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# Land at North West Bicester

## Statement of Case

Prepared on behalf of Firethorn Developments Limited

January 2023

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Prepared on behalf of Firethorn Developments Limited

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## 1.0 INTRODUCTION

### The Appeal

- 1.1 This appeal is lodged under Section 78 of the Town and Country Planning Act 1990 (as amended), following the failure of Cherwell District Council ('CDC') to determine outline planning application reference 21/01630/OUT ('the Planning Application' or 'the Proposed Development'). The Planning Application relates to land at North West Bicester ('the Site'), as identified on the Site Location Plan provided at **Appendix 1**. This appeal is made on behalf of Firethorn Developments Limited ('the Appellant').
- 1.2 The Planning Application was submitted to CDC following positive and detailed pre-application discussions in 2019 and 2020. In addition to that, a 'virtual' public consultation was undertaken in Spring 2021 over a three-week period, along with meetings with key local stakeholders including Bicester Town Council and Caversfield Parish Council. The Planning Application was submitted in May 2021, but CDC did not find themselves in a position to present it to Members until January 2023.
- 1.3 At the CDC Planning Committee on 12<sup>th</sup> January the Officers recommended that the Planning Application be granted permission, subject to the expiry of a consultation period, and the negotiation of planning conditions and a S106 Agreement (to be delegated to Officers). Members voted to defer consideration of the Planning Application to a later meeting, with no new date proposed, on the basis that they had not had sufficient time to review the contents of the Late Sheets that has been issued earlier that day. It is the Appellant's view that, based on the Officers' detailed Report to Committee, the recommendation that Members approve the Planning Application with delegated powers to enable the details of the draft planning conditions, and planning obligations to be finalised, the reason for the deferral of the Planning Application for decision as a later date was unreasonable.
- 1.4 This Statement sets out the case that the Appellant will make at appeal. The Appellant asks that the appeal be heard by Public Inquiry.
- 1.5 The Appellant will describe the Planning Application, now the subject of this appeal, the description of which is as follows:

*“Outline planning application for residential development (within Use Class C3), open space provision, access, drainage and all associated works and operations including but not limited to demolition, earthworks, and engineering operations, with the details of appearance, landscaping, layout and scale reserved for later determination.”*

- 1.6 The Planning Application was validated by CDC on 6<sup>th</sup> May 2021. The draft Statement of Common Ground ('SoCG') accompanying this Statement of Case ('SoC') lists the documents submitted with the Planning Application, a description of the site and its surroundings, and all relevant national and local planning policy considerations.
- 1.7 This SoC sets out the case that the Appellant intends to put forward at the Inquiry, and the documents that the Appellant intends to refer to in evidence. It is supported by a separate SoC prepared by Rapleys, in respect of viability matters (**Appendix 2**).
- 1.8 Electronic copies of all of the Planning Application materials and drawings as listed in **Appendix 3** to this SoC (and separately within the SoCG) are provided with the Appeal submission. These will become Core Documents for the purposes of the Appeal following coordination with CDC, and the Appellant will also liaise with CDC to arrange an appeal library in due course. If a paper copy of any documentation would be helpful for the Inspector, we would be happy to provide it.

## **2.0 APPROPRIATENESS FOR THE INQUIRY PROCEDURE**

- 2.1 Having regard to the Government's 'Planning Appeals: Procedural Guide (as updated in December 2022)', and particular the contents of Annexe K, the Appellant considers that an Inquiry represents the most appropriate procedure for this appeal to properly consider all the relevant evidence. As stated above in Section 1.0, because consideration of the Planning Application was deferred by Members, the Appellant does not know on what grounds, if any, it would have refused it. On this basis we believe that 4-6 days should be set aside for the Inquiry, as we cannot assume that a shorter period will be sufficient to address the relevant issues.
- 2.2 An Inquiry is justified (having regard the criteria set out in Annexe K) given the scale of the proposals and their complexity. The Proposed Development has strategic significance as it forms part of a wider allocation within the adopted Local Plan, for up to 6,000 homes and associated infrastructure – an allocation which should be delivering a significant amount of the housing required by the District within this plan period.
- 2.3 The outcome of the appeal is also of significant local interest. The Appeal site lies immediately adjacent to the site known as Elmsbrook, which is the first phase of residential development coming forward within the wider allocation, and with new residents already occupying homes within Elmsbrook whilst construction continues. Over 200 letters of objection have been received in respect of this Planning Application, including the Elmsbrook Community Organisation, Bicester Residents Group, Gagle Brook Primary School, and Bicester Bike Users Group ('BBUG'). The objections raised cover traffic impacts, eco town principles, viability, wildlife, public health, drainage and the adjacent St Laurence Church. It is our view that some of those objecting, and other interested parties, could ultimately form Rule 6 parties. A Public Inquiry would allow all interested parties to actively participate.
- 2.4 This appeal will require detailed presentation of oral evidence which would be best tested by cross-examination in respect of the viability matters which remain outstanding between the Appellant and CDC and their advisers, in light of the Officers recommendations. As this is an appeal for non-determination, we have made the assumption that the Appellant will call on the evidence of at least two witnesses, but this may change once the Council's position is understood.

### 3.0 THE APPEAL SITE, PLANNING HISTORY, AND PROPOSALS

3.1 The site and surrounding area, and the relevant planning history are described in further detail in the SoCG. The site location plan is at **Appendix 1**. The Appellant will refer to the fact that the site forms part of the wider North West Bicester Supplementary Planning Document ('SPD') allocation, with up to 6,000 homes (along with employment uses, schools, green space, and strategic infrastructure) proposed across the 400 hectares identified. The Appellant will refer to the SPD further in evidence, and a copy of the SPD is contained at **Appendix 4**.

#### The Development Proposals

3.2 The Planning Statement submitted in support of the Planning Application which is the subject of this appeal, and the Design and Access Statement ('DAS') (**Appendix 5**), provide a comprehensive and detailed overview of the proposed development.

3.3 The description of development is as follows:

*"Outline planning application for residential development (within Use Class C3), open space provision, access, drainage and all associated works and operations including but not limited to demolition, earthworks, and engineering operations, with the details of appearance, landscaping, layout and scale reserved for later determination."*

3.4 The Planning Application was submitted in May 2021, and sought permission for the redevelopment of the site to deliver up to 530 homes, via an outline planning application, based on a set of parameters which defined the 'rules' in respect of the maximum built envelope, maximum building heights, extent of green space, and site access points/connection zones (the 'Development Parameters'). The Development Parameters Schedule and Plans (**Appendix 6**) also contain the description of development as set out above. The Development Proposals are described further in the SoCG.

3.5 The Proposed Development will deliver a number of significant benefits which are described later in this SoC.

## 4.0 PLANNING POLICY CONTEXT

4.1 The planning policy background, in respect of the Planning Application, is detailed in the SoCG.

4.2 The Statutory Development Plan for CDC currently comprises:

- Cherwell Local Plan 2011-2031, Part 1 (adopted July 2015);
- The Cherwell Local Plan 2011-2031 (Part 1) Partial Review - Oxford's Unmet Housing Need (September 2020); and
- Cherwell Local Plan 1996, Saved Policies (adopted September 2007).

4.3 **Appendix 7** contains a list of the relevant Development Plan policies. Other policies from the development plan, as referred to at paragraph 4.5 above, may be referred to in evidence.

4.4 The Appellant's evidence will show how the Planning Application accords with the development plan when read as a whole, as well as relevant national and local planning policies and supplementary planning documents.



## 5.0 THE APPELLANT'S CASE

- 5.1 This appeal has been submitted following the failure of CDC to determine the Planning Application within the statutory timescales. The Planning Application was due to be presented in full to CDC Planning Committee on 12<sup>th</sup> January, with a recommendation that planning permission be granted, subject to the expiry of a consultation period and finalising the planning conditions and a S106 Agreement. However, when the Committee meeting opened, members voted to defer the Planning Application for consideration at a later Committee meeting (which was not specified).
- 5.2 The Officers had published their report in respect of the Planning Application, which was full and thorough. To this end, and in light of the Officers recommendation, it is anticipated that significant areas of common ground between the Appellant and CDC will be agreed through the SoCG.
- 5.3 The Appellant's evidence will demonstrate that the Planning Application accords with the development plan when read as a whole and that other material considerations lend further support to allowing the appeal, in line with the recommendation of the CDC Officers. The proposals will make a valuable contribution to the continued development of the NWBSPD area.
- 5.4 The following matters are expected to be common ground between the Appellant and CDC based on the extensive pre-application and post-submission discussions with Officers and statutory consultees. Where these matters cannot, through discussion, be agreed as areas of common ground between the Appellant and CDC, they will be considered in evidence by the Appellant, as follows:
- i. The Principle of Development – the principle of a residential-led development on the Site is acceptable at the Site in the context of the provisions of the adopted Local Plan, Policy Bicester 1 (and the NWBSPD) for a mixed-use development to include up to 6,000 homes. This accords with the requirements of the NPPF (paragraph 73) in that the *'supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes)'*. The Appellant will demonstrate

through their evidence that the principle of development is acceptable at this Site;

