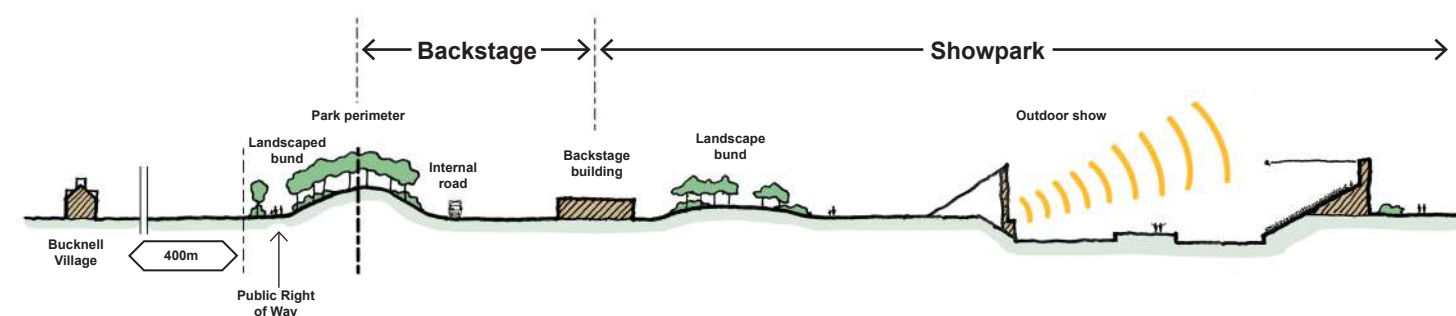
A centrally located network of lakes and rivers will serve as a unifying visual feature, linking the villages and enhancing the overall sense of cohesion across the Site.

Each village has been carefully positioned to align with existing hedgerow patterns, which are reinforced with additional planting to define distinct zones and provide visual separation from the surrounding areas of the Park.

Each cluster of village and shows will have an accompanying element of back of house accommodation which, combined with perimeter landscape treatment, acts as a buffer between the Park and the surrounding area.



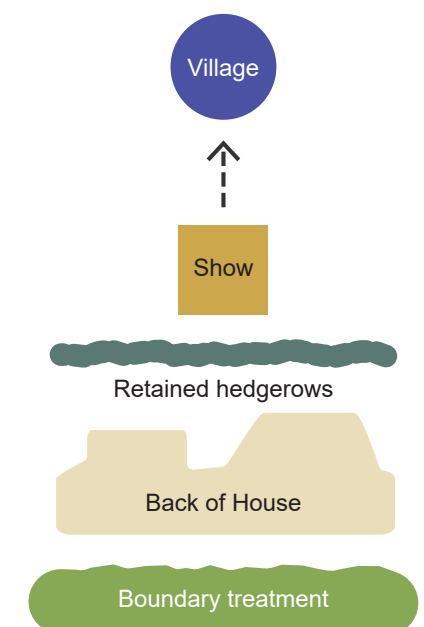
Illustrative Masterplan Composition: Site Arrangement



Illustrative Masterplan: Concept Section through Site Boundary

KEY:

- Structured Landscape Boundary
- Hedgerows
- Ancient woodlands
- Villages
- Indoor shows
- Outdoor shows
- Hotels
- Back of House
- Sustainable Transport Hub and Parking
- Visitor Access
- Visitor Experience Boundary



Illustrative Masterplan: Diagram of Site Layout from Boundary to Internal Park

5.7

Visitor Villages

Indoor and outdoor shows will be gathered around a series of village areas, each providing the necessary visitor amenities to support the performances.

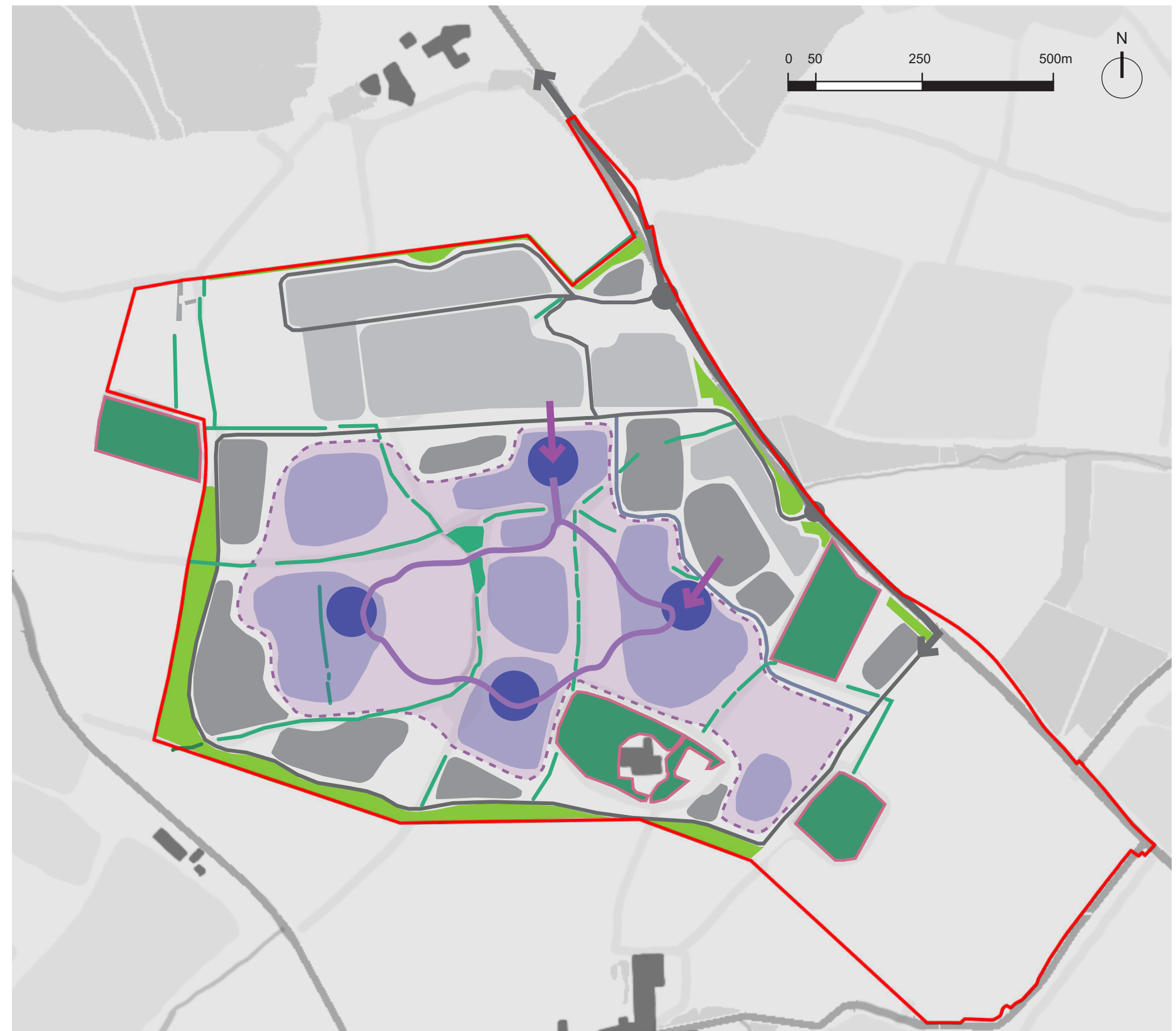
Each village will be formed as a collection of buildings that house small experiences, shops, craftspeople's stalls, toilets and food & beverage outlets. These will be evenly distributed around a visitor / pedestrian path around the Park.

Each village will be thoughtfully curated to represent a distinct historical period, with the architectural style of its buildings carefully designed to authentically reflect the aesthetics of that era.

This will ensure that the visitors have the most immersive experience possible whilst keeping the majority of footfall in the centre of the Site.

KEY:

- Site Application Boundary
- Ancient Woodland
- Retained Areas of Hedgerows
- Structured Landscape Boundary
- Village Centre
- Village Zone, enclosing shows and experiences
- - - Visitor Experience Boundary
- Primary Visitor Movement Route
- ➔ Visitor Access



Village locations highlighted within the Illustrative Masterplan

5.8

Vehicular and Pedestrian circulation within the Site

The Illustrative Masterplan has been carefully set out to ensure the visitor experience and routes are balanced against essential access requirements across the Site, both in terms of servicing and emergency access.

The diagram on this page shows the different types of pedestrian and vehicular access routes within the illustrative layout, as currently envisaged. The aim of the design is to create a fully accessible Showpark that gives the most space possible over to nature. Accessibility for all abilities will be designed for visitors and talents to ensure legal and policy compliance.

KEY:

- R1 – Service Road type 1 – 6.5m width road, no dig construction
- - - R2 – Service Road type 2 – 6.5m width road, with 2m width footway, no dig construction
- R3 – Service Road, shared surface – 6.5m width shared surface road, raised table
- R4 – Visitor Access Road – 6.5m width road, 1.5m width footway
- R5 – Visitor Access Road – 6.4m width road, 2m footway, 3m cycleway
- P1 – Visitor Path, wide, general vehicle access – 8m width
- - - P2 – Visitor Path, wide, emergency vehicle access – 8m width, sufficient for Fire Tender
- P3 – Visitor Path, wide – 8m width for pedestrian traffic
- P4 – Visitor Path, medium – 6m width for pedestrian traffic
- - - P4A – Visitor Path, medium, bonded surface – 6m width for pedestrian traffic
- P5 – Visitor Path, narrow – 4m width for pedestrian traffic
- - - P5A – Visitor Path, narrow, bonded surface – 4m width for pedestrian traffic
- P6 – Public Right of Way – 2m footpath and 3m bridle way



Vehicular and Pedestrian circulation within the Site

5.9

Illustrative Masterplan

This page presents the Illustrative Masterplan for the Site. This has been developed collaboratively between the Puy du Fou UK specialist team and the design team.

Section 6.0 of this document presents the individual technical studies and strategies completed by the design team members that have influenced this layout.

Overall this Illustrative Masterplan demonstrates how an incredible new visitor experience can be created on this Site, whilst protecting the mature natural features, restoring biodiversity, promoting active travel and allowing for a fossil fuel free energy strategy.

KEY:

- Site Application Boundary
- Hotel
- Indoor Show
- Outdoor Show
- Village
- Other Building
- MEP
- Parking
- Public Right of Way
- Service Road
- Path
- Control Access Point
- ← Vehicular Access Point
- ← Visitor Access Point
- Ancient Woodland (Retained)
- Ancient Woodland 15m Buffer Zone
- Retained Hedgerows, Trees & Woodland
- Woodland / Woodland Edge
- Mixed Native Hedgerow (Informal)
- Mixed Scrub
- Screening and Spatial Separation
- Wildflower / Species-Rich Meadow
- Themed Gardens
- Amenity Grass Mix
- Retained Agricultural Land
- Aquatics, Emergents and Floating
- Lake
- Dry Basin
- Photovoltaics



Illustrative Masterplan

5.10
**Rendered Illustrative
Masterplan**



KEY:

- ① Indoor Show
- ② Outdoor Show
- ③ Hotel and Conference Centre
- ④ Village
- ⑤ Sustainable Transport Hub and Car Park
- ⑥ Hotel Parking
- ⑦ Waste Water Treatment Plant
- ⑧ Access Roundabout
- ⑨ Service Entrance
- ⑩ Service Road

6.0



Puy du Fou France, Loïc Lagarde (2024)

