



<u>Consultee</u>	<u>Date Sent</u>	<u>Expires</u>	<u>Reply</u>
Ward Councillor – Bicester North and Caversfield	06.10.2021	27.10.2021	
Ward Councillor – Bicester West	06.10.2021	27.10.2021	
Bicester Town Council	11.10.2021	10.11.2021	15.11.2021
Bucknell Parish Council	11.10.2021	10.11.2021	
Chesterton Parish Council	11.10.2021	10.11.2021	16.11.2021
Middleton Stoney Parish Council	11.10.2021	10.11.2021	16.11.2021
Arboriculture CDC	11.10.2021	10.11.2021	
BBO Wildlife Trust	11.10.2021	10.11.2021	
Building Control CDC	11.10.2021	10.11.2021	28.02.2022
Campaign to Protect Rural England Oxfordshire	11.10.2021	10.11.2021	12.11.2021
Ecology CDC	11.10.2021	10.11.2021	07.12.2021
Economic Development CDC	11.10.2021	10.11.2021	03.12.2021
Environment Agency	11.10.2021	10.11.2021	02.11.2021
Environmental Health CDC	11.10.2021	10.11.2021	04.11.2021
Highways England/National Highways	11.10.2021	10.11.2021	29.10.2021
Landscape Services	11.10.2021	10.11.2021	02.11.2021
Langford Village Community Association	11.10.2021	10.11.2021	
National Planning Casework Unit	11.10.2021	10.11.2021	
Natural England	11.10.2021	10.11.2021	01.11.2021
Oxfordshire County Council Major Planning Applications	11.10.2021	10.11.2021	

Planning Policy CDC	11.10.2021	10.11.2021	
Public Art CDC	11.10.2021	10.11.2021	08.12.2021
Stagecoach Group	11.10.2021	10.11.2021	
Thames Valley Police Design Advisor	11.10.2021	10.11.2021	
Thames Water	11.10.2021	10.11.2021	29.10.2021
Ward Councillor – Bicester South and Ambrosden	11.10.2021	10.11.2021	
Ward Councillor – Fringford and Heyfords	11.10.2021	10.11.2021	
Elmsbrook Community Organisation	11.10.2021	10.11.2021	
Bicester Delivery Team	11.10.2021	10.11.2021	
Bicester Bike Users Group	11.10.2021	10.11.2021	24.11.2021
Land Drainage CDC	11.10.2021	10.11.2021	14.10.2021
Landscape Services CDC	08.12.2021	08.12.2021	17.01.2022
Oxfordshire County Council Major Planning Applications	08.12.2021	08.12.2021	07.12.2022
Land Drainage CDC	08.12.2021	08.12.2021	
Environment Agency	25.01.2022	08.02.2022	
Oxfordshire County Council Major Planning Applications	25.01.2022	08.02.2022	04.03.2022
Land Drainage CDC	25.01.2022	08.02.2022	03.02.2022
Oxfordshire County Council Major Planning Applications	21.02.2022	07.03.2022	
Bicester Bike Users Group	21.02.2022	07.03.2022	
Bicester Town Council	06.04.2022	06.05.2022	
Bucknell Parish Council	06.04.2022	06.05.2022	
Chesterton Parish Council	06.04.2022	06.05.2022	09.05.2022
Middleton Stoney Parish Council	06.04.2022	06.05.2022	

Arboriculture CDC	06.04.2022	06.05.2022	
BBO Wildlife Trust	06.04.2022	06.05.2022	
Building Control CDC	06.04.2022	06.05.2022	
Campaign to Protect Rural England Oxfordshire	06.04.2022	06.05.2022	
Ecology CDC	06.04.2022	06.05.2022	10.05.2022
Economic Development CDC	06.04.2022	06.05.2022	
Environment Agency	06.04.2022	06.05.2022	01.07.2022
Environmental Health CDC	06.04.2022	06.05.2022	22.04.2022
Highways England/National Highways	06.04.2022	06.05.2022	03.05.2022
Landscape Services	06.04.2022	06.05.2022	17.05.2022
Langford Village Community Association	06.04.2022	06.05.2022	
National Planning Casework Unit	06.04.2022	06.05.2022	
Natural England	06.04.2022	06.05.2022	06.05.2022
Oxfordshire County Council Major Planning Applications	06.04.2022	06.05.2022	
Planning Policy CDC	06.04.2022	06.05.2022	
Public Art CDC	06.04.2022	06.05.2022	
Stagecoach Group	06.04.2022	06.05.2022	
Thames Valley Police – Design Advisor	06.04.2022	06.05.2022	05.05.2022
Thames Water	06.04.2022	06.05.2022	06.04.2022
Ward Councillor – Bicester North and Caversfield	06.04.2022	06.05.2022	
Ward Councillor – Bicester South and Ambrosden	06.04.2022	06.05.2022	
Ward Councillor – Bicester West	06.04.2022	06.05.2022	
Ward Councillor – Fringford and Heyfords	06.04.2022	06.05.2022	

Elmsbrook Community Organisation	06.04.2022	06.05.2022	05.05.2022
Bicester Delivery Team	06.04.2022	06.05.2022	
Bicester Bike Users Group	06.04.2022	06.05.2022	
Land Drainage CDC	06.04.2022	06.05.2022	06.04.2022
Oxfordshire County Council Major Planning Applications	03.05.2022	17.05.2022	29.04.2022
Land Drainage CDC	03.05.2022	17.05.2022	06.05.2022
Oxfordshire County Council Major Planning Applications	25.05.2022	04.06.2022	07.06.2022
Oxfordshire County Council Major Planning Applications	23.06.2022	23.06.2022	17.06.2022
CDC Environmental Health	29.06.2022	29.06.2022	21.06.2022

Rachel Tibbetts

From: Paul Troop <pault@gclaw.co.uk>
Sent: 24 November 2021 13:45
To: Caroline Ford; Planning
Cc: White, Joy - Communities; bicesterbug
Subject: 21/03177/F Howes Lane, Bicester Comments

Importance: High

CAUTION: This email originated from outside of the Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Ms Ford

Thank you for inviting us to give our comments on the above application. There are some positive aspects to the design. However, for the reasons set out above, there are some serious issues with the highways design from the perspective of cyclists which lead us to object to this application as it presently stands. Nonetheless, we believe that the issues could be overcome relatively readily, in which case we would withdraw our objections.

In particular:

1. The applicant should be commended for providing segregated pedestrian and cycle provision with horizontal buffers from the highway on the eastern side of Howes Lane. However, to comply with LTN 1/20, the Oxfordshire Cycle Design Standards, to ensure usability for both pedestrians and cyclists, and for comfort, consistency and coherence, the roadside provision on the western side, currently shown as shared and with no buffers, should be provided as segregated and with buffers. This segregation should be continued around the corner into the estate and current access road so as to avoid unnecessary transitions.
2. The applicant has correctly drawn a priority crossing over the minor road access on the eastern side of Howes Lane. However, to comply with current guidance, priority crossings would also be required over the minor road access points on the western side and on the minor access points to the estates on the current access road. To the extent possible given the likely motor vehicle use, the corner radii should be reduced to minimise vehicle speeds as well as the road distance that walkers and pedestrians need to cross. Furthermore, account should be taken of the different speeds that walkers and cyclists movements will take place at: provision of mid-point refuges for pedestrians (but not cyclists) might be advisable.
3. Given the 'stub end' of Howes Lane will not be used (save perhaps for turning movements) until Howes Lane is completed, there needs to be a disability compliant means for cyclists and pedestrians to cross over this stub end. Given the limited likely traffic movements, dropped kerbs on the eastern and western sides of the stub would be necessary to facilitate active travel movements to and from the southern side of the current access road and the eastern side of Howes Lane.
4. To the extent that bus stops are envisaged at any points on the development where there are cycle lanes, cycle bypasses should be provided to the rear of the bus stops so as to reduce conflict and promote the direct flow of cycle movements.
5. The crossing in the mid-point of Howes Lane currently shows what appears to be a shared area to the east merging into a cycle only lane with no apparent transitions. This will need to be redesigned, particularly if active travel on the western side becomes segregated provision. In terms of suitable crossings, given the likely future traffic on Howes Lane and the guidance emphasis on keeping pedestrian and cycle movements and crossings separate, thought might be given to providing a parallel crossing at this point. This would be a lower cost, demand responsive solution that would support walking and cycling.

6. Currently, the design shows ghost islands off Howes Lane combined with a pedestrian crossing and refuge. Given that the research indicates that such ghost islands reduce the accessibility for users of the minor roads (Windass, 2015), the applicant may wish to consider removing the ghost islands. Furthermore, ghost islands also pose a greater road safety risk as well as eating up much of the available highway space, so CDC planning and OCC Highways may consider that ghost islands are not advisable here.
7. Active travel routes to the proposed development should also be improved, as per LTN 1/20, which now emphasises the importance of safe and convenient cycle access to the development along existing highways:

'Cycling facilities should be regarded as an essential component of the site access and any off-site highway improvements that may be necessary. Developments that do not adequately make provision for cycling in their transport proposals should not be approved. This may include some off-site improvements along existing highways that serve the development.' (Emphasis added, LTN 1/20, 14.3.12).

LTN 1/20 requires that schemes for cycle traffic to connect to new developments will be delivered as part of those new developments (14.1.1 to 14.1.4).

At present, active travel access to the proposed development across the large, unsignalised, Middleton Stoney Road roundabout is poor, consisting of uncontrolled crossings over high speed, wide, crossings. This makes walking and cycling access to the development extremely limited. At the very least, a contribution towards segregated parallel crossings over the Howes Lane arm of the roundabout should be provided.

8. The applicant has correctly indicated cycle storage, but this appears to be below that which would be required according to LTN 1/20 and in the wrong locations. Furthermore, given the significant increases in e-bike sales, and corresponding increase in value of such bikes, the cycle storage should be immediately adjacent to the entrance to each unit where it can be observed passively and provide reassurance to the owners and users of such bikes that their valuable possessions are not at risk of being stolen.

If you have any queries concerning the above, please do not hesitate to contact me.

Yours sincerely

Paul Troop
On behalf of Bicester Bike Users' Group

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Date :- 15/11/21

Observations on the following Planning Applications

<u>Application No</u>	<u>Date Recd</u>	<u>Case Officer</u>	<u>Applicant Name</u>	<u>Location</u>
Objection on the following applications;				
21/01818/F	26/10/21	Wayne Campbell	Churchill Retirement Living	Pakefield House St Johns Street Bicester OX26 6SL
Proposal : Ward: East Proposal: redevelopment of the site to form 40 no. Retirement apartments including communal facilities, access, car parking and landscaping.				
Application Re-consultation - Amendments received.				
Observations : Bicester Town Council strongly object to this planning application and support the residents with the comments that were made; The oversize and height of the building will dominate the neighbourhood the nature of its size will block light; the roundabout at St John's Street is already busy and with the potential closure of the London Road will be impacted by the additional traffic of this business; the parking to be provided appears to be inadequate; air pollution is already a problem in this area so not practical for the elderly with health issues and will be exaggerated should the development commence; residents in Hunt Close still continue to have inconsiderate and illegal parking despite yellow lines having been applied; accessing and exiting the service road is not viable; it is felt that there are already several retirement and care homes close to the town centre, why demolish excellent family homes; an alternative site for this retirement home would be better placed on the outskirts of Bicester; it is felt that the community engagement is incomplete and residents were not consulted widely enough. RESOLVED that Bicester Town Council strongly object to this planning application and continue to have the same objections that have already been made with addition of further concerns; Under the Cherwell District Council policy it states that 30% of the 40 residential units should made as affordable housing; Concerns regarding adverse impact on the Conservation area and an historic environment which contains many listed and locally listed buildings which are part of Bicester's heritage and asset; lack of visibility; car park and residents entrance a cause for concern; Lack of car parking spaces; Service road will be used for emergency and deliver vehicles - service road needs to be bought up to required standard; Flood risks, the Environment Agency have assessed this area as flood risks 1, 2 and 3.				
21/03090/F	14/10/21	Emma Whitley	Mr David Hughes	38 Byron Way Bicester OX26 2YR
Proposal : Ward: West Proposal: Erection of wooden outbuilding at the front of the house for working from home purposes.				
Observations : RESOLVED that Bicester Town Council strongly object to this planning application due to the proposed extension the property will not be in keeping with the street scene and sky line; building on a T-Junction will cause visibility issues; car parking an issue causing potential disruption to parking; over development of the site having an adverse impact on neighbouring properties.				
21/03177/F	14/10/21	Caroline Ford	Albion Lane	Axis J9 Phase 3, Howes Lane Bicester OX26
Proposal : Ward: West Proposal: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works.				
Observations : RESOLVED that Bicester Town Council strongly object to this planning application, originally the plan was to provide housing provision; mass and scale of buildings need to be considered and not dominate the skyline; Howes Lane already experiencing an increase in traffic movement due to commutative developments in Bicester.				

From: *Civic*
Sent: 15 November 2021 13:04
To: Planning
Subject: Additional Comments

Dear Planning

Please find below additional comments regarding application number 21/03177/F – Axis J9, Phase 3, Howes Lane, Bicester

RESOLVED that Bicester Town Council strongly object to this planning application, originally the plan was to provide housing provision; mass and scale of buildings need to be considered and not dominate the skyline; Howes Lane already experiencing an increase in traffic movement due to commutative developments in Bicester.

The proposal to build 11 Industrial Storage and Distribution units (Class Uses B8 + B2) is premature and contrary to the NW Bicester Masterplan and the Cherwell District Local Plan.

The proposed application site has been zoned for 150 residential units as part of the 6,000 home ECO development at North West Bicester.

The adverse impact that the proposed development will have on the character and appearance of the area.

The proposed development by its size, scale, height, massing, design and visual impact will dominate the street scene and blight the skyline.

The loss of Green Infrastructure and the adverse impact the proposed development will have on the Local Walking Cycling infrastructure Plan (LWCIP)

The adverse impact that the proposed development will have on the Secondary School site, the school sport pitches and the retail shops

The adverse impact that the proposed development will have on the road network by traffic congestion, noise and air and light pollution.

Over the past 7 years the existing Howes Lane the Greenwood estate has suffered from several severe flooding incidents which resulted in a number of residential homes being damaged by excessive amounts of flood water.

In April of this year two tunnels /over bridges were constructed and installed over a 72 hours period which was a fantastic piece of engineering.

No further planning applications are allowed on the NW Bicester site other than those applications which have already been approved by the local planning authority until the new realigned Howes Lane has been constructed.

With kind regards

Julie Trinder

**Office Administrator (Civic & Democratic)
Bicester Town Council
The Garth Launton Road Bicester Oxon OX26 6PS**

Bioregional's response to application 21/03177/F - Axis J9, Phase 3 Howes Lane Bicester

Application description: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

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Bioregional have assessed a range of documents submitted with the application 21/03177/F against Policy Bicester 1 (North West Bicester Eco-Town) and Policies ESD 1-5 from the adopted Cherwell District Council Local Plan 2011-2031. A full table is provided below.

Key: Comments in a **Red box** – significant information outstanding; **Amber box** – some information outstanding, **Green box** – sufficient information provided.

Policy Bicester 1 (North West Bicester Eco-Town)	Evidence/response	Reference	Compliance and next step
Employment			
Land Area A minimum of 10 ha, comprising business premises focused at Howes Lane and Middleton Stoney Road, employment space in the local centre hubs and as part of mixed use development	The site comprises 7.2 ha of arable land adjacent to the existing built edge of Bicester and immediately north of recent employment development.	Planning report, Quod, September 2021	This is phase 3 of the Axis J9 development and the 10 ha requirement will be met. Phase 1 is completed and operational. Phase 2 is near completion with a pre-let for full occupation before the end of 2021.
Jobs Created At least 3,000 jobs (approximately 1,000 jobs on B use class land on the site) within the plan period. It is anticipated that the business park at the South East corner of the allocation will generate between	It is stated in the planning statement that the “CLP 2015 anticipates that the business park will generate between 700 and 1,000 jobs in use classes B1 (now within class E), B2 and B8 uses in the early plan period”.	Planning report, Quod, September 2021 Economic Statement, Quod, September 2021	It is confirmed in the Economic Statement that the site could accommodate 255-720 jobs (depending on the occupiers). The policy requirement for 1,000 jobs on B use class land applies to all three phases of the Axis J9 development.

700 and 1,000 jobs in use classes B1, B2 and B8 early in the Plan period			
Use classes B1, with limited B2 and B8 uses	The proposed development provides 16,901 sqm GIA flexible, speculative employment floorspace with “use classes B1 (now within class E), B2 and B8 uses”.	Planning report, Quod, September 2021	Sufficient information has been provided.
A Carbon Management Plan shall be produced to support all applications for employment developments	No information provided.	N/A	No information provided.
New non-residential buildings will be BREEAM Very Good with the capability of achieving BREEAM Excellent.	It is confirmed in the Sustainability Statement that a BREEAM rating of Very Good will be achieved (and that it may be possible to achieve an Excellent rating).	Sustainability Statement, ESC Ltd, November 2021	<p>We would recommend that a pre-commencement condition is set requesting that a BREEAM Design Stage assessment is provided, and a condition for post completion requests a BREEAM Post Construction certificate within 6 months of completion.</p> <p>The Sustainability Statement states that there is a document titled “ESS0274-BREEAM NC 2018 Pre-Assessment-20210827” which confirms the score for the proposed development, however this has not been provided.</p>
Have real time energy monitoring systems, real time public transport information and Superfast Broadband access, including next generation broadband where possible. Consideration should also be given to digital access to support assisted living and smart energy management systems	The mechanical and electrical building services shall be provided with energy metering in accordance with Building Regulation’s Approved Document Part L2A.	Sustainability Statement, ESC Ltd, November 2021	<p>The water and electricity meters provided will be connected to a dedicated energy monitoring and performance platform, readable on an easy to-use-portal i.e. tenant IT infrastructure.</p> <p>The Sustainability Statement also states that gas meters will be connected to this portal – but will there be any gas consumption on site?</p>

			It is stated in the Travel Plan that “Real Time Information display will be provided within the larger units” for public transport information.
Infrastructure needs			
Green infrastructure–40% of the total gross site area will comprise green space of which at least half will be publicly accessible and consist of a network of well-managed, high quality green/open spaces which are linked to the open countryside. This should include sports pitches, parks and recreation areas, play spaces, allotments, the required burial ground (possibly a woodland cemetery) and SUDS	The planning statement confirms that the 40% target for green infrastructure will be achieved.	Planning report, Quod, September 2021 Green Infrastructure Plan, Cornish Architects, September 2021	A green infrastructure plan confirms the area of green infrastructure has been calculated to be 42.6% (28536sqm-66962sqmx100). A condition could be set to ensure this percentage is achieved at completion.
Utilities Utilities and infrastructure which allow for zero carbon and water neutrality on the site and the consideration of sourcing waste heat from the Ardley Energy recovery facility. The approach shall be set out in an Energy Strategy and a Water Cycle Study. The Water Cycle Study shall cover water efficiency and demand management, water quality and how it will be protected and improved, WFD compliance, surface water management to avoid increasing flood risk and water services infrastructure improvement requirements and their delivery, having regard to the Environment Agency’s guidance on Water Cycle Studies. Zero Carbon (see PPS definition) water neutral development is sought. Development proposals will demonstrate how these requirements will be met.	It is stated in the Sustainability Statement that achieving water neutrality “would be very difficult as we are working from an existing zero water draw”. It is stated in the Sustainability Statement that the Ardley Energy from Waste facility is 4km away. The warehouse spaces in the industrial units will be shell only so a connection to the heat network will not be created. The office spaces will be heated with ASHPs.	Sustainability Statement, ESC Ltd, November 2021	The applicant has noted that ASHPs are proposed to provide space heating for the office spaces and therefore no connection to heat networks are proposed. They also add that “the speculative workshop and storage/distribution areas have potential for a wide range of heating demand, down to and including no heating demand. This makes the feasibility of connection to a local heat network, whether private or public, very difficult to assess at this stage”. The industrial spaces are speculative and being finished as shell only. It is confirmed that “to facilitate the potential for future heat network delivery however, the buildings shall be provided with service ducts capable of supporting the routing of heating mains from the site boundary to the building”.