- ii. Housing Need – Policy Bicester 1 states that 3,293 homes should be delivered within the allocation within the plan period (which runs to 2031). The Planning Application proposes the delivery of up to 530 homes on the Site. This, added to the 393 homes now being delivered on the adjacent Elmsbrook site (CDC ref. 10/01780/HYBRID), and the 1,700 homes approved at Himley Village (CDC ref. 14/02121/OUT) - but not yet being delivered - would contribute just under 80% of the homes that are required to meet the Policy Bicester 1 requirements within the plan period, leaving a shortfall of up to 670 homes still to be delivered within the allocation by 2031. The Appellant notes the position as regards housing land supply as set out in the Officers Report (paragraph 9.14), which confirms that the Council cannot currently demonstrate a five-year housing land supply. The Appellant will demonstrate through evidence that the delivery of homes at this Site is essential in contributing both to meeting the requirements of Policy Bicester 1, and to meeting the CDC five-year housing land supply position;
- iii. Bicester Eco-Town Principles – the Appellant will demonstrate through evidence, including that referred to at **Appendix 2**, that the Planning Application will be brought forward in accordance with the comprehensive masterplan for the whole allocation as identified in the NWBSPD, and the zero carbon requirements for the Site, including reference to Policies ESD1-ESD5. The Appellant will also take into account Part L of the current Building Regulations and the Future Homes Standards as published for consultation by the Department for Levelling Up, Housing and Communities ('DLUHC');
- iv. Design/Impact on the Character of the Area – while the Planning Application is in outline, the Appellant will demonstrate with reference to the Illustrative Masterplan that the proposals will result in a high-quality scheme being delivered at the Site. The Planning Application includes a set of Development Parameters, which will enable CDC to exercise suitable controls in respect of compliance with those Parameters at reserved matters stage, and which includes the commitment to deliver a minimum of 40% green space when development on the Site is complete;

- v. Housing Mix and Space Standards – the Statement contained at **Appendix 2** will deal with housing mix, the implications of that in respect of viability, and the reasons why the Appellant considers that the approach taken in respect of the Site is appropriate;
- vi. Highways and Access – as set out in the Officers report, there are no areas of disagreement in respect of highways and access between CDC and Oxfordshire County Council ('OCC') as a key highways consultee. The highways and access strategy has been supported by the preparation and submission of a Transport Assessment and a series of Technical Notes which have been shared with CDC and OCC, and which will be referred to in the SoCG as key documents. To this end, OCC has satisfied itself that there is not a sustainable reason for refusal on highways grounds. The Appellant will demonstrate that OCC has satisfied itself that whilst it is acknowledged on all sides that there will be queuing and delay around the Bucknell Road/Lords Lane junction, this will occur with or without this development, is temporary and not considered to be severe;
- vii. Heritage and Archaeology – the Site is located adjacent to the Grade II\* listed Church of St Laurence and the Grade II listed Home Farmhouse. Policy ESD15 of the adopted Local Plan seeks to protect the setting of such listed buildings. The Appellant concurs with the views of the CDC Conservation Officer whose view was reflected in the Officers' report (paragraph 9.48) which confirmed that '*there is no issue with the setting of the listed buildings in respect of the development proposals*'. In respect of archaeology, it is the Appellant's view that the investigations undertaken to date demonstrate that the impact of the development on archaeological presence will not be significant, and that a programme of further excavation can be agreed and undertaken in advance of any construction (and be secured through an appropriately worded planning condition);
- viii. Ecology – Natural England has raised no objection to the Planning Application, and CDC's Ecologist has confirmed their acceptance of the mitigation proposed in the form of further surveys to be undertaken in advance of the commencement of development on the site in respect of Great Crested Newts (to be secured through an appropriately worded planning condition), as well as the anticipated biodiversity net gain of

between 14-17% - above the minimum 10% level required within the emerging Environment Act – to be confirmed at reserved matters stage;

- ix. Green Infrastructure – the areas of 'protected' multi-functional green space and buffers are shown on Development Parameters Plan 2 – Green Space (see **Appendix 7**), and the Development Parameters commit to a minimum of 40% of the finished Site being green space. The Appellant will demonstrate, with reference to the DAS submitted with the Planning Application, the way in which the green space within the Site could eventually be delivered in a way which meets the requirements of Policy BSC11 to deliver a range of types of green space within the Site, and to concur with the conclusion of the Officers' report (at paragraph 9.177) which states that *'the proposed level and range of Green Infrastructure could be considered to be acceptable and in accordance with the aims of the wider masterplan as set out in Policy Bicester 1 and the associated NWBSPD'*;
- x. Drainage/Flood Risk – The Environment Agency ('the EA') initially objected to the Planning Application, raising concerns regarding the assessment of flood risk, and seeking amendments to the modelling which had been undertaken, to include:
  - i. Consideration of how a range of flooding events (including extreme events) will affect people and property using evidence which is fit for purpose; and
  - ii. Taking the impacts of climate change into account as there is an inadequate assessment of climate change allowances.
- xi. Through discussion with the EA, and the submission of further information, the Appellant has overcome that objection, and agreed a set of planning conditions with the EA which secure the principles outlined in the Flood Risk Assessment.

5.5 In respect of the assessment of financial viability and addressing the provisions of Policy BSC3 of the development plan, the SoC prepared by Rapleys and contained at **Appendix 2** summarises the position as regards viability assessment in respect of the Proposed Development, and sets out the evidence which will be presented by the Appellant as regards viability matters.

## **The Benefits of the Planning Application**

### Economic and Social Benefits

- 5.6 It will be demonstrated that the economic and social benefits arising from the Proposed Development are significant. It will be demonstrated that the provision of up to 530 residential units will make a significant positive contribution towards addressing the current and future needs of the District, on a site which is allocated for a large residential-led mixed use development. Further, it will be demonstrated that whilst the Proposed Development may not deliver the 30% affordable housing requirement identified as the target required for sites of 11 or more dwellings in Bicester, the Appellant has complied with Policy BSC3 of the development plan by demonstrating that the Proposed Development is unviable in relation to those requirements. In applying the tests as set out in Policy BSC3, the Appellant has complied with that Policy by identifying, pursuant to an evidenced viability assessment, what level of affordable housing can be delivered at the Appeal site.

### Environmental Benefits

- 5.7 It will be demonstrated that a range of environmental benefits will be delivered at the Site. It will be explained that more than 40% of the Site will be green space and will provide a variety of types of green space and play areas, alongside the existing natural wooded areas and hedgerow buffer areas. This will create a new network of publicly accessible spaces and extend this network further into the NWBSPD allocation area. The Site will deliver a biodiversity net gain over and above the minimum requirements, alongside the delivery of new landscaping.

## **The Planning Balance**

- 5.8 Having identified the significant benefits that arise from the development of the Site, the Appellant will confirm that when applying the planning balance, the Planning Application should be granted permission.

5.9 In doing so, the Appellant will explain that under Section 38(6) of the Planning and Compulsory Purchase Act 2004, that if regard is to be had to the development plan for the purposes of any determination, then that determination must be made in accordance with the plan unless material considerations indicate otherwise. The Appellant will demonstrate through evidence that the Proposed Development accords with the development plan and is consistent with, and indeed encouraged by the NPPF, and the NWBSPD. As a result, it should be approved without delay.

5.10 Further, it is noted that CDC cannot currently demonstrate a five-year housing land supply for the period 2022-2027. The Appellant supports the position set out in paragraphs 9.13 to 9.15 of the Officers Report at which it is acknowledged that, where this is the case the provisions of paragraph 11(d) of the NPPF are engaged. Paragraph 11(d) states that in respect of decision-taking this means granting planning permission unless:

*"i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*

*ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

5.11 The Appellant will demonstrate that, should the Inspector disagree with the position stated above in respect of the Proposed Development being in compliance with the development plan, it meets the tests of paragraph 11(d) when engaged (as it is in respect of this Planning Application).

5.12 The detailed SoC attached at **Appendix 2** on specific viability matters sets out a clear understanding of the key issues associated with the Planning Application, how the viability position accords with those policies, and the benefits that will be delivered.

5.13 It will therefore be set out that it must follow that the Planning Application should benefit from the presumption in favour of sustainable development and, in light of the fact that it both complies with the development plan, and meets the paragraph 11(d) tests, that the Appeal should be allowed, and planning permission granted.

## 6.0 DRAFT CONDITIONS AND PLANNING OBLIGATIONS

### Planning Conditions

- 6.1 The Appellant provided CDC with a draft set of proposed planning conditions related to the Planning Application proposals in August 2022 (see **Appendix 9**). CDC are yet to respond to the Appellant in respect of those draft planning conditions.
- 6.2 CDC Officers issued a set of proposed planning conditions within the Late Sheet which preceded the Planning Committee on 12<sup>th</sup> January. These conditions differ considerably from those drafted by the Appellant (**Appendix 9**), and to this end the Appellant intends to enter into discussion with CDC in advance of the Inquiry and expects to be in a position to agree a set of planning conditions within the SoCG. Any areas of uncommon ground will be identified as such and evidence will be produced by the Appellant as to the proposed alternative planning conditions.

### Planning Obligations

- 6.3 The NPPF (paragraph 56) makes clear in reference to planning obligations that they must only be sought where they meet all of the following tests:
- a) They are necessary to make the development acceptable in planning terms;
  - b) They are directly related to the development; and
  - c) They are fairly and reasonably related in scale and in kind to the development.
- 6.4 The Appellant's Planning Statement acknowledged that paragraph 6.17 of the NWBSPD refers to the adopted Local Plan (Policy INF1) advises that development contributions through legal agreements should include:
- Provision of affordable housing;
  - Contributions to educational facilities;
  - Community facilities;
  - Sports facilities;
  - Management and maintenance of open space;
  - A burial ground;
  - Governance;
  - Sustainable lifestyles requirements;
  - Local employment, training, and skills;

- Sustainable transport measures including the provision of bus services, off site highways schemes, pedestrian, and cycle routes; and
- Provision of SuDS.