MASTERPLAN TECHNICAL DESIGN

6.1

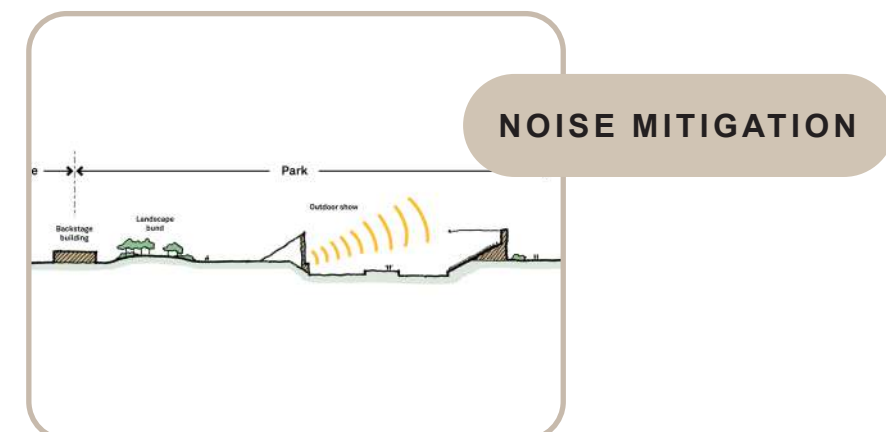
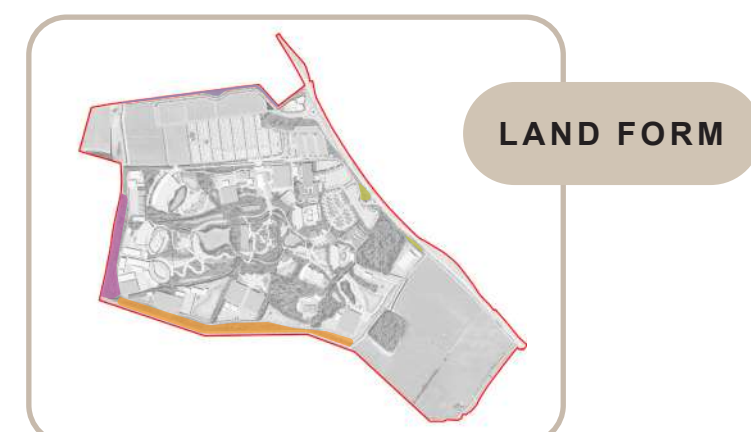
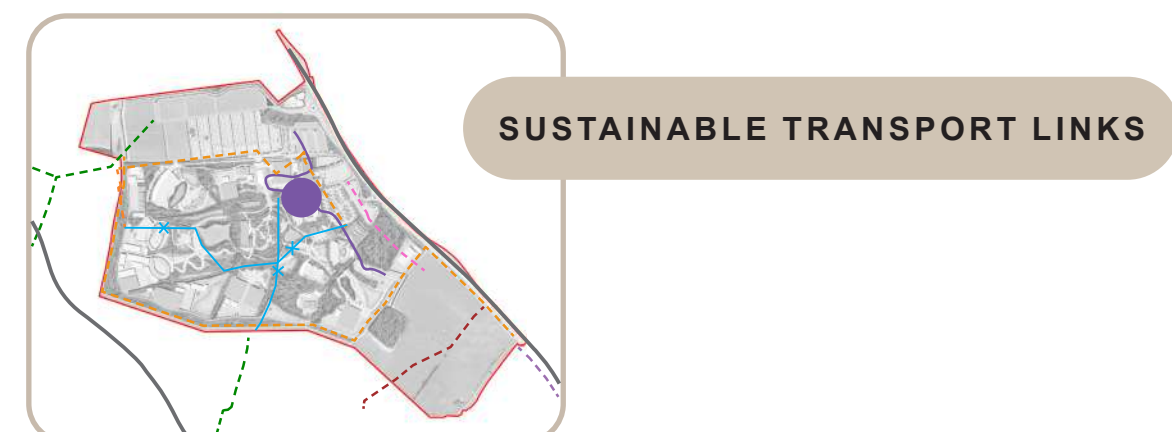
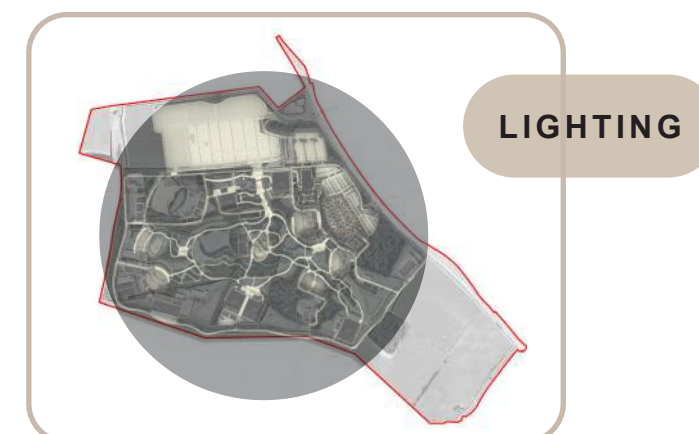
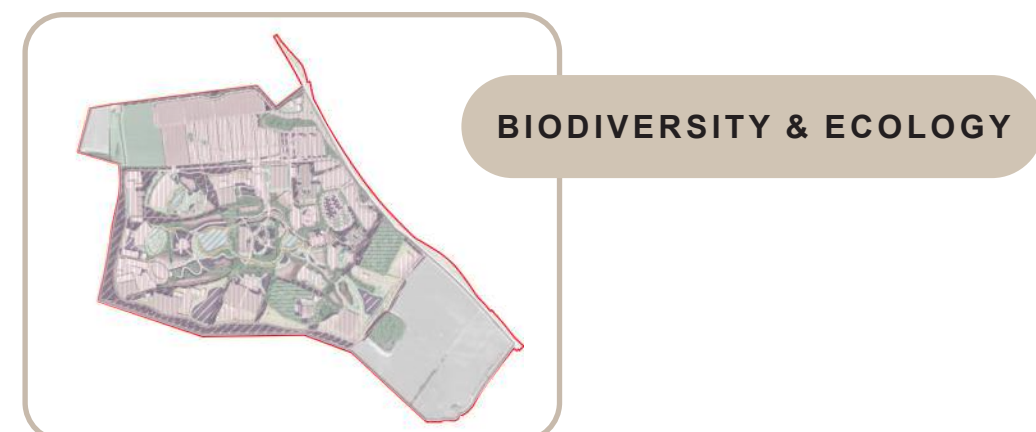
Masterplan Technical Strategies

The Illustrative Masterplan design combines the operational requirements of Puy du Fou UK with the Site's opportunities and constraints. This scheme has been tested in terms of visual impact, acoustics, lighting, water management, biodiversity and many more key technical influences. The ES document contains the detailed analysis of baseline conditions, assessment of Puy du Fou's proposals and any embedded mitigation. This section draws upon that analysis.

This section describes the effects of this scrutiny. The Masterplan design process has been overseen by Puy du Fou whose in-house team have extensive experience developing the expanding Masterplan in France, and the new Puy du Fou España. This knowledge and experience are vital to understanding how the different elements of the Puy du Fou UK scheme are carefully integrated to preserve the visitors' immersion in historical and cultural narratives within a natural setting, while essential back-of-house support facilities are kept discreetly out of sight, yet remain functionally well-connected.

It is important to recognise that this is an Outline Planning application supported by Parameter Plans. The purpose of the Masterplan is to be an illustrative version of how the Park could be developed, and this experience has therefore provided a basis for testing of effects and mitigation to inform the strategies and controls needed to deliver the Park at the detailed design stage.

The key consideration this technical section addresses are set out on this page, and are then more fully described in the following section.



6.2

Sustainability

The Puy du Fou UK project aims to create a landscape-driven visitor destination that sets a new standard for sustainable tourism development. It will enhance the natural beauty of the surroundings by retaining existing trees, hedgerows, and other local landscape features, promoting biodiversity and creating a thriving ecosystem. New woodlands, hedgerows, ponds, lakes, and wildflower meadows will be established to provide habitats for diverse flora and fauna. Sustainable water management practices will be integrated to preserve natural resources and mitigate flood risk.

Puy du Fou UK is committed as a target to be net zero ready for operational energy through a fabric-first approach to building design, prioritising energy efficiency with high-performance insulation and glazing, airtightness, and low energy lighting. The Site will be 100% fossil fuel free, utilising electric systems and a solar photovoltaic array with energy storage if necessary to meet its energy demands. This approach reduces carbon emissions and sets a benchmark for future sustainable tourism developments.

Puy du Fou UK will also boost the local economy by creating direct and indirect employment opportunities and driving tourism to the Bicester and Banbury areas. The project will work closely with local farmers, suppliers, and artisans to ensure economic benefits are widely distributed, and will showcase local products and expertise.

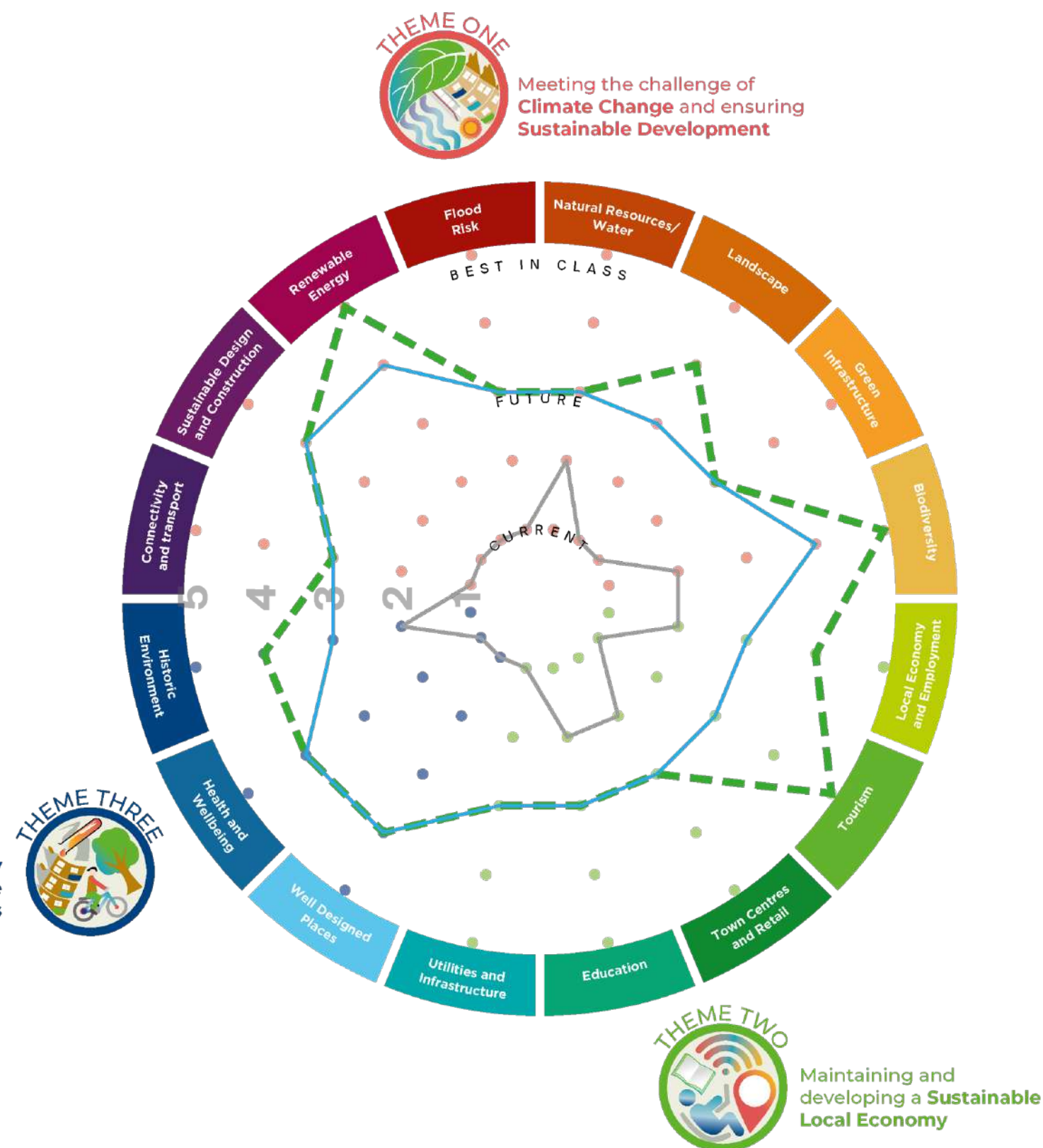
Overall, Puy du Fou UK aims to be an exemplar visitor destination that combines immersive entertainment with environmental responsibility.

This diagram shows how Puy du Fou UK's sustainability commitments measure against the current and emerging Cherwell Local Plan.

KEY:

- Cherwell Local Plan 2011
- Cherwell Local Plan 2042
- Puy du Fou UK Proposal

Sustainability Diagram



6.3

Landscape

This is a design that builds on the existing characteristics of the Site's natural landscape, weaved into a coherent visitor experience.

A clear strategy has been developed to achieve this, which is centred on the following strategies:

- **Retaining and reinforcing all the existing landscape structure of the Site:** Ancient woodlands will be preserved and all structures will be outside of the buffer-zones. Hedgerows and existing trees will be retained wherever possible.
- **Considerable planted bunding will be created around and within the Park:** This will help to screen views, light and noise, from individual show positions and sight lines. Trees will be planted on the bunding and around the shows and other buildings to provide further protection.
- **Lower impact service areas will surround the Main Park:** These areas will be located inside the landscape bunding and will create further separation from surrounding residential settlements.
- **Adding nature back into the Site:** The proposed design prioritises the protection and enhancement of trees, focusing on native species of trees and shrubs to seamlessly integrate with the local ecosystem. Carefully planned ground cover and understorey layers will create optimal habitats for native birds.