			No Water Cycle Study has been provided. We would recommend that it is in order to demonstrate policy compliance.
Monitoring			
Embodied impacts of construction to be monitored, managed and minimised (ET21)	During the construction phases, the development has the potential to give rise to include dust emissions from earthworks, construction activity and construction vehicles. A construction environmental management plan (“CEMP”) will however be in place to ensure that best practice measures are used to minimise dust at all stages of the construction works. With these mitigation measures in place, the effects from the construction are not predicted to be significant.	Planning report, Quod, September 2021	<p>It is stated in ES Volume 1 Chapter 11 that the assessment of GHG emissions during construction included “the embodied GHG emissions from construction materials, construction equipment and construction waste materials were taken from the Lifecycle Assessment (LCA) completed in support of the BREEAM assessment (appended to the Sustainability Statement submitted with the planning application). The LCA assessment complied with British Standard EN15978 Assessment of Environmental Performance of buildings and considered all the upstream and downstream processes needed to construct the building; and GHG emissions from construction traffic were calculated based on predicted construction traffic movements provided by the project transport consultants, average travel distances based on RICS benchmarks and latest government published GHG emission factors for construction vehicles”.</p> <p>Reducing greenhouse gas emissions from the construction of phase 3 will include a focus on procurement of sustainable</p>

			materials that minimise embodied carbon emissions and contribute towards achieving the BREEAM “Very Good” rating.
Sustainability metrics, including those on zero carbon, transport, water and waste to be agreed and monitored for learning, good governance and dissemination (ET22).	It is confirmed in the Sustainability Statement that a BREEAM rating of Very Good will be achieved (and that it may be possible to achieve an Excellent rating).	Sustainability Statement, ESC Ltd, November 2021	The BREEAM assessment will include demonstration of metrics set to measure carbon, transport and water consumption and waste creation during construction.
Design and place shaping			
High quality exemplary development and design standards including zero-carbon development, Code Level 5 for dwellings at a minimum and the use of low embodied carbon in construction materials, as well as promoting the use of locally sourced materials.	<p>Credits are sought for responsible sourcing of materials, material efficiency in design, and designing for disassembly and adaptability in the BREEAM assessment.</p> <p>1 credit is sought for lifecycle analysis of building construction materials in the BREEAM assessment. Using the figures provided on page 30 of the Sustainability Statement, the preliminary embodied carbon analysis suggests an embodied carbon target of 1397.4 kgCO₂e/m².</p> <p>No dwellings are proposed so Code for Sustainable Homes compliance is not required.</p>	Design and Access Statement, Cornish Architects, September 2021	<p>It is stated in the Sustainability Statement that the zero carbon can be achieved via highly efficient building design and the integration of PV panels. The carbon emissions of the development are stated to be -30.6 TCO₂/year. The modelling calculations have been based on regulated and unregulated energy. The Government’s Eco-Towns PPS states that zero-carbon must be achieved and that this is defined as “over a year the net zero carbon dioxide emissions from all energy use within the buildings” are zero or below. This definition has been met. (Please note we have requested further clarification on the final percentage achieved – please see below).</p> <p>It is not confirmed if locally sourced materials will be used (target within a certain number of miles from site), if recycled materials will be used or if modular construction or other methods may be used.</p>

			<p>We would request further information regarding the above. Modular construction in particular may be possible given the industrial nature of the proposals.</p> <p>We would suggest that a consultant is asked to review the proposals with regards to the visual impacts on the existing residential community as a result of a predominantly industrial warehouse development.</p>
All new buildings designed to incorporate best practice on tackling overheating, taking account of the latest UKCIP climate predictions.	It is stated in the Sustainability Statement that the building “shall be assessed under criterion 3 of the Building Regulations Part L2A compliance tool”.	Sustainability Statement, ESC Ltd, November 2021	We would encourage a commitment through a condition is used to ensure analysis and compliance using CIBSE TM52 is provided.
A layout that maximises the potential for walkable neighbourhoods.	<p>It is stated in the Design and Access Statement that the “building entrances are located in a prominent position creating a safe and pedestrian friendly entrance”.</p> <p>The landscape plan shows a car-dominated landscape, with one pedestrian crossing over the central road.</p>	Design and Access Statement, Cornish Architects, September 2021	<p>As the proposed development is for industrial/warehouse buildings we would not expect to see significant pedestrian infrastructure.</p> <p>However, further details of safe walking routes should be provided, including evidence to demonstrate segregated routes for pedestrians and cyclists. We would also request to see evidence of wayfinding and signage to nearby public transport nodes (including train station and bus stops).</p>

			In addition, is it possible for people working on the site to walk to buy lunch locally?
<p>Infrastructure to support sustainable modes of transport will be required including enhancement of footpath and cycle path connectivity with the town centre, employment and rail stations. Measures to ensure the integration of the development with the remainder of the town including measures to address movement across Howes Lane and Lords Lane.</p> <p>New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel.</p>	<p>No confirmation that links will be provided to existing pedestrian and cycle networks.</p>	<p>Design and Access Statement, Cornish Architects, September 2021</p>	<p>Further detailed should be provided on active travel. In summary – more focus required on integration of active travel modes. A condition could be set to confirm that sustainable modes of travel are prioritised with evidence to demonstrate connections to existing pedestrian and cycling networks.</p>
<p>A layout which makes provision for and prioritises non-car modes and encourages a modal shift from car use to other forms of travel.</p> <p>Maximisation of the sustainable transport connectivity in and around the site.</p>	<p>The proposals seem to prioritise car travel.</p> <p>It is stated in the Design and Access Statement “development will provide 10% of the parking spaces with Electrical Vehicle Charging with provision for up to 25%”.</p>	<p>Design and Access Statement, Cornish Architects, September 2021</p>	<p>Would request further information to confirm if a modal shift to other forms of travel will be possible.</p> <p>Would request to see confirmation that the electric car charging points are in a suitable location and are prioritised over car parking spaces, if possible.</p> <p>In addition, we would request further information to confirm if measures such as car club parking spaces have been considered?</p>
<p>Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site.</p>	<p>It is stated in the Design and Access Statement that “good accessibility to public transport services with bus stops located close to the site and footpaths and cycleways allow easy</p>	<p>Design and Access Statement, Cornish</p>	<p>We would request further information to confirm if measures such as a shuttle service to nearest train station have been considered, in order discourage solo commuting car journeys?</p>

	access to and from the site. The development utilises the route of the strategic link road and maintains provision for the strategic bus route”.	Architects, September 2021	
Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network, consistent with the requirement of the Eco-Towns PPS to reduce reliance on the private car, and to achieve a high level of accessibility to public transport services, improvements to facilities for pedestrians and cyclists and the provision and implementation of a Travel Plan to maximise connectivity with existing development.	A new access road will be created.	Design and Access Statement, Cornish Architects, September 2021 ES Volume 3 Chapter 8.2 Framework Travel Plan	It is stated in the ES that a Travel Plan will be implemented. The Framework Travel Plan is provided as ES Volume 3 Appendix 8.2.
Provision of a Transport Assessment.	ES Volume 1 Chapter 8 is supported by Appendix 8.1 Transport Assessment.		A Transport Assessment for Axis J9 Phase 3 is provided in ES Volume 3 Appendix 8.1. This concludes that “16,901sqm flexible employment floorspace will not result in significant impact on the local road network”. We would recommend that further information is provided on the fact that the spaces will be used for industrial warehouse/manufacturing purposes and therefore may include significant heavy-goods vehicle movements. According to the planning report, the layout of the scheme has been designed specifically to minimise noise impacts on residential development to the east of Howes Lane. A condition could be set to ensure targeted internal and external noise levels are achieved after construction.

<p>Measures to prevent vehicular traffic adversely affecting surrounding communities.</p>	<p>It is stated in the planning statement that “local highway infrastructure can accommodate the forecast traffic levels in advance of the SLR being fully open. The Transport Assessment demonstrates that the forecast development traffic associated with the proposals will be significantly lower than the traffic levels associated with the residential development that had been predicted to come forward elsewhere in the Eco-Town in advance of the SLR and previously deemed acceptable by OCC Highways and CDC”.</p>	<p>Planning report, Quod, September 2021</p>	<p>We would suggest that the ES appendices (including the Transport Assessment and Road Safety Analysis) are reviewed by a transport consultant with regards to impact on local residential areas with regards to traffic and road safety.</p>
<p>No development in areas of flood risk and development set back from watercourses which would provide opportunity for green buffers. Proposals should include a Flood Risk Assessment.</p>	<p>Site in Flood Risk zone 1 and is at low risk of flooding.</p> <p>The Flood Risk Assessment considers all sources of flooding. The site does not have a history of flooding and only localised flooding could occur due to blocked or inadequate drainage facilities.</p>	<p>Bailey Johnson Hayes, Flood Risk Assessment and Drainage Strategy, September 2021, Issue 2</p>	<p>No flood risk mitigation measures are deemed to be required.</p> <p>The drainage strategy has been designed for a 100 year event + 40% for climate change allowance. The drainage strategy includes: swales, permeable paving, petrol interceptors, catchpits, flow control devices and gullies and line drains.</p>
<p>Significant green infrastructure provision, including new footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre and Bicester Village Railway Station, and adjoining developments. Public open space to form a well connected network of green areas suitable for formal and informal recreation</p>	<p>Green infrastructure is proposed to separate vehicle and pedestrian routes and create pleasant walking routes. In addition, drainage ponds are proposed.</p>	<p>Landscape Management Plan, ReForm Landscape Architecture, no date</p>	<p>We would request further information is provided with regards to green space for recreation. Have any spaces/benches been allocated for people working in the industrial units to sit outside during lunch breaks to enjoy nature, get fresh air, walk around or places to eat?</p>

<p>Preservation and enhancement of habitats and species on site, particularly protected species and habitats and creation and management of new habitats to achieve an overall net gain in biodiversity including the creation of a local nature reserve and linkages with existing BAP habitats</p>	<p>Existing trees and vegetation to be protected. Existing hedgerow to Howes Lane to be maintained and improved. New meadow grass and amenity grass, amenity shrubs, trees, woodland planting and hedgerow planting proposed. The list of species are provided on the landscape plan. The planning statement confirms net biodiversity gain will be achieved.</p>	<p>Planting strategy, ReForm Landscape Architecture, September 2021</p>	<p>We would seek to see evidence of linkages with local BAP habitats.</p> <p>We would seek evidence that protected species and habitats on site are adequately protected during construction and operation of the development.</p>
<p>Sensitive management of open space provision to secure recreation and health benefits alongside biodiversity gains.</p>	<p>The BNG calculation is provided in the ES Volume 3 Appendix 10.2. The habitat biodiversity is calculated to have a 0.27% net biodiversity gain, which doesn't meet the target of 10% improvement. The linear habitats do achieve the target and are calculated to have a potential 14% BNG.</p> <p>In ES Volume 1 Chapter 10, it is stated that "the biodiversity net gain calculation will use the DEFRA 2.0 metric due to DEFRA 3.0 still possessing glitches which can provide inaccurate readouts. This has been agreed with CDC".</p>	<p>ES Volume 1 Chapter 10 Biodiversity, Quod, September 2021</p> <p>ES Volume 3 Appendix 10.2 BNG Calculation, Quod, September 2021</p>	<p>In line with the consultation response from the CPRE, we would recommend that the applicant reconsiders the habitat proposals in order to demonstrate that a 10% BNG can be achieved for the non-linear habitats, and would recommend that a condition is set in order to ensure this is delivered.</p>
<p>A Landscape and Habitats Management Plan to be provided to manage habitats on site and to ensure this is integral to wider landscape management.</p>	<p>The Landscape Management Plan sets out procedures for the first 10 years after completion. The plan includes maintenance notes to ensure the soft landscape thrives and maximises its value to local wildlife and for biodiversity net gain. Notes</p>	<p>Landscape Management Plan, ReForm Landscape Architecture, no date</p>	<p>Sufficient information has been provided.</p>

	are provided for tree management, and for planting, grass and hedges management. A plan for activities each month is provided.		
Cherwell District Council Local Plan 2011-2031 ESD polices			
ESD 1: Mitigating and Adapting to Climate Change			
Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars	See above	N/A	See above
Designing developments to reduce carbon emissions and use resources more efficiently, including water (see Policy ESD 3 Sustainable Construction)	It is stated in the planning statement that “the development will achieve at least BREEAM ‘Very Good’ and the proposals will be operationally “zero carbon”, meaning that carbon generated by the day-to-day operation of the building delivered will be off-set by a range of technology and enhancements, including the installation of (inter alia) photovoltaic arrays on the roofs”. Credits are also sought for demonstrating efficient use of potable water on site during operation.	Planning report, Quod, September 2021	As stated above, we would recommend that conditions are set to ensure BREEAM Very Good rating is delivered. Following the proposed energy efficiency measures, the 8no. modelled industrial units all achieve a reduction in carbon emissions of >64% (with a simple average reduction of 71% - please note this is not an area-weighted average). It is not clear what final reduction in carbon emissions is achieved once the PV panels have been added to the calculations as it is not clear how the figures in Table 24 have been calculated. We would request confirmation of the reduction in carbon emissions achieved for each unit (and site-wide) following the addition of PV.

			<p>We would also request BRUKL certificates are provided as evidence for the calculations.</p> <p>A condition could be set to ensure that evidence is provided to demonstrate targeted reduction in carbon emissions is achieved at completion of the units.</p> <p>A condition to ensure efficient water consumption is suggested below.</p>
Demonstration of design approaches that are resilient to climate change impacts including the use of passive solar design for heating and cooling	It is stated in the planning statement that “care has also been taken in the general design and layout of the scheme to maximise natural lighting of units, whilst avoiding unacceptable fluctuations in heating and cooling”.	<p>Planning report, Quod, September 2021</p> <p>ES Volume 1 Chapter 11 Climate Change and Greenhouse Gases</p>	<p>Good fabric u-values are targeted however an air permeability of 10 m³/hour/m² is targeted due to the spaces being industrial units.</p> <p>It has not been confirmed that the cooling hierarchy has been followed to minimise cooling demand to the office spaces. A condition could be set for this.</p>
Minimising the risk of flooding and making use of sustainable drainage methods	See above	N/A	See above
Reducing the effects of development on the microclimate (through the provision of green infrastructure including open space and water, planting, and green roofs)	See above	N/A	See above
ESD 2: Energy Hierarchy and Allowable Solutions			
Reducing energy use, in particular by the use of sustainable design and construction measures.	Credits sought in the BREEAM certification will demonstrate the following measures: Minimising both energy demands and energy loss; maximising resource efficiency; incorporating the use of recycled and	Sustainability Statement, ESC Ltd, November 2021	The Energy Hierarchy has been followed in the Sustainability Statement to demonstrate suitable energy efficiency measures and renewable technologies have been proposed as part of the design of the development. BREEAM certification

	energy efficient materials; re-using materials from demolition where possible.		is sought which will demonstrate sustainability during construction.
Supplying energy efficiently and giving priority to decentralised energy supply.	Connection to an energy network is not deemed appropriate.	Sustainability Statement, ESC Ltd, November 2021	Energy efficiency measures have been applied and ASHPs are proposed for the office spaces in the industrial units only.
Making use of renewable energy.	ASHPs and PV panels are proposed.	Sustainability Statement, ESC Ltd, November 2021	Renewable energy technologies are proposed – see below.
Making use of allowable solutions.	No information provided.	Sustainability Statement, ESC Ltd, November 2021	We would recommend that the applicant is asked to provide information confirming allowable solutions proposed in order to demonstrate policy compliance.
ESD 3: Sustainable Construction			
All new development will be expected to incorporate sustainable design and construction technology to achieve zero carbon development through a combination of fabric energy efficiency, carbon compliance and allowable solutions in line with Government policy.	Proposed measures for sustainable design and energy efficiency include: <ul style="list-style-type: none"> – Building envelope u-values between 0.25 and 0.35 W/m²K – Glazing u-value 2.2 W/m²K – this is high – Air permeability 10 m³/m²/hour – this is high – VRF air source heat pumps for space heating and cooling (CoP 2.5 and EER 2.6) – Warehouse/industrial space to be artificially lit and unheated – Extract ventilation and electric heating to the toilets 	Sustainability Statement, ESC Ltd, November 2021	The proposed energy efficiency measures are suitable however we would request further information regarding the glazing u-value as this is high.

	<ul style="list-style-type: none"> - Local small storage electric water heaters for domestic hot water - LED lighting to all areas <p>Sustainable construction measures will be assessed as part of the BREEAM assessment.</p>		
Cherwell District is in an area of water stress and as such the Council will seek a higher level of water efficiency than required in the Building Regulations, with developments achieving a limit of 110 litres/person/day.	<p>While the target of 110 litres/person/day applies to residential developments it is still important to demonstrate that commercial developments are also water efficient.</p> <p>The sanitaryware specification (including manufacturers and flow rates/volumes) are provided in the Sustainability Statement. The figures suggested are suitable.</p>	Sustainability Statement, ESC Ltd, November 2021	We would recommend a condition is set to ensure the targeted flow rates/volumes are achieved in the completed buildings.
All new non-residential development will be expected to meet at least BREEAM 'Very Good' with immediate effect, subject to review over the plan period to ensure the target remains relevant. The demonstration of the achievement of this standard should be set out in the Energy Statement.	See above	See above	See above
<p>All development proposals will be encouraged to reflect high quality design and high environmental standards, demonstrating sustainable construction methods including but not limited to:</p> <ul style="list-style-type: none"> - Minimising both energy demands and energy loss - Maximising passive solar lighting and natural ventilation - Maximising resource efficiency - Incorporating the use of recycled and energy efficient materials 	High quality design and environmental methods have been demonstrated.	Sustainability Statement, ESC Ltd, November 2021	<p>Sufficient information has been provided as follows:</p> <ul style="list-style-type: none"> • Minimising energy demands and energy loss – good building fabric u-values, and efficient ASHPs are proposed for offices • Maximising passive solar and natural ventilation – not appropriate for industrial buildings

<ul style="list-style-type: none"> - Incorporating the use of locally sourced building materials - Reducing waste and pollution and making adequate provision for the recycling of waste - Making use of sustainable drainage methods - Reducing the impact on the external environment and maximising opportunities for cooling and shading (by the provision of open space and water, planting, and green roofs, for example); and - Making use of the embodied energy within buildings wherever possible and re-using materials where proposals involve demolition or redevelopment. 			<ul style="list-style-type: none"> • Locally-sourced, sustainable materials – see above • Reducing waste during construction and providing waste facilities for operation – this will be assessed as part of the BREEAM assessment • Green roofs and cooling – see above • Sustainable drainage – see above • Embodied construction methods – see above
ESD 4: Decentralised Energy Systems			
<p>Does the feasibility assessment indicate that decentralised energy systems are deliverable as part of the development? Yes/No</p>	<p>It is stated in the Sustainability Statement that connection to the Ardley Heat Network is not deemed appropriate due to the project only requiring heat pumps for the office space.</p>	<p>Sustainability Statement, ESC Ltd, November 2021</p>	<p>The warehouse areas are being delivered as speculative shell only spaces so no connection to the heat network is provided.</p>
<p>If yes, do decentralised energy systems form part of the proposed development? (As required by Policy ESD 4) Yes/No</p>	<p>No – see above.</p>	<p>N/A</p>	<p>No – see above.</p>
ESD 5: Renewable Energy			
<p>Does the feasibility assessment indicate that onsite renewable energy systems are deliverable as part of the development? Yes/No</p>	<p>No feasibility assessment of renewable energy technologies has been provided.</p>	<p>Sustainability Statement, ESC Ltd, November 2021</p>	<p>We would request to see confirmation of the renewable energy technologies considered (this could include solar thermal and ground source heat pumps).</p>
<p>If yes, does onsite renewable energy form part of the proposed development? (As required by Policy ESD 5) Yes/No</p>	<p>Renewable energy technologies have been suggested for the buildings.</p>	<p>Sustainability Statement, ESC Ltd, November 2021</p>	<p>2,940 m² of PV panels are proposed. The proposed PV panels are 18% efficient and will be installed at a 6 degree inclination angle.</p>

			<p>ASHPs will provide space heating and cooling to the office spaces.</p> <p>A condition could be set to ensure that these measures are delivered in the buildings and demonstrated prior to occupation.</p>
<p>Planning applications involving renewable energy development will be encouraged provided that there is no unacceptable adverse impact, including cumulative impact, on the following issues, which are considered to be of particular local significance in Cherwell: Landscape and biodiversity including designations, protected habitats and species, and Conservation Target Areas Visual impacts on local landscapes The historic environment including designated and non designated assets and their settings The Green Belt, particularly visual impacts on openness Aviation activities Highways and access issues, and Residential amenity.</p>	<p>The PV panels will be installed on the roofs. It is not clear where the air source heat pumps will be installed.</p>	<p>Sustainability Statement, ESC Ltd, November 2021</p>	<p>A condition could be set to request evidence to demonstrate the heat pumps will not have an unacceptable adverse impact on biodiversity, residential amenity or have a visual impact.</p>

Consultee Comment for planning application 21/03177/F

Application Number	<input type="text" value="21/03177/F"/>
Location	<input type="text" value="A i J9 Pha e 3 Howe Lane Bice ter"/>
Proposal	<input type="text" value="Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works"/>
Case Officer	<input type="text" value="Caroline Ford"/>
Organisation	<input type="text" value="Building Control (CDC)"/>
Name	<input type="text"/>
Address	<input type="text" value="Building Control Cherwell District Council Bodicote House White Post Road Bodicote Banbury OX15 4AA"/>
Type of Comment	<input type="text" value="Comment"/>
Type	<input type="text"/>
Comments	<input type="text" value="Fire Service access to be in accordance with Approved document B Volume 2 Section H5"/>
Received Date	<input type="text" value="28/02/2022 12 59 56"/>
Attachments	

Consultee Comment for planning application 21/03177/F

Application Number	<input type="text" value="21/03177/F"/>
Location	<input type="text" value="A i J9 Pha e 3 Howe Lane Bice ter"/>
Proposal	<input type="text" value="Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works"/>
Case Officer	<input type="text" value="Caroline Ford"/>
Organisation	<input type="text" value="CDC - Land Drainage"/>
Name	<input type="text" value="Tony Brummell"/>
Address	<input type="text" value="Cherwell District Council Bodicote House White Post Road Bodicote Banbury OX15 4AA"/>
Type of Comment	<input type="text" value="Comment"/>
Type	<input type="text"/>
Comments	<input type="text" value="AS this is a Major development, refer to the LLFA team at Oxfordshire County Council for substantive comments. My comments are as follows. The site will drain to an attenuation basin that has at least in part already been constructed to serve an adjacent completed building. The basin drains to the minor Ordinary Watercourse known locally as the Gowell Brook which flows only seasonally. This watercourse will also serve part of the Himley Village residential development so although minor is critical to the drainage infrastructure locally. Serving only a small natural catchment, the watercourse is very responsive. It flows through a culvert under Howes Lane which we know to be partly obstructed which has caused internal flooding to several residential properties locally. If possible I would like to see the early removal of this obstruction before further development takes place which will increase the risk to the affected properties."/>
Received Date	<input type="text" value="14/10/2021 15:44:02"/>
Attachments	

Consultee Comment for planning application 21/03177/F

Application Number	<input type="text" value="21/03177/F"/>
Location	<input type="text" value="A i J9 Phase 3 Howe Lane Bicester"/>
Proposal	<input type="text" value="Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works"/>
Case Officer	<input type="text" value="Caroline Ford"/>
Organisation	<input type="text" value="CDC - Land Drainage"/>
Name	<input type="text" value="Tony Brummell"/>
Address	<input type="text" value="Cherwell District Council Bodicote House White Post Road Bodicote Banbury OX15 4AA"/>
Type of Comment	<input type="text" value="Comment"/>
Type	<input type="text"/>
Comments	<input type="text" value="Land Drainage/Flood Risk/Surface Water Drainage The proposed surface water drainage strategy directs surface water away from the Gowell Brook and existing development to a linear sequence of swales that serve existing Axis Phases 1 and 2. This is acceptable as it will remove any increased risk of flooding to the existing development to the east and potentially reduce it. As this is a Major Application the flow rates and volumetric details of the surface water network to serve phase 3 will be considered and commented on by the LLFA, but noting that (i) the land comprising this application site does not currently contribute to the catchment to which Phases 1 and 2 drain (ii) the system of outfall pipes and ditches beyond the Axis site boundaries has not been surveyed or proven to be capable of discharging the attenuated flows from the site"/>
Received Date	<input type="text" value="03/02/2022 11:58:07"/>
Attachments	

Consultee Comment for planning application 21/03177/F

Application Number	21/03177/F
Location	A i J9 Pha e 3 Howe Lane Bice ter
Proposal	Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) comprising 5 units within 3 buildings and associated parking and servicing, landscaping and associated works
Case Officer	Caroline Ford
Organisation	CDC - Land Drainage
Name	Tony Brummell
Address	Cherwell District Council Bodicote House White Post Road Bodicote Banbury OX15 4AA
Type of Comment	Comment
Type	
Comments	Drainage/Flood Risk No further comments subject to final approval from LLFA.
Received Date	06/04/2022 16:04:52
Attachments	

Consultee Comment for planning application 21/03177/F

Application Number	<input type="text" value="21/03177/F"/>
Location	<input type="text" value="A i J9 Phase 3 Howe Lane Bicester"/>
Proposal	<input type="text" value="Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) comprising 5 units within 3 buildings and associated parking and servicing, landscaping and associated works"/>
Case Officer	<input type="text" value="Caroline Ford"/>
Organisation	<input type="text" value="CDC - Land Drainage"/>
Name	<input type="text" value="Tony Brummell"/>
Address	<input type="text" value="Cherwell District Council Bodicote House White Post Road Bodicote Banbury OX15 4AA"/>
Type of Comment	<input type="text" value="Comment"/>
Type	<input type="text"/>
Comments	<input type="text" value="No further comments. The surface water drainage is proposed to discharge to the existing site infrastructure which has been designed to accommodate Phase 3. No further comments either on the site specific infrastructure for Phase 3."/>
Received Date	<input type="text" value="06/05/2022 12:00:19"/>
Attachments	

From: Tim Screen
Sent: 02 November 2021 13:52
To: Caroline Ford
Subject: 21/03177/F - Axis J9 Phase 3, Howes Lane, Bicester

Hi Caroline

The LVA narrative does not appear to be included with the ES, although the methodology and the photo-viewpoint records are included.