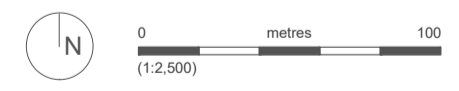
6.5 in addition to this, the Appellant highlighted that the NWBSPD identifies that the S106/planning conditions for any proposed development schemes within the allocation may need to include provision of and/or contributions towards the following:

- Community facilities;
- Changing places;
- Adult learning;
- Social care for the elderly;
- Health facilities;
- Fire station;
- Early intervention centres;
- Community development workers and fund;
- Thames Valley Police – neighbourhood/community safety;
- Skills and training;
- Visitor facilities/environmental education centre;
- Places of worship;
- Schools;
- Sports pitches and associated buffers;
- Sports centre;
- Amenity space (parks and play areas);
- Burial ground;
- Biodiversity offset contribution;
- Museum Resource Centre contribution;
- Public art;
- Waste collection;
- Affordable housing;
- Sustainable transport; and
- Bus service.



- 6.6 The Officers' report to Planning Committee included a proposed set of S106 Heads of Terms, with associated financial obligations and some indexation information. That Schedule of obligations is yet to be agreed and further information is required from OCC and CDC in this respect. A S106 Agreement has not been progressed during the determination period, and the Officers recommended to Members that this would be progressed by Officers using their delegated powers.
- 6.7 As set out in our draft SoCG, the Appellant will liaise with CDC to agree a bilateral S106 Agreement (or if needs be, the Appellant will prepare a Unilateral Undertaking).

**APPENDIX 1**  
**SITE LOCATION PLAN**



- Application boundary 24.16 hectares
- Other land under the applicants ownership 0.03 hectares

Project  
Land at North West Bicester

Drawing Title  
Location Plan

Date	16/11/2021	Scale	1:2,500 at A1	Drawn by	LA	Check by	LA
Project No	1192	Drawing No	001	Revision	J		

**APPENDIX 2**  
**STATEMENT OF CASE PREPARED BY RAPLEYS, IN RESPECT OF**  
**VIABILITY MATTERS**

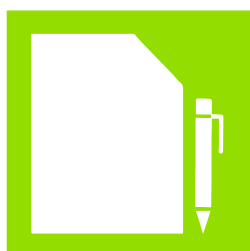
# Land at North West Bicester, OX27 8BP

Planning Appeal by Firethorn Developments Limited

Statement of Case on Financial Viability in Planning

30 January 2023

Our Ref: NF/20-00678



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## **1 INTRODUCTION**

- 1.1 This Statement of Case (SoC) has been prepared by Rapleys LLP on behalf of Firethorn Developments Limited (the Appellant) in connection with its appeal for non-determination within the statutory period by Cherwell District Council (CDC) of outline planning application 21/01630/OUT.
- 1.2 This SoC focuses on viability matters affecting the proposed scheme and is provided as a Supplemental Report to the main Planning SoC and draft Planning Statement of Common Ground (SoCG) prepared by the Appellant's planning consultant Barton Wilmore (now Stantec). It should not be read in isolation from the Planning SoC nor draft Planning SoCG.
- 1.3 The Planning SoC provides all relevant details in connection with the proposed details for the appeal site, the planning history and scheme proposals. It also provides the necessary planning context in respect of the planning application and the Appellant's overall planning case for the appeal. The Planning SoC also deals with the planning balance.
- 1.4 This SoC focuses on the Appellant's case in respect of financial viability in planning and should be read in connection with the Financial Viability Assessment dated 22<sup>nd</sup> October 2021, prepared by Rapleys LLP and submitted with the planning application, as well as the Review of the Applicant's Financial Viability Assessment dated 21<sup>st</sup> November 2022, prepared by Highgate Land and Development (HLD) on behalf of CDC.

### **OVERVIEW OF CURRENT VIABILITY POSITION**

- 1.5 Both the Appellant and CDC Planning Officers agree that the proposed scheme is unable to fully meet the policy target levels of affordable housing required by Local Plan Policies BSC3, Bicester 1 and the North West Bicester SPD. The Appellant agrees with CDC Planning Officers that a balanced solution is necessary to deal with the viability gap generated by trying to meet the policy targets in respect of delivering the scheme as True Zero Carbon and delivering 30% affordable housing.
- 1.6 The Appellant and CDC Planning Officers have managed to agree numerous inputs to the viability case, and these are set out in the draft Viability SoCG, however there currently remain a number of key areas in respect of sales values (GDV), build costs, benchmark land value (BLV) and s.106 financial contributions that the parties need to finalise in order to confirm the viable level of affordable housing that the scheme can deliver. This is acknowledged in the Officer's Report to members and the Appellant is committed to seeking agreement on these issues in advance of the Inquiry date so that an agreed SoCG on viability can be presented.

## 2 FINANCIAL VIABILITY IN PLANNING POLICY CONTEXT

### NATIONAL POLICY

2.1 The Appellant's case will be prepared paying regard to:

- Paragraphs 57 and 58 of the National Planning Policy Framework (NPPF)
- Viability Guidance prepared by the Department for Levelling Up, Housing and Local Communities that sits alongside the NPPF
- RICS Professional Statement "Financial Viability in Planning: conduct and reporting (First Edition) May 2019" (FVIP)
- RICS Guidance Note "Assessing viability in planning under the National Planning Policy Framework 2019 for England (First Edition) March 2021"

2.2 The Viability Guidance prepared alongside the NPPF at Paragraph: 010 Reference ID: 10-010-20180724 states:

*"Viability assessment is a process of assessing whether a site is financially viable, by looking at whether the value generated by a development is more than the cost of developing it. This includes looking at the key elements of gross development value, costs, land value, landowner premium, and developer return."*

2.3 The NPPF and updated Viability guidance note advocates the use of viability assessments at the plan-making, rather than the decision-taking, stage. Specifically, paragraph 58 of the NPPF details:

*"Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force."*

2.4 The NPPF therefore puts the responsibility on the applicant to demonstrate whether particular circumstances justify the need for a viability assessment. In terms of the weight given to an assessment this is now a matter for the decision maker having regard to all of the circumstances in the case. The decision maker needs to pay regard to whether the plan and the viability evidence underpinning it are up to date.

2.5 The NPPF seeks to move the focus of viability studies to the plan making stage. Policy requirements, particularly for affordable housing, should be set at a level that takes account of affordable housing and infrastructure needs and allows for the planned types of sites and development to be deliverable, without the need for further viability assessment at the decision-making stage.

2.6 The viability evidence base that underpins the Local Plan is now out of date. The most recent viability evidence base was commissioned by CDC in July 2017<sup>1</sup>. That study is now some 6 years old and did not include a specific assessment of the appeal site. Therefore, considerable weight needs to be given to the viability assessments prepared as part of the appeal.

2.7 CDC are reviewing their Local Plan and the Regulation 18 Consultation for the Draft CDC Local Plan 2040 is at early stages. There will be a new viability evidence base prepared as part of the new Local Plan but at this stage any draft evidence base carries little weight as it is yet to be consulted upon or tested as part of the Local Plan examination process. As the Local Plan examination process evolves it may be necessary to refer to the emerging evidence base.

2.8 Paragraph 58 goes on to say:

*"All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available."*

2.9 This Appellant's case on viability will follow the recommended approach detailed in the Viability Guidance Note including the adoption of the standardised inputs.

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<sup>1</sup> Cherwell District Council: Local Plan Partial Review – Viability Assessment, July 2017



## LOCAL POLICY

- 2.10 Local plan policy in respect of affordable housing and financial viability in planning is set out at Local Plan Policy BSC3 'Affordable Housing'. It states that:
- 'At Banbury and Bicester, all proposed developments that include 11 or more dwellings (gross), or which would be provided on sites suitable for 11 or more dwellings (gross), will be expected to provide at least 30% of new housing as affordable homes on site.'*
- 2.11 Policy BSC3 also states:
- 'All qualifying developments will be expected to provide 70% of the affordable housing as affordable/social rented dwellings and 30% as other forms of intermediate affordable homes. Social rented housing will be particularly supported in the form of extra care or other supported housing. It is expected that these requirements will be met without the use of social housing grant or other grant.'*
- 2.12 Policy BSC3 also states:
- 'Should the promoters of development consider that individual proposals would be unviable with the above requirements, 'open-book' financial analysis of proposed developments will be expected so that an in house economic viability assessment can be undertaken. Where it is agreed that an external economic viability assessment is required, the costs shall be met by the promoter.'*
- 2.13 Finally, Policy BSC3 states:
- 'Where development is demonstrated to be unviable with the above requirements, further negotiations will take place. These negotiations will include consideration of: the mix and type of housing, the split between social rented and intermediate housing, the availability of social housing grant/funding and the percentage of affordable housing to be provided.'*
- 2.14 Therefore, there is both National and Local Planning Policies that allow for the proposed scheme to be viability tested.