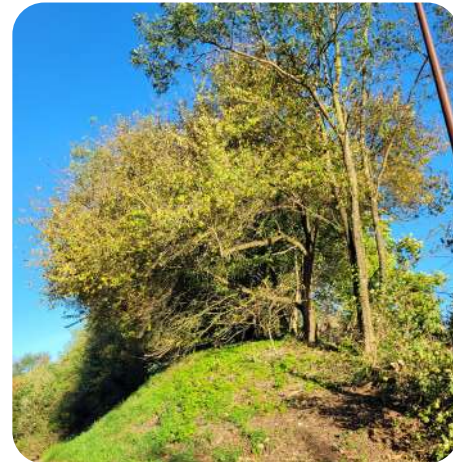
Indicative Strategic Planting Proposal

6.3

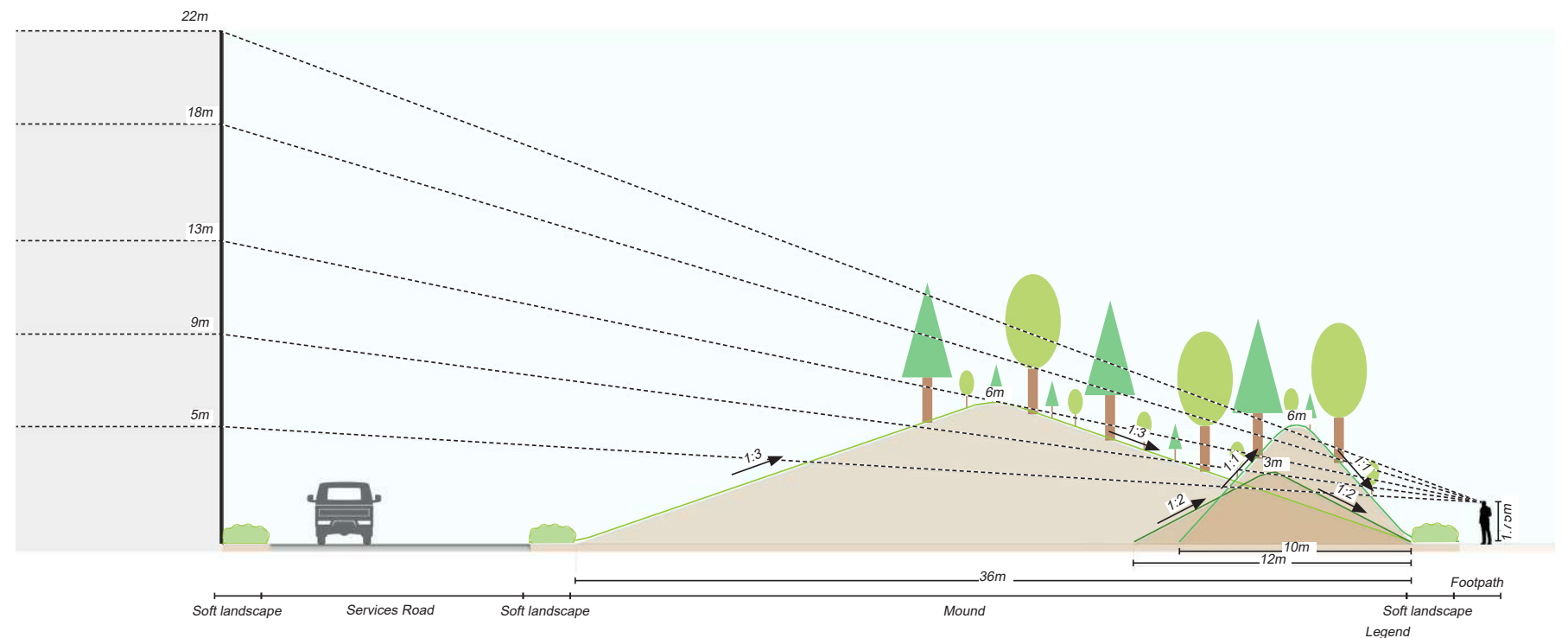
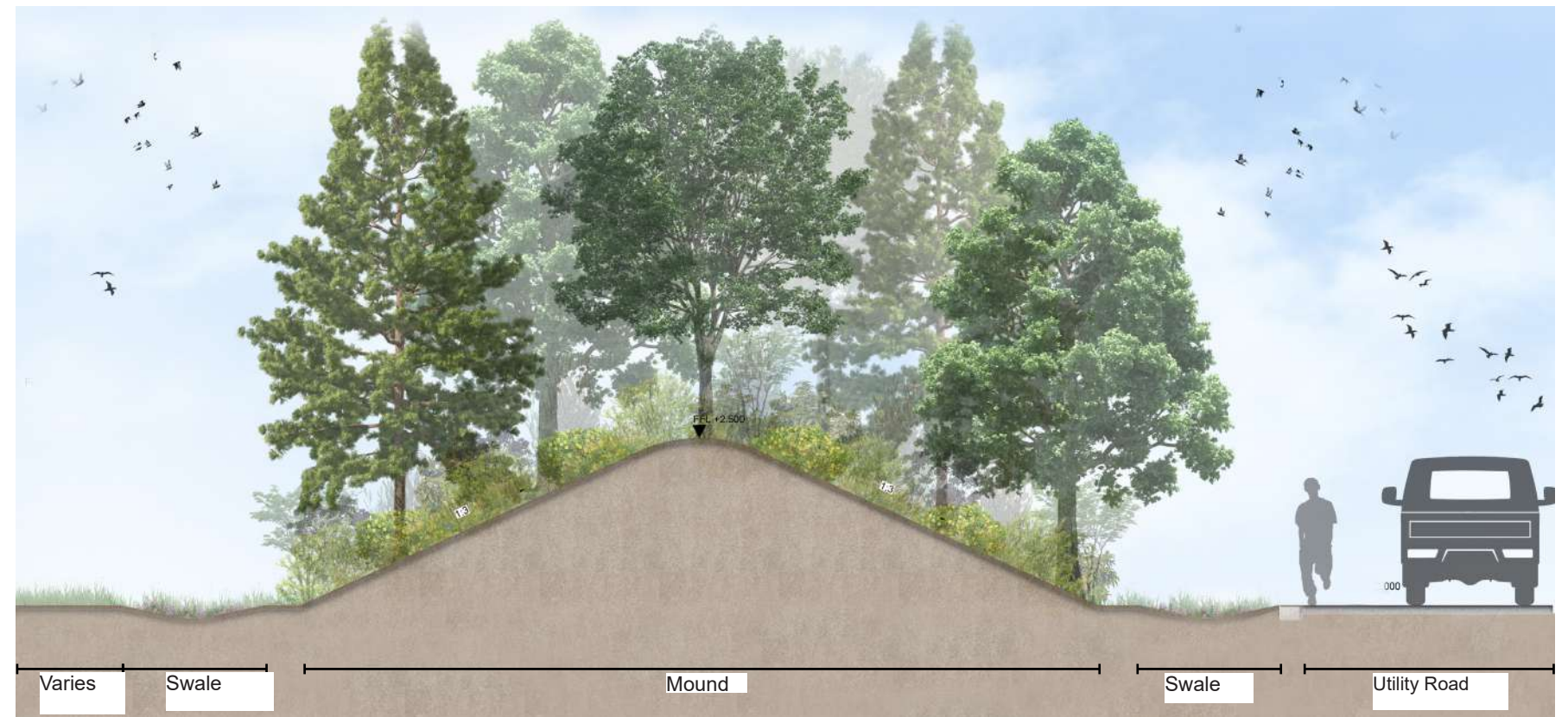
Landscape

Near the Site borders, a mound with a high density of trees and bushes will be created to provide a natural visual boundary and buffer, with the additional benefit of redistributing the soil disturbed during the excavations for the construction of the Park and helping to achieve a cut-and-fill balance on the Site overall.

At the beginning of each slope will be a drainage swale in order to collect the rain and storm water and therefore offer a quality biodiverse landscape in line with the SUDs regulation.



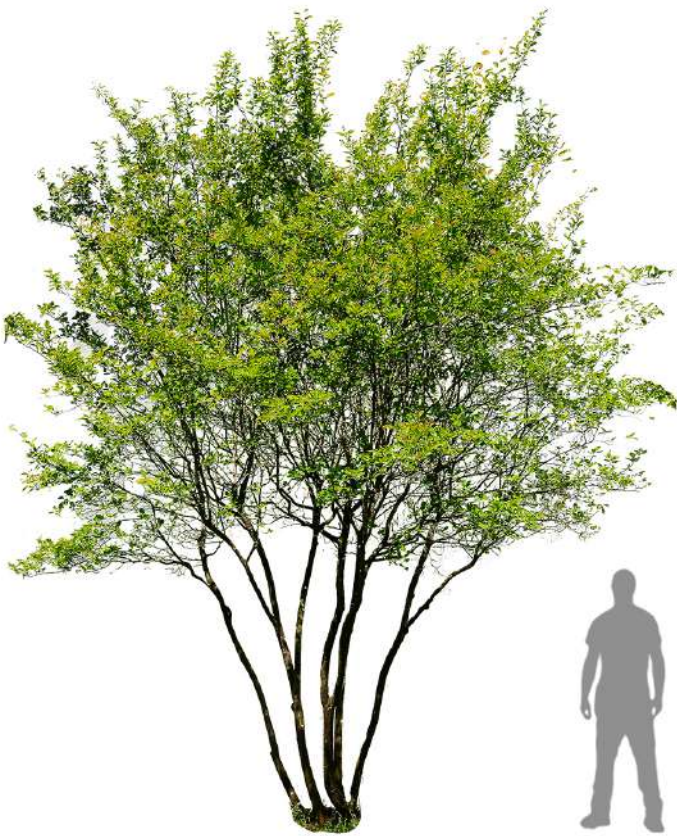
Photographs of the boundary treatments at Puy du Fou France



Typical Screening / Mounding Strategy

6.3
Landscape

A suite of structured planting throughout the Site will be predominantly used to define the edges of the Site and between different experiences within the Park.



Tree Type Multi-stem tree
Growth Form Multiple stems, branching from the ground
Canopy Cloud-like canopy starts around 1.5–2 m above ground
Purpose / Function Achieve privacy
Separate different site areas
Mark key locations (entrances)
Required Height 3–3.5 m
Site Role Defines entrances and access points and adds structure to the landscape



Tree Type Clear stem
Growth Form Semi-mature tree has a single, upright, clear stem
Canopy Canopy starts around 2 - 2.5 m above ground
Required Height 3.5 - 4 m
Site Role These type of trees are proposed along the main pedestrian and vehicular routes and in key landscape areas



Tree Type Herbaceous planting
Growth Form No persistent woody stems above ground. These plants grow fast and produce flowers and many seeds in a short period of time.
Required Height 0.3 - 1.3m.
Site Role They have an important role in the biodiversity, because they can provide habitat and food for wildlife.



Tree Type Ground Covers
Growth Form In an ecosystem, the ground covers forms the layer of vegetation below the shrub/ herbaceous layer.
Required Height 0.1 - 0.3m.
Site Role Ground covers provide protection of the topsoil from erosion and drought..



Tree Type Rough Shrubs
Required Height 0.8 - 1.5m.
Site Role Used as separation between the different functions within the Park. In addition they have an important role in the biodiversity, because they can provide habitat and food for wildlife.



Tree Type Clipped shrubs
Required Height 1 - 1.5m.
Site Role Used to give privacy and help separate the areas.

6.3

Landscape

To ensure the Proposed Development exceeds the Biodiversity Net Gain (BNG) requirements, a significant part of the Site, particularly towards the perimeter, will be given over to landscapes which are species-rich, as described below.



Mixed scrub: A variety of native shrubs planted in clumps with unplanted gaps to create a mosaic effect to create a scallop edge. Example species: hawthorn, bramble, blackthorn, hazel, dog and field rose. Generally located adjacent existing woodland, hedgerow or new woodland planting.



Woodland/woodland edge: typically mixed native broadleaf with some exotics, pines, conifers and evergreens. Mixed spacings of whips and transplants interplanted with taller specimens for screening and spatial separation.



Wildflower/species-rich meadow: various mixes including long meadow, traditional orchard, wetland meadow and dry swale mixes [image credit: British Wildflower Seeds]

6.4

Landscape and Visual Impact

As part of the design process, a number of verified views have been produced siting the proposed buildings as shown on the Illustrative Masterplan in their wider context.

These views have been carefully chosen, and the process has been iterative, with the proposed arrangement amended following the initial production of views.

The results of this process demonstrate how the proposed landscape strategy will significantly reduce the visual impact of the proposed Park within the surrounding area.

For further details on visual impact please refer to the Landscape and Visual Impact Assessment submitted separately as part of this application.



Viewpoint K - Winter Day 1



Viewpoint K - Summer Day 1

6.5

Land Formation and Civils Strategy

The Site slopes from 116.76m to 94.37m AOD, creating a natural fall of about 22m over nearly 2km, with a gentle gradient of 1 in 87. This slope will be used to support natural gravity drainage for both foul and surface water management. The landform of the Site will be retained generally, whilst using local excavations to form the Park features and to create perimeter landscape bunding. With this method the proposals will generally work with the existing topography and landform of the site.

In summary, the landform design aims to:

- Minimise impacts on existing landscape and ecological features.
- Provide visual and acoustic barriers to reduce disturbance.
- Achieve a sustainable balance of earthworks by reusing cut material on-site.

All excavated soil will be repurposed on-site to create landscaping features, bunds, and screening to support the Park's shows and attractions. In particular in the western and southern boundary zones. This will avoid any export of excavated material, and recycle material on-site.

The area of land to the south-east of the Site is proposed to be used for grazing animals and low intensive activities and thus will retain much of its agricultural and countryside character. No additional structural boundary treatment is therefore included in this part of the Site.

KEY:

- Site Application Boundary
- Southern Boundary Zone
- Western Boundary Zone
- Northern Boundary Zone
- Eastern Boundary Zone



Boundary Zone Diagram

6.6

Biodiversity and Ecology

The majority of the Site comprises large arable fields that are of very low ecological value. The areas of higher ecological value include the woodlands, native hedgerows and mature trees, and the Illustrative Masterplan design has been developed to retain and buffer these valuable features. Indeed, the Ancient Woodlands are to be retained, protected and enhanced for biodiversity.

By protecting existing habitats and creating new woodland linking the on-site woodland blocks, new species-rich grassland, mixed scrub, and new wetland habitats, the project will achieve a biodiversity net gain that will meet or exceed the national target of 10%.

A summary of retained existing and proposed ecological features on the Site and the Illustrative Masterplan is shown opposite.

KEY:**Higher value habitats**

-  Lowland mixed deciduous woodland
-  Mixed scrub
-  Other neutral grassland
-  Other woodland, broadleaved
-  Other woodland, mixed
-  Reedbeds

Lower value habitats

-  Bioswale
-  Introduced shrub
-  Modified grassland
-  Ornamental lake or pond
-  Sustainable drainage system

*Biodiversity Diagram*

6.6

Biodiversity and Ecology**ECOLOGICAL ENHANCEMENT**

Beyond achieving Biodiversity Net Gain, the proposals include targeted measures to support protected and priority species:

- New woodland and tree planting linking the existing on-site woodland blocks, to create wildlife corridors that will benefit birds, bats and other wildlife.
- New species-rich grassland habitats associated with the new woodland planting to create buffers to the woodlands and create new opportunities for bats, birds, small mammals and invertebrates.
- New ponds and wetland habitats that will provide new opportunities for birds, bats and amphibians.
- Bird and bat boxes on retained trees to enhance nesting and roosting opportunities, along with log piles and refuge piles to create habitats for amphibians and invertebrates.
- Certain areas of the Park are excluded from visitor access to allow for biodiversity improvements, preserving these zones from human interference.



Landscapes at Puy du Fou France

ANCIENT WOODLAND MANAGEMENT

The irreplaceable Ancient Woodlands on Site will be protected and enhanced through:

- Controlled access to prevent recreational damage.
- Restoration of ground flora and understorey in degraded areas.
- New woodland planting to connect and strengthen existing habitats.

MITIGATION STRATEGIES

To avoid negative impacts, the design incorporates:

- Retention and buffering of key habitats within the layout.
- Sensitive construction timing and methods to protect habitats and species.
- Use of landform and planting to reduce noise impacts.
- A lighting strategy to protect nocturnal wildlife.
- Creation and enhancement of habitats to compensate for any losses.
- Long-term management plans to maintain ecological features.

The biodiversity assessment concludes that the development aligns with planning policies and more than this can deliver significant ecological benefits.



Arthur Aumond (2022)

Le Val de la Marianne, Puy du Fou France

6.7

Sustainable Drainage**SURFACE WATER DRAINAGE STRATEGY**

The approach to surface water drainage embraces Sustainable Urban Drainage Systems (SuDS) that work with nature to protect and enhance the environment.

Soakaways and infiltration methods will reduce flood risks, safeguard water quality, and recharge groundwater — mimicking the Site's natural water flow, in line with the National Planning Policy Framework.

Strategically placed attenuation basins will capture and manage runoff efficiently, channelling it gently into existing ditches.

This sustainable approach not only meets all local and national requirements but also future-proofs the Site against climate change, ensuring a resilient and thriving landscape for years to come.

The proposed outline surface water drainage strategy for the Illustrative Masterplan is shown on the adjacent plan.

KEY:

- Planning Application Boundary
- Dry Basins
- Lakes
- Surface Water Sewer and Direction of Flow
- - - Existing Watercourses
- Wastewater Treatment Plant
- Stored Treated Water from Plant
- Maintenance Lake
- Porous Pavement
- Attenuation Tank Below Paving Area



Drainage Strategy Diagram

6.7

Sustainable Drainage**FOUL WATER TREATMENT STRATEGY**

Foul water will be treated on-site using a state-of-the-art > coarse screening > fine screening > equalisation tank > membrane bioreactor wastewater treatment system to achieve a treated water quality level suitable for discharge to small water courses as governed by the Environment Agency.

Wastewater from Site buildings will flow by gravity to pump stations on the southern boundary, then be pumped uphill to the treatment plant at the northern edge.

Treated wastewater will be reused on-site, to serve the substantial irrigation systems within the development for landscaping, and the grey water needs of the Site's infrastructure.

For grey water needs, the treated wastewater will be stored temporarily in wet basins next to the wastewater treatment plant, then be piped down through the Site to be stored in sectioned off areas in allocated attenuation basins. Treated water will then be pumped from here into surrounding buildings for grey water needs.