The landscape management plan is acceptable, however, the forthcoming detailed hard and soft landscape proposals and the tree pit details should be appended to it.

The detailed landscape proposals should include landscape and SuDS maintenance access routes and entrances. The entrances to be protected from unauthorised access. Trees should be planted at least to metres from the edge of kerbs/paving and root deflectors installed (to be indicated on the drawing)

I look forward to the detailed hard and soft landscape proposals and tree pit details.

Best regards

Tim

Tim Screen CMLI
Landscape Architect
Environmental Services
Environment & Place
Cherwell District Council

Rachel Tibbetts

From: Caroline Ford
Sent: 18 May 2022 12:04
To: DC Support
Subject: FW: 21/03177/F - Axis J9 Phase 3, Howes Lane, Bicester

Please can you record and scan onto the above?

Thanks
Caroline

Caroline Ford BA. (Hons) MA MRTPI
Principal Planning Officer – Major Projects Planning Team
Development Management Division
Communities Directorate
Cherwell District Council
Tel: 01295 221823
Email: caroline.ford@cherwell-dc.gov.uk
Web: www.cherwell.gov.uk

Find us on Facebook www.facebook.com/cherwelldistrictcouncil
Follow us on Twitter @Cherwellcouncil

My usual working hours are: Monday to Friday, 09:00am to 17:15pm.

Planning and Development services can be contacted as follows: Development Management - planning@cherwell-dc.gov.uk; Building Control - building.control@cherwell-dc.gov.uk; Planning Policy - planning.policy@cherwell-dc.gov.uk; Conservation - design.conservations@cherwell-dc.gov.uk. For the latest information on Planning and Development please visit www.cherwell.gov.uk

From: Tim Screen <Tim.Screen@Cherwell-DC.gov.uk>
Sent: 17 May 2022 17:27
To: Caroline Ford <Caroline.Ford@Cherwell-DC.gov.uk>
Subject: 21/03177/F - Axis J9 Phase 3, Howes Lane, Bicester

Hi Caroline

Sorry for the late response. My comments are enclosed.

PLANTING STRATEGY 0897-RFM-XX-00-DR-L-0003 P05

On consideration of the Phase 3 Technical Note Addendum indicates the widening of the SL Cycleway from 2.5 to 3.00 m the position of the trees should be at least 2 m away from the edge and root deflectors installed to prevent structural damage to the cycleway by tree roots.

Additional native trees such as oak and beech are required to be plant on the northern boundary, between Howes Lane the potential highway corridor to supplement the hedgerow, and provide the necessary visual mitigation of proposed development parcels for the benefit of roadside users and visual receptors on the PRoW.

The northern site boundary

Existing northern hedgerow is proposed to be supplemented with a new hedgerow planting in the northeast side of the boundary and intervening woodland between the units 4 and 5, which is welcome. However, it appears to be a conflict with swales indicated on the Proposed Site Plan in the Phase 3 Technical Note Addendum. Are there to be actual swales on this northern boundary, because this will mean there will be insufficient space woodland? I would prefer to see woodland for its value as a visual mitigator.

Salix fragilis (Crack Willow) has been removed from the scheme

Sorbus leyana has been removed from the scheme

Landscape Management Plan

The LMP should include the consented detailed landscape proposal details (as an addendum) when these proposals are available, in order that there is sufficient information to inform the contractor to replace the correct tree or shrub. The Strategic Landscape Plan's planting typologies does not provide sufficient detail.

The maintenance period for Phase 2 is 25 years, so why is Phase 3 maintenance period 10 years. The scheme should be maintained for 25 years to ensure that the trees establish well and achieve height and canopy spread to afford the visual mitigation, amenity, wildlife benefit and carbon sequestration.

The planting typologies and soil depths should be explained.

Detailed Landscape Proposals

Detailed hard and soft landscape proposals are required, also with tree pit details. A soft landscape implementation specification must be provided in support of the detailed landscape proposals.

Best regards

Tim

Tim Screen CMLI

Landscape Architect
Environmental Services
Environment & Place
Cherwell District Council

 Direct Dial 01295 221862 Mobile 07854 219751

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Comment for planning application 21/03177/F

Application Number	<input type="text" value="21/03177/F"/>
Location	<input type="text" value="Axis J9 Phase 3 Howes Lane Bicester"/>
Proposal	<input type="text" value="Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works"/>
Case Officer	<input type="text" value="Caroline Ford"/>
Organisation Name	<input type="text" value="arah kearney"/>
Address	<input type="text" value="Chesterton Community Centre,2 Geminus Road,Chesterton,Bicester,OX26 1BJ"/>
Type of Comment	<input type="text" value="Support"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="Chesterton Parish Council don't have any problems with this Planning Application"/>
Received Date	<input type="text" value="16/11/2021 09:00:07"/>
Attachments	

Comment for planning application 21/03177/F

Application Number	<input type="text" value="21/03177/F"/>
Location	<input type="text" value="Axis J9 Phase 3 Howes Lane Bicester"/>
Proposal	<input type="text" value="Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) comprising 5 units within 3 buildings and associated parking and servicing, landscaping and associated works"/>
Case Officer	<input type="text" value="Caroline Ford"/>
Organisation Name	<input type="text" value="arah kearney"/>
Address	<input type="text" value="Chesterton Community Centre,2 Geminus Road,Chesterton,Bicester,OX26 1BJ"/>
Type of Comment	<input type="text" value="Comment"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="Chesterton Parish Council, don't have any objection to this planning application but what they do have concerns about the traffic issues on the Howes Lane employment plan and extra noise"/>
Received Date	<input type="text" value="09/05/2022 16:23:31"/>
Attachments	

Consultee Comment for planning application 21/03177/F

Application Number	<input type="text" value="21/03177/F"/>
Location	<input type="text" value="A i J9 Pha e 3 Howe Lane Bice ter"/>
Proposal	<input type="text" value="Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works"/>
Case Officer	<input type="text" value="Caroline Ford"/>
Organisation	<input type="text" value="Clerk to Middleton Stoney PC"/>
Name	<input type="text" value="Liz Willmott"/>
Address	<input type="text" value="Middleton Stoney House Oxford Road Middleton Stoney OX25 4TE"/>
Type of Comment	<input type="text" value="Comment"/>
Type	<input type="text"/>
Comments	<input type="text" value="The Parish Council of Middleton Stoney met on 8 November 2021 and request an extension to the submission cut off date to enable them to respond fully to this application. Please could this be extended to Thursday 18 November 2021."/>
Received Date	<input type="text" value="09/11/2021 09:28:25"/>
Attachments	

Consultee Comment for planning application 21/03177/F

Application Number	21/03177/F
Location	A i J9 Pha e 3 Howe Lane Bice ter
Proposal	Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works
Case Officer	Caroline Ford
Organisation	Clerk to Middleton Stoney PC
Name	Liz Willmott
Address	Middleton Stoney House Oxford Road Middleton Stoney OX25 4TE
Type of Comment	Object
Type	
Comments	<p>Planning Department Cherwell District Council Bodicote House Bodicote Banbury OX15 4AA Dear Sir, Application Number 21/03177/F I am writing on behalf of Middleton Stoney Parish Council to object, in the strongest terms, to this planning application. In essence it seeks to cancel the existing requirement to build 150 dwellings on this site and to build in its place an industrial/storage facility. In environmental terms, a volte-face. Our particular concern is the increase in HGV traffic that such a development will spawn on a road system already under severe stress. We note the casual comment that the increase in traffic will not be significant in relation to existing volumes; this is a comment that appears on every single major planning application but the cumulative effect of all these ?insignificant? increases is devastating to local communities. Middleton Stoney is especially vulnerable as its cross roads are too narrow to safely accommodate large HGVs without endangering pedestrians, especially as HGVs not infrequently mount the pavement in order to negotiate a turn. Both Cherwell District Council and Oxfordshire County Council have conceded that the traffic situation in Middleton Stoney is unsatisfactory and needs to be addressed. It maybe that the applicants will concede routing agreements that avoid our village. The problem with such agreements, as we know to our cost, is that they are not policed or enforced and the drivers know it. Given the unceasing and relentless message from central and local government that there is an acute shortage of housing in our area and that it is imperative that more housing be built it is difficult to see how this change of use could be justified. Furthermore such a drastic change of use from the original approval calls into question the credibility of the planning process encouraging developers to view original submissions as a stalking horse for their true intentions. Yours Faithfully, J Rees Chair Middleton Stoney Parish Council</p>
Received Date	16/11/2021 11:56:16
Attachments	

Caroline Ford, Senior Planning Officer
Cherwell District Council
Bodicote House, Bodicote
Banbury
Oxon
OX15 4AA

11 November 2021

Dear Ms Ford

Ref : 21/03177/F Employment Development, Axis J9 Phase 3, Howes Lane, Bicester

CPRE acknowledges that the above proposed development is on an allocated site within the current Cherwell District Council (CDC) Local Plan. CPRE however has some concerns as to the proposed plan as it is currently constituted which are outlined further below.

An emerging vision from the incumbent Oxfordshire Plan 2050 vision is for Oxfordshire to continue to be an attractive place to live in. However CPRE questions whether this vision will be shared by residents on the adjacent Greenwood Estate if this development proceeds in its current form. For example, a resident's objection letter states that "we moved to Bicester to escape the city only to find we will be living in the shadow of a huge noisy set of buildings". There is a clear message from many of residents that this development will lead to a loss of residential amenity and much valued landscape.

CPRE believes that this development, which includes provision for B8 development and buildings with heights of over 11 metres, will result in overbearing massing and industrialisation inappropriate to adjacent residential properties. CPRE also believe that the proposed development is at odds with Bicester Policy 1 of the adopted Cherwell Local Plan which states that buildings on Howes Lane should be for class B1 use with *limited* B2 and B8 use. Since the development for phases 1 and 2 is *predominantly* warehousing, any further development of this form on Howes Lane would clearly not be limited.

If this land is to be allocated for employment, CPRE would consider class B1 to be more appropriate to a residential area without detriment to its amenity. This would be more in line with existing development towards the northern end of site where buildings are smaller and less overpowering to neighbouring residents. Since the primary aim of this development is to provide employment opportunities for residents of the eco town, in order to reduce the need to travel, this objective is likely to be better fulfilled if a broader range of employment opportunities are provided other than logistic employment, particularly as a surfeit of such opportunities already exist within Bicester and its environs.

CPRE are concerned that the much needed A4095 Strategic Link Road (SLR) infrastructure, which is a major requirement for each of the phases of this development, will not be ready until 2024. This is major concern for residents of adjacent properties. There has been a considerable uptick of traffic movements along Howes Lane, particularly from heavy good vehicle movements, with the commensurate increase in noise levels, vehicle emissions and pollution and the heightened risks to road safety. This is likely to be exacerbated by the Great

Wolf and Chesterton Sports Ground developments. CPRE share resident concerns regarding the uptick of vehicle movements and the further negative impacts of this development and others and the impact this has on residential amenity. CPRE are concerned that the further expansion of development and the negative impacts this is having on the environment have not been adequately addressed in the developer's Environmental Statement (ES).

All developments are not only required to demonstrate a net gain in biodiversity, but in Cherwell the required gain is 10%. The biodiversity net gain (bng) for non linear habitat on this development falls below the required 10%. This gain will take some years to materialise and dependant on a well worked up maintenance regime. The realisation of gain is dependent on the underlying assumptions that have been fed into the bng; a change in any one assumption would yield a different result. The bng from the developer gives little margin of error and CPRE do not have confidence that the developer's long term maintenance programme has the necessary rigour to ensure the required gain. One further point is around the use of an old bng calculator when newer up to date models were available such as DEFRA 2 or 3.

CPRE's other concern on biodiversity is the impact of the development on some local species given the further erosion of their habitat. CPRE questions why appropriate surveys have not been provided in the ES. This is especially important when assessing the impact of the loss of existing habitat which may support lapwings and linnets which are red status birds. The developer states that surveys of the brown hairstreak butterfly were not necessary as the habitat on site does not support this species. This runs counter to policy ESD10 para B237 in the Local Plan which requires developments to provide surveys of the brown hairstreak butterfly with no caveats such as whether habitat exists to support it.

The developer recognises that the development falls short of being able to provide on site mitigation for farmland birds. The developer proposes to make a financial contribution to provide suitable habitat off site; in effect "kicking the can down the road". CPRE would welcome some further details on how and where this would be provided particularly given the on site loss of habitat for red listed birds. One of the contributing causes for the sustainability of bird species is the steady erosion of suitable habitat. Cherwell District Council is committed to nature recovery through its Community Nature Plan and if this plan is to have any substance then the Council should press the developer for details of how and where suitable replacement habitat will be provided for species that will be displaced by this development..

CPRE requested that risk of flooding be scoped into the ES. We note that several of the objection letters raise this as an issue, with levels of incidence of flooding in the adjacent residences to the development, exceeding the threshold for the lowest risk level zone. We note the response from CDC Drainage where a culvert under Howes Lane may be obstructed causing flooding to residential properties. CPRE question whether this issue should have been picked up in earlier phases of this development. In the absence of an estimation of flood risk in the ES, the Planning Committee will need to assure themselves that there is no ongoing flood risk to adjoining residences.

CPRE's are concerned that this development for the assessment year 2025 will be a net contributor to green house gas emissions up to 10,000 CO2 grammes. This is concerning given that this development has favourable sustainable transport options and is part of the eco town strategy whose main stated purpose is to reduce carbon emissions. Furthermore, Cherwell District Council's Carbon Framework has set a target of carbon neutrality by 2030. This will require significant reductions in vehicle use, not the increases indicated by this development. CPRE are concerned that these types of development, which include logistics that are already well provided for in Bicester, are more likely to lead to the importation of staff from outside the immediate area, thus increasing car usage and an increase in emissions. In

addition, these types of developments require the use of vans and lorries to transport goods which also will drive up emissions.

CPRE welcomes the CDC Climate Change Framework and the Community Nature Recovery Plan and their laudable objectives. However the targets outlined in these plans must be acted on. CDC's ambitious target of net zero carbon by 2030 requires that approved developments must be carbon neutral; the proposed Axis J9 development is likely to fall short in this regard. To enable nature recovery, CDC expects future developments to demonstrate a biodiversity net gain of 10%. The development does not achieve this with regards to non linear habitat.

The approval of this development in its current form will allow a building form inappropriate to adjoining residences and run counter to Bicester Policy 1 which allows only limited warehouse development on Howes Lane. Furthermore there will be environmental risks faced by the same residents around risk of flooding and further traffic on Howes Lane with all of its associated negative impacts on the local environment. Whilst CPRE are not opposed to development on this land which is allocated in the Plan, it believes that a rethink on the development is required to minimise the impacts on residential amenity and the environment and allow CDC to better achieve its stated aims on climate change and nature recovery.

Yours sincerely,

Nick Dolden



N Dolden
CPRE, Cherwell District

Copies to: Sir David Gilmour, Chairman Cherwell District CPRE
Helen Marshall, CPRE Director

Rachel Tibbetts

From: Caroline Ford
Sent: 07 December 2021 09:34
To: DC Support
Subject: FW: 21/03177/F - Albion Land, Axis J9, Howes Lane, Bicester

Please could you record and scan onto the above file?

Thanks

Caroline Ford BA. (Hons) MA MRTPI
Principal Planning Officer – Major Projects Planning Team
Development Management Division
Environment and Place Directorate
Cherwell District Council
Tel: 01295 221823
Email: caroline.ford@cherwell-dc.gov.uk
Web: www.cherwell.gov.uk

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Follow us on Twitter @Cherwellcouncil

My usual working hours are: Monday to Friday, 09:00am to 17:15pm.

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From: Charlotte Watkins <Charlotte.Watkins@Cherwell-DC.gov.uk>
Sent: 07 December 2021 08:42
To: Caroline Ford <Caroline.Ford@Cherwell-DC.gov.uk>
Subject: RE: 21/03177/F - Albion Land, Axis J9, Howes Lane, Bicester

Caroline

With regard to the above application, the ecological survey data is all fine and updated appropriately. A conditioned CEMP for biodiversity will cover many of the potential ecological impacts during construction. A detailed Habitat and Landscape is also referred to which will need to be conditioned. This should contain landscaping proposed, objectives for each habitat, biodiversity enhancements on buildings and within the site with location and number as well as management ongoing.

The applicants propose to contribute to the specific site wide off site mitigation scheme for farmland birds. The amount needs to be secured with a timescale.

The biodiversity metric demonstrates that there will be a net gain on site however for habitats in particular it is such a minimal gain (if I have calculated it correctly - less than 0.5%) such that I am not convinced this is meaningful. Such small net gains leave no room for contingency and are therefore more equivalent to just no net loss. We should be seeking more than this (currently CDC seek 10% where possible) and I would propose that they either look to finding more on site gain or consider compensating for additional units off site.

Kind regards
Charlotte

Dr Charlotte Watkins
Ecology Officer

Tel: 01295 227912

Email: Charlotte.Watkins@Cherwell-DC.gov.uk

www.cherwell.gov.uk

My usual working hours are: Monday-Thursday mornings.

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Rachel Tibbetts

From: Caroline Ford
Sent: 13 May 2022 11:43
To: DC Support
Subject: FW: 21/03177/F - Axis J9 Phase 3 at NW Bicester

Please can you record and scan the above onto DEF?

Thanks
Caroline

Caroline Ford BA. (Hons) MA MRTPI
Principal Planning Officer – Major Projects Planning Team
Development Management Division
Communities Directorate
Cherwell District Council
Tel: 01295 221823
Email: caroline.ford@cherwell-dc.gov.uk
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Follow us on Twitter @Cherwellcouncil

My usual working hours are: Monday to Friday, 09:00am to 17:15pm.

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From: Charlotte Watkins <Charlotte.Watkins@Cherwell-DC.gov.uk>
Sent: 10 May 2022 14:02
To: Caroline Ford <Caroline.Ford@Cherwell-DC.gov.uk>
Subject: RE: 21/03177/F - Axis J9 Phase 3 at NW Bicester

Caroline

Ideally we would have the whole metric to look at but this does give a score of 5.5%, which although it falls short of the 10% we 'seek' is broadly acceptable in policy terms. I have some concerns about the conditions that it is proposed some of the habitats could reach. They may struggle to gain 'good' condition meadow grassland on previously arable land when it also looks to be the only amenity space on site – similarly with the wetland vegetation within the SUDS which will be taking run off from the site. Any LEMP for the site will need to contain review periods by an ecologist to ensure that the habitats have reached these conditions and make adjustments if not to ensure a net gain is achieved long term.

Kind regards
Charlotte

Dr Charlotte Watkins
Ecology Officer
Tel: 01295 227912
Email: Charlotte.Watkins@Cherwell-DC.gov.uk

Communities Directorate
Cherwell District Council
www.cherwell.gov.uk

My usual working hours are: Monday-Thursday mornings.

From: Caroline Ford <Caroline.Ford@Cherwell-DC.gov.uk>
Sent: 29 April 2022 11:29
To: Charlotte Watkins <Charlotte.Watkins@Cherwell-DC.gov.uk>
Subject: 21/03177/F - Axis J9 Phase 3 at NW Bicester

Hi Charlotte,

I'm starting to write the above application up for Committee in May and would appreciate your comments please. They've included a new BNG calculation but its given as a score and then in the covering letter it stays that the proposal will secure a 5.5% BNG – can I have your comments on that please?