### 3 APPELLANT'S VIABILITY CASE

- 3.1 The Appellant's viability case is that the cumulative impact of meeting the LPA's policy objectives in respect of True Zero Carbon<sup>2</sup>, 40% open space provision<sup>3</sup>, S.106 financial contributions and necessary infrastructure delivery means that the scheme cannot viably deliver on the LPA's 30% affordable housing target<sup>4</sup>, when assessed against the site's benchmark land value.
- 3.2 The Officer's Report sets out a thorough account of the viability constraints, negotiations to date and recommended approach to reaching a suitable balance in respect of the competing policy demands from para 9.214 – 9.251.
- 3.3 In the Officer's Report they propose a balanced solution to the viability constraints at 9.249:
- 10-15% Affordable Housing (final % to be confirmed once further work has been undertaken as the minimum to be secured)
  - A S106 package as set out in Appendix 1 which sets out the recommended Heads of Terms taking into account the assessment above (final HoT to be confirmed once some queries have been dealt with as set out above)
  - The development built to Future Homes Standard with the applicant's offered contribution of £543,600 set aside and identified for use on site to enable additional benefit to the site over and above the development achieving Future Homes Standard.
- 3.4 The Appellant is in broad agreement with this balanced approach, however they will only be able to confirm the minimum level of affordable housing once the LPA are able to confirm the exact package of S.106 financial contributions and how it is indexed. There also remain a number of outstanding points in respect of sales values and build cost. The Appellant intends to continue to engage with the LPA in advance of the appeal to agree as many of these inputs as possible.
- 3.5 As this an appeal against non-determination and the planning application has not yet been presented to the Council's Planning Committee, the Appellant does not yet know whether there will be any disagreement over any aspect of the scheme, and if there is, if there is a prospect of resolution of any disagreement prior to the Inquiry. The Appellant is committed to trying to resolve any outstanding issues and the following matters are expected to be common ground between the Appellant and the Council, based on the extensive pre, and post-submission discussions to date. If they are not capable of agreement the Appellant will be providing evidence to support their case.

### 4 AREAS EXPECTED TO BE AGREED

#### VALUE ENGINEERED SCHEME

- 4.1 That the appeal scheme to be tested for viability will be based on what the Parties refer to as the Value Engineered Scheme (VE Scheme). The VE Scheme includes the removal of the costs for rainwater and grey water harvesting plus other cost reductions such as removing the requirement to provide fruit trees and passive ventilation. These costs are not related to the scheme's ability to achieve True Zero Carbon but is related to other sustainability/ climate change aspects of the development. The removal of these items, which are currently costed in the region of £6m assists in making the scheme more viable. If evidence is required in respect of how the VE Scheme aligns with Bicester Policy 1 and the Northwest Bicester SPD in respect of True Zero Carbon, this will be provided by the Appellant's Environmental Consultants.

#### HOUSING MIX

- 4.2 The Parties agree that the housing mix set out in the Appeal Scheme is the mix that should be tested for viability purposed. It is acknowledged by the Parties that the given the appeal scheme is for outline consent, the final mix that will be delivered will be subject to reserved matters consent. The LPA will be proposing conditions regarding density, design, mix of units and space standards and the Parties will seek to agree these in advance of the appeal.

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<sup>2</sup> Cherwell Local Plan Policy Bicester 1

<sup>3</sup> North West Bicester SPD Development Requirement 9 - Green infrastructure and landscape

<sup>4</sup> Local Plan Policies BSC3

## **AFFORDABLE HOUSING MIX**

It has been agreed with the LPA that the affordable housing mix should be based on 70% rented (affordable rent not social rent) and 30% intermediate. The Parties did test the inclusion of First Homes but agreed that it had a detrimental impact on the viability of the scheme and therefore it agreed with the LPA that First Home would not be included.

## **INPUTS TO THE VIABILITY APPRAISALS**

4.3 The Parties already agree in principle to the following items within the viability development appraisals. The details are set out in the draft Viability SoCG:

- Value of Affordable Housing units based on agreed percentages to Open Market Value
- No required HIF Funding payment towards the cost of infrastructure works related to the new rail-over-road bridge that is required to facilitate the re-alignment of the A4095 in the vicinity of Howes Lane and Lords Lane in Bicester. This has been confirmed by Oxfordshire County Council based upon their agreement with Homes England.
- Cashflow of Construction Costs
- Infrastructure and Developer Contingencies
- Professional Fees
- Phasing
- Marketing Costs / Sales Costs
- Finance Costs
- Profit

## **5 AREAS THAT REQUIRE FURTHER NEGOTIATIONS**

5.1 At this stage there are no areas that are 'Not in Agreement' in the draft Viability SoCG. Where there are matters that the Parties are apart, it is anticipated that these can be negotiated, agreed and set out in the Viability SoCG.

### **SALES VALUES (GDV)**

5.2 The Parties have agreed the majority of the sales values for the proposed scheme as at Q1 2022, however the Parties need to reach agreement on the current sales values. Further negotiations will take place to try and reach an agreed position.

### **BUILD COSTS**

5.3 The current build costs are based on Q3 2021 rates and the Parties' respective Cost Consultants have applied BCIS indexation rates to the original build costs. Most of the inputs are agreed but there remain some outstanding points that the Appellant will seek to agree with the LPA. The cost plan presented at the Appeal will be an up-to-date assessment of the build costs.

### **BENCHMARK LAND VALUE**

5.4 The Parties currently remain apart on this. Further negotiations will take place in order to try and reach an agreed position.

### **S106 FINANCIAL CONTRIBUTIONS**

5.5 In advance of the final committee report the Appellant was provided with a revised schedule of S.106 costs. The majority of the contributions are agreed, however there are some outstanding issues surrounding appropriate indexation of certain contributions. These are particularly the case for the OCC contributions. The Parties will seek to resolve these issues so that there is a confirmed level of financial contribution that the scheme needs to deliver.

## 6 CONCLUSION

6.1 It is anticipated that the outstanding issues relative to viability will be negotiated and agreed in the Viability SoGC. However, if there remain matters outstanding it will be the Appellant's case that:

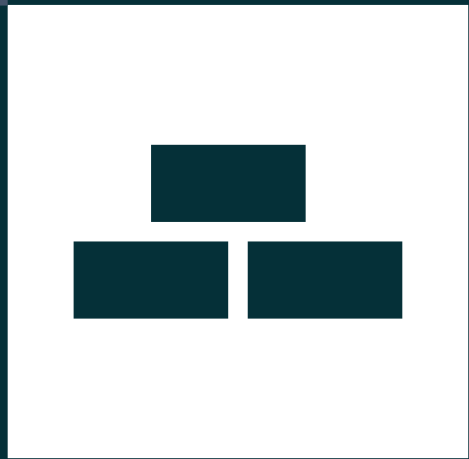
- National Planning Policy supports the scheme specific viability testing where the local plan evidence base is out of date. In this case the CDC Viability Evidence base is some 6 years old.
- Local Plan Policy BSC3: Affordable Housing also allows for 'open-book' financial analysis of proposed developments.
- That the cumulative impact of meeting the LPA's policy objectives in respect of True Zero Carbon<sup>5</sup>, 40% open space provision<sup>6</sup>, S.106 financial contributions and necessary infrastructure delivery means that the scheme cannot viably deliver on the LPA's 30% affordable housing target<sup>7</sup>, when assessed against the site's benchmark land value.
- That the VE Scheme, which will be constructed to Future Homes Standard 2025, together with a Carbon Off-Set payment, which the Appellant will commit to being spent on the site, *does* meet the definition of True Zero Carbon in Policy Bicester 1 and North West Bicester SPD.
- That residential sale values are up to date, evidence based and appropriate for the scheme.
- That the correct build costs have been applied to the proposed scheme.
- That the adopted BLV is appropriate for the subject site, which forms part of an allocated strategic masterplan.
- That the correct s.106 financial contributions have been allowed for in the viability testing.
- That the Appellant agrees to a Viability Review Mechanism to be included within the s.106.

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<sup>5</sup> Cherwell Local Plan Policy Bicester 1

<sup>6</sup> North West Bicester SPD Development Requirement 9 - Green infrastructure and landscape

<sup>7</sup> Local Plan Policies BSC3



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**RAPLEYS**

**APPENDIX 3**  
**LIST OF PLANNING APPLICATION DOCUMENTS**

**APPLICATION DOCUMENTS AND SUPPORTING DOCUMENTS**

**List of Application Documents**

<b>Document Title</b>	<b>Date</b>
Covering Letter NWB OPA Submission	May 2021
Application form and site ownership certificates	May 2021
CIL form - NW Bicester - Final for CDC	May 2021
NWB Development Parameters - V3 - Final	April 2021
Site Location Plan - drawing ref. 1192-001-RevI	April 2021
Parameter Plan 1 Building heights - drawing ref. 1192-003C-RevH	April 2021
Parameter Plan 2 Green space - drawing ref. 1192-003A-RevH	April 2021
Parameter Plan 3 Access - drawing ref. 1192-003D-RevH	April 2021
Site Access A-B-C - drawing re. 4600-1100-T-009-RevC	April 2021
Site Access D - drawing ref. 4600-1100-T-010-RevA	April 2021
Site Access E - drawing ref. 4600-1100-T-011-RevB	April 2021
Charlotte Ave traffic signals - drawing ref. 4600-1100-T-016-RevB	April 2021
Covering Letter to CFord at CDC	November 2021
NWB Development Parameters-V4	November 2021
Site Location Plan - drawing ref. 1192-001-RevJ	November 2021
Proposed Ped Crossing - dwg.ref.4600-1100-T-004-RevD	November 2021
Site Access A-B-C - dwg.ref.4600-1100-T-009-RevD	November 2021
Site Access D - dwg.ref.4600-1100-T-010-RevB	November 2021
Site Access E - dwg.ref.4600-1100-T-011-RevE	November 2021
Construction Access - dwg.ref.4600-1100-T-027-RevB	November 2021