Specialised treatment and maintenance will manage kitchen waste and cleaning by-products, ensuring environmental safety. The final treated water will undergo quality checks before gently returning to the Site's lakes, supporting a sustainable and eco-friendly water cycle.

A pre-planning application was sent to Thames Water. A response was received outlining that there are capacity issues on the local and wider wastewater network. Thames Water has recommended a point of connection 3.2km south-east of the development land. They also noted that the receiving network would require a capacity upgrade to accept the proposed development, given its size and use.

AKTII and Savills' planning team met with the Environment Agency planning liaison team on 19 August to discuss the provision of an on-site

waste water recycling centre for the Proposed Development. It was explained and accepted in principle that a self-sufficient waste water treatment system could serve the Proposed Development. This would meet the special requirements for a non-sewer solution, mainly due to the wider environmental benefits an on-site solution would provide. The environmental benefit is based on the daily volume of treated water that could be re-used within the development for irrigation and grey water. As a result, there would be less 'draw down' from the potable water supply network.

The Environment Agency will consult internally with its permitting team after the meeting to assess viability and options for permitting a wastewater treatment plant of this type.



Drainage Strategy Plan Extract showing wastewater treatment plant



Photographs showing the wastewater treatment plant at Puy du Fou France

6.8

Lighting

The lighting strategy aims to enhance the visitor experience and provide safe access throughout the Park, while minimising the potential for light pollution effects and disturbance both within and without the Site.

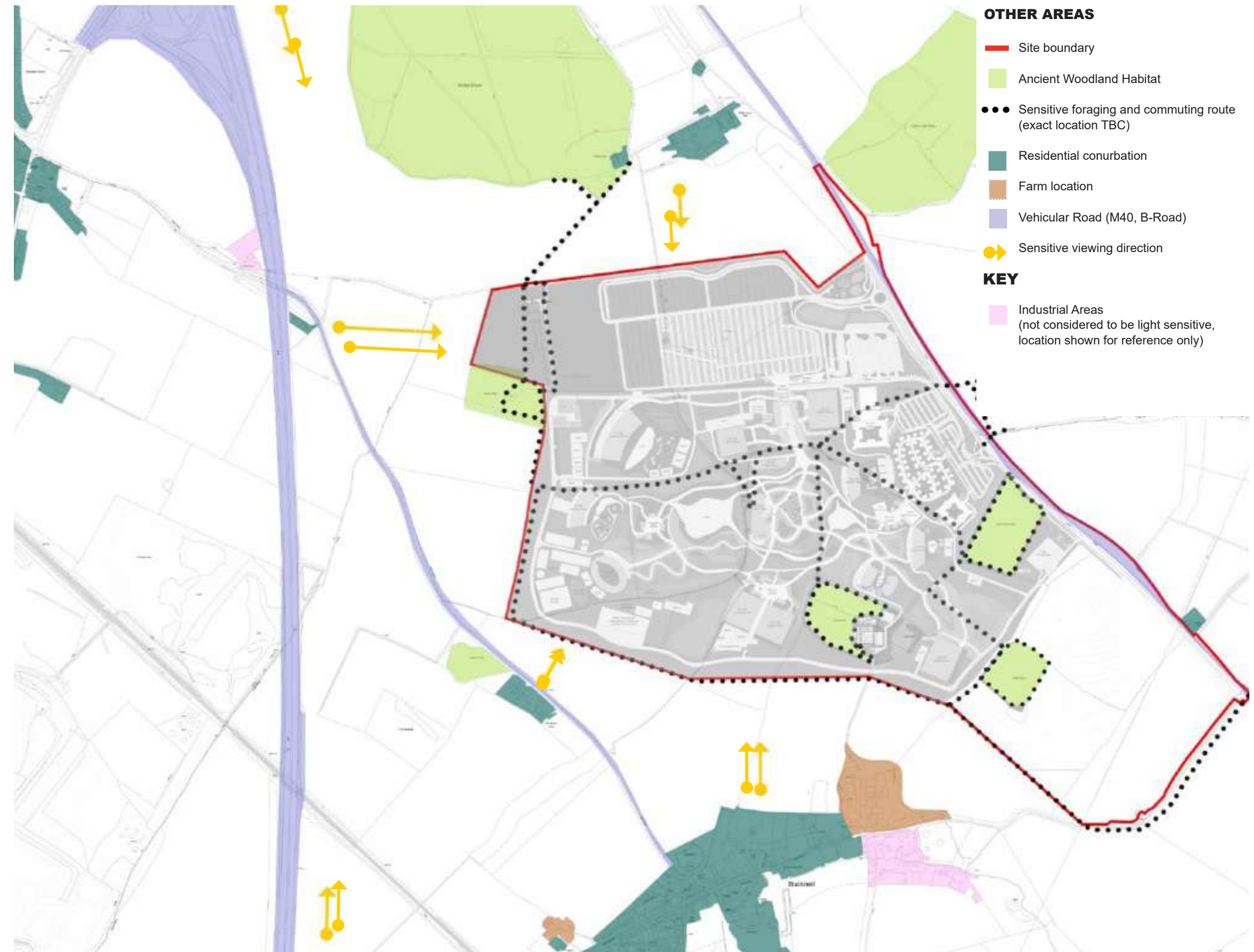
The guiding principle to achieving these aims is prioritisation of limiting impacts to the countryside and being a good neighbour, meaning obtrusive effects are adequately managed. Studies have been undertaken to identify the most sensitive elements around the Site which are reflected in the lighting strategy.

Preliminary design principles have been explored, such as:

- Limiting environmental impacts
- Creating a welcoming and inviting atmosphere
- Promoting safety and security
- Supporting visual navigation and wayfinding

Lighting designs will be detailed for each phase of the development. These will consider:

- Location and sensitivity of habitat
- Location and sensitivity of offsite properties
- Local lighting / visual character
- Potential effects on views
- Overarching Masterplan visioning
- Site arrangements and land uses
- Building designs and positioning
- Experiential aspirations
- Operational patterns
- Show times
- Integration with landscape design



Light Sensitive Receptor Overview

6.8

Lighting

The lighting strategy seeks to provide the minimal amount of light required so that the greatest amount of darkness can be retained within and without the Park throughout the year.

Design Parameters

Lighting designs consider technical and environmental requirements set out in British Standards (BS) and good practice guidance published by the Institute of Lighting Professionals (ILP) and the Chartered Institute of Building Services Engineers Society of Light and Lighting (CIBSE SLL). Recommendations from DarkSky International (DSI) which seek to limit impacts to the night sky will also be considered.

Lighting Control Strategy

The Park will be a living environment, and as such there will be daily and seasonal patterns that influence where and when light is needed. A tailored lighting control strategy will ensure that light provided to support visitor and staff movements and activities, and not provided in locations that are quiescent.

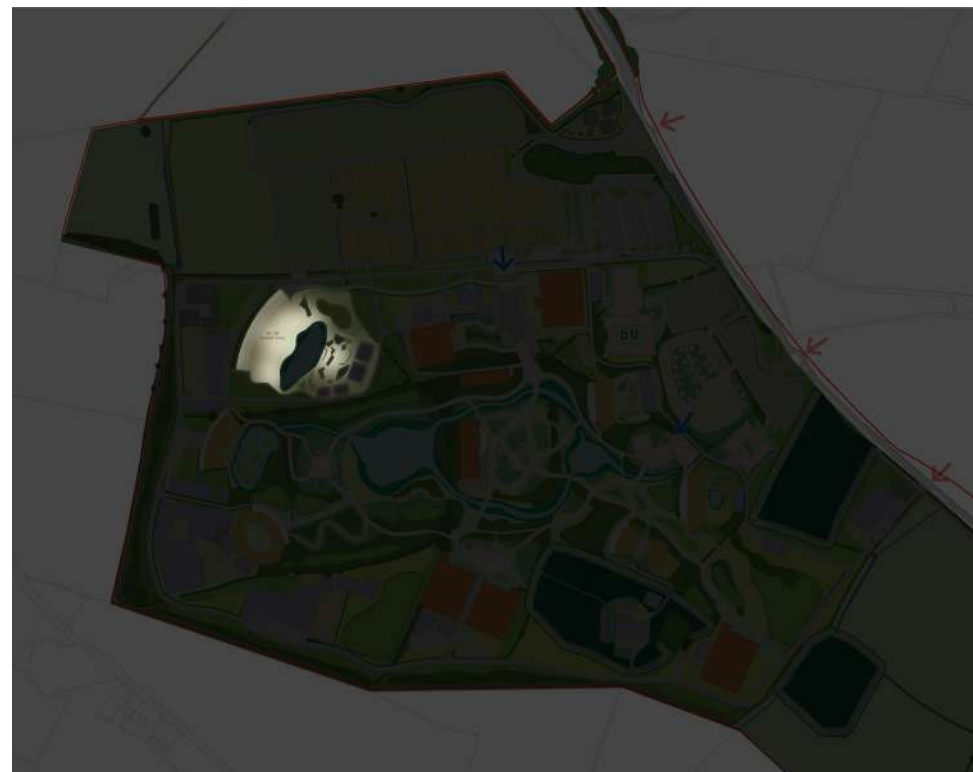
Plans opposite show the extent of lighting for different times of the year.



Example light scene of a typical evening (May - October, 7pm), Park open to visitors



Example light scene of a typical evening (May - October, 7pm), Park closed to visitors



Example light scene of a typical evening (May - October, 10pm), Park open to visitors, Night Show



Example light scene of a typical evening (November - April), off season, Park closed

6.8

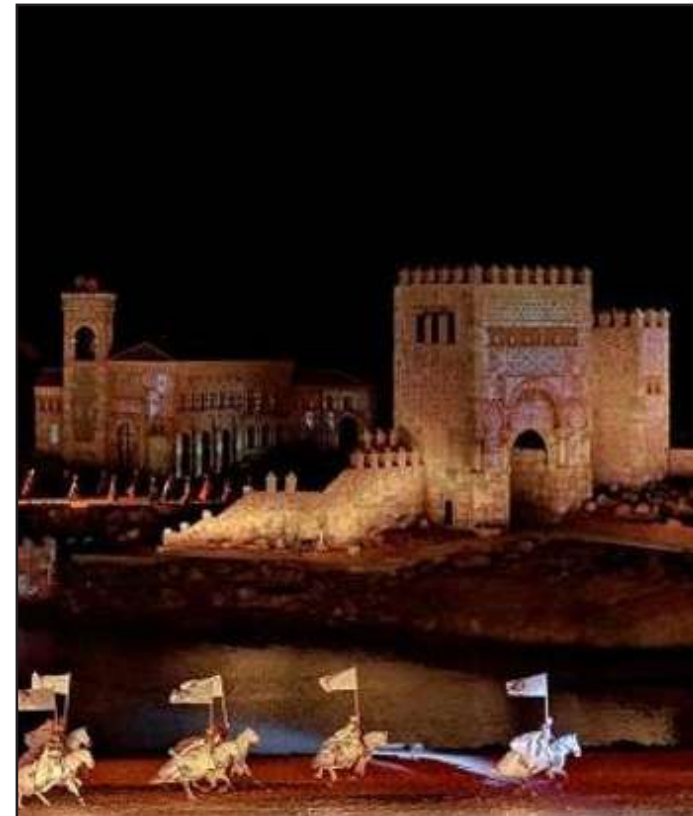
Lighting**Lighting Impact Management Approach**

Light impacts will be managed through a combination of:

- Consideration of environmental constraints.
- Equipment selection and design.
- Strategic placement of lighting elements within the Park.
- Coordination and integration with buildings and landscape features.
- Application of a meaningful lighting control strategy for the different Site uses throughout the day / year.

Key Design Considerations

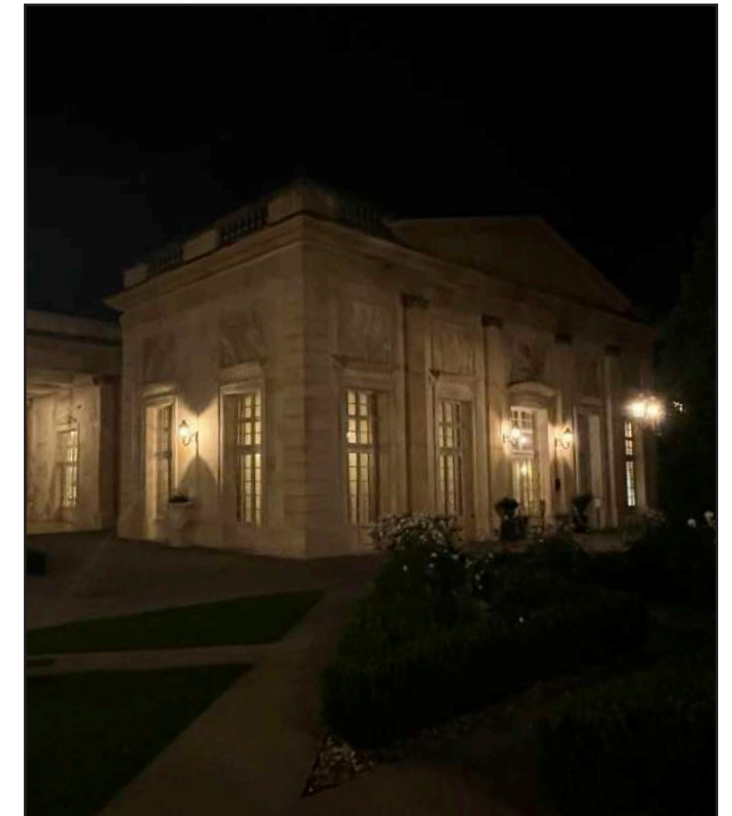
- The Park is closed from November until April, so lighting is not in use during sensitive winter months where there are longer periods of darkness and reduced vegetative screening.
- Opening hours are predominantly daytime, generally being between 9am and 7:30pm
- Given the slope of the Site toward the south, the potential for some views to see greater proportions of the Site will also be considered. The majority of lighting used within the Park is at low level and will be integrated with or screened by buildings and landscape elements.
- The placement of the Night Show has been carefully coordinated towards the north-west of the Site, oriented with the show toward the Site interior. This combined with careful consideration of show content and control strategies will minimise the potential for obtrusive effects.



Example of night show scene, Puy du Fou España



Example of low level amenity / circulation lighting, Puy du Fou España



Example of thematic hotel lighting, Puy du Fou France



Example of low level lighting used in Puy du Fou France

6.9

Acoustic Considerations

A key focus of the Illustrative Masterplan design is effective noise control – to minimise disturbance to nearby properties, preserve the immersive experience within the Showpark and individual shows, and reduce perceptibility of external noise sources such as the M40.

As such, optimising noise at shows through implementation of noise mitigation, intelligent design of sets and implementation of latest noise control technologies is a key focus of the project.