Thanks
Caroline

Caroline Ford BA. (Hons) MA MRTPI
Principal Planning Officer – Major Projects Planning Team
Development Management Division
Communities Directorate
Cherwell District Council
Tel: 01295 221823
Email: caroline.ford@cherwell-dc.gov.uk
Web: www.cherwell.gov.uk

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Consultee Comment for planning application 21/03177/F

Application Number	<input type="text" value="21/03177/F"/>
Location	<input type="text" value="A i J9 Phase 3 Howe Lane Bicester"/>
Proposal	<input type="text" value="Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works"/>
Case Officer	<input type="text" value="Caroline Ford"/>
Organisation	<input type="text" value="Economic Development (CDC)"/>
Name	<input type="text" value="Steven Newman (Economic Dev. Officer)"/>
Address	<input type="text" value="Economic Development Cherwell District Council Bodicote House White Post Road Bodicote Banbury OX15 4AA"/>
Type of Comment	<input type="text" value="Support"/>
Type	<input type="text"/>
Comments	<input type="text" value="As attached..."/>
Received Date	<input type="text" value="03/12/2021 18:06:55"/>
Attachments	The following files have been uploaded: 2021-12-03 Axis J9.pdf

ENVIRONMENT & PLACE INTERNAL MEMORANDUM

From: Economic Growth Service – Cherwell District Council

To: Principal Planning Officer – Major Projects Team (Caroline Ford)

Our Ref: 2021-12

Your Ref: 21/03177/F

Ask for: Steven Newman

Ext: 1860

Date: 03/11/2021

This response raises the key local economic issues only.

The response is provided without prejudice to the consideration of applications for planning permission.

Application No: 21/03177/F
Address / Location: Axis J9 Phase 3, Howes Lane, Bicester.
Proposal: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works.
Location: Axis J9 Phase 3, Howes Lane, Bicester
1.0 Summary 1.1 The proposed development of Phase 3 of Axis J9 business park, as indicated in the submitted documentation, should create facilities that would contribute towards the economic growth aims of the Council. The proposed modern premises would be suitable for a range of business activity to assist the advancement of local employers and inward investors. It would also assist the development of supply chains and the creation of employment opportunities, complementing the evolution of the local economy and increasing resident population. 1.2 From an economic growth point of view, I would therefore support this proposal subject to the further observations listed below.
2.0 Provision of Modern Employment Premises 2.1 The proposed third and final phase of the Axis J9 development would appear to complement the initial phases, and indeed be of particular benefit to small and medium-sized employers. This should allow businesses future options to potentially grow and expand into nearby units, or to reduce size according to circumstance – making effective use of the productive space created by proposed units. 2.2 The Market Report confirms my understanding of the level of recent and on-going demand for commercial premises. Furthermore, whilst the proposed 'Use Classes' afford a broad range of activity based upon recent market experience, I would also expect that other activity within Class E(g) - such and 'research and development' - could reasonably be accommodated within the proposed premises as the local economy continues to evolve over coming decades. 2.3 As with earlier phases, Phase 3 appears to include at least an ancillary level of office accommodation which would contribute towards the quantum of additional 'Grade A' office space in Bicester and is an indication of the variety of employment that could be supported. The steel frame construction method proposed should also allow for modular adaptation to respond to the future needs and demands of occupiers whilst maintaining an attractive built environment. 2.4 Whilst the zero-carbon ambition of the proposal is to be welcomed, I would however hope to see more advanced 'exemplar construction' on this 'exemplar site': If not 'Outstanding' then at least the achievement of BREEAM 'Excellent'. Whilst this would add cost to the initial development, the

commercial occupier market has ever-increasing expectations of quality accommodation which command a premium whilst minimising longer term operational costs.

2.5 I acknowledge that the Sustainability Statement indicates many positive aspects of the proposal. However, as demonstrated elsewhere in Bicester, exemplar eco-buildings command national and international attention which can appeal to key businesses seeking accommodation in tune with the town's ambitions and wider climate concerns.

2.6 Occupiers and/or owners of the premises should be encouraged to maintain and upgrade the buildings over the years to come, minimising the impact of operations. Nevertheless, now is the time to most efficiently and effectively create exemplar premises.

3.0 Local Employment Opportunities

3.1 The proposed development would create significant local job opportunities. Residents of the town and surrounding parishes would be able to gain convenient sources of employment and/or opportunities to start or grow their own enterprises in comfortable, modern facilities.

3.2 The applicant expects a broad range of employment opportunities to be created in two broad phases:

- 1) Around 110 construction jobs over the 12-month build phase
- 2) Between 300-400 FTE jobs (once fully occupied) in perpetuity on the Site

3.3 The proposal also indicates that '3 apprenticeship starts' will occur during the construction phase. Reference is made to the previous commitment to 7 apprenticeship starts for Phase 1 and 2 but it is unclear whether or not this occurred, and if so where the apprentices were recruited from and how lessons learned would be used in Phase 3?

3.4 The proposal to create a 'Training and Employment Plan' is to be welcomed, including consideration of the above points. Resources and support is available, as guided by the Local Enterprise Partnership: <https://www.oxfordshirelep.com/skills/our-programmes/community-employment-plans>

3.5 Also, once occupiers are identified by the developer, bespoke support is available through the Council's economic growth team to enable individual businesses to settle into their new premises, to recruit staff, to establish themselves locally and to gain assistance with any operational matter that may be faced.

Consultee Comment for planning application 21/03177/F

Application Number	<input type="text" value="21/03177/F"/>
Location	<input type="text" value="A i J9 Phase 3 Howe Lane Bicester"/>
Proposal	<input type="text" value="Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) comprising 5 units within 3 buildings and associated parking and servicing, landscaping and associated works"/>
Case Officer	<input type="text" value="Caroline Ford"/>
Organisation	<input type="text" value="Elmsbrook Community Organisation"/>
Name	<input type="text" value="Elmsbrook Community Organisation"/>
Address	<input type="text"/>
Type of Comment	<input type="text" value="Object"/>
Type	<input type="text"/>
Comments	<input type="text" value="It will cause too much obstruction."/>
Received Date	<input type="text" value="07/04/2022 08 08 48"/>
Attachments	

Consultee Comment for planning application 21/03177/F

Application Number	<input type="text" value="21/03177/F"/>
Location	<input type="text" value="A i J9 Phase 3 Howe Lane Bicester"/>
Proposal	<input type="text" value="Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) comprising 5 units within 3 buildings and associated parking and servicing, landscaping and associated works"/>
Case Officer	<input type="text" value="Caroline Ford"/>
Organisation	<input type="text" value="Elmsbrook Community Organisation"/>
Name	<input type="text" value="Elmsbrook Community Organisation"/>
Address	<input type="text"/>
Type of Comment	<input type="text" value="Object"/>
Type	<input type="text"/>
Comments	<input type="text" value="Elmsbrook Community Organisation strongly object to this application for additional warehouse units on land that has been designated for homes. The original planning application for the existing units was rejected by CDC planning, this decision was reversed on appeal, much to the disappointment of Bicester residents. If the 150 homes were included in the application that went to appeal then the agent should not attempt to deviate from what was agreed now. We feel that additional warehouses would not provide sufficient employment per sq foot and is not the correct type of employment for the current ECO town demographic. If the use of land is to be altered from residential to commercial then offices would provide more employment per sq foot than warehousing, we feel that this type of employment would be more suitable for an ECO development. Air pollution levels in Bicester generally exceed the World Health Organisation Guidelines, we need to be working towards reducing these levels, which is a major part of the ECO town ethos and purpose. Warehouses are generally serviced by a high number of heavy goods vehicles transporting goods to and from the site, this will only add to the air pollution problem which, if not tackled with vigour immediately, will have a severe impact on the health and wellbeing of the residents of Bicester. We are aware that the agent has proposed 3 further planning applications for warehousing to the north of the ECO town site, closer to Junction 10 of the M40 and in close proximity to the proposed Oxfordshire Strategic Rail Freight Interchange. With these 4 planning applications pending we can see absolutely no reason whatsoever to support an application for yet more warehouses to be built in this completely inappropriate location."/>
Received Date	<input type="text" value="05/05/2022 20:59:12"/>
Attachments	

Cherwell District Council
Planning & Development Services
Bodicote House White Post Road
Bodicote
Banbury
OX15 4AA

Our ref: WA/2021/129397/03-L01
Your ref: 21/03177/F
Date: 01 July 2022

Dear Sir/Madam

Full planning application for employment development (use classes e(g)(iii), b2 and/or b8) and associated parking and servicing, landscaping and associated works

Axis J9 Phase 3, Howes Lane, Bicester

Thank you for consulting us on the above application, on 6 April 2022. We apologise for the delay in our response.

Environment Agency position

We have no comments to make in respect of the proposed development.

Final Comments

Thank you again for consulting us. Our comments are based on the best available data and the information as presented to us.

Should you require any additional information, or wish to discuss these matters further, please do not hesitate to contact me on the number below. Please quote our reference number in any future correspondence.

Yours faithfully

Rachel Rae
Planning Advisor

Direct dial: 020 771 40594
Email: planning_THM@environment-agency.gov.uk

Lynne Baldwin

From: Neil Whitton
Sent: 04 November 2021 11:58
To: Caroline Ford
Cc: DC Support
Subject: 21/03177/F - Axis J9 Phase 3, Howes Lane, Bicester, Oxfordshire

Environmental Protection has the following response to this application as presented:

Noise: Having read the report provided with the EIA I am satisfied with its findings and agree the noise limits suggested for plant on site in the operational phase. The following conditions should be applied to any permission given:

Any mitigation required in the noise report produced as part of the EIA by Quod (ref Q210470 dated Sep 21) should be installed prior to the first occupation of the buildings hereby permitted

Any operational plant should not exceed the limits laid down in Table 9.12 in the noise report produced as part of the EIA by Quod (ref Q210470 dated Sep 21).

Prior to the commencement of the development, a Construction Environment Management Plan (CEMP), which shall include details of the measures to be taken to ensure construction works do not adversely affect residential properties on, adjacent to or surrounding the site together with details of the consultation and communication to be carried out with local residents shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with approved CEMP.

Contaminated Land: : At the scoping stage it was requested that whilst we were happy for CL not to be in Scope for the EIA we would like to see an CL Report with the full application. As this was not provided we recommend that the full 4 phase contaminated land conditions be placed on any permission granted.

Air Quality: At the scoping stage it was requested that whilst we were happy for AQ not to be in Scope for the EIA we would like to see an AQ Report with the full application. As this was not provided we recommend that the following conditions be placed on any permission granted:

Prior to the commencement of the development hereby permitted a detailed air quality impact assessment to identify the impact of the development on local air quality shall be submitted to and approved in writing by the Local Planning Authority. The assessment should include damage cost calculations where applicable along with a proposal for abatement measures that will be undertaken in addition to those already required from the developer. This shall have regard to the Cherwell District Council Air Quality Action Plan and no development shall take place until the Local Planning Authority has given its written approval that it is satisfied that the impact of the development on air quality has been adequately quantified.

The development(s) hereby permitted shall not be occupied until it has been provided with a system of electrical vehicle charging to serve those development(s) In addition ducting should be in place to allow for the easy expansion of the EV charging system as demand increases towards the planned phase out of ICE vehicles (ideally ducting should be provided to every parking space to future proof the development).

Reason – To comply with policies SLE 4, ESD 1, ESD 3 and ESD 5 of the adopted Cherwell Local Plan 2011-2031 Part 1 and to maximise opportunities for sustainable transport modes in accordance with paragraph 110(e) of the National Planning Policy Framework

Odour: No comments

Light: Prior to the erection, installation, fixing, placement and/or operation of any external lighting on the site (including on the building itself), details of such external lighting shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the equipment and supporting structures, positions, sizes, heights, type, luminance/light intensity, direction and cowling of all external lights to the [building(s)] [structure(s)] and other parts of the application site and the hours at which such lighting is to be operated. This scheme shall ensure that light trespass into the windows of any light sensitive premises shall not have a Vertical Illuminance greater than [2, 5, 10 or 25] Lux (in accordance with the Institution of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01/20).

If you wish to deviate from the suggested conditions then this should be discussed with the officer making these comments to ensure the meaning of the condition remains and that the condition is enforceable and reasonable.

NB: Please note my new working pattern below, I will only respond on the days appropriate to the email content
Mon – Weds: Environmental Protection, Thurs – Fri: Health Protection and Compliance

Kind Regards

Neil Whitton BSC, MCIEH
Environmental Health Officer
Environmental Health and Licensing
Cherwell District Council
Tel - 01295 221623
Email - Neil.Whitton@cherwell-dc.gov.uk

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From: Neil Whitton

Sent: 22 April 2022 15:04

To: Caroline Ford

Cc: DC Support <DC.Support@cherwell-dc.gov.uk>

Subject: 21/03177/F - Axis J9 Phase 3, Howes Lane, Bicester, Oxfordshire

Dear Caroline,

Having looked at the new documents on the portal I see no need to alter my earlier comments on this application.

Kind Regards

Neil Whitton BSC, MCIEH
Environmental Health Officer
Environmental Health and Licensing
Cherwell District Council

From: Neil Whitton
Sent: 21 June 2022 12:17
To: Caroline Ford
Cc: DC Support <DC.Support@cherwell-dc.gov.uk>
Subject: 21/03177/F - Axis J9 Phase 3, Howes Lane, Bicester, Oxfordshire

Dear Caroline,

Having read the updated AQ report for this application I am satisfied with its methodology and findings. I would like to see the following condition placed on any permission granted:

The development(s) hereby permitted shall not be occupied until it has been provided with a system of electrical vehicle charging to serve those development(s) In addition ducting should be in place to allow for the easy expansion of the EV charging system as demand increases towards the planned phase out of ICE vehicles (ideally ducting should be provided to every parking space to future proof the development).

Kind Regards

Neil Whitton BSC, MCIEH
Environmental Health Officer
Environmental Health and Licensing
Cherwell District Council

Caroline Ford

From: Neil Whitton
Sent: 21 June 2022 12:17
To: Caroline Ford
Cc: DC Support
Subject: 21/03177/F - Axis J9 Phase 3, Howes Lane, Bicester, Oxfordshire

Dear Caroline,

Having read the updated AQ report for this application I am satisfied with its methodology and findings. I would like to see the following condition placed on any permission granted:

The development(s) hereby permitted shall not be occupied until it has been provided with a system of electrical vehicle charging to serve those development(s) In addition ducting should be in place to allow for the easy expansion of the EV charging system as demand increases towards the planned phase out of ICE vehicles (ideally ducting should be provided to every parking space to future proof the development).

Kind Regards

Neil Whitton BSC, MCIEH
Environmental Health Officer
Environmental Health and Licensing
Cherwell District Council
Tel - 01295 221623
Email - Neil.Whitton@cherwell-dc.gov.uk



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Cherwell District Council
Planning & Development Services
Bodicote House White Post Road
Bodicote
Banbury
OX15 4AA

Our ref: WA/2021/129397/01-L01
Your ref: 21/03177/F
Date: 02 November 2021

Dear Sir/Madam

Full planning application for employment development (use classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

Axis J9 Phase 3, Howes Lane, Bicester

Thank you for consulting us on the above application on 11 October 2021.

We have no objection to the application.

Potential Polluting Activities

Businesses have a duty to ensure they do not cause or allow pollution. We have a number of publications available to help you do this. Pollution is when any substance not naturally found in the environment gets into the air, water or ground.

The following publications are available online:

[Pollution prevention for businesses](#)
[Report and environmental incident](#)
[Discharges to surface water or groundwater](#)
[Managing waste](#)
[Oil storage regulations](#)
[Storing oil](#)
[Discharge sewage with no mains drainage](#)
[Managing water on land](#)

Other Consents

As you are aware we also have a regulatory role in issuing legally required consents, permits or licences for various activities. We have not assessed whether consent will be required under our regulatory role and therefore this letter does not indicate that permission will be given by the Environment Agency as a regulatory body.

The applicant should contact 03708 506 506 or consult our website to establish if consent will be required for the works they are proposing. Please see <http://www.environment-agency.gov.uk/business/topics/permitting/default.aspx>

This includes any proposal to undertake work in, over, under, or within 8 metres of the top of the bank of a designated Main River, called a Flood Risk Activity permit.

Yours faithfully

Miss Sarah Green
Sustainable Places - Planning Advisor

Direct dial 0208 474 9253

Direct e-mail planning_THM@environment-agency.gov.uk

Rachel Tibbetts

From: Blake, Patrick <Patrick.Blake@highwaysengland.co.uk>
Sent: 11 November 2021 13:02
To: Planning
Cc: Planning SE; Ginn, Beata; transportplanning@dft.gov.uk; Spatial Planning; Nock, George; Carr, Chris
Subject: 92871: 21/03177/F Axis J9 Phase 3 Howes Lane Bicester
Attachments: NHPR No Objection 21_03177_F.PDF

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For the attention of: Planning Services Cherwell District Council

Site: Axis J9 Phase 3 Howes Lane Bicester

Proposal: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

Application Number: 21/03177/F

Our Reference: 92871

Dear Duncan,

National Highways has been appointed by the Secretary of State for Transport as Strategic Highway Company under the provisions of the Infrastructure Act 2015 and is the Highway Authority, Traffic Authority and Street Authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In the case of this development proposal, our interest is in the M40 Junction 9, A34 and A43.

We have reviewed the supplied Transport Assessment as part of the Environmental Impact Assessment (September 2021) and whilst there are missing elements to the transport matters such as network diagrams fully showing the distribution development trips at the SRN, it is acknowledged the proposals shall produce a lower development trip impact than that of the previously consented residential development (ref 14/01675/OUT) which we had no objection to.

Please find our formal response within the attached NHPR.

Kind Regards

Patrick Blake, Area 3 Spatial Planning Manager

National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Tel: +44 (0) 300 4701043 | **Mobile:** + 44 (0) 7825 024024

Web: <http://www.highways.gov.uk>

GTN: 0300 470 1043

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<https://www.gov.uk/government/organisations/highways-england> | info@highwaysengland.co.uk

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National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Nichola Bell (Regional Director)
Operations Directorate
Southeast Region
National Highways
PlanningSE@highwaysengland.co.uk

To: Planning Services Cherwell District Council

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

Council's Reference: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Proposal: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

National Highways Ref: 92871

Referring to the consultation on the planning application referenced above, in the vicinity of the A34, A43 and M40 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection;
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dtf.gov.uk and may not determine the application until the consultation process is complete.

Signature: 	Date: 11/11/2021
Name: Patrick Blake	Position: Area 3 Spatial Planning Manager National Highways planningSE@highwaysengland.co.uk
National Highways Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ Patrick.Blake@highwaysengland.co.uk	

¹ Where relevant, further information will be provided within Annex A.



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Martin Fellows (Regional Director)
Operations Directorate
East Region
National Highways
PlanningEE@highwaysengland.co.uk

To: Cherwell District Council FAO: Caroline Ford

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

Council's Reference: 21/03177/F

National Highways Ref: 92871

Location: Axis J9 Phase 3, Howes Lane, Bicester

Proposal: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works.

Referring to the consultation on a planning application dated 11 October 2021, referenced above, in the vicinity of the M40, that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is/is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: PM	Date: 29/10/2021
Name: Penny Mould	Position: Spatial Planner
National Highways Highways England Woodlands Manton Lane Bedford MK41 7LW	

Annex A National Highway's assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regards to 21/03177/F and has been prepared by Penny Mould.

National Highways are currently in the process of reviewing the Environmental Statement submitted as part of the application, specifically the sections which relate to transport.

In light of the above, we therefore recommend the application be not determined before 26th January 2022. If we are in a position to respond earlier than this, we will withdraw this recommendation accordingly.

.

Rachel Tibbetts

From: Caroline Ford
Sent: 03 May 2022 17:23
To: DC Support
Subject: FW: 16535 Amended - 21/03177/F Axis J9 Phase 3, Howes Lane, Bicester

Please could you record and scan onto the above?

Thanks

Caroline Ford BA. (Hons) MA MRTPI
Principal Planning Officer – Major Projects Planning Team
Development Management Division
Communities Directorate
Cherwell District Council
Tel: 01295 221823
Email: caroline.ford@cherwell-dc.gov.uk
Web: www.cherwell.gov.uk

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My usual working hours are: Monday to Friday, 09:00am to 17:15pm.

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From: Blake, Patrick <Patrick.Blake@highwaysengland.co.uk>
Sent: 03 May 2022 17:18
To: Caroline Ford <Caroline.Ford@Cherwell-DC.gov.uk>
Cc: Planning SE <planningse@nationalhighways.co.uk>; Ginn, Beata <Beata.Ginn@highwaysengland.co.uk>; Tarbuck, Tom <Tom.Tarbuck@jacobs.com>; Doyle, Simon/LON <Simon.Doyle@jacobs.com>; Colclough, Joseph <Joseph.Colclough@jacobs.com>
Subject: 16535 Amended - 21/03177/F Axis J9 Phase 3, Howes Lane, Bicester

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For the attention of: Caroline Ford of Cherwell District Council

Site: Axis J9 Phase 3 Howes Lane Bicester

Proposal: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works. Amended scheme - reduced red line and development to the west of the strategic road only with associated supporting and amended information as summarised within agent's letter of the 18 March 2022

Application Number: 21/03177/F

Our Reference: 16535

Dear Caroline

Thank you for consulting us on additional documentation and amendments in support of the above planning application.

National Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In the case of this development proposal, our interest is in the M40, A34 and A43.

Having examined the additional information for this planning application and noting the reduction in proposed floor area, our response remains the same as that dated 11th November 2021 when we offered 'No Objection'.

Regards

Patrick Blake, Spatial Planning Manager – South East

National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Tel: +44 (0) 300 4701043 | **Mobile:** + 44 (0) 7825 024024

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Lynne Baldwin

From: Caroline Ford
Sent: 26 January 2022 16:39
To: DC Support
Subject: FW: 21/03177/F - Axis J9 Phase 3, Howes Lane, Bicester
Attachments: RFM-XX-00-RP-L-0003-PL01 Phase 2 Landscape management and maintenance plan (1).pdf

Please could you record and scan onto the above?