Covering Letter to CFord – FINAL	March 2022
NWB Development Parameters-V5 Clean	March 2022
NWB Development Parameters-V5-Tracked	March 2022
Parameter Plan 3 - Access - drawing ref. 1192-003-RevM	March 2022
Site Access E - dwg.ref.4600-1100-T-011-RevF	March 2022
Site Access A - dwg.ref.4600-1100-T-040-RevA	March 2022
Site Access A B - dwg.ref. 4600-1100-T-041-RevA	March 2022
Site Access C - dwg.ref. 4600-1100-T-042-RevA	March 2022
Covering Letter to CFord - Dec 2022 Parameter Amends	December 2022
NWB Development Parameters - V6.1 - Final Clean with plans	December 2022
NWB Development Parameters - V6.1 - Final Tracked	December 2022
Site Location Plan - dwg.ref. 11912-001-RevJ	December 2022
Parameter Plan 1 - dwg.ref. 1192-003-RevN	December 2022
Parameter Plan 2 - dwg.ref. 1192-003-RevN	December 2022
Parameter Plan 3 - dwg.ref 1192-003-RevM	December 2022

**List of Supporting Documents**

<b>Document Title</b>	<b>Date</b>
Bicester Illustrative Masterplan - drawing ref. 1192-SK004-RevC	April 2021
Planning Statement-V3-Final	April 2021
NW Bicester DAS V5 - FINAL	April 2021
Statement of Community Involvement Report	April 2021
Statement of Community Involvement Appendices Part 1	April 2021
Statement of Community Involvement Appendices Part 2	April 2021
Health Impact Assessment	April 2021



Outline Energy Statement	April 2021
Affordable Housing Statement	April 2021
Water Efficiency Statement	April 2021
Technology Appraisal for Net Zero Homes	April 2021
BASELINE TREE SURVEY_Part1	April 2021
BASELINE TREE SURVEY_Part2	April 2021
Utilities Appraisal Report Part 1 of 5	April 2021
Utilities Appraisal Report Part 2 of 5	April 2021
Utilities Appraisal Report Part 3 of 5	April 2021
Utilities Appraisal Report Part 4 of 5	April 2021
Utilities Appraisal Report Part 5 of 5	April 2021
Desk Study and SI Statement - Parts 1-8	May 2021
Environmental Statement - Volume 1 Main Report and Figures	April 2021
Environmental Statement - Volume 2 Appendices	April 2021
Environmental Statement - Non Technical Summary	April 2021
NW Bicester Post Submission Design Pack	November 2021
NW Bicester Flood Modelling Report_V1	November 2021
BNG Assessment - Technical Note v2	November 2021
Stantec response to Bioregional comments	November 2021
TN003-Velocity-Consultation Responses-Part 1	November 2021
TN003-Velocity Consultation Responses-Part 2	November 2021
TN003-Velocity Consultation Responses-Part 3	November 2021
NW Bicester EA Response V1	March 2022
TN007 - Response to OCC Comments_Part1	March 2022
TN007 - Response to OCC Comments_Part2	March 2022
TN007 - Response to OCC Comments_Part3	March 2022

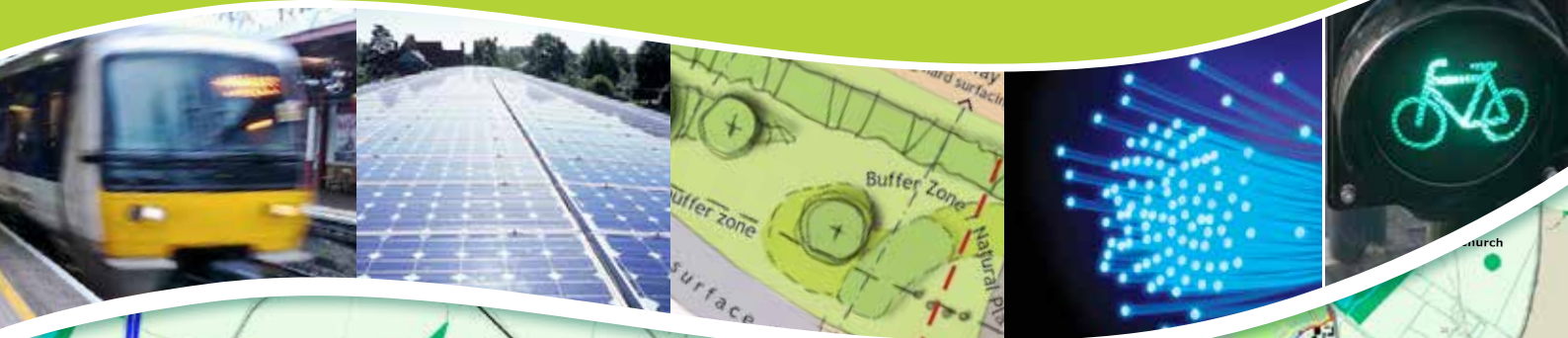
ES Conformity Letter - Dec22	December 2022
GCN Mitigation Strategy vf1	September 2022
NW Bicester Model Report_V2	February 2021
EA hydraulic model review_1st review_Vectos Response	
EA hydrology review_1st review_SLR Response	
Revised Hydrological Report	February 2022
Screenshot of file uploads to EA website	February 2022
TN001 - Junction Assessment Review	February 2021
TN003 - Consultation Responses	November 2021
TN004 - Spine Road Suitability	November 2021
TN005 - Grampian Condition	November 2021
TN006 - A4095 Mitigation	March 2022
TN007 - Response to OCC	March 2022
TN008 - A4095 Calibration Rev A and Rev B	June/July 2022
TN009 - Response to OCC	May 2022
TN010 - Summary of OCC Comments	September 2022
TN011 - A4095 Further Calibration	November 2022
Land at NW Bicester - FVA Report - October 2021	October 2021
Land at NW Bicester - FVA Non-Tech Exec Summary	October 2021
Land at NW Bicester - FVA Executive Summary	May 2022
Further Draft offer	October 2022
Land NW Bicester Addendum Letter	July 2021
ES Addendum vf	July 2021
NW Bicester ES Addendum	November 2021

NW Bicester ES Non Tech Summary	November 2021
NW Bicester ES Addendum	March 2022
NW Bicester ES Addendum - March 2022 - Appendix 6.3 Pt1	March 2022
NW Bicester ES Addendum - March 2022 - Appendix 6.3 Pt2	March 2022
NW Bicester ES Addendum - March 2022 - Appendix 6.3 Pt3	March 2022
NW Bicester ES Addendum - March 2002 - Appendix 6.3 Pt4	March 2022
NW Bicester ES Addendum - March 2022 - Appendix 6.3 Pt5	March 2022

**APPENDIX 4  
NORTH WEST BICESTER SPD**

# North West Bicester Supplementary Planning Document

February 2016





## Foreword

North West Bicester will be a neighbourhood unlike any other in Bicester - a development that demonstrates the highest levels of sustainability. Residents who move to North West Bicester will be making a lifestyle choice to live in efficient modern homes built to the highest environmental standards with excellent access to the town centre, public transport and adjoining countryside. The site offers a unique opportunity to bring about a sustainable large scale development as part of the extension of the existing town with a comprehensive mixed use scheme designed and constructed to the highest environmental standards, bringing a mix of homes, offices, shops and easily accessible open space.

The development at North West Bicester will make a significant contribution to meeting the District's need for more homes and jobs as set out in the Cherwell Local Plan, including the delivery of affordable housing. A series of new places will be created, adding to the quality of and integrating with the existing town. The layout of the development will be based on the landscape framework of existing field boundaries defined by hedgerows.

The proposals will take at least 20 years to complete and will help trigger the transition to a low carbon community across the town. They present an exciting opportunity to build a new form of sustainable community within Cherwell District and to extend the benefits of this community to the existing town of Bicester.

  
**Councillor Michael Gibbard**

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# 1. Introduction

- 1.1 **This Supplementary Planning Document (SPD) expands upon Policy Bicester 1 of the adopted Cherwell Local Plan 2011-2031 Part 1. A copy of Policy Bicester 1 is set out in full in Appendix I. The SPD provides further detail to the policy and a means of implementing the strategic allocation at North West Bicester.**
- 1.2 In summary, when fully delivered, North West Bicester will provide:
- Up to 6,000 “true” zero carbon homes;
  - Employment opportunities providing at least 4,600 new jobs;
  - Up to four primary schools and one secondary school;
  - Forty per cent green space, half of which will be public open space;
  - Pedestrian and cycle routes;
  - New links under the railway line and to the existing town;
  - Local centres to serve the new and existing communities; and
  - Integration with existing communities.
- Background**
- 1.3 In 2009, the site at North West Bicester was identified as having potential as an eco-town location in the Planning Policy Statement (PPS): Eco-towns a supplement to PPS1. The Eco-towns PPS set out a range of criteria to which eco-town developments should respond and which aim for eco-towns to be exemplars in good practice and provide a showcase for sustainable living. The Council promoted the site and was supportive of the principle of bringing forward an eco-town in this location. It has subsequently been included in the adopted Cherwell Local Plan 2011-2031 (Part 1) as Policy Bicester 1, a strategic allocation for up to 6,000 new homes.
- 1.4 In April 2014, the “Locally-led Garden City Prospectus” (Department of Communities and Local Government) led to Bicester being awarded Garden Town status. On 5th March 2015, the Minister for Housing and Planning announced in a ministerial written statement that the Eco-towns PPS was cancelled for all areas except North West Bicester. As it is expected that the PPS Supplement will in time be cancelled in its entirety, the Eco-town standards have now been brought into this SPD (Appendix II).
- 1.5 In March 2014, a masterplan and supporting vision documents was submitted to Cherwell District Council by developers A2Dominion setting out the spatial land uses for up to 6,000 homes on approximately 400 hectares of land at North West Bicester. The masterplan submission was supported by the following strategies, plans and documents:
- Access and Travel Strategy
  - Community Involvement and Governance Strategy
  - Energy Strategy
  - Flood Risk Assessment
  - Economic Strategy
  - Economic Baseline
  - North West Bicester Masterplan Framework (Drawing No. BIMP6 01 Rev. B)
  - North West Bicester Green Infrastructure Masterplan Framework (Drawing Number: BIMP6 02 Rev A)
  - North West Bicester Masterplan Movement and Access Framework (Drawing Number: BIMP6 03 Rev B)
  - Green Infrastructure and Landscape Strategy
  - Residential Strategy
  - Statement of Community Involvement
  - Strategic Environmental Report
  - Social and Community Facilities and Services Strategy
  - Transport Strategy

- Water Strategy
- Vision and Objectives Document

1.6 The documents are available as background information on the Cherwell District Council website at [www.cherwell.gov.uk](http://www.cherwell.gov.uk). A schedule of the documents used to support the SPD is contained in Appendix III.