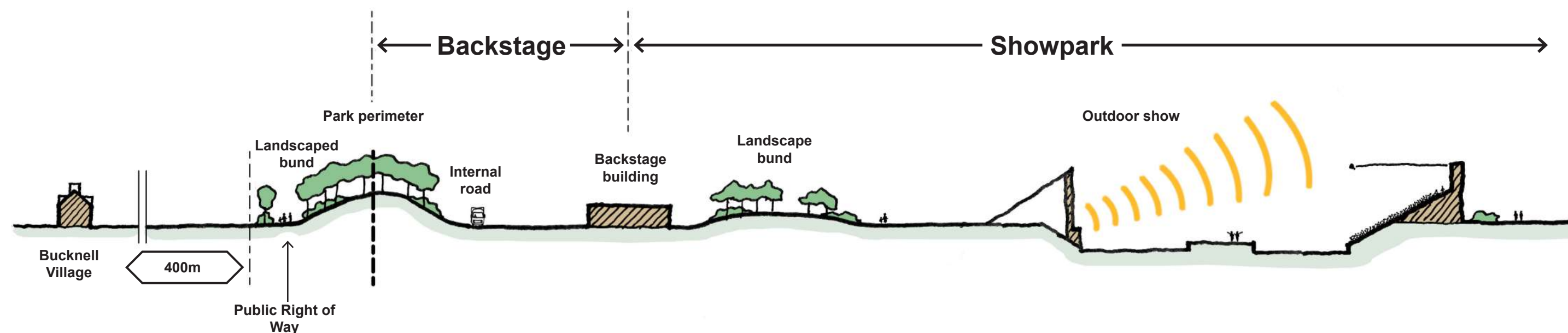
Design objectives for noise at nearby properties is based on the LA90 background noise metric, which is a measure of 'relative quietness'. This approach has been agreed through extensive consultation with Cherwell District Council.

NOISE ASSESSMENT AND MODELLING

- Noise modelling of outdoor shows was undertaken by AECOM, using measured data from outdoor shows in Puy du Fou France and España.
- Outdoor show layouts that have been modelled are based on existing arenas at Puy du Fou France and España but account for local topography. This is a worst-case approach as the locations of Puy du Fou France and España are not constrained by noise requirements so no optimisation of the shows has been applied to control the breakout of noise. As such, it is expected that substantial noise improvements can be applied in the detailed design of arenas.
- Monitoring of baseline sound at receptors was undertaken to define assessment criteria in line with industry standard guidance.
- Assessment criteria is based on the measured sound level that is exceeded for 90% of the time, which gives an indication of the relative quietness of a location.

MITIGATION

- Outdoor shows generating the highest levels of noise are located to the west near to the M40.
- Use of buffers to separate any noise generating areas from sensitive receptors, including the use of bunds to screen sensitive receptors from noise generating areas and locating buildings to screen receptors from outdoor noise.
- Orientation of outdoor show areas so noise will be focused away from sensitive receptors.
- Directional speakers to focus noise on audience areas only and limit breakout of noise from outdoor show zones.



Diagrammatic section of the proposed Park, taken notionally on the southern boundary

6.10

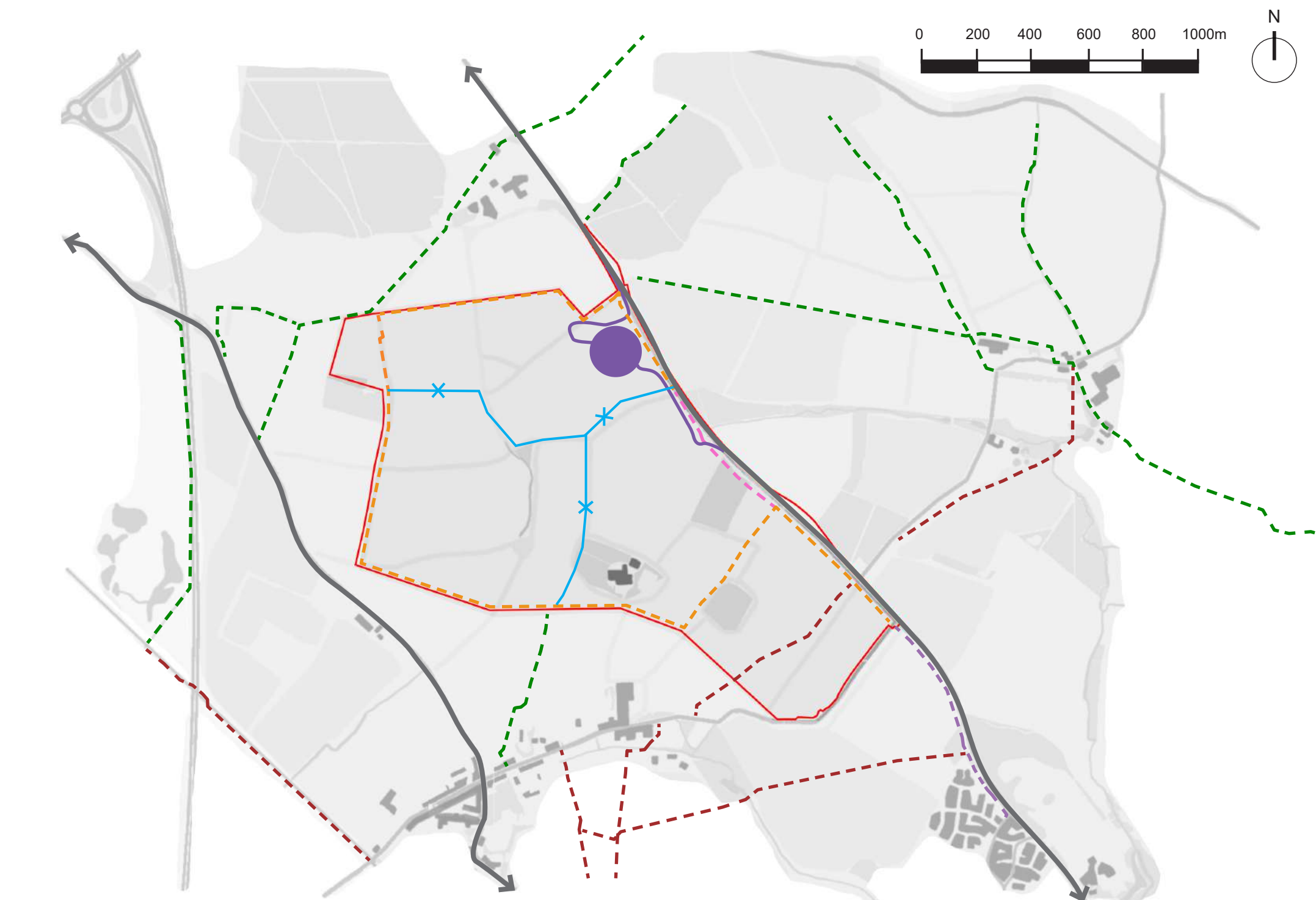
Sustainable Transport Links

The Site is well located close to large, and accessible population areas allowing for both visitors and employees to easily access the Site via sustainable travel modes from both the local area and further afield. The Puy du Fou UK transport strategy has been developed to link together these populations via improvements to public transport and new active travel infrastructure to deliver an exemplar mode share, with the promotion of a public transport and cycling mode share in excess of other similar leisure facilities. Alongside this, the proximity to the Strategic Road Network provides an opportunity to capture longer distance visitor trips, without the need for significant distances to be travelled on local roads, limiting any highways impacts to these.

Measures both on and off-site will improve facilities for pedestrians and cyclists, including a new segregated route from the Elmsbrook Eco-Village at Bicester to the Site which will be attractive for both visitors, staff and local residents. A comprehensive public transport package will be put in place, including improvements to Bicester North and Bicester Village stations, alongside aligned incentives and ongoing monitoring and promotion of sustainable travel options, the scheme will therefore help to minimise vehicular traffic to and from the Site. This approach also supports the objectives of local authorities and National Highways in reducing car-based trips both within the immediate vicinity of the site and on the Strategic Road Network.

The Masterplan establishes a robust foundation for prioritising pedestrian and cycle movements, placing people rather than vehicles at the forefront of the movement hierarchy. This is supported by the inclusion of a Sustainable Transport Hub on Site, close to the main entrance, which includes space for shuttle buses and local bus services, cycle parking and cycle facilities.

With over 90% of tickets sold in advance (97% currently at Puy du Fou France), and the inclusion of Traffic Demand Management at the point of sale, it will be possible to predict accurately the demand on a daily basis and tailor provision on days when additional interventions and traffic management may be necessary.



Proposed Active Transport Site Layout

KEY:

- | | |
|--|--|
| — Site Application Boundary | — Existing Bridleway |
| ✕ Existing PRoW to be Diverted | — Existing Footpath |
| — New / Improved Public Right of Way | ↔ Existing Bus Routes |
| — New Footway / Cycleway within the Site | — General Visitor Access Roads within the Site |
| — New Footway / Cycleway outside of Site | ● Sustainable Transport Hub |

6.11

Proposed Public Transport Strategy

The ambition for the Park is that on average 50% of day visitors do not arrive by private car. A key part of this strategy will be ensuring that the very best possible connectivity with sustainable forms of travel are created, particularly public transport. The transport strategy will implement the following strategies to achieve this:

RAIL ACCESS

Bicester is well-connected by rail, with two stations offering direct services to London, Birmingham, and Oxford. The upcoming East West Rail (launching in 2025) will further boost capacity with regular services linking Oxford to Milton Keynes and Cambridge. The rail and shuttle bus strategy has been discussed at length with stakeholders including OCC, East West Rail and Chiltern Rail. Agreement has been reached with Chiltern Rail on the likely impacts of the scheme, and that the operation can be accommodated on the network in line with planned capacity improvements relating to improved rolling stock. A package of measures to improve Bicester North and Bicester Village stations has also been agreed.

PUBLIC TRANSPORT HUB

A purpose-built Sustainable Transport Hub in the northeast corner of the Site will accommodate up to six buses, with easy access via the internal road network. Shuttle buses will use the secondary access and connect directly to the Park's main car park pick-up/drop-off zones.

SHUTTLE BUS

A dedicated shuttle bus will provide seamless connections for staff and visitors between the Park and key transport hubs, including Bicester North, Bicester Village stations, and the Bicester Park & Ride. Services will align with Park opening hours and peak demand periods. The operational details of the shuttle bus have been agreed with OCC, Chiltern Rail and Oxford Bus.

LOCAL BUS SERVICE

The existing Stagecoach 500 route runs along the nearby B4100 but currently lacks stops. The proposal includes a new on-site public transport hub within the Sustainable Transport Hub, enabling buses to stop directly at the Park, improving public transport access. The service will also be enhanced, with additional services put on to cater for additional patronage in the morning and evenings.

COACH TRAVEL

Coach travel will play a major role in transport provision, particularly for school groups and organised tours. The flexible coach parking area included in the Illustrative Masterplan can accommodate up to 155 coaches or be adapted for up to 456 cars depending on demand. National operators such as National Express and Flixbus are expected to offer direct services in the future.



Sustainable Transport Hub and coach parking in the Rendered Illustrative Masterplan

6.12

Phasing Strategy

This Outline Application is for the whole scheme. It is, however, envisaged that the project will be delivered in a number of phases, depending on visitor number growth.

Puy du Fou France has grown incrementally over many years. Puy du Fou España has been masterplanned, and been delivered with some two-thirds of its content at opening in 2021 and then the addition of new shows, hotels and facilities in phases after this. This approach is typical of large visitor attractions, and will be adopted at Puy du Fou UK.

The potential phasing for the project is shown on this page. Phasing of the Proposed Development can be summarised as:

Phase 1 comprises roughly two-thirds of the Park on opening, including three outdoor shows, two indoor shows and two immersive experiences, and one hotel, alongside the first phase of the car park and the Sustainable Transport Hub.

Phase 2 would create one new hotel and the conference centre and an indoor show.

Phase 3 creates an additional outdoor show.

Phase 4 creates an additional outdoor show.

Phase 5 creates an additional hotel.

Phase 6 creates an additional indoor show.

Phase 7 creates a new outdoor show.

Phase 8 creates a new indoor show.

Car parking and back of house service areas will be developed to accommodate the additional Park areas as required.

KEY:

■ Phase 1	■ Phase 5
■ Phase 2	■ Phase 6
■ Phase 3	■ Phase 7
■ Phase 4	■ Phase 8



Phasing Diagram

6.13

Statutory Considerations and Compliance

The Masterplan has been developed as part of this Outline Planning Application with consideration of relevant regulations and policy. The design will be further refined during detailed design to comply with relevant legislative and policy guidance. In addition to the specific technical aspects already described within this document, the following aspects of the design will be developed in more detail at the next stage:

INCLUSIVITY AND ACCESSIBILITY

The design will reflect a commitment to inclusivity and accessibility. The design will be developed at the next stage to ensure that the development will be accessible to all users, including those with disabilities or limited mobility. This includes (but is not limited to):

- Step-free routes and ramps
- Accessible parking and drop-off points
- Building entrances and internal circulation that comply with legal standards
- Consideration of terrain and gradients, especially on undulating sites such as this one

SECURE-BY-DESIGN GUIDANCE

The design will be developed at the next stage to comply with the requirements of Secure by Design Non-Residential Guidance (2025), which provides best practice recommendations for designing and construction of commercial, public, and mixed-use buildings with security in mind.