Thanks
Caroline

Caroline Ford BA. (Hons) MA MRTPI
Principal Planning Officer – Major Projects Planning Team
Development Management Division
Environment and Place Directorate
Cherwell District Council
Tel: 01295 221823
Email: caroline.ford@cherwell-dc.gov.uk
Web: www.cherwell.gov.uk

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From: Tim Screen <Tim.Screen@Cherwell-DC.gov.uk>
Sent: 17 January 2022 14:11
To: Caroline Ford <Caroline.Ford@Cherwell-DC.gov.uk>
Subject: 21/03177/F - Axis J9 Phase 3, Howes Lane, Bicester

Hi Caroline

Hope you had a good Xmas (belated HNY).

Review of LVIA and Planting Strategy Drawing

The comprehensive LVIA is generally acceptable. I accept the assessment methodology, Volume III, Appendix C. However, the Photoview records and supporting field notes could not be found on the DEF system. There are some considerations.

5.16 Patterns of settlement have a low susceptibility to the Development as it could be accommodated without adverse consequences for the existing baseline. While it would extend employment use into an unbuilt area, this would be consistent with the delivery of the mixed use allocation covering the Site and the surrounding area. The current pattern of settlement is of low value, being relatively frequently found in

the wider area, and having scope for substitution should it change. This results in a low sensitivity. I agree with this.

5.18 While local patterns of land use have some beneficial features as well as features with potential for improvement, the uses found on the Site are frequently found in the Site context and there is scope for substitution for any area lost. While there would be a change at Site level, the Proposed Development would align with the delivery of the mixed use allocation to North West Bicester. This results in a low sensitivity to change. I agree with this.

5.35 The combined range of susceptibilities and values across the landscape receptor results in a range of sensitivities from low to medium. Agreed.

I agree with much of the visual narrative and results and concluded that the screening and visual mitigation of the buildings indicated on the Planting Strategy Drawing:

- a) for the benefit of existing residents east of Howes Lane afforded by the proposed 'treescape' on the Planting Strategy Drawing is acceptable;
- b) also screening and visual mitigation of the buildings for the benefit of future residential receptors west of the development is afforded by the existing off site woodland plantation;
- c) the roadside receptor approach on the new road will benefit from the 'treescape' proposed.

However, the northern site boundary's existing hedgerow does not successfully provide sufficient screening or buffering of the 16 m high unit to the disbenefit of school/visual receptors. If additional space was provided between the boundary and the building to allow for large native trees in irregular natural groupings; interplanted throughout the hedgerow (the hedgerow will act as an understory), this would benefit the scheme – details to be submitted for our consideration.

Salix fragilis (Crack Willow) should be removed from the scheme. As its name suggests, as it matures its limbs are going to split and fall.

Sorbus leyana is a rare tree going in the Brecon Beacons and not widely available from nurseries. It is a tree that may not be appropriate for the soil condition. Plant *Sorbus aria* instead.

The landscape maintenance access entrances and site access control measures are to be indicated (to prevent unauthorised access).

It is important to indicate the positions of the species on detailed soft landscape proposals. A planting schedules (numbers and supplied sizes) and aftercare specification to be included, along with tree pit planting details.

Landscape Management Plan

The LMP should include the consented detailed landscape proposals so that replacement planting during the management period is achieved. The Strategic landscape - location of planting typologies does not provide sufficient contractual detail. The maintenance period for Phase 2 is 25 years. Why is Phase 3 maintenance period 10 years. The scheme should be maintained for the 25 years to ensure that the trees establish well and achieve height and canopy spread to afford the visual mitigation, amenity, wildlife benefit and carbon sequestration.

The planting typologies and soil depth should be explained – refer the enclosed LMP Phase 2

General tree planting:

Native tree species in a range of sizes: semi mature (20% of mix), extra heavy standard (40%) and standard trees (40%). This will include deciduous and evergreen species. Tree species will be spread evenly throughout the woodland planting area to achieve desired coverage and instant impact. Trees will be planted in and around the swales to the east of the proposed development to create a layered effect to assist with screening and maximise cover for visual mitigation.

- General native woodland planting:

In conjunction with larger trees, a native woodland mix of transplants and whips shall be provided at an average rate of 1 plant/1.5m². This will form bands of native vegetation comprising both tree and shrub species, including deciduous and evergreen species. Native transplant and whip species will be spread evenly throughout the woodland planting area to maximize cover for visual mitigation and amenity.

- Native hedgerow planting:

Hedgerow planting shall consist of trees at 3m centres and native whips (tree & shrub species) at 0.5m centres throughout the planting zone.

- Planting associated with seasonally wet swale feature:

Swales features to be planted to be base and slopes with a moisture-tolerant species-rich grass seed mix.

- Meadow grassland:

Wildflower meadow grass is used across the site. The majority will be a wildflower mixed meadow with a variation appropriate for seasonally wet soils in the swales. There is a two strand approach to maintenance of the meadow with some areas to be left to grow longer to increase both visual amenity and species diversity across the open areas of grassland.

Some areas of amenity grass will be provided for the 'grassroad' emergency access routes adjacent to the buildings.

- General amenity shrub planting:

This will comprise a variety of robust & hardy groundcover and low level (below 1.2m mature height with some specimen/accent plants, all requiring minimal maintenance. There will be a predominance of amenity shrub planting with a high proportion of evergreen and flowering species to give year round structure and interest

- Soils:

Suitable quality topsoil shall be provided to the following depths:

Native woodland planting (transplants & whips) Planted areas – 300mm

Meadow grass to swale – 100mm low nutrient

Amenity shrubs – 400mm

Species rich/wildflower grass – 100mm low nutrient or as per supplier's recommendations.

Best regards

Tim

Tim Screen CMLI

Landscape Architect

Environmental Services

Environment & Place

Cherwell District Council

 Direct Dial 01295 221862 Mobile 07854 219751

www.cherwell.gov.uk

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DISTRICT COUNCIL
NORTH OXFORDSHIRE

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**Landscape Management &
Maintenance Plan**
AXIS J9 (Phase 2), Bicester

for Albion Land
August 2020

RFM-XX-00-RP-L-0003-PL01

re-form
landscape architecture

T 0113 245 4695
E info@re-formlandscape.com
www.re-formlandscape.com
Tower Works | Globe Road | Leeds | LS11 5QG

1. Introduction

1.1. This Landscape Management Plan sets out the management and maintenance requirements for the second phase of the site on Middleton Stoney Road in North West Bicester known as AXIS J9. The purpose of this management plan is to aid the efficient and effective management of the site, to ensure the healthy establishment of all planting types and to preserve the design intent for the first five years after planting.

2. Objectives

2.1. The aims of the management plan are:

- Provide a quality landscape setting to the new development
- Conserve and enhance ecology and biodiversity
- Ensure healthy establishment of the proposed planting
- Establish important areas of green infrastructure within the new development

3.2 All maintenance operations are to be in accordance with BS7370-4: 1993 *Grounds Maintenance: recommendations for maintenance of soft landscape* other than amenity turf.

3. Phasing

3.1. The site will be delivered in phases, including an initial enabling phase. This management plan covers landscape management planting for Phase 2 as per re-form Landscape Architecture's Planting Plans RFM-XX-00-DR-L-0008 and RFM-XX-00-DR-L-0009.

3.2. The 'Enabling Phase' allows for the removal of existing trees and hedgerows to facilitate the start of the construction works. Refer to RFM-XX-00-DR-L-0002 'Tree removal and retention plan' for details. All existing trees and hedgerows will be protected according to BS 5837:2012 'Trees in relation to construction'.

4. Soft Landscaping & planting

4.1. This management plan is to be read in conjunction with the following drawings by re-form Landscape architecture:

- RFM-XX-00-DR-L-0002 Tree removal and retention plan
- RFM-XX-00-DR-L-0008 Phase 2 Soft landscape and planting plan 1
- RFM-XX-00-DR-L-0009 Phase 2 Soft landscape and planting plan 2

4.2. All maintenance operations are to be in accordance with BS7370-4: 1993 *Grounds Maintenance: recommendations for maintenance of soft landscape* other than amenity turf.

4.3. The proposed soft landscape will augment and enhance existing green infrastructure to the site. The proposed soft landscape and planting consists of:

- General tree planting:
Native tree species in a range of sizes: semi mature (20% of mix), extra heavy standard (40%) and standard trees (40%). This will include deciduous and evergreen species. Tree species will be spread evenly throughout the woodland planting area to achieve desired coverage and instant impact. Trees will be planted in and around the swales to the east of the proposed development to create a layered effect to assist with screening and maximise cover for visual mitigation.
- General native woodland planting:
In conjunction with larger trees, a native woodland mix of transplants and whips shall be provided at an average rate of 1 plant/1.5m². This will form bands of native vegetation comprising both tree and shrub species, including deciduous and evergreen species. Native transplant and whip species will be spread evenly throughout the woodland planting area to maximize cover for visual mitigation and amenity.
- Native hedgerow planting:
Hedgerow planting shall consist of trees at 3m centres and native whips (tree & shrub species) at 0.5m centres throughout the planting zone.
- Planting associated with seasonally wet swale feature:
Swales features to be planted to be base and slopes with a moisture-tolerant species-rich grass seed mix.
- Meadow grassland:
Wildflower meadow grass is used across the site. The majority will be a wildflower mixed meadow with a variation appropriate for seasonally wet soils in the swales. There is a two strand approach to maintenance of the meadow with some areas to be left to grow longer to increase both visual amenity and species diversity across the open areas of grassland.

Some areas of amenity grass will be provided for the 'grassroad' emergency access routes adjacent to the buildings.
- General amenity shrub planting:
This will comprise a variety of robust & hardy groundcover and low level (below 1.2m mature height with some specimen/accent plants, all requiring minimal maintenance. There will be a predominance of amenity shrub planting with a high proportion of evergreen and flowering species to give year round structure and interest
- Soils:
Suitable quality topsoil shall be provided to the following depths:
 - Native woodland planting (transplants & whips) Planted areas – 300mm
 - Meadow grass to swale – 100mm low nutrient
 - Amenity shrubs – 400mm
 - Species rich/wildflower grass – 100mm low nutrient or as per supplier's recommendations

5. Management Plan

5.1. General preamble

- **Duration of plan:**
There will be a provision of 25 years for plant establishment, maintenance and replacement. The duration of the management plan is to be confirmed within a detailed Management Plan to be provided by the client following practical completion of the landscape works.
- **Area:**
The management plan applies to all external areas within the Phase 2 boundary as shown on drawings RFM-XX-00-DR-L-0008 Phase 2 Soft Landscape and Planting Plan 1 and RFM-XX-00-DR-L-0009 Phase 2 Soft landscape and planting plan 2.
- **Visits:**
The contractor shall notify the Client 48 hours prior to any visits to confirm suitability of time and works to be undertaken to avoid disruption to the Client's activities.
- **Specification and planting stock:**
Any replacement planting required during the period of the management plan should be undertaken in accordance with the Landscape Specification as part of the building works. All plant stock should comply as follows:

5.1..1. All plants are to be supplied in accordance with Horticultural Trade Association's National Plant Specification and from a HTA certified nursery. All plants and trees to be planted in accordance with BS3936. Delivery and backfilling of all plant material to be in accordance with BS4428:1989 'Code of practice for general landscape operations' and CPSE Code of Practice for 'Handling and Establishing Landscape Plants, Parts I, II and III'.

5.1..2. The supply and aftercare of trees will be in accordance with BS8545:2014

5.1..3. All excavated areas to be backfilled with either topsoil from site or imported to be BS3882 – General purpose grade. All topsoiled areas to be clear of rocks and rubble larger than 50mm diameter and any other debris that may interfere with the establishment of plants.

5.1..4. Existing trees and hedgerows to be retained shall be protected in accordance with BS5837, from commencement to completion of all works on site.

5.2. Machinery and Tools

Use only machines and tools suitable for the site conditions and the work to be carried out. Use hand tools around trees, plants and in confined spaces where it is impracticable to use machinery. The use of strimmers is not permitted around tree stems below 8-10cm in girth.

5.3. Chemicals

- Legislation

Pesticides include herbicides, insecticides, fungicides and plant growth regulators. The use of pesticides is governed by legislation. The Landscape Contractor must comply with the 'The Control of Pesticides Regulations 1986' made under the 'Food and the Environment Protection Act 1985', 'The Control of Substances Hazardous to Health Regulations 1988' made under the 'Health and Safety at Work Act 1974' and any other legislation enacted during the contract period.

All pesticides must be products on the current list of Agricultural Chemicals Approval Scheme. All pesticide users shall comply with the conditions of approval relating to use clearly stated on the product label.

The Contractor must comply with all relevant Codes of Practice issued by DeFRA. In particular, where work is near water, comply with the 'Code of Practice for the Use of Herbicides on Weeds in Watercourses and Lakes'. Written approval from the Environment Agency should be obtained prior to the use of pesticides within these areas.

Wherever practical, other non-chemical means of plant removal should be used in consultation with the Environment Agency.

- Use of pesticides

The Contractor shall keep a written logbook detailing all uses and pesticide applications carried out.

The Contractor is required to notify the public of any pesticide application. A warning sign shall be posted on the railing to any public routes. Where contained solely within planting beds the sign shall be placed adjacent to edges in noticeable positions. Details of the application and a contact person shall be indicated on the sign.

The Contractor shall in accordance with COSHH Regulations protect employees and other persons, including the public, who may be exposed to substances hazardous to health.

5.4. General planting maintenance (1 to 25 years)

- Failures of planting: general

Any trees/shrubs/plants that have died or failed to thrive (not developing full foliage throughout all branches) within the period of this maintenance plan should be replaced.

Years 1 – 3:

Replacements must match the size of adjacent or nearby plants of the same species or should match the original specification, whichever is the greater.

Years 4 – 25:

Replacements to be as original specification. Replacements of tree species left to grow to maturity, after thinning at years 7 – 10 must be to original specification.

- Watering: general

The contractor shall make due allowance in his rates for carrying out these tasks outside normal working hours when necessary to avoid premature evaporation or leaf damage caused through watering in bright sunlight.

The contractor is to allow for the provision of water, water carts or hoses with a fine hose attachment or sprinklers at normal mains pressure. The contractor is to include and state in his tender the cost of compliance with this clause so that the cost of visits can be deducted in whole or in part if not required to be used.

Drought Conditions:

Should emergency legislation restricting the use of water during drought conditions be imposed, the contractor will be required to ascertain — before operations — the availability and cost of, and arrange to collect and apply second class water by bowser or other means from an approved sewage works, deliver to site and apply as specified. When required by the Architect, the contractor shall arrange for tests of this water to be carried out in accordance with BS 6068:2000 Water Quality.

- Pests and Diseases: general

Maintenance shall include the control of insects, fungus and disease by spraying with an approved insecticide or fungicide.

- Litter Collection: general

The contractor shall at all times keep the site clean, tidy and free from litter and carry out a litter collection at each maintenance visit.

‘Litter’ is anything whatsoever that is thrown down, dropped or otherwise deposited in onto or from any place in the open air to which the public are permitted to have access without payment.

'Fly tipping': large items such as discarded furniture that require two or more people to lift or are in excess of 0.5m³ will be treated as fly tipping and not litter. The contractor should provide a cost for removal and depositing for fly tipping on each and every occasion.

The contractor shall take care to avoid any spillage of fuel, oil, chemicals or other materials toxic to plant life. Plants or soil contaminated by such material must be removed off site and replaced.

- Cleanliness: general

At completion and at each visit, remove soil and other debris from all hard surfaces and grassed areas and leave the works in a clean and tidy condition.

- Leaf Clearance: general

The contractor is responsible for the clearance of leaves, twigs, etc from all areas of the grounds including planting beds, lawns, paths, channels, drains, car park steps and other areas specified by the Client, from leaf fall (normally October until end December). The Client will instruct the contractor when to begin.

The clearance shall be carried out with hand raking or sweeping, or using machinery appropriate and approved by the Client.

All collected leaves to be removed from site and should not be left in piles awaiting removal but cleared immediately.

Leaves should not be left on ground for more than a week. The contractor shall schedule operations to achieve this standard.

- Management of proposed tree planting

General Health of Trees, Years 1, 3 and 5:

Check general health of all trees by qualified arboriculturalist. Recommendations will be made for replacements and remedial works as required.

In order to ensure that trees do not become hazardous, the condition of all trees at the site should be checked annually. Trees should also be checked following storms, where there may be damage from wind throw.

Deciduous trees are often vulnerable to diseases caused by pathogens, fungi, bacteria and viruses. Trees should be monitored for signs of diseases, which may include visible mushrooms and patchy and discoloured leaves. Where it is suspected that a tree may be suffering from a disease advice should be sought from an Arboriculturalist.

Hazardous branches or mature trees that are to be removed must be surveyed for potential birds' nests or bat roosts prior to felling. Trees and hazardous branches should only be removed outside the bird-breeding season, between March and August for most species, unless a suitably qualified ecologist undertakes a survey of the affected area.

All tree surgery works should be undertaken by a professional tree surgeon who should work in accordance with BS 3998:1989 'Recommendations for Tree Work'.

Inspection of trees:

Arboricultural inspections and works are to continue up to the 25 years and beyond. They will address wind damage, disease, dead wooding and tackling windblown trees.

- Newly Planted Trees/general native woodland planting

Watering: Year 1 and 2 – Establishment

Between May and September all newly planted trees shall be watered at a rate of 50 litres per visit.

Mulching and weeding: Years 1-3

Maintain a mulched, weed-free area 800mm radius around each tree. Mulch should be maintained at a depth of 75mm deep. Weeding within this zone should be hand-weeding which should be done as often as required or through the use of biodegradable mulch.

Inspection of stakes, ties etc. Years 1-3

Twice a year check condition of stakes, ties, guys and guards.

Redundant ties: Check for excessive movement at ground level by pulling on tree at shoulder height. If most of movement is in the bending of the stem then it is likely that the root system is providing adequate support and stakes and ties can be removed.

Adjustment and/or replacement of ties:

Trees should be able to move approximately 50mm (2") in all directions when staked properly. Too little movement may result in poor root structure and inability to withstand wind loading. Too much movement may cause rocking and damage of new root growth. Ties should not rub bark. Ties should be loosened, tightened or replaced as required.

Stakes to be removed after the third winter from time of planting, unless further tree stabilisation is required.

Re-firming Trees and Specimen Shrubs:

Re-firming Trees and Shrubs – shall be carried out after strong winds, frost heave and other disturbances. To re-firm the Contractor should tread around the base until firmly bedded. Any collars in the soil at the base of tree stems, created by tree movement

should be broken up by fork, avoiding damage to roots. The voids should be backfilled with topsoil and re-firmed.

- Pruning newly planted trees: Years 1 onwards

Prune at appropriate times, to remove dead, dying, damaged and diseased wood along with crossing branches (where branches are rubbing together) in accordance with BS 3998: 1989, to promote healthy growth and natural shape. Trees should be allowed to grow to their natural mature height. Pruning shall only be carried out to remove dead, diseased or dying branches.

All trees shall be cut using sharp shears, reciprocating hand held cutters or secateurs.

All cuts shall be clean and any ragged edges shall be removed using a sharp knife or secateurs. Keep wounds as small as possible, cut cleanly back to sound wood leaving a smooth surface, and angled so that water will not collect on the cut area.

All arisings shall be collected immediately following cutting or at the end of each work period and taken to the designated location for disposal.

The Contractor shall ensure that trees do not present a hazard or obstruction to pedestrians, pavements, roads or signs at any time.

Once commenced, the cutting operation shall continue and be completed without delay.

The Contractor shall avoid cutting/pruning in March to June to cause minimum disturbance to nesting birds and wildlife, in compliance with the Wildlife and Countryside Act.

- Disease of fungus

Give notice if detected. Do not apply fungicide or sealant unless instructed.

- Watering

Water throughout the growing season in line with the maintenance schedules.

- Thinning Out

The object of the native woodland planting is to encourage full woodland growth to encourage the screening of large units. Trees shall be checked from 3 years to ensure healthy growth. Vigorous deciduous trees in the native woodland mix shall be thinned out after 7 to 10 years to allow slower growing species to reach their full height.

The following species are to be allowed to grow onto maturity:

Acer campestre

Pinus sylvestris
Prunus avium
Quercus robur

These species are to be spread evenly throughout the woodland to achieve desired coverage as set out in the planting matrix. Trees that are over shadowing these species shall be selected and removed to the base. Any encroaching vegetation adjacent to public rights of way will be thinned out in order to maintain width and sightlines.

- Mulching
All mulch beds to tree planting to be topped up in line with the maintenance programme
- Protection
All planting shall be suitably supported during the establishment period and protected from damage caused by animals e.g. rabbits

5.5. Management of hedgerow planting

- Watering
Water as necessary through the growing season in line with the maintenance schedules.
- Cutting back/foliage removal
Hedgerow should be cut twice a year in the spring and summer to promote healthy growth and maintain a neat, dense form, and to maintain clear access and sightlines to adjacent public rights of way.

5.6. Management of grasslands

- Mowing
For first year of management mow regularly throughout the first year of establishment to a height of 40-60mm, removing cuttings if dense. This will control annual weeds and help maintain balance between faster growing grasses and slower developing wild flowers.

For future years:

Short meadow:

Grass to be cut back three times a year in early spring, summer and autumn. The summer cut to be after flowering in July or August as a 'hay cut': cut back to c 50mm. Leave the 'hay' to dry and shed seed for 1-7 days then remove from site.

For the spring and autumn cut; cut back to c 60mm and remove arisings.

Care should be taken if the swale is holding water and on steeper sides of the swale. Only grass that can be safely accessed should be cut back in such conditions.

Long meadow:

Grass to be cut back once a year in late August and early September, left for a minimum of 3 days and then arisings removed, thus allowing the majority of the grassland plants to bloom and set seed.

Amenity grass to 'Grassroad':

Grass to be cut to height of 50mm monthly during growing season with arisings to be removed.

- Weeding

Weeds, over 100mm in height in late May, that do not form part of the seed mix should be removed from site.

- Re-seeding

Bare patches to be re-seeded annually in September as per the original specification. If bare patches appear, do not top dress with topsoil and do not apply fertiliser. Add grass seed as per original specification.