### **Purpose of the SPD**

1.7 This SPD sets out the minimum standards to be achieved by the proposed development. Developers will be encouraged to exceed these standards where possible and will be expected to apply new higher standards that arise during the life of the document and reflect up to date best practice and design principles.

1.8 The key elements of the SPD are:

- The masterplan;
- Development and design principles aimed at delivering a high quality scheme;
- Requirements for addressing sustainable design;
- Requirements relating to the scheme's delivery and implementation; and
- Requirements which should be met at the detailed planning application stage and beyond to ensure adequate and consistent approaches to quality and delivery.

1.9 The SPD supports the implementation of Policy Bicester 1 of the Local Plan and will be a material consideration in determining planning applications on the North West Bicester site. In addition, it will aid the submission of successful planning applications and infrastructure delivery.

1.10 The SPD should be read in conjunction with the National Planning Practice Guidance (NPPG) including the National Planning Policy Framework (NPPF), the adopted Cherwell Local Plan and other guidance relating to large-scale sustainable development. It is expected the Urban Design Framework currently being developed and design codes will be developed as part of the planning process to guide development proposals.

### **Strategic Environmental Assessment and Sustainability Appraisal**

1.11 The Cherwell Local Plan 2011-2031 Sustainability Appraisal (SA) and Strategic Environmental Appraisal (SEA) process was carried out in line with the requirements of European and national law and provides an assessment of its environmental effects of the policies and proposals.

1.12 The Final SA report sets out the results of the SA process, outlines why alternatives were selected, reports on the assessment of the Local Plan and outlines a programme for monitoring the environmental and sustainability effects of the plan. The full SA report, including the assessment of the North West Bicester site, is available on the council's website at: [www.cherwell.gov.uk](http://www.cherwell.gov.uk). Screening Statement to determine the need for a Strategic Environmental Assessment for the North West Bicester SPD concluded that an SEA was not required as it did not introduce new elements that would have significant environmental effects that had not been considered as part of the Local Plan SA. The Environment Agency, Natural England and Historic England as the three statutory consultation bodies on the Screening Statement did not raise any objections.

### **Planning Policy**

#### **National Planning Policy Framework March 2012**

1.13 The National Planning Policy Framework (NPPF) sets out the Government's planning policies. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans. The NPPF must be taken into account in the preparation of such plans and is a material consideration in planning decisions.

1.14 At the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-making. The advice in the NPPF has been taken into account in the drafting of this SPD.



## National Planning Practice Guidance (NPPG)

- 1.15 The NPPG provides Government guidance on a wide range of planning topics including on sustainability and design.

## Planning Policy Statement: eco-towns a supplement to Planning Policy Statement 1

- 1.16 The Eco-towns Planning Policy Statement (PPS) supplement sets out objectives for sustainable development in the form of large-scale development providing more homes while responding to the impact of climate change. It set out a wide range of standards for the delivery of zero carbon development, homes, transport, jobs, local services and other components of an eco-town. Relevant standards have been incorporated into this SPD.

## Cherwell Local Plan, 2011-2031 Part 1

- 1.17 The Cherwell Local Plan (CLP) 2011-2031 Part 1 sets out district-wide strategic objectives and policies. Proposals maps showing the strategic development sites are contained in the Local Plan. Policy Bicester 1 sets out the council's strategic policy and development standards for the eco-town development at North West Bicester. The Local Plan includes other relevant policies, for example those on sustainable development (PSD1, ESD1-13), open space and local standards (BSC10 and BSC11) and infrastructure (INF1). The SPD should be read in conjunction with the Local Plan policies.
- 1.18 The Local Plan sets out the housing trajectory up to 2031 including the projected delivery of new homes at North West Bicester. The delivery of the development will go beyond the plan period and is expected to take up to 30 years to complete. This is recognised in Policy Bicester 1.

## Oxfordshire Local Transport Plan 4 (LTP4)

- 1.19 Since Local Transport Plan 3 was adopted in 2011, much has changed, especially the way in which transport improvements can be funded. To ensure that the county's transport

systems are fit to support population and economic growth, Oxfordshire County Council has developed a new Local Transport Plan. Connecting Oxfordshire, the Local Transport Plan for Oxfordshire was adopted in September 2015. It sets out the transport vision, goals and objectives, to ensure that they support the Local Enterprise Partnership's Strategic Economic Plan as well as District Council Local Plans and other council strategies.

## Other relevant policy and guidance

- 1.20 The SPD should be read in conjunction with the Cherwell Local Plan 2011-2031 and other Government policy documents relating to large-scale development, sustainability and design, in particular:
- By Design: Urban Design in the Planning System - Towards Better Practice, (Department of Environment, Transport and Regions - DETR and Commission for Architecture and the Built Environment - CABE);
  - The Urban Design Compendium (editions 1 & 2) (Homes and Communities Agency);
  - Places Streets and Movement: Better Places to Live by Design (CABE);
  - Manual for Streets (2007) Department for Transport - (DfT)
  - Manual for Streets 2 (2010) Chartered Institution of Highways & Transportation;
  - Car parking: What works where (Design for Homes, English Partnerships);
  - Eco-towns worksheets – advice to promoters and planners (Town and Country Planning Association, DCLG)
  - Sustrans Design Manual, Sustrans (November 2014); and
  - What makes an eco-town? BioRegional and CABE
- 1.21 These documents collectively promote a consensus view of good design principles. The SPD should also be read in conjunction with the North West Bicester masterplan supporting documents and strategies dated March and May 2014 which have informed the preparation of the SPD and should be used in preparing planning applications.