BUILDING REGULATIONS

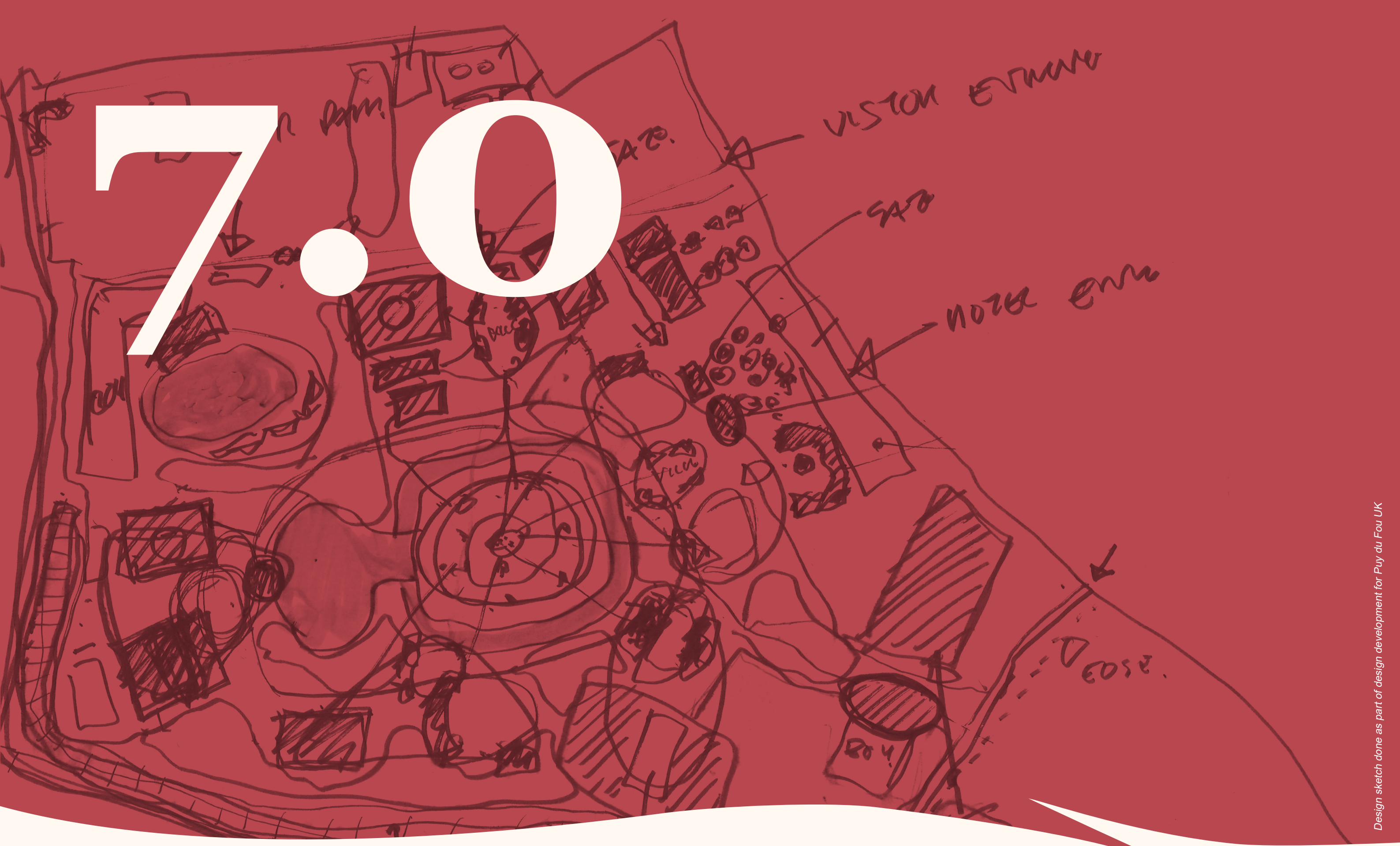
The design will be developed at the next stage to comply with all relevant Building Regulations.



Arthur Aumond (2022)

Le Val de la Marianne, Puy du Fou France

7.0



Design sketch done as part of design development for Puy du Fou UK

DESIGN EVOLUTION

7.1

Masterplan Design Evolution

The Illustrative Masterplan design has evolved over a two year period as a collaborative exercise between the Puy du Fou in house team and the UK design team, informed by feedback from many statutory and stakeholder consultees during the process.

Puy du Fou UK has an incredible artistic vision for this new Park with the ambition to create the very best visitor experience. This has resulted in the careful development of the Park interior in terms of landscape, the arrangement of the indoor and outdoor shows and their accompanying villages.

This attention to the visitor experience extends to the three themed hotels and the Sustainable Transport Hub / car park to ensure a seamless, and exciting, transition from one zone to the other.

Puy du Fou's extensive experience of operating two existing Showparks in France and España has informed the design of a high quality and functional back of house layout around the perimeter of the Park.

To ensure a robust Masterplan the project team have completed a number of technical exercises to inform the design, and have consulted with multiple statutory consultees, including an extended dialogue with Cherwell District Council. The team have also visited the application Site multiple times, both to check the emerging design is correct for the visitor experience, and to ensure the least impact possible on the surrounding area. Please refer to section 7.2 Design Evolution Timeline for more detail on how the design evolved.

DESIGN DEVELOPMENT OF ILLUSTRATIVE MASTERPLAN

Illustrative Masterplan in 2023



Illustrative Masterplan in Spring 2024



Illustrative Masterplan in Summer 2024



Illustrative Masterplan in Winter 2024



Illustrative Masterplan in Spring 2025

7.2

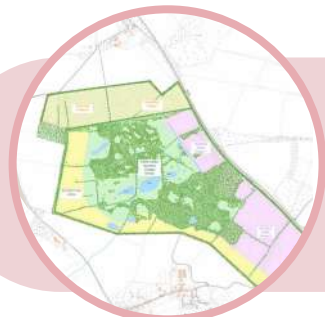
Design Evolution Timeline

This section outlines the iterative journey of the Masterplan, from early feasibility studies to a resilient and well-informed design.

Developed collaboratively by Puy du Fou UK and a multidisciplinary team, the Masterplan has evolved through detailed technical analysis and sustained dialogue with local authorities, consultees, and the public. This feedback and testing has shaped the proposals over time as follows.



Sketches produced as part of initial design workshops with the Puy du Fou in-house team



Initial zonal Masterplan presented as part of the July 2024 public consultation



Photograph from UK site visit to establish optimum show locations

1 INITIAL FEASIBILITY AND SITE SELECTION

The process began with the Puy du Fou in-house team during the site selection phase. They produced feasibility studies and concept sketches to explore the Site's potential. These early ideas were presented to Cherwell District Council (CDC) as part of initial engagement.

2 INVOLVEMENT OF TATE+CO

Tate+Co and the UK multi-disciplinary design team were appointed to provide UK-based expertise and additional design and masterplanning resources to support the project's development.

3 EARLY MASTERPLANNING TECHNICAL COORDINATION

Tate+Co's initial role was to coordinate and structure the emerging Masterplan. They also began preparing the first versions of Parameter Plans to guide the development's scale and layout.

4 DESIGN TEAM CONTRIBUTIONS

At this stage, the wider design team established key principles, including structural landscaping, locating the access, transport hub and parking, and placing back-of-house functions around the perimeter. These principles were shared through the zoning strategy at the July 2024 public consultation.

5 PUBLIC CONSULTATION JULY 2024

Feedback from this consultation highlighted key issues such as traffic and access, noise, lighting, water management, and visual impacts. These informed the next phase of design development. This resulted in changes to the structural landscaping scheme to increase screening, re-orientation and location of outdoor shows to minimise noise breakout, the night-show orientation given lighting effects and need for the transport hub to accommodate all modes.

6 FRANCE AND ESPAÑA SITE VISITS AND TECHNICAL ASSESSMENTS

Technical meetings and site visits to Puy du Fou France and España provided operational and masterplanning insights, including discussions with planning, highways, and environmental departments, informing the UK design approach.

7 UK SITE VISIT AND VISUAL IMPACT TESTING OCTOBER 2024

A site visit in the UK used cherry pickers and balloons to test heights and visibility. This helped determine the optimum show locations, ensuring minimal visual and lighting impacts from areas outside the Site such as the M40 and Cherwell Services, and to local residential areas.

PTO

7.2

Design Evolution Timeline

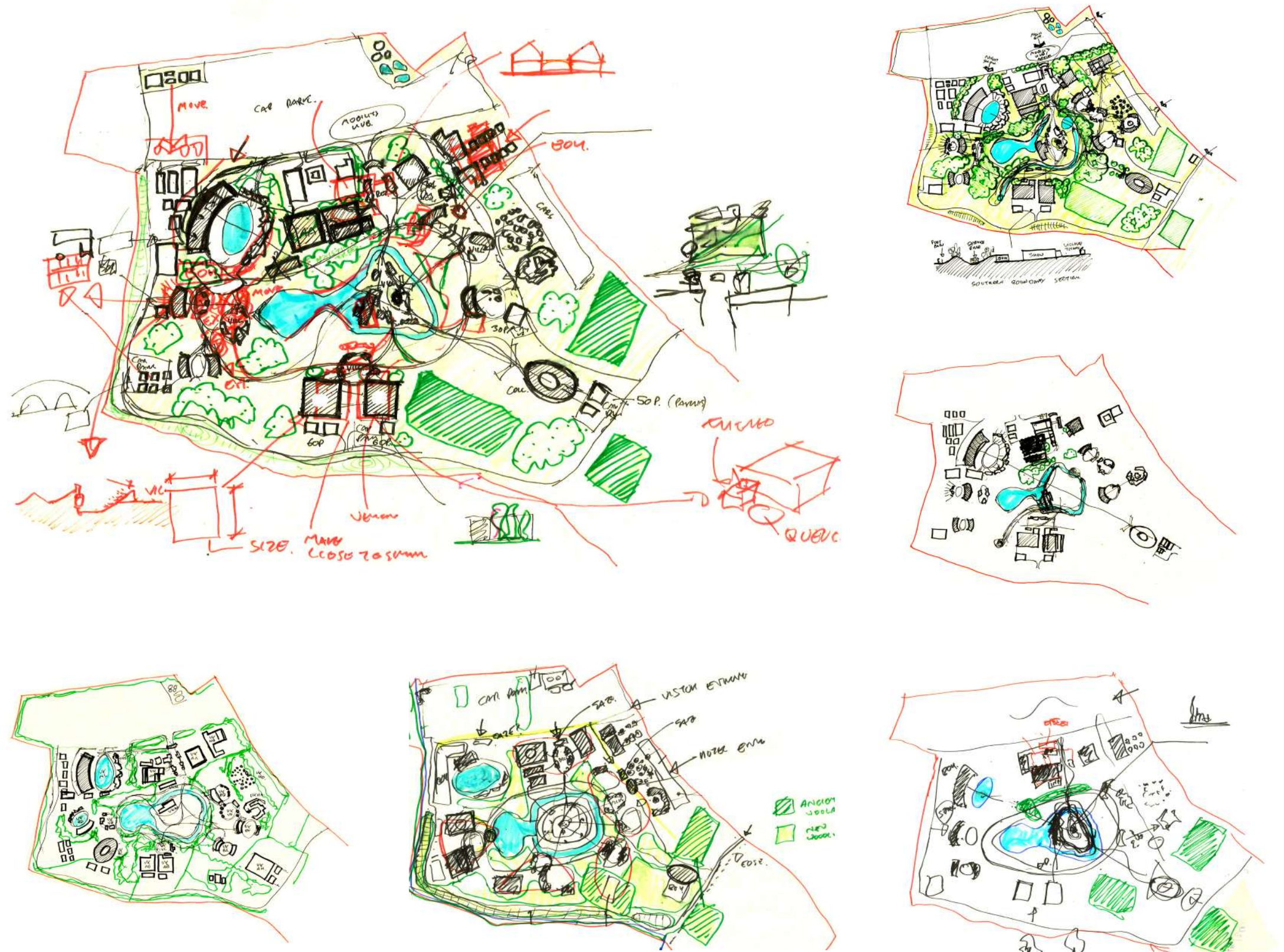


7.3

Design Development Sketches

The collaboration between the in-house Puy du Fou team and the UK Design Team has generated a remarkable amount of sketch material, through which different ideas were tested.

There is an incredible passion behind the work of Puy du Fou; a passion for telling remarkable and inspirational historic stories that capture the imagination of both visitors and performers. This relentless energy is clearly present in the sketches shown on this page, demonstrating how the design team has constantly refined and tested the Masterplan to arrive at the design for the Illustrative Masterplan.



Sketches produced as part of design workshops with the Puy du Fou in-house team and UK design team

7.4

Puy du Fou Site Visits

The UK design team have visited both Puy du Fou France and Puy du Fou España to understand in-depth the operational arrangement of these sites. These visits allowed the design team to both experience the incredible visitor shows at Puy du Fou, but also to see how the back of house and technical areas support the show delivery. It also allowed the team to understand Puy du Fou's holistic approach to nature recovery, water management, the local economy and sustainability.

The proposed Masterplan has been influenced by an understanding of which elements of these two existing sites have been successful, both functionally and experientially.



Photographs taken during the Puy du Fou France site visit



Photographs taken during the Puy du Fou España site visit



8.0



Puy du Fou France, Loïc Lagarde (2024).

APPLICATION DRAWINGS - PARAMETER PLANS

8.1

Land Use

Parameter Plans are an established approach on Outline Applications to set a series of clear criteria for full assessment, without undertaking detailed design at such an early stage.

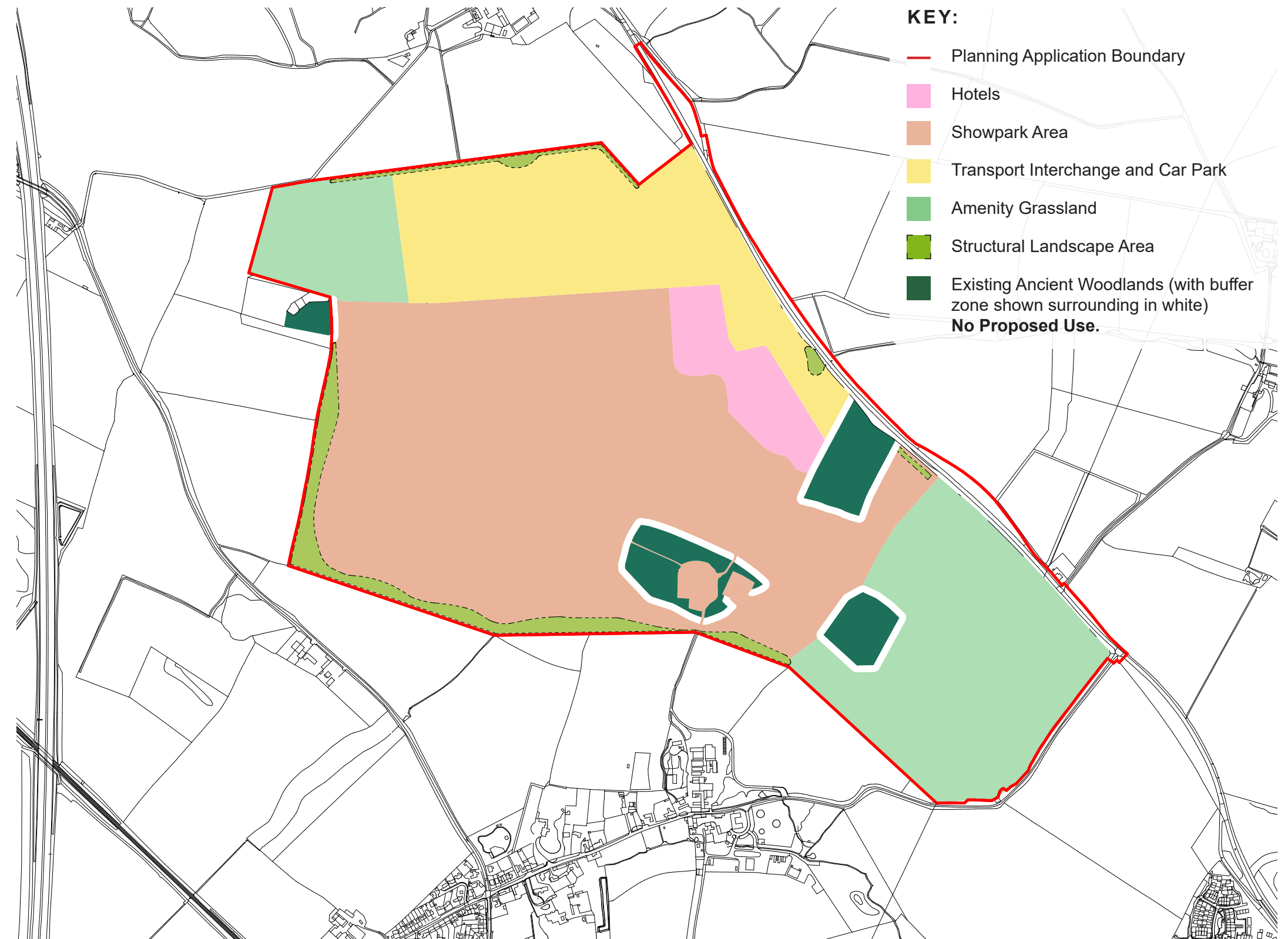
The Parameter Plans for Puy du Fou have been shared with CDC and OCC to gauge their confirmation that the route is acceptable and the range of Parameter Plans drafted are suitable.