5.7. Amenity planting: shrub and ground cover planting

- **Watering: Year 1 – Establishment**
Between May and September of the first year shrub beds will be watered on each visit if there has been no rainfall for a period of seven days. Shrub areas should be watered at a rate of 15 litres per square metre. During subsequent years watering should be undertaken as necessary.
- **Weeding and mulching: Years 1-25**
Shrub beds should be weeded monthly during the growing season, March to October inclusive, utilizing the following methods:

Ornamental shrub & perennial areas - Hand pulling only

General amenity shrub areas - Hand pulling or herbicide spot treatment

Use only an approved herbicide in accordance with manufacturer's instructions. Care should be taken not to spray the green parts of shrubs or low ground cover planting. All weeds are to be removed from site once they have died down.

Remulch as necessary the whole surface of shrub beds to ensure a depth of 75mm. Ensure that the soil is thoroughly moistened prior to remulching, applying water where necessary.

- **Fertiliser: Years 1-3**
Annual application of a slow release organic fertilizer in accordance with manufacturer's instructions.
- **Protective fencing: Year 1**
Where newly planted areas are protected with Chestnut Paling fencing. Maintain fencing until end of Defects period then remove and reinstate ground. Make good any damage to planting until area is accepted. The fencing will remain the property of the Contractor.
- **Pruning: Years 1-25**
Shrub plants should be pruned at appropriate times, to remove dead or dying and diseased shoots or branches, to promote healthy growth and natural shape. Prune overgrowing specimens to avoid suppression of adjacent species, overgrowth onto grass or paving etc. Ensure that shrubs are maintained at a maximum of waist height.

All shrubs shall be cut using sharp shears, reciprocating hand held cutters or secateurs. Large leafed species such as Prunus should only be pruned using secateurs or similar approved equipment. All cuts shall be clean and any ragged edges shall be removed using a sharp knife or secateurs.

All arisings shall be collected immediately following cutting or at the end of each work period and taken to the designated location for disposal off site by the contractor. This includes trimmings hung up in shrubs and the sweeping of adjacent hard surfaces.

Once commenced, the cutting operation shall continue and be completed without delay.

- Maintenance of shrub area base

The Contractor shall be required to leave the base of the shrub beds clean, tidy and weed free on every occasion that maintenance operations are carried out, and this shall include the removal of all litter, leaves, debris and other such deleterious matter. The site shall be left clean and tidy.

All beds and bare areas shall be maintained free of litter and weeds at all times.

Bed soil shall be pushed back and left at a 45 degree angle from the bed edge, starting slightly below surrounding levels.

6. Maintenance schedule

On following page.

All landscape maintenance operations will be carried out in accordance with Landscape Services' Technical Specifications, as a requirement of the 106 Agreement. This is to ensure that the appropriate standard of landscape maintenance is achieved.

Lynne Baldwin

From: Planning
Sent: 01 November 2021 16:00
To: DC Support
Subject: FW: Natural England Response - 371059 - Employment Development (Use Classes E(g)(iii) B2 & B8, Axis J9 Phase 3 Howes Lane, Bicester - 21/03177/F
Attachments: NATURA-1.PDF

From: Behnke, Piotr <Piotr.Behnke@naturalengland.org.uk>
Sent: 01 November 2021 15:58
To: Planning <Planning@Cherwell-DC.gov.uk>
Cc: Caroline Ford <Caroline.Ford@Cherwell-DC.gov.uk>
Subject: Natural England Response - 371059 - Employment Development (Use Classes E(g)(iii) B2 & B8, Axis J9 Phase 3 Howes Lane, Bicester - 21/03177/F

CAUTION: This email originated from outside of the Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

FAO: Caroline Ford,

Dear Ms Ford,

Please find attached Natural England's response to the above planning application. Having looked at the documentation submitted and given the site is already being built out for the previous phases of this development we would not have an objection to this latest phase 3 proposal.

I trust that this satisfies your requirements however do get in touch should you require anything further.

Regards,

Piotr Behnke
Lead Adviser
Planning and UAS
Thames Solent Team
0208 026 3893

From: CDC Development Management <planning@cherwell-dc.gov.uk>
Sent: 11 October 2021 10:16
To: SM-NE-Consultations (NE) <consultations@naturalengland.org.uk>
Subject: Planning notification for application reference: 21/03177/F

Please see the attached letter for details. Regards Development Management Cherwell District Council Direct Dial 01295 227006 planning@cherwell-dc.gov.uk www.cherwell.gov.uk Find us on Facebook www.facebook.com/cherwelldistrictcouncil Follow us on Twitter @Cherwellcouncil

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Date: 01 November 2021
Our ref: 371059
Your ref: 21/03177/F



FAO: Caroline Ford
Cherwell District Council
Bodicote House
Bodicote
Banbury
Oxfordshire
OX15 4AA

Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

BY EMAIL ONLY

Dear Caroline,

Planning consultation: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works
Location: Axis J9 Phase 3, Howes Lane, Bicester

Thank you for your consultation on the above dated 11 October 2021 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

Natural England's further advice on designated sites and advice on other natural environment issues is set out below.

Ardley Cutting and Quarry & Ardley Trackways Sites of Special Scientific Interest

Based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which these sites have been notified and has no objection.

Should the proposal change, please consult us again.

If you have any queries relating to the advice in this letter please contact me on 0208 026 3893.

Yours sincerely,

Piotr Behnke
Lead Adviser
Thames Solent Planning Team

Rachel Tibbetts

From: Planning
Sent: 06 May 2022 12:15
To: DC Support
Subject: FW: FAO Ms Caroline Ford REF: 21/03177/F Axis J9
Phase 3 Howes Lane, Bicester
Attachments: 389553 Consultation Letter.pdf

From: SM-NE-Consultations (NE) <consultations@naturalengland.org.uk>
Sent: 06 May 2022 11:38
To: Planning <Planning@Cherwell-DC.gov.uk>
Subject: FAO Ms Caroline Ford REF: 21/03177/F Axis J9 Phase 3 Howes Lane, Bicester

CAUTION: This email originated from outside of the Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Ms Ford,

Our ref: 389553
Your ref: 21/03177/F

Thank you for your consultation.

Natural England has previously commented on this proposal and made comments to the authority in our letter dated 01 November 2021, our reference **371059**.

The advice provided in our previous response applies equally to this **amendment** although we made no objection to the original proposal; please find our original response attached.

The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which **significantly** affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

Yours sincerely,

Elizabeth Ball

Operations Delivery, Consultations Team
Natural England, County Hall, Spetchley Road, Worcester, WR5 2NP

Tel: 0300 060 3900
Email: consultations@naturalengland.org.uk
Web: www.gov.uk/natural-england

We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected and England's traditional landscapes are safeguarded for future generations.



*

Natural England offers two chargeable services - the Discretionary Advice Service, which provides pre-application and post-consent advice on planning/licensing proposals to developers and consultants, and the Pre-submission Screening Service for European Protected Species mitigation licence applications. These services help applicants take appropriate account of environmental considerations at an early stage of project development, reduce uncertainty, the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.

For further information on the Discretionary Advice Service see [here](#)
For further information on the Pre-submission Screening Service see [here](#)

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Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Surface water catchment plan not clear.
- No drainage strategy provided for the proposals within the application boundary.
- Further details required in regard to the existing culvert.
- Infiltration testing not provided.
- Phasing plan not provided.

Detailed comments:

There are still outstanding comments that needs to be addressed.

Surface water catchment plan does not include the whole site, for instance the main road has not been included.

There are proposals within the application boundary that has not been included in the drainage strategy. From the architects layout there are many hard standing areas that has no drainage strategy, for instance the road that is going around phase 1 and 2.

Plan drawing shows headwall discharging to an green hatched area. This has not been denoted on the key.

Ownership of culvert and permission to connect to be provided. Capacity of the culvert to be confirmed and the surface water that its currently taking .Also its mentioned the culvert will be upgraded, provide clarification of what the upgrade will include and when this will be done. Ideally it should be upgraded before phase 3 is developed to reduce the risk of flooding in neighbouring sites. Provide correspondence from the relevant party confirming the above.

Ground investigation report to be provided to confirm infiltration is not feasible on site. Infiltration testing to be conducted according to BRE 365.

Phasing plan to be provided to demonstrate the extent of each phase clearly. Each phase should have its own drainage strategy in place and be able to stand alone. On the phasing plan clearly shows the discharge rate from each phase and show the outfall location.

Officer's Name: Kabier Salam
Officer's Title: LLFA Engineer
Date:07/06/2022

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

District: Cherwell

Application no: 21/03177/F

Proposal: Axis J9 Phase 3 Howes Lane Bicester

Location: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

Date: 7 December 2021

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

Application no: 21/03177/F

Location: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 21/03177/F

Location: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

Strategic Comments

The site is located within an allocation identified in the Adopted Cherwell Local Plan as Policy Bicester 1 for up to 6,000 homes and associated infrastructure. The Northwest Bicester SPD (2016) sets out further detailing for the comprehensive development of the site.

This application seeks full planning permission for 16,901 sqm of B2 and/or B8 employment space development on land that currently has unimplemented planning permission for 150 dwellings which was allowed on appeal (14/01675/OUT).

The application assumes that the Strategic Link Road/A4095 diversion will be in place in 2024 and argues that there is sufficient capacity in the local road network for the development to be occupied before the SLR is open. This point has not yet been established and there is now uncertainty of delivery of the SLR, which means that a resultant severe congestion impact could last many years.

The County Council is raising Transport and Local Lead Flood Authority objections.

Also attached are Local Member Views from Cllrs Sibley, Cllr Waine and Cllr Ford.

Officer's Name: Jacqui Cox

Officer's Title: Infrastructure Locality Lead Cherwell

Date: 6 December 2021

Application no: 21/03177/F

Location: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

Transport Development Control

Recommendation

Objection for the following reasons:

- The application does not adequately demonstrate that the traffic impact of the development will not be severe.
- The development does not provide adequate pedestrian and cycle connectivity to existing residential areas, meaning that it does not provide a range of sustainable transport options. This is also an unacceptable safety risk.
- The amount of cycle parking appears to be insufficient for the size of the development, again meaning that development does not adequately provide for a range of sustainable transport options.
- The proposed cycle facilities are not considered to be compliant with current guidance

If despite OCC's objection permission is proposed to be granted then OCC requires prior to the issuing of planning permission a [S106 agreement including an obligation to enter into a [S278 agreement] [S38 agreement] to mitigate the impact of the development plus planning conditions and informatives] as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Highway works	See below – need for link to existing major infrastructure agreement		Baxter	
Public transport services	£134,375	Q2 2017	RPI-x	Bus services serving NW Bicester
Public transport infrastructure (<i>if not dealt with under S278/S38</i>)	£19,460	April 2017	Baxter	Bus infrastructure at NW Bicester

<i>agreement</i>)				
Traffic Reg Order (<i>if not dealt with under S278/S38 agreement</i>)			RPI-x	
Travel Plan Monitoring	£5,271	Dec 2020	RPI-x	Towards the cost of monitoring the framework and individual travel plans over the life of the plans
Public Rights of Way	£2,846	April 2017	Baxter	Improvements to Bridleway 9 and Bucknell Bridleway 4
Total				

Other obligations:

- On site highway works – see below regarding need to link to existing agreement in relation to the Strategic Link Road
- Obligation to provide a pedestrian/cycle link between the SLR and existing Howes Lane (although note that a lack of a ped/cycle connection to Howes Lane in the interim access proposals is a reason for objection), and for this to be dedicated as highway once the SLR is connected.
- Routing agreement ahead of the SLR being open, to prevent HGV traffic from using Howes Lane.

Key points

- The application assumes that the Strategic Link Road/A4095 diversion will be in place in 2024, and argues that there is sufficient capacity in the local road network for the development to be occupied before the SLR is open. However, I do not accept this argument for reasons set out below. This compares with the current permitted residential use, which is restricted from being occupied before the SLR is open.
- Further, there is now uncertainty of delivery of the SLR (see below), which means that a resultant severe congestion impact could last many years.
- Permanent access would be via two ghost island priority junctions directly off the SLR.
- Temporary access would be via Empire Road directly onto Middleton Stoney Road. This route would be closed off between existing Axis Phase 1 and Phase 2 when the SLR is open to traffic.
- The proposed development includes a small section of the SLR. Cycle facilities on the north side do not appear to be segregated, which is in line with the permitted

layout for the SLR. However, policy has changed since that planning permission was granted, and a segregated, LTN 1/20 compliant facility would be required.

- There is no pedestrian/cycle access proposed onto existing Howes Lane – vehicular or pedestrian/cycle.
- There is no consideration in the TA of walking distances to bus stops in the interim situation (before SLR is open).
- The lack of connectivity is unacceptable even as an interim situation.
- Future bus stop positions need to be shown on the plans and agreed
- S106 contributions secured on the permitted residential development would need to be secured on this development if approved, in order for the site to contribute its share of the overall mitigation for the NW Bicester allocation

Comments:

Introduction

The application is for 16901 sqm of employment space on land that currently has permission for 150 dwellings, instead of those dwellings. This would be on two parcels, the larger being to the west of the future SLR, and the smaller parcel being between the future SLR and existing Howes Lane. The application assumes that the Strategic Link Road/A4095 diversion will be in place in 2024, and argues that there is sufficient capacity in the road network for the development to be occupied before the SLR is open. This compares with the current permitted residential use, which is restricted from being occupied before the SLR is open.

Access arrangements

Access is proposed directly onto the future SLR, a short section of which would be built as part of the development. The carriageway width, and the layout with right turning lanes is considered suitable for the nature of this road, which would be a diversion of an A road and carry significant volumes of traffic, including HGVs.

A 4.0m shared use footway/cycleway would be provided on the northern side, and a 2.5m cycleway and 2m footway on the south side, separated from the carriageway by a 5m verge. 2.5m cycleway is the 'absolute minimum at constraints' for two-way cycling as set out in LTN 1/20. 4m shared use is not compliant with LTN 1/20. Whilst these dimensions meet with the cycle/pedestrian facilities in the approved planning permission for the SLR (ref 14/01968/F) as described in section 4.3 of the Transport Assessment), policy has changed since that permission was granted, and the facility must now be compliant with LTN 1/20. Whilst priority for cyclists is provided across the access junctions, a pedestrian crossing point is missing from the access into the eastern parcel. Given the length of the crossings, consideration should be given to providing a refuge.

Further, the road infrastructure in the area circled yellow below will form part of the permanent road infrastructure linking units 8 to 14 to the SLR and must be designed to

be compliant with LTN 1/20. This link is intended in future to provide pedestrian, cycle and bus access into Himley Village so could experience high levels of pedestrian and cycle use.



A temporary access is proposed, prior to the opening of the SLR, via existing Phase 2 and Phase 1, onto Middleton Stoney Road via Empire Road. There would be no access onto Howes Lane. The TA states that this concept has been agreed with OCC, but this was always subject to a transport assessment. Cycle and ped access would be via 3m shared use facilities on Empire Road, which, given the level of use solely as a cul-de-sac into an industrial estate, is likely to fall below the walking and cycling thresholds set out in LTN 1/20 that make 3m shared use acceptable. For information, Empire Road will be closed off after units 4 and 7 to become a cul de sac, once the SLR is open.

Plan 14042-60 Rev H (Access Road General Arrangement) appended to the TA shows an indicative arrow at the SE corner of the site saying 'protected route for pedestrian-cycle link to Howes Lane'. As the application assumes the future connection of the SLR, it should include the provision of a suitable ped/cycle connection to the site boundary to provide for the connection between existing Howes Lane and the SLR.

However, in the interim situation (before the SLR) pedestrian and cycle connectivity to the existing residential area would be poor, involving a long walk south to Middleton Stoney Road, along Middleton Stoney Road and then doubling back north into the residential area via the network of streets. This would discourage walking to the site. There would also be a desire line across existing Howes Lane, especially to the public footpath linking through to Wansbeck Drive. Pedestrians may well make their own way unofficially into the site, to cut off a large detour, leading to unsafe crossing and walking along the verge on Howes Lane.

The permitted housing development, in the situation where it could come forward in advance of the SLR, in lieu of a portion of the employment, (as permitted under 17/00455/HYBRID) would have required a 'pedestrian access leading to a new signalised pedestrian crossing of Howes Lane and a footway connection on the east site of Howes Lane to existing public footpath leading to Wansbeck Drive' (as per the S106 agreement dated 7 August 2017).

The site plan shows an access road leading east through the eastern parcel, ending at a gate. A pedestrian/cycle connection should be made here to Howes Lane, in the interest of providing a range of sustainable transport modes and of highway safety. The absence of a connection is a reason for objection, even in the interim situation, which could last many years.

Within the parcels, pedestrian priority should be provided across the accesses into each unit.

Strategic Link Road

The site is subject to a separate legal agreement committing the owner to paying a proportionate contribution to the major infrastructure at NW Bicester (principally the SLR). This agreement makes provisions for allowances against this contribution where the owner delivers part of the SLR themselves. It also ensures that construction of the part of the SLR cannot proceed until OCC grants technical approval, and various other provisions. The S106 agreement for this site would need to link it to that agreement. The need for technical approval of the SLR element prior to construction is critical to ensure that it is built to an adequate standard, suitable for final adoption.

Public transport

Following completion of the SLR, the site would be on the future NW Bicester bus route. However, no bus stops are shown on the plan. These could potentially be accommodated on the road between Phases 1 and 2, but this needs to be demonstrated, and bus stop and shelter provision needs to be taken account of in the design. In accordance with LTN 1/20 a cycle bypass would be required for the shelter, which needs to be accommodated in the design.

The TA mentions bus services that serve the residential area east of Howes Lane, but as no pedestrian connection is proposed, it is unclear how employees would access them. Until the SLR is open, employees and visitors would need to use stops on Middleton Stoney Road near the junction with Empire Road, which currently serve Phases 1 and 2. There is no consideration of the considerable walking distances to these stops in the TA.

Public transport contributions were secured via a S106 agreement on the existing permission. The elements that were to be triggered on occupation of the permitted residential development should be secured on this development to ensure that it pays its proportionate share to the bus strategy for NW Bicester.

Public rights of way

A contribution towards improvements of public rights of way Bicester Bridleway 9 and Bucknell Bridleway 4 was secured on the residential development that the proposed development would replace. The same contribution should be secured on this

development to ensure that it pays its proportionate share to the transport mitigation strategy for NW Bicester.

Site layout

Car and cycle parking

Car parking would be provided overall on the basis of one space per 82sqm. This is only slightly below the recommended 1 space per 50sqm for industrial (B2) use but well above the recommended one space per 200 sqm for warehousing (B8).

10% of spaces would have EV charging, with enabling infrastructure for 25% of spaces to have it in future. The Oxfordshire Electric Vehicle Infrastructure Strategy requires 25% of spaces to have EV charging facilities, so there would need to be a condition to provide it by an agreed date.

Cycle parking – on the basis of the spaces shown for cycle shelters, it looks as though 35 spaces would be provided across the whole site. Allowing for the same balance of B2 and B8 that would result in the proposed number of car parking spaces, and allowing for visitors, this would be well below the recommended number. On the basis that this development would be part of an eco town, this is poor provision and should be increased. Also the cycle parking should be positioned close to the access doors, to give this priority as well as maximum security from overlooking. In some of the buildings the cycle parking appears to be in the HGV area, which is not acceptable. The recommended amounts are shown below.

	Residential	Food Retail	Non Food Retail	A2 - Banks and Profession	B1-Offices	B2 - General Industry	B8 Warehousing	D2 Assembly and Leisure	Cinema & Conference	Hotel and Guest Hse	Hospital	Higher Education	A3 - Restaurant / pubs	Stadia
Long stay/ employee/ resident	1bed - 1 space; 2+ beds - 2 Spaces***	1stand per 12 staff *	1stand per 6 staff *	1stand per 12 staff **	1stand per 150 sqm	1stand per 350 sqm	1stand per 500 sqm	1stand per 12 staff **	1stand per 12 staff **	1stand per 12 staff **	1stand per 12 staff	Subject to individual assessment	1stand per 12 staff **	1stand per 12 staff
Visitor	1stand per 2 units where more than 4 units	1stand per 200sqm	1stand per 200sqm	1stand per 100sqm	1stand per 500 sqm	1stand per 500 sqm	1stand per 1000 sqm	1stand per 20 sqm	1stand per 20 sqm	1stand per 10 beds	on merits	Subject to individual assessment	1stand per 20 sqm of public space	on merits (guide 1 stand per 30 seats)

Traffic impact

The impact of the development has been assessed for the future year 2031, using a 2018 scenario of the Bicester Transport Model, that includes most committed development, including that at Heyford. The scenario also assumes that the Strategic Link Road (SLR) at North West Bicester (a diversion of the A4095 through the NW Bicester Masterplan area, under the now constructed railway overbridge) will be in place in 2031. However, it has recently been recommended to the Oxfordshire Growth Board that the allocated Growth Deal funding for the project should be reallocated, and with no alternative forward funding currently in place, there is no longer certainty of its delivery

within that timescale. The Growth Board will consider the recommendation on 30 November.

Therefore the predictions in the Transport Assessment can no longer be regarded with any degree of certainty. Without the SLR, there would be severe congestion at the junction of Howes Lane, Bucknell Road and Lords Lane.

Putting this uncertainty aside, I have the following further comments about the 2031 assessment:

- The scenario does not include traffic from the consented Great Wolf resort at Chesterton, which is a non-local plan development for which planning permission was won on appeal. The TA does not provide the model output flows and the accompanying uncertainty log, which it should for completeness.
- It is noted and accepted that in terms of peak hour trips, the proposed uses would generate less traffic than the permitted residential development, albeit there would be a higher proportion of HGVs.
- Network diagrams are provided showing the development traffic, but not for the base flows. Development traffic has been added to 2031 flows from the Bicester Transport Model and the total flows used to assess the site access junctions and Vendee Drive/Middleton Stoney Road/SLR junction. However, flows from the Great Wolf resort have not been taken into account. This needs to be addressed.
- The results show that the SLR arm of the Middleton Stoney/Vendee Drive/SLR junction is predicted to be over capacity without the development, and that the development would make it slightly worse as well as pushing the Middleton Stoney Road East arm slightly over capacity.