## 2. Site context

2.1 This section provides a summary of the site location, local context, features and opportunities.

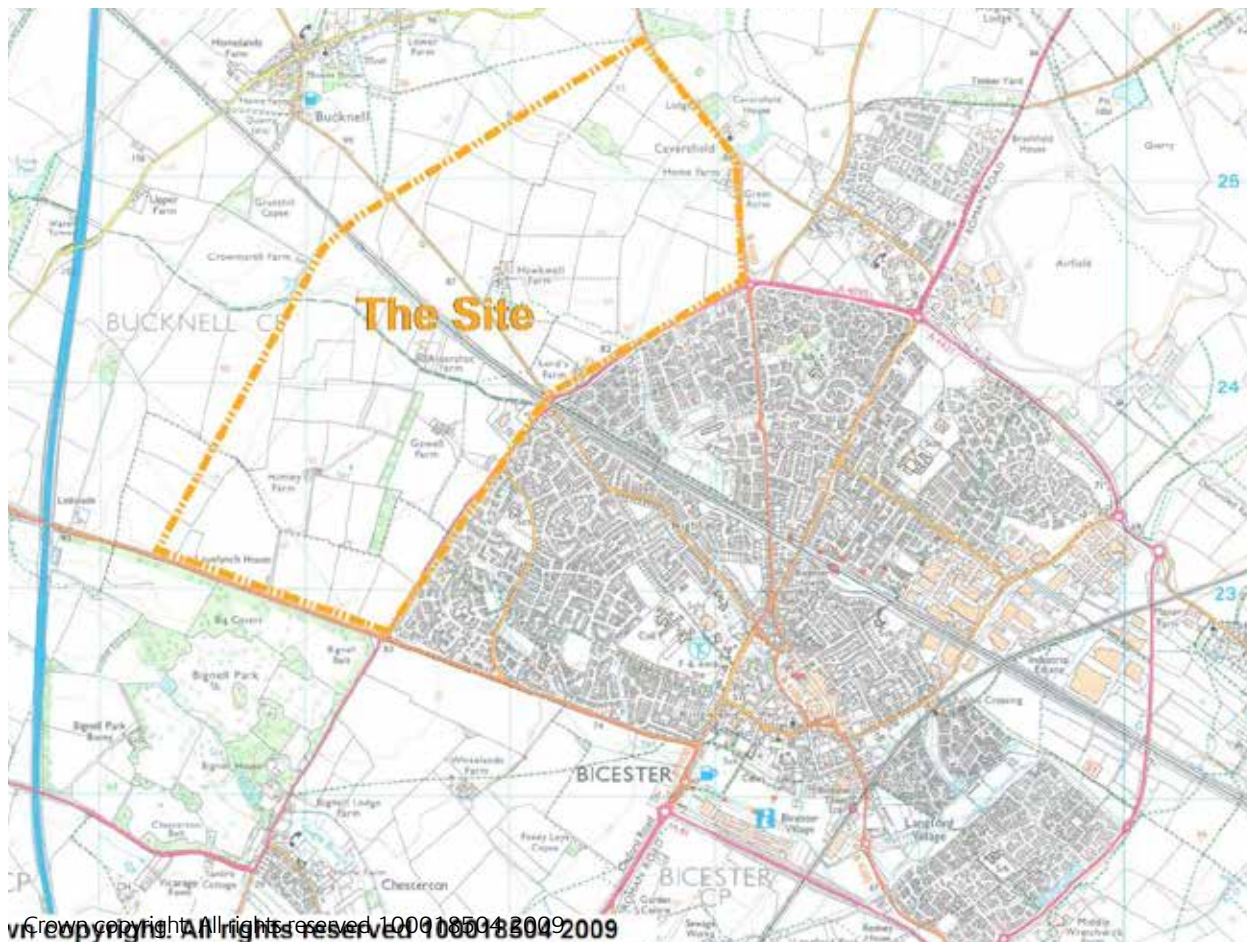
### Site location

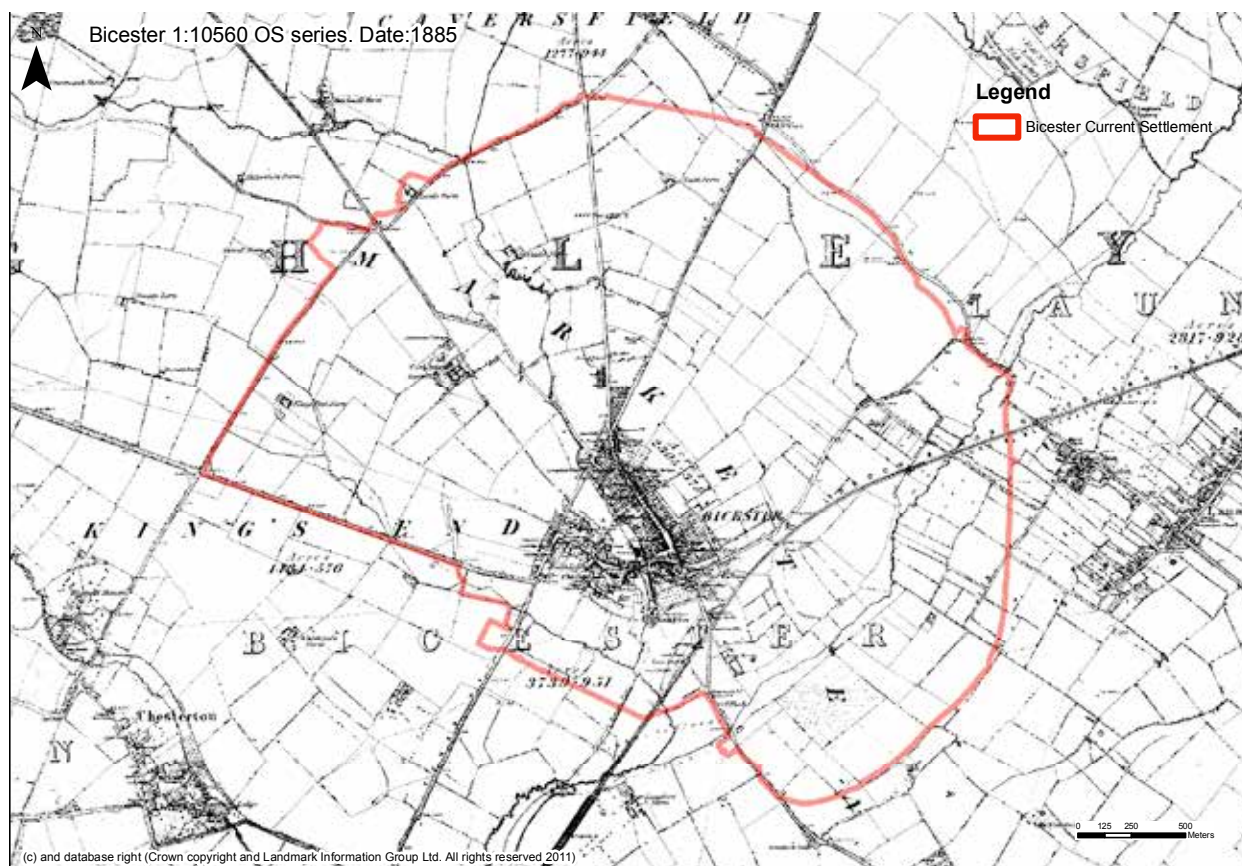
2.2 The site is located north of Howes Lane and Lords Lane (A4095) to the north west of the town of Bicester. Figure 1 shows the site location. It is approximately 1.5 kilometres from the town centre with the villages of Bucknell and Caversfield located to the north and east of the site respectively. To the south east, the area is predominantly residential and characterised by modern housing estates. The land to the south west is within the historic parkland of Bignell Park with land further to the south proposed

for development as part of the South West Bicester strategic development site identified in the Cherwell Local Plan and marketed as “Kingsmere”.

2.3 The three radial routes out of Bicester to the north west provide access to the site and links to Banbury, Bucknell and Middleton Stony. Banbury Road (B4100) provides access to the M40 motorway via junction 10 and the A43. Access to the first phase of the eco-town development is from the Banbury Road. Middleton Stony Road is a fast rural road linking Bicester and Middleton Stony. Bignell Park, a historic parkland landscape, lies to the south west of Middleton Stony Road. The Bucknell Road lies to the north of the railway line and divides the site.

Fig. 1 Site location plan



**Fig. 2** Historical map of Bicester 1885

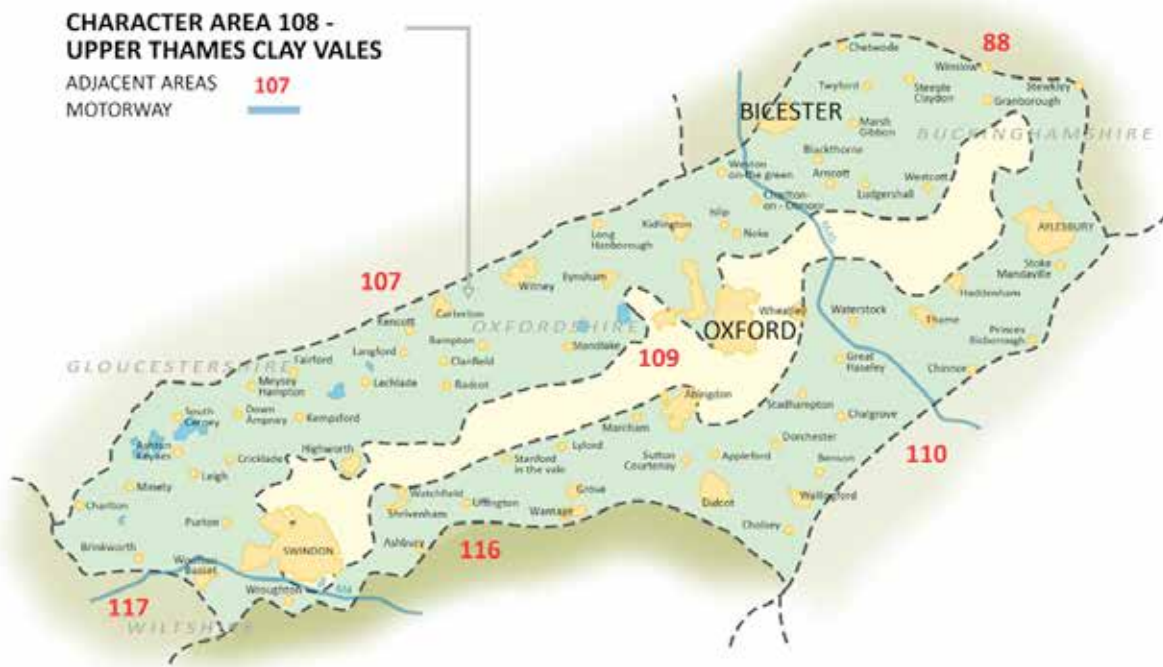
### Site boundary and site area

- 2.4 The site boundary is defined by Banbury Road (B4100) to the east, Howes Lane and Lords Lane (B4095) to the south, Middleton Stoney Road (B4030) to the west and open countryside to the north. The Local Plan Policies Map and the inset map for Bicester 1: North West Bicester Eco-Town identify the location and the area of the eco-town proposals. The site area is approximately 390 hectares (approximately 965 acres).

### Site history

- 2.5 Understanding the history of the site can help inform an understanding of some of the current site key site features. The Oxfordshire Historic Landscape Characterisation (HLC) project forms an important component of the evidence base for the masterplan. Until the late eighteenth century the land was likely to have been open fields. Historic maps show that the field patterns and boundaries have changed little since the mid 1800's. Figure 2, a map of the site in 1885, shows the field boundaries within the site have
- achieved their present day layout. By 1885, Home Farm, Lords Farm, Himley Farm, Aldershot Farm, Gowell Farm and Hawkwell Farm are all shown on the map of the area and by 1910 the railway line is completed. By the 1950s Lovelynch House is shown on local maps.
- 2.6 The Thames Valley Police Headquarters and Avonbury Business Park were developed in the 1990s and the A4095 realigned. By 1999 two small strips of plantation were added. Land at Middleton Stoney Road and Howes Lane was identified in the Cherwell Non-Statutory Local Plan 2011 as suitable for playing fields but never used for such use.
- 2.7 Land north of Howes Lane and Lords Lane was considered as part of the Cherwell Local Plan Options for Growth consultation in 2008 and was subsequently extended to accommodate an eco-town proposal as part of the Government's programme. Following the announcement of North West Bicester as a potential eco-town location in 2009, a planning application for a first phase was

**Fig. 3** Landscape character area



submitted in November 2010. Adoption of the Cherwell Local Plan 2011-2031 in July 2015 resulted in North West Bicester being formally allocated for development as part of the statutory development plan.