A Land Use Parameter Plan has been prepared to show the types of uses proposed on the Site and to set the maximum development area for each land use. The dimensions and footprint of the proposed buildings reflect the operational requirements of the Puy du Fou UK Site, and have been carefully coordinated with the design team. Maximum areas for each use have been defined as part of the parameters for this Outline Application as follows:

Use	Maximum GIA floorspace (m2)
Hotel (Use class C1)	35,000
Showpark, including services (Use class E)	140,000
Associated Car Park buildings	1,500
Total	176,500

The total building footprint (i.e. the perimeter area each building will occupy at ground floor level) area is less than 15% of the area of the Site.

PARAMETER PLAN: PROPOSED LAND USE PLAN



8.2

Scale and Massing

The Scale and Massing Parameter Plan shows the indicative heights of the buildings on site. These are set out as heights in metres above existing ground level for particular zones.

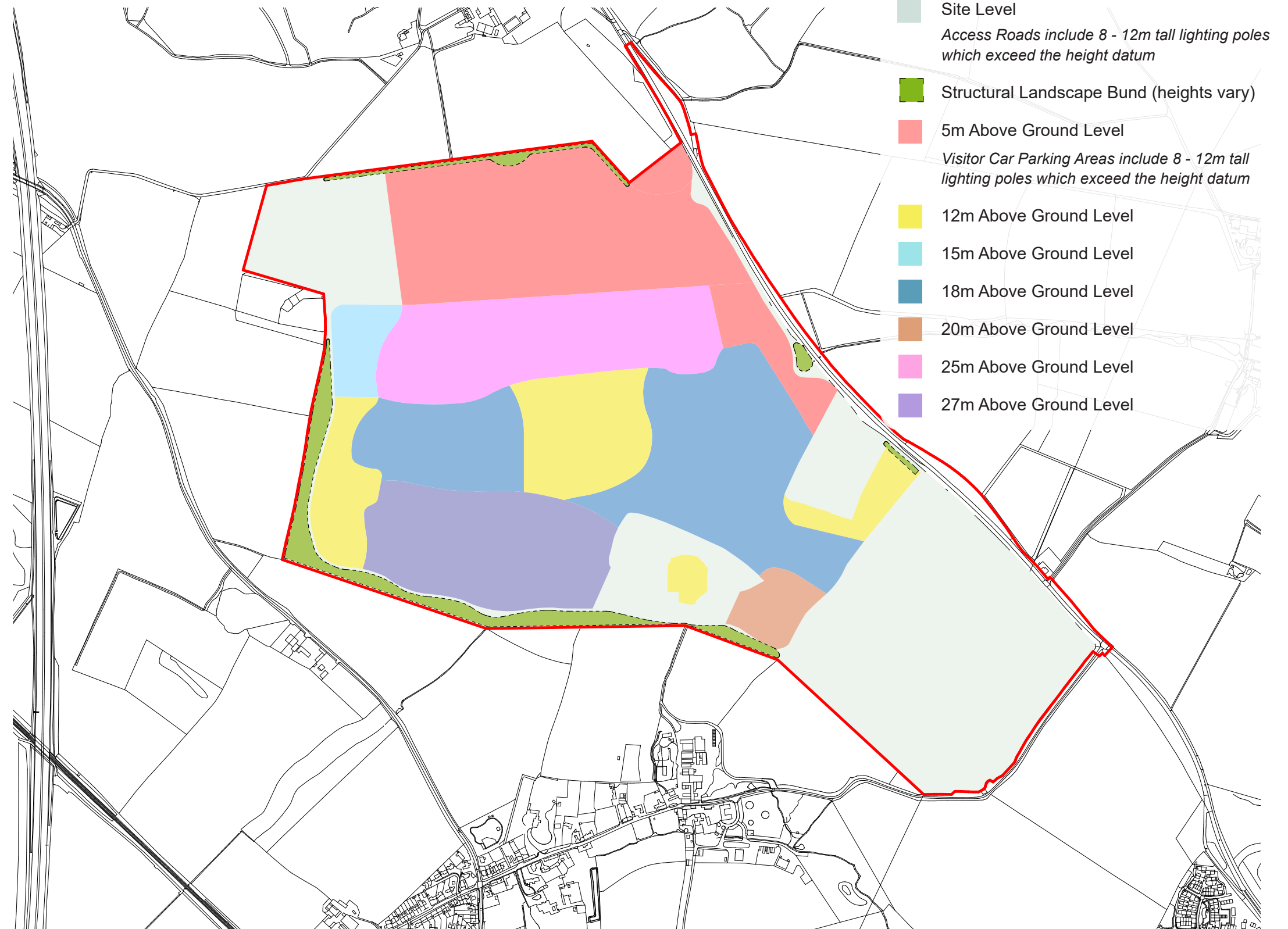
These heights have been refined based on an in-depth understanding of the existing Puy du Fou buildings in France and in Spain, and should be viewed in the context of the varied landform and structured planting across the Site to create visual buffers.

Each zone should be understood as a maximum envelope inside which there will be variety of building heights which will not exceed the parameter envelope. The building footprints will, as stated before, cover less than 15% of the Application Site.



Varied Building Heights at Puy du Fou France,
Loic Lagarde, 2024

PARAMETER PLAN: PROPOSED SCALE AND MASSING



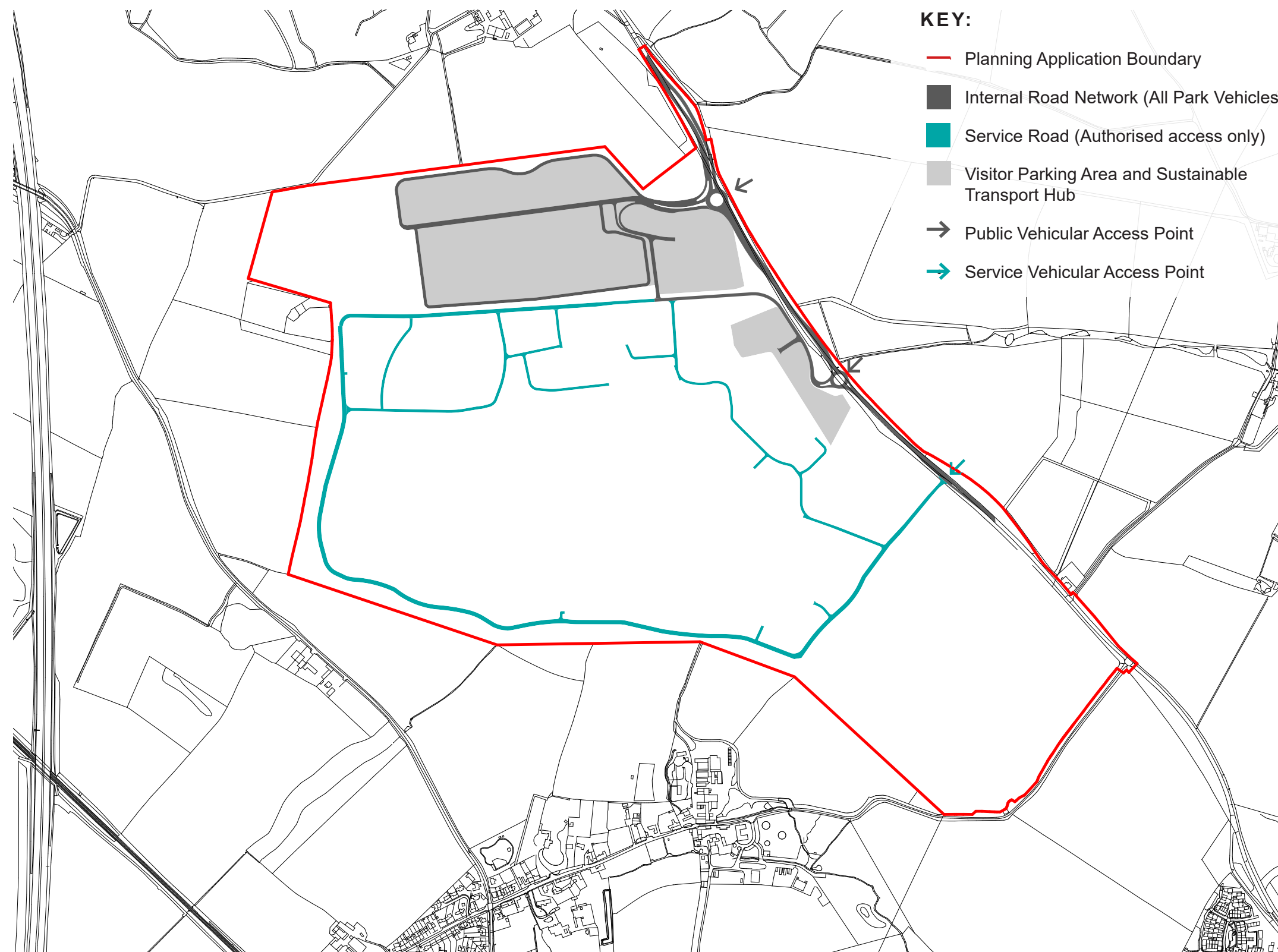
8.3

**Access and Movement -
Vehicles and Services**

The access and movement strategy for vehicles and services proposes three points of access onto the B4100:

- Primary access via a new roundabout into the Sustainable Transport Hub and car park, close to the northern boundary of the Site. This includes local widening of the B4100 on the approaches to the junction to create lane width and additional lanes, which provides additional capacity and stacking space, to minimise delay on the B4100. All localised widening is within the adopted highway or land controlled by Puy du Fou, with no third party land required. A pedestrian / cycle and equestrian crossing, controlled by Puy du Fou UK, has been designed into the access proposals, to link the Site to the existing PRoW.
- A secondary access, primarily for the hotels and conference facilities, via a new roundabout. As shown on the Masterplan, the access is linked to the primary access so that on high-capacity events, or where any incidents occur at the primary access, vehicles can be routed in and out from the south.
- A service access in the form of a simple ghost island priority junction which is linked to the service route that runs around the boundary of the Site. A pedestrian / cycle crossing has been designed into the access proposals (to the south to link the Site to existing PRoW, either side of the B4100).

The two public accesses will accommodate buses and coaches and allow for access in both directions to reduce travel times and increase efficiency. The car park and internal access roads have been designed in outline to accommodate the opportunities afforded by the three separate entrances. When the Site operates at its maximum attendance, the two public accesses can be utilised to support a segregated North / South exit movement onto the wider transport network. This would operate off peak and be used to ensure that internal Site delays are minimised.

**PARAMETER PLAN:
PROPOSED ACCESS AND MOVEMENT - VEHICLES AND SERVICE**

8.4

**Access and Movement - Footpaths,
Footways and Cycle Routes****PEDESTRIAN AND CYCLE
CONNECTIVITY**

A new segregated footway and cycleway will run from the north of the Site alongside the B4100 down to the Elmsbrook Eco-Village at Bicester, providing a safe, direct, and accessible route into Bicester. Designed in line with LTN 1/20 standards, it will be well-lit, surfaced, and usable year-round. This route also benefits local villages by improving active travel infrastructure along the B4100 corridor.