Interim assessment

There is a restriction on the current planning permission that the dwellings permitted on this site cannot be occupied prior to the completion of the SLR. However, this application proposes that the development will be occupied ahead of the completion of the SLR. An argument is put forward for this in paragraphs 6.2.6-6.2.16 of the Transport Assessment. This hinges on assessment work carried out by others in 2015 to predict the performance of the existing Bucknell Road/ Howes Lane/ Lords Lane junction as NW Bicester develops. This is a junction that experiences severe congestion, and which will be relieved by the SLR. This assessment has been used to restrict (through planning conditions) the amount of development that can be occupied at NW Bicester before the SLR is connected, including an existing restriction on the Site, by which the permitted 150 homes may not be occupied before the SLR is open.

The assessment referred to above is now over six years old, and was based on a traffic model that did not include development at Heyford. As such it is no longer considered by OCC to be a reliable method of establishing the upper limits of capacity at the critical junction, being likely to under-estimate these upper limits.

Taking the overall theoretical capacity threshold at NW Bicester that was established by the 2015 assessment work referred to above, which was 900 dwellings and proportionate employment, the TA calculates that the application would generate 15% of the remaining traffic capacity (in terms of number of trips) at the critical junction before the threshold is reached. According to the TA this would reduce the number of dwellings that could be occupied across NW Bicester prior to the opening of the SLR by 76. This needs to be carefully considered in the context of live planning applications for dwellings.

My understanding of the argument put forward in the TA is as follows:

- PM Peak hour turning matrices for 900, 1200 and 2256 dwellings provided by Hyder to the applicant in 2015 showed that it was assumed the trip rate from NW Bicester passing through the critical Howes/Bucknell/Lords junction, was 0.373 trips per dwelling plus the proportional level of employment (based on the difference between these matrices).
- From this the TAs calculate that the 900 dwellings proposed to be the threshold across NW Bicester (plus proportionate employment) that can be allowed prior to the SLR, would generate 336 PM peak hour trips through the critical junction.
- The trips assumed to be generated from the employment element of the mixed use consent was 45 in the PM peak through the critical junction.
- Deducting these from the 336 above, would leave 291 for the housing element (900 dwellings) This works out at 0.323 trips per dwelling.
- Applying this to the difference between the 900 threshold and the Exemplar (393) of 507 dwellings, gives 164 peak trips as the permitted but unrealised traffic flow threshold.
- This application is predicted to generate 26 peak hour trips through the critical junction, i.e.15% of unrealised traffic allowed for within the threshold, or the equivalent of 76 vehicles not being occupied ahead of the SLR.

I recommend that the development is not permitted to be occupied ahead of the opening of the SLR, because it is not reliably demonstrated that there would not be severe congestion at the junction of Bucknell Road/Lords Lane/Howes Lane.

In the absence of certainty over delivery of the SLR, a further 2031 assessment would need to be carried out using a baseline scenario without the SLR. This would almost certainly show that there would be severe congestion at the above mentioned junction.

Travel Plan

The EV charging spaces, cycle parking spaces, and changing and shower facilities are all welcomed.

A couple of comments on the submitted Framework Travel Plan:

The mode share targets (table 2) are not very ambitious. We would expect to see a bigger decrease for the car driver mode share.

Please provide an interim TPC contact.

In addition to the overarching framework travel plan, Units 4 and 5 are above the threshold that would trigger a need for their own travel plan, which would be expected to be in line with the framework travel plan.

The final travel plans should be required by condition.

A contribution would be required of £2,379 for the Framework Travel Plan and £1446 each for the two individual travel plans, totalling £5,271 (RPIx Dec 2020).

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

£134,375 Public Transport Service Contribution indexed from Q2 2017 using RPI-x
Towards: Bus service linking NW Bicester with the town centre and railway station.

Justification: Needed to provide sustainable transport options to the site, and as part of the overall public transport strategy for the NW Bicester policy allocation.

Calculation: The amount is the same as the instalment of the agreed bus service contribution that is secured upon occupation of the permitted residential development that this development would replace.

£19,460 Public Transport Infrastructure Contribution indexed from April 2017 using Baxter Index

Towards: Provision of bus stop infrastructure serving the site.

Justification: Needed to provide sustainable transport options to the site, and as part of the overall public transport strategy for the NW Bicester policy allocation.

Calculation: The amount is the same as the instalment of the agreed bus infrastructure contribution that is secured upon occupation of the permitted residential development that this development would replace.

£2,846 Public Rights of Way Contribution indexed from April 2017 using Baxter Index
Towards: Improvements to Ardley Bridleway 9 and Bucknell Bridleway 4

Justification: This is necessary to ensure that the site continues to pay a proportionate contribution to the overall public rights of way improvements required for the NW Bicester policy allocation.

Calculation: The amount is the same as the public rights of way contribution that is secured upon occupation of the permitted residential development that this development would replace.

£5,271 Travel Plan Monitoring Fee indexed from December 2020 using RPI-x

Justification: The site will require a framework travel plan and individual travel plans for the two largest units. The fee is required to cover OCC's costs of monitoring the travel plans over their life.

Calculation: The amount is based on standard charging scales, which are in turn calculated on the basis of officer time at cost.

S278 Highway Works:

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works for pedestrian/cycle facilities and a signalised crossing on Howes Lane. A drawing will need to be submitted. This is to provide safe access in the interim situation, ahead of the opening of the SLR.

Notes:

This is to be secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

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

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Prior to occupation an updated Framework Travel Plan shall be submitted to and approved by the Local Planning Authority, and within three months of occupation of the individual units Travel Plan(s) and / or Travel Plan Statements shall be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved travel plans.

Cycle parking - requiring provision of secure, covered parking for an agreed number of spaces for each building/phase, to be provided prior to first occupation of each building/phase. Further discussion with OCC is recommended.

Pedestrian and cycle facilities - requiring approval of pedestrian and cycle facilities on the new roads within the site prior to commencement, together with a timetable for their delivery.

Construction traffic management plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved CTMP.

Reason: In the interests of highway safety and the residential amenities of neighbouring occupiers and to comply with Government guidance contained within the National Planning Policy Framework.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 24 November 2021

Application no: 21/03177/F

Location: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

Lead Local Flood Authority

Recommendation:

Objection

Detailed comments:

Unable to find plan showing the exceedance flood routes.

Calculations provided do not indicate the impermeable area used.

Calculations must show the Max Volume column in the simulation results.

As this is a full application, we expect to have definite indication of all SuDS that will be installed as part of the development. Where SuDS cannot be implemented, valid justification must be provided.

A detailed surface water management strategy must be submitted in accordance with the [Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)

In line with this guidance, runoff must be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required. The proposed drainage should mimic the existing drainage regime of the site as much as possible.

In the guidance book, there's a checklist of everything that must be submitted as part of the full application. Please make sure all items on the checklist are submitted so that we can fully assess the strategy provided.

Officer's Name: Sujeenthan Jeevarangan

Officer's Title: LLFA Planning Engineer

Date: 23 November 2021

Application no: 21/03177/F

Location: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

LOCAL MEMBERS VIEWS.

Cllr. Les Sibley, also on behalf of Cllrs Michael Waine and Donna Ford

Bicester West

Comments with regards to the CDC planning application No 21/03177/F- Axis J9 Phase 3 Howes Lane, Bicester

This planning application has a high level of public interest and concern amongst Bicester Residents.

Bicester Town Council strongly objects to this Planning Application.

This speculative planning application for industrial warehouses on a site earmarked for housing is premature and contrary to both the NW Bicester Master Plan and Bicester Policy 1 of the adopted Cherwell Local Plan.

No further planning applications are allowed on the NW Bicester site other than those applications which have already been approved by the local planning authority (Cherwell District Council) until the new realigned Howes Lane has been constructed.

Last April, it was a fantastic engineering feat over 72 hours to install an under bridge and underpass through the railway embankment at Howes Lane Bicester. This scheme will facilitate the re-alignment of the A4095 Howes Lane that will deliver thousands of zero carbon neutral homes, a fit for purpose road network, social infrastructure and improve essential access links for pedestrians, cyclists, and motorists across the 6,000 home ECO development at NW Bicester.

The proposed application site has an existing planning permission to build 150 residential units as part of the 6,000 home ECO development at the NW Bicester site.

The scale and height of the 11 warehouse buildings that range from 8 -12 metres in height will have an unacceptable landscape impact which will in turn impact on the amenity of existing and new residents.

The proposals are contrary to the Cherwell Local Plan para B42, the supporting text to SLE 1 which states that in all cases very careful consideration should be given to locating employment and housing in close proximity as unacceptable adverse effects on the amenity of residential properties will not be permitted.

The adverse impact the proposed development will have on the character and appearance of the area.

The proposed development by its size scale, height, massing, design, and visual impact will dominate the street scene and blight the skyline.

The proposed development will be built on land at high risk of flooding. During the past few years, the existing Howes Lane, and the Greenwood housing estate has suffered from severe flooding incidents which resulted in residential homes being damaged by excessive amounts of flood water.

The loss of Green Infrastructure and the impact the proposed development will have the Local Walking Cycling Infrastructure Plan (LWCIP) and the internal bus network throughout the NW Bicester.

The adverse impact that the proposed development will have on the large Secondary School site, sport pitches, shops, health, and community centres by marginalising them from the residential development. Concerns for the safety of school children and parents having to use an industrial business park as part of the route to new School.

The adverse impact that the proposed industrial development will have on the road network by traffic congestion, noise, air and light pollution.

The key priority to unlocking the full potential of the 6,000 home ECO development on the NW Bicester site is to get on and build the A4095 Strategic Link Road (new re-aligned Howes Lane) without any further delay.

The proposal to build storage and distribution units on a site zoned for housing is unacceptable and would unnecessarily and unjustifiably erode the ambitions of the Local Plan.

The proposal is contrary to Policy SLE1 and Policy Bicester 1 of the Cherwell Local Plan, and the National Planning Policy Framework (NPPF)

The comments listed above are supported by my fellow Bicester County Councillors Michael Waine and Donna Ford.

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

District: Cherwell

Application no: 21/03177/F

Proposal: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

Location: Axis J9 Phase 3 Howes Lane Bicester

Response date: 3rd March 2022

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

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Strategic Comments

Previous OCC comments have been shared relating to the removal of housing and growth deal funding for the Strategic Link Road/A4095 scheme. Also, Local Member Views were raised by Cllrs Sibley, Cllr Waine and Cllr Ford.

The County Council is raising Transport objections and Local Lead Flood Authority objections to the scheme.

Officer's Name: Jonathan Wellstead

Officer's Title: Principal Planner

Date: 04/03/2022

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Transport Schedule

Recommendation:

Objection for the following reasons:

- There are some apparent anomalies in the assessment of traffic impact.
- Improvements are required to cycle connectivity and cycle parking, in the interests of promoting sustainable travel.
- Car parking provision for the warehousing units is too generous and should be reduced in the interests of promoting sustainable travel.

If despite OCC's objection permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S106 agreement and conditions as set out in our original response.

Key points

- The applicant is proposing that development on the western parcel is restricted to B8 (warehousing) prior to the A4095 realignment being open - this has a much lower trip generation than flexible employment uses.
- An interim (2026) assessment has been carried out to test the impact of the development coming forward prior to the A4095 realignment, but there are some issues with it.
- A pedestrian connection to, and a signalised crossing over Howes Lane has been included in the proposals.
- The proposals have been updated to provide segregated cycle facilities on the future A4095 realignment as it passes the site, but these are not wide enough.
- Improvements to the location of cycle parking, and a reduction in car parking for the warehousing units are required.
- A further submission from the applicant is expected.

Comments:

Traffic impact: The amended application proposes a restriction on use of the western parcel, which is by far the largest of the two parcels, to B8 use only. B8 typically has a much lower rate of trip generation per 100 sqm than industrial uses. This change makes a big difference to the trip generation. The report forecasts that only 10 two-way trips would be added to the Bucknell Rd/Howes Lane junction (the critical junction) in

the am peak, with 9 in the pm peak. This takes into account a routing agreement preventing HGVs from the site from using Howes Lane. I have queried the arithmetic, but if this were the case, the proportionate impact of the development traffic at nearby junctions would be very small.

The applicant has provided an assessment of the amended proposals (B8 only on the western parcel, with flexible use on the eastern parcel), being occupied before the opening of the A4095 realignment (SLR). This was based on observed traffic flow from a survey on Wednesday 8 December 2021, which included turning movements and queue lengths. Development traffic was added using the trip generation mentioned above and trip distribution previously agreed, assuming all HGVs are routed south via Vendee Drive (in accordance with the existing routing agreement at the site). The observed traffic was growthed up to 2026 using TEMPRO, and Great Wolf and the development traffic were added. (It's noted that Great Wolf would only add a very small number of trips to Howes Lane).

Although the report says the surveys of queue lengths validate the junction models, I am concerned that the Junctions 10 model results for 2021 base show minimal max queues compared with the survey data – I have asked for an explanation. They also show the junctions operating within capacity and with small delays per vehicle, which does not match with the surveys or general experience of traffic conditions.

With regard to the 2026 scenario, OCC is of the opinion that TEMPRO growth factors would be an underestimate of growth in Bicester, as they are an average over a wider area, whereas Bicester is a major centre of growth, with consequentially a high concentration of vehicle movements. Our recommendation would be to use an updated Bicester Transport Model 2026 reference case (currently in preparation) for testing the impact of the development, and the report indicates that this is being carried out.

Since writing this response it has been agreed that the complete SLR is assumed to be in place for 2031 model scenarios.

Pedestrian/cycle connectivity

The footway/cycleway on the western side of the future SLR has been amended to provide a segregated 2.5m cycleway and 2m footway, instead of a shared facility. As stated in my previous response, 2.5m for a 2-way cycle track is set out in LTN 1/20 as the 'absolute minimum at constraints' (Table 5.2). There is no explanation of what the constraints are here, and the additional width would fall within the protected corridor for the SLR. Further clarification should be provided.

With regard to the refuge in the western access, I have reviewed the vehicle tracking submitted with the application and can see that a refuge could not be accommodated given the swept path of HGVs, without widening the bellmouth significantly, which would not be desirable since it could lead to increased speed of vehicle turning movements.

Again, the proposed segregated footway cycleway in the east-west connecting road is proposed to provide only 2.5m for cyclists. An explanation of the constraints is requested.

A pedestrian connection from the eastern parcel to Howes Lane, and a signalised crossing of Howes Lane, are now shown on the updated site plan and in the drawing attached to the 'Response to OCC Highways Consultation Response' document, ref 14042-65. It's noted that the red line has been extended to include the works. However, the design only caters for pedestrians. Whilst it is noted that there are no cycle facilities on Howes Lane currently, the design should be adjusted to make it safe for any cyclists using Howes Lane to turn in and out of the access without endangering pedestrians using the access or crossing. This could, for example, mean widening the access and providing some additional hard standing and dropped kerb either side of the crossing. OCC would require these works to be delivered prior to first occupation at the site, and they would require a S278 agreement. Howes Lane is sensitive to flooding so further details will be required if it is necessary to culvert a ditch.

With regard to the requested connection through from the access road to Howes Lane further south (opposite the road leading to Empire Way), the 'Response to OCC Highways' document states that it would be inappropriate to fix a design as part of the current application. I accept that this link would not be desirable until the SLR is open, when it would access onto the part of Howes lane that will become a quiet cycle route. However, this is a key link in the NW Bicester Masterplan Access and Travel Strategy, described as a 'commuter cycle/pedestrian route off road'. It should be marked on the Proposed Site Plan and a corridor sufficiently wide for an LTN 1/20 compliant segregated route should be protected/safeguarded in the planning permission.

Public transport

The applicant has not agreed to make provision for bus stops within the site. Having reviewed the NW Bicester Access and Travel Strategy, it appears the intended bus stop position was further west, and could probably be accommodated within the bus only link between the site and future Himley Village.

The applicant is also querying the requested public transport contribution, on the basis of uncertainty of delivery of the SLR. However, it would always have been the case that the eventual loop bus service would need to be delivered in phases, and in early phases the route could use Howes Lane and Lords Lane. It remains the case that the development forms part of the Policy Bicester 1 site and therefore needs to make a proportionate contribution to the transport strategy needed to support it, and the required targets of low car trip generation.

Cycle parking

I can now see there are seven shelters which appear to accommodate 5 stands (10 cycles) each, which would be an acceptable level of cycle parking. However, some of

these shelters are still distant from the main entrances of the buildings and should be nearer than most car parking spaces, to prioritise cycling over car travel to the site, and in the interest of security. Some are still shown within the goods vehicle manoeuvring areas, which is unacceptable from the point of view of safety and convenience.

Car parking

On the basis that the western parcels would be restricted to B8, the amount of car parking associated with those units is well above the recommended levels (one per 200sqm). In the interests of promoting sustainable travel, I recommend that car parking is reduced. The space created could accommodate additional landscaping.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 2 March 2022

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Surface water catchment plan not clear.
- Basin cover levels and storage volumes not provided on plan.
- No drainage strategy provided for the future SL road.
- final outfall location not shown on phase 1&2 drawings.
- Further details required in regard to the existing culvert.
- Surface water treatment not provided for all parking areas.
- Drainage strategy drawing does not demonstrate permeable paving clearly.
- Microdrainage calculations required for all SuDS features.
- Microdrainage calculations does not show the impermeable areas going in the drainage infrastructures.
- Ground investigation report not provided.
- Permeable paving not identified in the maintenance regime.
- Phasing plan not provided.

Detailed comments:

Surface water catchment plan does not show the extent of the areas clearly. Please make use of different colours and hatch the areas solid, clearly stating the area and also the area with urban creep.

Basin cover levels are not provided on the plan drawings, please provide cover levels of storage structures and the volumes.

The future SL area is not covered in the phase 3 drainage strategy however its shown within the phase 3 development. Clarification on the drainage strategy is required.

Plan drawing shows headwall discharging to an green hatched area. This has not been denoted on the key. The outfall location should be clearly shown on the drawing and where it leads to exactly.

Ownership of culvert and permission to connect to be provided. Capacity of the culvert to be confirmed and the surface water that its currently taking. Also its mentioned the culvert will be upgraded, provide clarification of what the upgrade will include and when this will be done. Ideally it should be upgraded before phase 3 is developed to reduce the risk of flooding in neighbouring sites.

Parking spaces opposite units 6-8,9-10 and 11 does not have permeable paving. Clarification required on how the surface water in this area will be treated.

Permeable paving is proposed however this has not been keyed up on the drainage strategy drawing. Also provide storage volumes and invert level of the sub base on the drainage plans. All SuDs features and drainage infrastructure should be keyed up correctly on drainage plans.

Microdrainage calculations required for the permeable paving to include all storm events up to and including the 1:100 year storm event plus 40% climate change.

Microdrainage calculations to show the impermeable areas draining to the relevant drainage infrastructure.

Ground investigation report to be provided to confirm infiltration is not feasible on site. Infiltration testing to be conducted according to BRE 365.

Update the maintenance regime to include permeable paving.

Phasing plan to be provided to demonstrate the extent of each phase clearly. Each phase should have its own drainage strategy in place and be able to stand alone.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 24 February 2022

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

District: Cherwell

Application no: 21/03177/F

Proposal: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

Location: Axis J9 Phase 3 Howes Lane Bicester

Response date: 29th April 2022

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

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweigh OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Strategic Comments

OCC has been consulted on further information submitted by the applicant.

The County Council maintains its Transport and LLFA objections to the proposal as set out below. Local Member Views have also been previously provided by Cllrs Sibley, Cllr Waine and Cllr Ford.

Officer's Name: Jonathan Wellstead

Officer's Title: Principal Planner

Date: 29/04/2022

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Transport Schedule

Recommendation:

Objection for the following reasons:

- Improvements still need to be made to cycle connectivity and cycle parking

If the planning authority is minded to approve, then the obligations and conditions set out in our previous response should be required, with the addition of further conditions as set out below, and a routing agreement.

Comments

The application has been amended to remove the eastern parcel (closest to Howes Lane) from the application, which reduces the overall floor area from 16,942sqm to 14,188sqm. However, rather than being restricted to B8 use (as proposed in the previous amendment), the proposed use of the western parcel has reverted to flexible. The site plan shows that the areas previously proposed for employment use on the eastern parcel have been removed from the red line area of this application. They are described as 'future development plot', and the Technical Note Addendum states that the land already benefits from a residential consent. It should be noted that residential occupations under that consent were not permitted ahead of the opening of the A4095 realignment.

The proposed vehicular access into the eastern parcel has been removed, but a footway/cycleway remains within the red line, connecting the site to a proposed new signalised crossing of Howes Lane, with onward connection to the public footpath leading to Wansbeck drive.

Cycle connectivity

Paragraph 8 of the TN Addendum states that the applicant is willing to increase the width of the cycleways along the section of the future link road that they are building (part of the A4095 realignment), to 3m as requested by OCC. This is welcomed. However, it states that a constraint prevents the path from being widened to 3m along the road leading towards Axis J9 Phase 1. This only appears to be the case on part of the route and there seems no reason to me why it should not be provided at 3m wide for that part of the route where it is possible.

I note the Bicester Bike Users Group has recommended a buffer between the cycle track and the carriageway. While this is not strictly necessary in terms of LTN 1/20 it

would improve the user experience, encouraging sustainable travel, and may have other planning benefits, so OCC would support it. It would also allow the priority crossing of the access to the development parcel to be set back further, which would be safer, given the length of the crossing and the HGV traffic using it. Full details of the design of this crossing, which should provide clear and safe priority for pedestrians and cyclists, accompanied by a safety audit, should be required by condition.

The applicant is resisting OCC's request that the connection to Howes Lane serve cyclists as well as pedestrians, on the basis that it is an interim route only, and its purpose is to connect to the public footpath into Wansbeck Drive. Temporary in this case could mean several years, and it seems unjustified to deny convenient cycle access for this period of time, particularly in the context of the strong sustainable transport policy requirement of NW Bicester. While I agree cyclists would need to dismount on the public footpath to Wansbeck Drive (given its public footpath status and the fact that it is relatively narrow running between high fences) cyclists would also arrive via Howes Lane from the north, and this route would provide them with a shorter route than cars, giving them due priority over motor vehicle traffic in accordance with sustainable transport hierarchy. Even cyclists who had needed to dismount on the public footpath would benefit from not having to push their bikes across the link. For this reason I do not support the introduction of a barrier chicane on the western site, as suggested in the safety audit. Other methods of warning cyclists to slow down could be introduced.