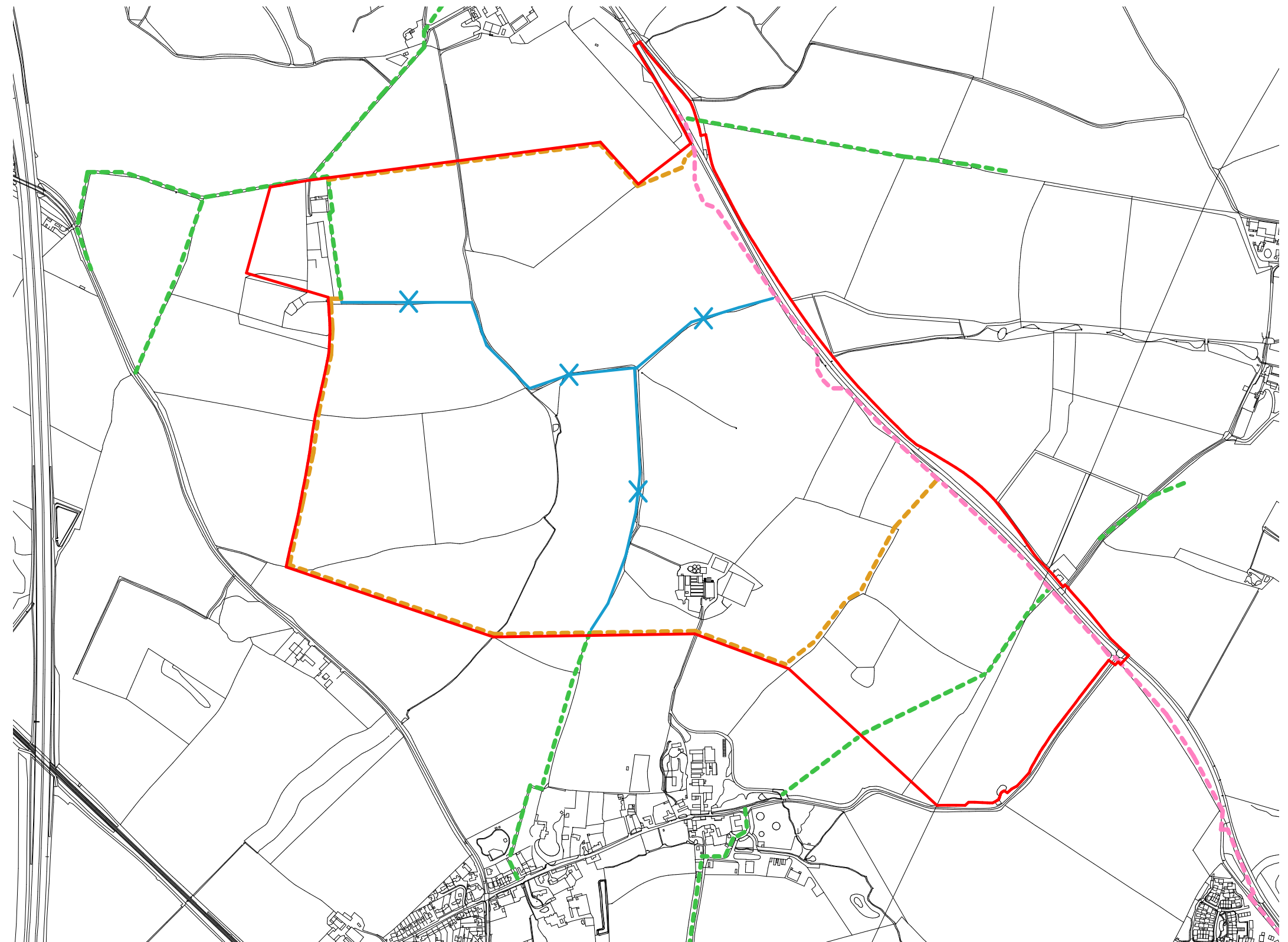
**PUBLIC RIGHTS OF WAY (PRoW)
STRATEGY**

Several existing bridleways cross the Site, offering access to pedestrians, cyclists, and horse riders. As these will be affected by the development, they will be legally diverted prior to construction to ensure continuous public access.

In collaboration with Oxfordshire County Council, diverted routes will be upgraded to high-quality, 5m-wide paths—comprising a 2.5m bridleway and a 2.5m cycleway, with a reduced width near the B4100 where appropriate. These routes will follow the Site boundary and be surfaced to suit mixed users, enhancing local connectivity while meeting statutory requirements.

KEY:

- Planning Application Boundary
- Existing PRoW
- ✕ Existing PRoW to be Diverted
- Proposed Diverted PRoW (Bridleway)
- New Footway / Cycleway

**PARAMETER PLAN:
PROPOSED ACCESS AND MOVEMENT - FOOTPATHS, FOOTWAYS AND CYCLE ROUTES**

9.0



Puy du Fou France, Arthur Aumond (2022)

ACCESS & ACCESSIBILITY

9.1

Access & Accessibility

ACCESSIBILITY

Accessibility to the Site, and accessibility around the Site for visitors and talent has been a key masterplanning and design consideration. This has been reflected in the earlier sections capturing the Site's context, masterplanning principles, transport strategy and movement proposals. Puy du Fou UK has the opportunity to set inclusivity and accessibility principles through the masterplanning stage, and the details will follow in the Reserved Matters. Puy du Fou UK and the design team has sought to comply with the legislative and policy framework for accessibility.

SITE ACCESS - VISITORS & TALENT

The Site benefits from multi-modal transport access, each of which will meet accessibility requirements:

- Rail** - Visitors arriving at Bicester North and Bicester Village on Chiltern Rail are supported by the accessibility provision of the rail station and operator obligations.
 - Shuttle Bus** - Train passengers will connect to the Site through dedicated shuttle buses from the station forecourt to the Site's Transport Hub. The shuttle buses will comply with the required accessibility requirements.
 - Active Travel** - A new Active Travel Route is proposed to connect the Site to Elmsbrook in Bicester, where it connects into the existing network in the town. The Active Travel route has been designed in discussions with OCC and CDC to be a 5m wide shared cycle and pedestrian pathway.
 - PRoW** - The Site can be accessed using existing PRoW in the vicinity. Those PRoW which have been diverted to accommodate the Proposed Development, in particular the new 5m wide PRoW around the boundary of the Site, meets the standards for pedestrian, cycle and equestrian use.
- Car** - Disabled spaces will be provided adjacent to the Transport Hub and Park Entrance.

INTERNAL ACCESS - VISITORS & TALENT

Accessibility has been embedded within the Outline Masterplan Application for Puy du Fou UK, ensuring that inclusive design is a core principle of the scheme. This commitment will be carried forward into the subsequent Reserved Matters applications and supported through detailed strategies secured by planning conditions and legal agreements (including Section 106 and Section 278 obligations).

The Masterplan has adopted a number of principles that secure inclusive accessibility, for example:

Step Free Movement - The Site is extremely large and has the opportunity for step-free access throughout, whether experiencing the shows and park area, or being part of the back of house team.

Service Road - A service road is proposed inside the perimeter of the Site providing efficient and discreet access to the many facilities needed, whether warehouses, offices, medical centre, training facilities, and this will be designed for all abilities.

Undulating Park - The character of the Park requires undulating landscape to help create spaces and places within the woodland, and provide the mystery and surprise of the different historic and culture zones. Routes which comply with legislative standards for access (width of route, gradient, rest spaces) will also replicate approaches by Puy du Fou in France.

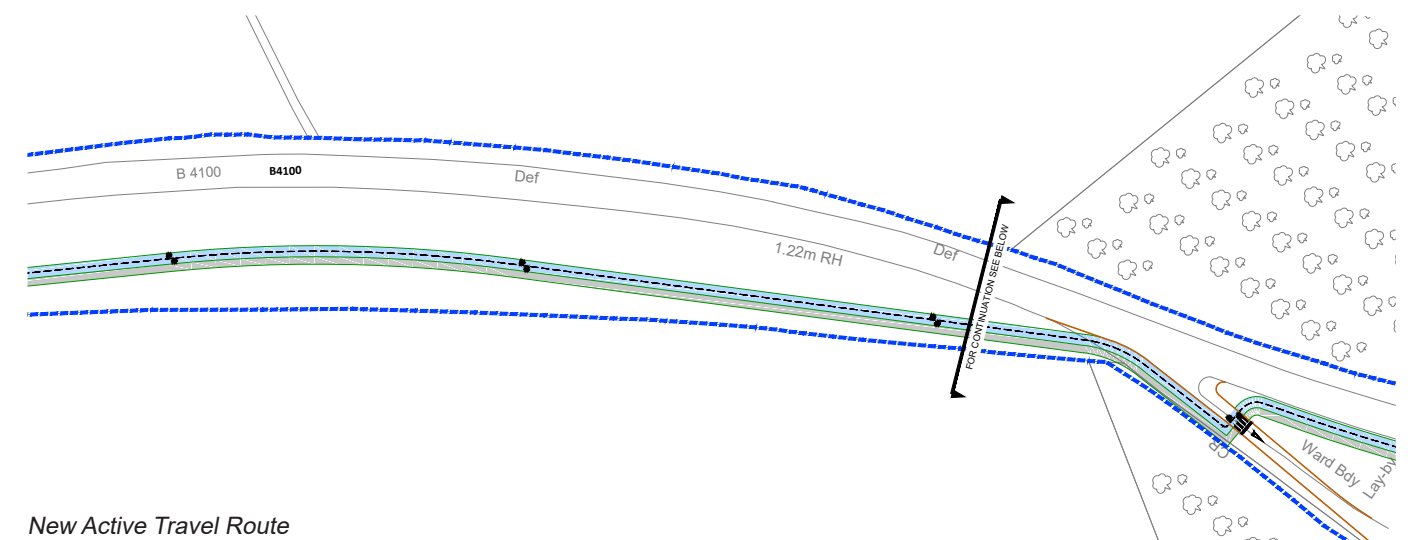
Easy to Navigate - The Site has been designed to enable easy navigation for visitors. The design itself has a logical layout with identifiable features and areas, allowing easy orientation. Navigation tools such as a virtual map and clear and regular signage support the movement through the Site.



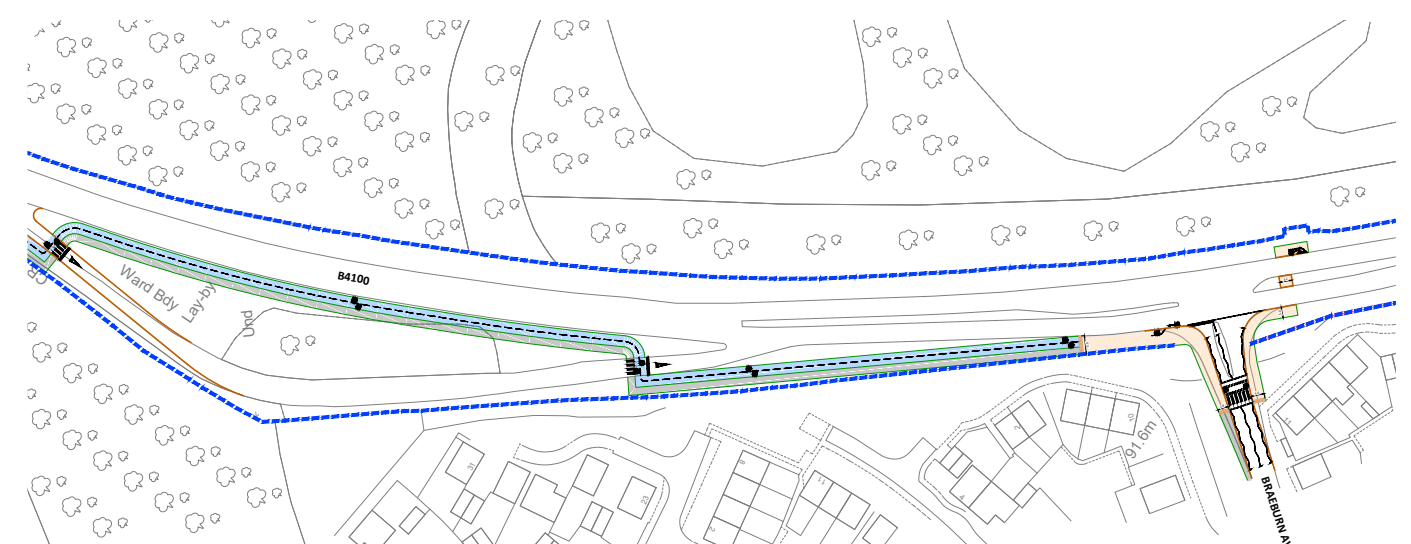
Accessible Trains & Buses



Bicycles



New Active Travel Route



New Active Travel Route

9.1

Access & Accessibility**POLICY INFLUENCE AND COMPLIANCE**

The approach to Accessibility has been informed by development plan policies. The Planning Statement captures this in detail however it is important to note the masterplanning has been informed by the Cherwell Local Plan (2011 - 2031). Accessibility policies are embedded across several strategic themes below:

- Inclusive Communities**
 Promotes high standard of design and masterplanning, and important links to existing communities. The Puy du Fou Park will link to local villages and Bicester through multi-accessibility modes.
- Sustainable Development and Design**
 Promotes green infrastructure that is accessible to all (policy ESD17). The promotion of green spaces that are accessible and particularly promote walking and cycling have been captured in the Puy du Fou Illustrative Masterplan.
- Transport & Connectivity**
 Focuses on improved transport and connections, including sustainable travel modes that enhance accessibility (policy SLE4). The Puy du Fou UK masterplan adopted a vision-led approach to multi-modal access, and this was recognised in engagement with key transport organisations (such as OCC) and at public consultation events.

CDC is progressing its Local Plan Review (submitted to the Secretary of State). The emerging plan is subject to examination. The Review contains clear policies on sustainability, which includes accessibility and inclusion.

The Review Local Plan refers to

- Inclusive and accessible communities:** The plan aims to ensure that new developments are designed to be inclusive, supporting people of all ages and abilities. The Puy du Fou UK Park meets this policy objective.
- Sustainable transport and connectivity:** Strategic Objective SO6 prioritises active travel and public transport, aiming to reduce car dependency and ensure high standards of accessibility to services for all. The Puy du Fou UK Park has demonstrated its inclusive and accessible to all proposals.

CONCLUSION

The approach to inclusive and accessible masterplanning and design has embraced dialogue with key consultees (especially OCC), has reflected compliance with the adopted and emerging Local Plan and meets a required level of commitment at an Outline Masterplan stage. The Puy du Fou UK Park has multi-modal access to reach the Site, and it has a well-developed approach and principles to embracing and promoting access for all at the detailed stage.

Further information on detailed aspects of Site access dialogue is within the Transport Assessment document, which has the detailed drawings of the access arrangements, the Active Travel route and the PRoW proposals.

Accessibility has features throughout this DAS and the team is proud of the engagement with parties and the policy compliant approach being progressed.



Puy du Fou France



Puy du Fou France



Puy du Fou France

10.0



Puy du Fou France, Apolline Cornuet (2024)

CONCLUSION

10.1

Conclusion

This Design and Access Statement supports the Outline Planning Application for a **unique cultural and historical Park**, guided by a bespoke brief that intricately balances operational needs, immersive landscape design, and essential back-of-house infrastructure. The project represents a **one-of-a-kind destination**, unlike any existing leisure facility in the UK, with a concept rooted in storytelling, heritage, and place-making.

The Masterplan has been carefully shaped by the Site's context – physically, visually, and ecologically – ensuring that the proposed development **responds sensitively to its surroundings** while delivering a cohesive and high-functioning visitor experience. The landscape strategy reinforces existing natural features, such as ancient woodland and hedgerows, while new elements such as lakes, villages, and sustainable mobility infrastructure have been layered in to create a **richly integrated environment**.

Throughout the design process, a comprehensive assessment of planning, environmental, transport, accessibility, and design considerations has informed a development that is both **contextually appropriate and operationally robust**. Extensive consultation with local authorities and stakeholders has ensured that the scheme **reflects best practice, meets technical requirements, and addresses local sensitivities**.

The outcome is a **high-quality, deliverable development that will be transformational for the local area and the wider region**—bringing economic, cultural, and social benefits through tourism, employment, and placemaking. This proposal represents a **rare opportunity to deliver a landmark attraction** that is deeply respectful of its setting, while offering a forward-thinking model of sustainable, experience-led design.



Puy du Fou France Site from above



DESIGN AND ACCESS STATEMENT

Puy du Fou UK

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