The safety audit also recommends the introduction of appropriate lighting at the crossing. I recommend that full details of the crossing including lighting, traffic signal infrastructure, road markings and signage are requested by condition.

The TA Addendum mentions the request by the applicant for further justification of the request for a public transport contribution, which will be addressed separately. Whilst the strategy for serving NW Bicester is clearly affected by the timescale for delivery of the link road, it is not necessarily the case that longer term interim bus services could be necessary, but I appreciate this needs clarification.

Cycle parking

To address the placing of cycle parking within the HGV areas, white lines are proposed to demarcate a safe route for cyclists. These routes are likely to be within the manoeuvring areas for HGVs, and I can see no reason why they can't be swapped for car parking spaces – surely it is safer for car drivers to cross the HGV manoeuvring area than for cyclists.

Traffic impact

The predicted peak hour trip generation for the site has been revised in accordance with the reduction in floor area. It is based on industrial rather than warehousing

(whereas the units could be used for either), which is a worst case, due to the higher density of employment.

In response to our earlier objection, the impact of the development traffic at various junctions has been tested in the Bicester Transport Model, using a locally updated reference case for 2026, which does not include the A4095 realignment. This was primarily to test the impact on the critical junction of Howes Lane/Bucknell Rd. The resultant changes in turning movements are shown in Appendix C. This shows a very modest impact, with only a net change of 4 vehicle movements at the critical junction. Although this junction is predicted to be well over capacity in the pm peak in 2026 according to the Bicester Transport Model reference case, the addition of one vehicle every 15 minutes through the junction associated with the site in the peak hour could not be considered severe.

Therefore OCC's objection on the basis of the traffic impact is removed and we would not insist on a condition preventing the occupation of the development as proposed, prior to the completion of the A4095 realignment. This remains subject to a routing agreement requiring HGVs to leave the site using Vendee Drive.

Our objection remains on the basis of improvement still being required to cycle connectivity and cycle parking.

The return to a proposal of flexible uses rather than B8 only, removes our previous objection on the basis of over-provision of parking.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Travel plan

Prior to occupation an updated Framework Travel Plan shall be submitted to and approved by the Local Planning Authority, and within three months of occupation of the individual units Travel Plan(s) and / or Travel Plan Statements shall be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved travel plans.

Cycle parking

Development shall not commence until full details of secure covered cycle parking located away from goods vehicle manoeuvring areas and close to the main entrance of each building have been submitted to and approved in writing by the local planning authority. Thereafter and prior to first occupation, the approved cycle parking shall be delivered and thereafter maintained in accordance with the approved details.

Access

Development shall not commence until full details of the access to the western parcel including a priority crossing for pedestrians and cyclists accompanied by a Stage 1

Safety Audit have been submitted to and approved in writing by the local planning authority. Thereafter and prior to first occupation the access shall be delivered in accordance with the approved details.

Development shall not commence until full details including lighting, road markings, signal infrastructure, signage and drainage of a segregated pedestrian and cycle path leading from the development directly to Howes Lane and a signalised crossing of Howes Lane have been submitted to and approved in writing by the local planning authority. Thereafter and prior to first occupation the path and crossing shall be delivered in accordance with the approved details.

Construction traffic management plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved CTMP.

Reason: In the interests of highway safety and the residential amenities of neighbouring occupiers and to comply with Government guidance contained within the National Planning Policy Framework.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 22 April 2022

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Lead Local Flood Authority

Recommendation:

Objection

Detailed comments:

No updated drawing/report provided to address previous LLFA comments dated 24/02/2022.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 21 April 2022

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

District: Cherwell

Application no: 21/03177/F

Proposal: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

Location: Axis J9 Phase 3 Howes Lane Bicester

Response date: 19th May 2022

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

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Strategic Comments

The County Council has previously provided comments in response to 21/03177/F and this response should be read in conjunction with those previous comments. Also, Local Member Views were raised by Cllrs Sibley, Cllr Waine and Cllr Ford.

The County Council is raising Lead Local Flood Authority objections.

Also attached are Transport comments as set out below.

Officer's Name: Jonathan Wellstead

Officer's Title: Principal Planner

Date: 18th May 2022

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Transport Schedule

Recommendation:

No objection subject to:

S106 provisions and planning conditions as set out in our earlier responses, plus an obligation to enter into a S278 highways agreement regarding the provision of the proposed signalised crossing on Howes Lane.

Key points

- A technical note has been submitted in response to our outstanding objections, which all related to proposed cycling infrastructure. The resultant changes allow us to remove our objection.

Comments:

The following changes have been made to address our concerns, and are shown in the drawings attached to the technical note, which includes an amended site plan

200019-TP-002 Rev R:

- The segregated cycleway on the northern side of the link between the future A4095 realignment and Axis J9 Phase 1 has been widened on that part of the link for which no constraint exists.
- The western footway/cycleway along the future A4095 realignment has been set back behind a 1m verge.
- The link between the future A4095 realignment and Howes Lane is confirmed to be a footway/cycleway. It is shown as a 3m wide shared use route, which is considered acceptable given it is only relied upon temporarily to access the site - in future most cyclists would access via the realigned A4095, connecting to it at its junction with Middleton Stoney Road or Shakespeare Drive. The path will need to be lit.
- The crossing works on Howes Lane will be subject to technical audit as part of the S278 process. If any barriers are deemed necessary as part of that scheme, they will be included within it. The remainder of the path will remain private until such time as the A4095 realignment is adopted.
- As with the existing consent on the site, there will need to be a requirement to agree technical details of the access road with OCC prior to construction, since it forms

part of the future A4095 alignment. While the above mentioned cycle link does not fall within the safeguarded road land, since it will be offered for adoption in the future, its details must also be agreed with OCC prior to construction.

- Cycle parking for the units has been moved from the goods in/out area to the car parking area.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 13th May 2022

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Surface water catchment plan not clear.
- Basin cover levels and storage volumes not provided on plan.
- No drainage strategy provided for the proposals within the application boundary.
- Final outfall location not shown on phase 1&2 drawings.
- Further details required in regard to the existing culvert.
- Microdrainage calculations required for all SuDS features.
- Microdrainage calculations does not show the impermeable areas going in the drainage infrastructures.
- Ground investigation report not provided.
- Permeable paving not identified in the maintenance regime.
- Phasing plan not provided.

Detailed comments:

An updated "Phase 3 SW drainage layout", REV F, has been provided and reviewed. There are still outstanding comments that needs to be addressed and additional drawings and reports to be provided.

Surface water catchment plan does not show the extent of the areas clearly. Please make use of different colours and hatch the areas solid, clearly stating the area and also the area with urban creep.

Basin cover levels are not provided on the plan drawings, please provide cover levels of storage structures and the volumes.

There are proposals within the application boundary that has not been included in the drainage strategy. From the architects layout there are many hard standing areas that has no drainage strategy, for instance the road that is going around phase 1 and 2.

Plan drawing shows headwall discharging to an green hatched area. This has not been denoted on the key. The outfall location should be clearly shown on the drawing and where it leads to exactly. Create an inset on the phase 3 drainage drawing showing the

outfall location clearly or create an additional drawing showing the outfall location clearly with the overall drainage strategy.

Ownership of culvert and permission to connect to be provided. Capacity of the culvert to be confirmed and the surface water that its currently taking. .Also its mentioned the culvert will be upgraded, provide clarification of what the upgrade will include and when this will be done. Ideally it should be upgraded before phase 3 is developed to reduce the risk of flooding in neighbouring sites.

Microdrainage calculations required for the permeable paving to include all storm events up to and including the 1:100 year storm event plus 40% climate change.

Microdrainage calculations to show the impermeable areas draining to the relevant drainage infrastructure.

Ground investigation report to be provided to confirm infiltration is not feasible on site. Infiltration testing to be conducted according to BRE 365.

Update the maintenance regime to include permeable paving.

Phasing plan to be provided to demonstrate the extent of each phase clearly. Each phase should have its own drainage strategy in place and be able to stand alone.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 17th May 2022

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

District: Cherwell

Application no: 21/03177/F

Proposal: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

Location: Axis J9 Phase 3 Howes Lane Bicester

Response Date: 17th June 2022

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

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

General Information and Advice

Recommendations for approval contrary to OCC objection:

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Outline applications and contributions

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Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Transport Schedule

No new highways/transport information has been submitted, so there is nothing for me to comment on.

However, as the total floor area of the development has reduced since our original response, some S106 contributions may be reduced as shown below, to reflect a reduction from 16,942 sqm to 14,189 sqm (a reduction of 16%).

Please see revised table below, together with non financial asks.

The obligation to provide the cycle connection - now that this is shown in the site plan - could be replaced by a condition to deliver it prior to first occupation.

Contribution	Amount £	Price base	Index	Towards (details)
Highway works	Need link to existing major infrastructure agreement		Baxter	
Public transport services	£134,375 £112,540	Q2 2017	RPI-x	Bus services serving NW Bicester
Public transport infrastructure (<i>if not dealt with under S278/S38 agreement</i>)	£19,460 Remains the same – still needs to provide a bus stop	April 2017	Baxter	Bus infrastructure at NW Bicester
Traffic Reg Order (<i>if not dealt with under S278/S38 agreement</i>)	n/a		RPI-x	
Travel Plan Monitoring	£5,271 Remains the same – only	Dec 2020	RPI-x	Towards the cost of monitoring the framework and

	the smaller units have been removed			individual travel plans over the life of the plans
Public Rights of Way	£2,846 £2,384	April 2017	Baxter	Improvements to Bridleway 9 and Bucknell Bridleway 4
Total				

- On site highway works –need to link to existing agreement in relation to the Strategic Link Road
- Obligation to provide a pedestrian/cycle link between the SLR and existing Howes Lane (although note that a lack of a ped/cycle connection to Howes Lane in the interim access proposals is a reason for objection), and for this to be dedicated as highway once the SLR is connected. **This is now shown on the site plan but a condition should require it to be constructed prior to first occupation.**
- Routing agreement ahead of the SLR being open, to prevent HGV traffic from using Howes Lane.
- Requirement to enter into a S278 agreement for the crossing and associated works on Howes Lane.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 15 June 2022

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Surface water catchment plan not clear.
- No drainage strategy provided for the proposals within the application boundary.
- Further details required in regard to the existing culvert.
- Infiltration testing not provided.
- Phasing plan not provided.

Detailed comments:

There are still outstanding comments that needs to be addressed.

Surface water catchment plan does not include the whole site, for instance the main road has not been included.

There are proposals within the application boundary that has not been included in the drainage strategy. From the architects layout there are many hard standing areas that has no drainage strategy, for instance the road that is going around phase 1 and 2.

Plan drawing shows headwall discharging to an green hatched area. This has not been denoted on the key.

Ownership of culvert and permission to connect to be provided. Capacity of the culvert to be confirmed and the surface water that its currently taking .Also its mentioned the culvert will be upgraded, provide clarification of what the upgrade will include and when this will be done. Ideally it should be upgraded before phase 3 is developed to reduce the risk of flooding in neighbouring sites. Provide correspondence from the relevant party confirming the above.

Ground investigation report to be provided to confirm infiltration is not feasible on site. Infiltration testing to be conducted according to BRE 365.

Phasing plan to be provided to demonstrate the extent of each phase clearly. Each phase should have its own drainage strategy in place and be able to stand alone. On the phasing plan clearly shows the discharge rate from each phase and show the outfall location.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 07 June 2022

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

District: Cherwell

Application no: 21/03177/F

Proposal: Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) and associated parking and servicing, landscaping and associated works

Location: Axis J9 Phase 3 Howes Lane Bicester

Response Date: 1st July 2022

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

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 21/03177/F

Location: Axis J9 Phase 3 Howes Lane Bicester

Lead Local Flood Authority

Recommendation:

No objection subject to conditions.

Condition

The approved drainage system shall be implemented in accordance with the approved Detailed Design prior to the use of the building commencing:

Document: Report on Ground Investigation at Howes Lane, Bicester
Ref: S1209/September 2021
Issue: 2

Document: Site Specific Flood Risk Assessment And Drainage Strategy
Ref: AG2873-18-AF58
Issue: January 2019

Drawing: Phase 3 SW Drainage layout
Drawing No: S1209-PH3-02 , Rev H

Drawing: Phase 3 External Works & Levels
Drawing No: S1209-PH3-04 , Rev F

Drawing: Phase 3 Swale 1 Details
Drawing No: S1209-PH3-06 , Rev A

Drawing: Phase 3 Swale 2 Details
Drawing No: S1209-PH3-07 , Rev A

Drawing: Phase 3 Drained Areas
Drawing No: S1209-PH3-DD01 , Rev D

Drawing: Phase 3 MicroDrainage Network Design
Drawing No: S1209-PH3-DD02 , Rev C

Drawing: Phase 3 Exceedance Flood Route

Drawing No: S1209-PH3-DD04 , Rev B

All relevant Hydraulic calculations produced via Microdrainage

Date 23/08/2021

File: – East Site Sim 1.MDX

File: – East Site Sim 1.MDX

Reason:

To ensure that the principles of sustainable drainage are incorporated into this proposal.

Condition:

Prior to first occupation, a record of the installed SuDS and site wide drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:

- (a) As built plans in both .pdf and .shp file format;
- (b) Photographs to document each key stage of the drainage system when installed on site;
- (c) Photographs to document the completed installation of the drainage structures on site;
- (d) The name and contact details of any appointed management company information

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date:30/06/2022

From: [Caroline Ford](#)
To: [DC Support](#)
Subject: FW: consultation response for 21/03177/F
Date: 20 December 2021 16:52:02
Attachments: [image001.png](#)

Please could you record and scan the email below onto the above referenced application?

Thanks

Caroline

Caroline Ford BA. (Hons) MA MRTPI

Principal Planning Officer – Major Projects Planning Team

Development Management Division

Environment and Place Directorate

Cherwell District Council

Tel: 01295 221823

Email: caroline.ford@cherwell-dc.gov.uk

Web: www.cherwell.gov.uk

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Follow us on Twitter @Cherwellcouncil

My usual working hours are: Monday to Friday, 09:00am to 17:15pm.

Coronavirus (COVID-19): The Planning and Development services have been set up to work remotely. Customers are asked to contact the planning team via planning@cherwell-dc.gov.uk or to use the Council's customer contact form at [Contact Us](#). For the latest information on Planning and Development please visit www.cherwell-dc.gov.uk.

From: Tara Murtagh-Stewart <Tara.Murtagh-Stewart@cherwell-dc.gov.uk>

Sent: 08 December 2021 18:24

To: Caroline Ford <Caroline.Ford@Cherwell-DC.gov.uk>

Cc: Public Art <Public.Art@Cherwell-DC.gov.uk>

Subject: consultation response for 21/03177/F

Dear Caroline,

In response to the above application, and based on the newly proposed floorspace of 16, 942 sqm for commercial use, we would require an additional contribution towards public art of £24,181.26

This figure is based on rates applied to the previous stages of the development where £75646.74 was agreed for the initial 53000 sqm

This should also be index linked from the same date of the original agreement.

The contribution is to be used offsite and support cultural wellbeing in the area through participatory and public art features.

All the best,

Tara

Tara Murtagh-Stewart

Community Development Partner – Arts

Community Services

Wellbeing

DD: (01295) 221701

Email: Tara.murtagh-stewart@cherwell-dc.gov.uk

Cherwell District Council, Bodicote House, Bodicote, Banbury OX15 4AA www.cherwell-dc.gov.uk www.facebook.com/cherwelldistrictcouncil Twitter @Cherwellcouncil

Please note: I work **Monday, Tuesday, Wednesday and Friday** between **9am – 3pm**

I am not at work on Thursdays.



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Comment for planning application 21/03177/F

Application Number	<input type="text" value="21/03177/F"/>
Location	<input type="text" value="Axis J9 Phase 3 Howes Lane Bicester"/>
Proposal	<input type="text" value="Full planning application for employment development (Use Classes E(g)(iii), B2 and/or B8) comprising 5 units within 3 buildings and associated parking and servicing, landscaping and associated works"/>
Case Officer	<input type="text" value="Caroline Ford"/>
Organisation Name	<input type="text" value="Nick Small"/>
Address	<input type="text" value="Stagecoach West,3rd Floor,65 London Road,Gloucester"/>
Type of Comment	<input type="text" value="Support"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="See attached"/>
Received Date	<input type="text" value="06/04/2022 13:49:15"/>
Attachments	The following files have been uploaded: <ul style="list-style-type: none">• Bicester Axisj9 Ph 3 21.02177.F Stagecoach Letter 220406.pdf

April 6th 2022**By e-mail only:**

Caroline Ford
Principal Planning Officer – Major Developments Team
Place and Growth Directorate
Cherwell District Council
Bodicote House
Bodicote
BANBURY
OX15 4AA

Dear Caroline,

21/02177/F Axis J9 Phase 3 Land off Howes Lane/Middleton Stoney Road, Bicester**1. Background and Principle of Development**

We are aware that revised proposals have been submitted for this scheme. While ordinarily we might not comment on an employment scheme of this scale and nature we do think there are grounds to register our **support** for these proposals in their revised form. We also have some more minor comments regarding the ultimate integration of the scheme into the EcoTown and the way that public transport is likely to be facilitated by elements of this proposal, that “future proof” and partly deliver a section of the Strategic Link Road.

We note that this land was that that benefited from a live consent for 150 dwellings, which has not been implemented. We read the comments made by the applicant in the Planning Statement (5.30) that *“it is anticipated that the site could accommodate a maximum of 150 homes. Its contribution would therefore be limited in the context of the wider policy objective of delivering in the order of 6,000 new homes across the Eco-Town.”*

While self-evidently true, you will of course also be aware that since this application was lodged, an entirely new application for up to 3100 homes has been registered by the Council on the bulk of the BIC1 Ecotown allocated land east of the Chiltern Rail Main Line. This raises the notional quantum deliverable within BIC1 even within the scope of currently known land control, though further land within the allocation that has never been submitted for consent also exists. This further evidences, very strongly, that the release of this site for employment use is in no way prejudicial to the achievement of the objectives of the adopted Local Plan nor of the SPD for the site.

The clear demand for the additional employment is evident from the uptake of space visible on the ground across the town. This represents a very welcome rebalancing of the town from one that has historically grown to function to a great extent as a residential satellite of Oxford. Rebalancing employment with large-scale housing development is inherently sustainable, reducing greatly the distances to travel for

employment reasons and helping to make sustainable modes greatly more relevant and attractive when set against car use.

While the submission does not make this point, it well might. This entirely accords with national policy, set out in Chapter 9 of National Planning Policy Framework at paragraph 110-111, as well as the broad spatial strategy being pursued in the Local Plan, strongly concentrating employment and housing development in the largest and most sustainable settlements of Banbury and Bicester.

2. The development and public transport provision/infrastructure

As the proposals indicate, land within the redline that will accommodate vehicular access to the proposals, will future-proof and partly deliver a section of the Strategic Link Road that will run between Bucknell Road, under the railway through a recently-constructed subway carcass structure, to Middleton Stoney Road. The junction between this currently orphaned link road section with a side arm into the existing Axis J9 site will form the main and indeed only permanent vehicular access into the whole scheme in due course. The current junction on Middleton Stoney Road will be stopped up.

We are therefore surprised and perplexed that no provision is made for a shadow right turn lane into the scheme at this junction, especially given that such provision is made within the red line fourtehr north for new junctions to serve Phase 3.

The wider scheme will provide an extension of this side arm north west into the development shortly underway known as “Himley Village”. This is likely to provide a key link for bus services between Bicester and Himley Village, and, possibly, beyond to Upper Heyford.

It would therefore be entirely appropriate to future proof for a pair of bus stops within the redline on this side arm, north of the SLR junction and, prior to the what will ultimately become a cul-de-sac link off to the west. These stops would provide safe and convenient public transport access to the proposals in the future, and are entirely in accordance with both local and national planning policy, including that which requires safe and secure access for all to be provided by development proposals. All three phases of Axis j9 account cumulatively for somewhat in excess of 55000 sqm GEA and a substantial employment quantum as a result. Future proofing for public transport access to the development is thus that much the more important.

3. Conclusion

We trust that the comments made above are helpful in taking this application forward in a manner than secures the best possible outcomes against adopted policies, and optimally achieves sustainable development in principle and in practice. I trust you will not hesitate to contact me to discuss any matter raised, if you think it necessary

Yours sincerely



Nick Small

Head of Strategic Development and the Built Environment

Lynne Baldwin

From: Planning
Sent: 02 November 2021 15:08
To: DC Support
Subject: FW: 3rd Party Planning Application - 21/03177/F

-----Original Message-----

From: BCTAdmin@thameswater.co.uk <BCTAdmin@thameswater.co.uk>

Sent: 02 November 2021 14:49

To: Planning <Planning@Cherwell-DC.gov.uk>

Subject: 3rd Party Planning Application - 21/03177/F

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Cherwell District Council
Planning & Development Services
Bodicote House
Bodicote, Banbury
Oxon
OX15 4AA

Our DTS Ref: 54862
Your Ref: 21/03177/F

2 November 2021

Dear Sir/Madam

Re: Axis J9 Phase 3, Howes Lane, Bicester, Oxfordshire, OX26 2GT

Waste Comments

With the information provided, Thames Water has been unable to determine the Foul water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but have been unable to do so in the time available and as such, Thames Water request that the following condition be added to any planning permission. "No development shall be occupied until confirmation has been provided that either:- 1. Foul water Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we

would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer networks.

Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.

Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Supplementary Comments

Please could the developer confirm where they would like to connect to the foul water network and whether this would be a pumped or gravity connection.

Yours faithfully
Development Planning Department

Development Planning,
Thames Water,
Maple Lodge STW,
Denham Way,
Rickmansworth,
WD3 9SQ
Tel:020 3577 9998
Email: devcon.team@thameswater.co.uk

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