**Site features**

- 2.8 The predominant land use is agriculture with fields either bounded by post and wire fences or by hedges with some large trees, woodland and plantation. The agricultural land is classified as good to moderate value (primarily Grade 3) under the Agricultural Land Classification.
- 2.9 The site is relatively flat rising gradually to the North West. The London to Birmingham railway line runs through the site from south east to north west on an embankment before entering a cutting.
- 2.10 Bucknell Road also passes through the site to the north of the railway line and leads to the village of Bucknell approximately 300 metres from the site search area boundary.
- 2.11 Six farms, each with its own character, are located on the site, three north of the railway (Home Farm, Lords Farm and Hawkwell Farm), and three south of it (Himley Farm, Aldershot Farm, and Gowell Farm).

**Landscape character**

- 2.12 The North West Bicester Masterplan Green Infrastructure and Landscape Report, March 2014 sets out an assessment of the landscape character and context. It cross refers to Volume 1 of the North West Bicester Strategic Environmental Report (SER) and considers the landscape and visual implications of the proposed development in Section 5. A copy of these documents is available online at: [www.cherwell.gov.uk](http://www.cherwell.gov.uk).
- 2.13 There are no major landscape constraints present on the site and no landscape designations within the area. North West Bicester is within National Character Areas 107, the “Cotwolds”.
- 2.14 The Oxfordshire Wildlife and Landscape Study defines the site as being within the Wooded Estates landscape type. The Cherwell District Landscape Assessment (CDLA) 1995 identifies the site as within the Oxfordshire Estate Farmlands character area.
- 2.15 As part of the local landscape impact assessment process for the North West Bicester development project, a landscape character assessment has been prepared based on the principles set out in “Landscape Character Assessment Guidance for England and Scotland”.

## Landscape framework

- 2.16 The existing landscape provides the framework for the masterplanning of the site. It is typical of rural agricultural land in this area of Oxfordshire and is characterised by a mix of pasture and arable fields. Existing field boundaries form a strong framework of hedgerows. The Masterplan Green Infrastructure and Landscape Strategy provides further Information.

## Ecology

- 2.17 Section 6 of the SER (Volume 1) refers to ecology. A copy is available on the Cherwell District Council website. Existing hedgerows and woodland, together with the streams crossing the site, are important habitats which form the basis of wildlife corridors in the North West Bicester masterplan. These features and habitats, together with ponds, farmland and grassland provide many benefits to foraging and commuting bats, butterflies, common species of reptile, protected species such as great crested newts and badgers and many important breeding farmland and woodland birds.

## Development edges

- 2.18 Howes Lane and Lords Lane form the urban edge to the site and the interface with the existing town.

**Figure 4** Homes South of Lords Lane



- 2.19 Middleton Stoney Road forms the western edge and the interface with Bignell Park, historic parkland in private ownership. Banbury Road forms the eastern edge to the proposed development with Caversfield House and the Church of St Lawrence beyond. The northern edge of the site area is rural and cuts through existing field boundaries. This edge requires sensitive treatment in order to lessen the impact on the surrounding countryside.

## Archaeology and heritage

- 2.20 An archaeological assessment concluded that the site is located within an area that has remained undeveloped since the nineteenth century and possibly before. The site has known potential for remains dating from the prehistoric period with records of a prehistoric ring ditch located approximately 350 metres to the north of Himley Farm, a possible curvilinear enclosure to the north west of Hawkwell Farm and other evidence of prehistoric activity suggesting a general potential for remains from this period to be present. The Oxfordshire Historic Environment Record provides a useful resource and reference to guide further development of the masterplan. The site is located in an area of archaeological interest identified by a desk based assessment, aerial photographic survey and a trenched evaluation. These are summarised in Chapter 10 of the Strategic Environmental Report (SER).
- 2.21 The archaeological evaluation recorded a number of archaeological features across the site including a Neolithic pit, a Bronze Age “Burnt Mound” as well as Iron Age and Roman settlement evidence. The archaeological features recorded during the evaluation are not considered to be of such significance to require physical preservation but will require further Investigation ahead of any development. There will be a need for a further scheme of investigation.
- 2.22 Three Grade II listed buildings are located within the site (Home Farm farmhouse and Himley Farm Barns). The farmhouse at Hawkwell Farm is a traditional building but not listed. In the surrounding area,

St Lawrence's Church in the grounds of Caversfield House is an important local landmark building (Grade 2\* listed). Its setting is important in the local landscape. Section 10 of the SER Volume 1 provides further detail.

### Visual context

2.23 The flat topography means that extensive views may be had into and out of the site. Views into the site from all directions are curtailed by the railway embankment meaning that the site as a whole can only be viewed from the embankment itself. A number of large trees and farm buildings are also visible on various parts of the site.

2.24 Views out from the site include those to existing dwellings and other buildings in Bucknell to the north, and to trees lining the B4100 to the east with Caversfield Church visible beyond these. To the east of the site, existing dwellings on the eastern side of Howes Lane/Lords Lane are visible. To the south a line of trees and parkland

along the B4030 is visible which screens views from Bignell Park.

2.25 The immediate surrounding area shows a strong contrast between town and country. To the east of the site the outer limits of Bicester built in the late twentieth century, end abruptly at the A4095. To the west is open countryside, containing the village of Bucknell. To the south is the B4030 and beyond it the Bignell Park historic parkland and privately owned estate.

### Topography and hydrology

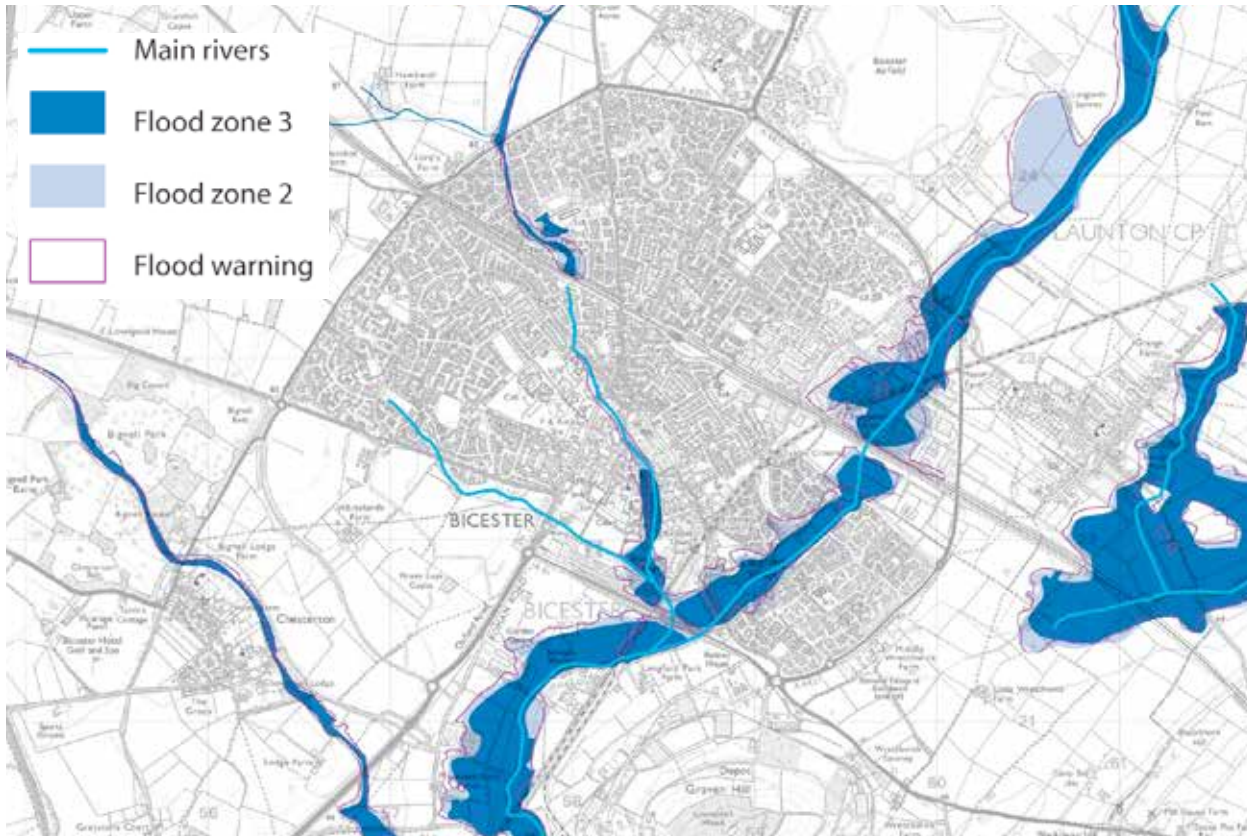
2.26 The topography of the site slopes gently upwards from south-east to north-west with elevations ranging from around 97mAOD to 80mAOD.

2.27 The main watercourses on site drain to the River Bure which leaves the site via a culvert under the A4095 flowing towards the town centre. Within the masterplan boundary there are several water features including the Bure and its tributaries, field drains,

**Fig. 5** Topography



**Fig. 6** Flood risk



**Fig. 7** Walking accessibility from Bicester town station

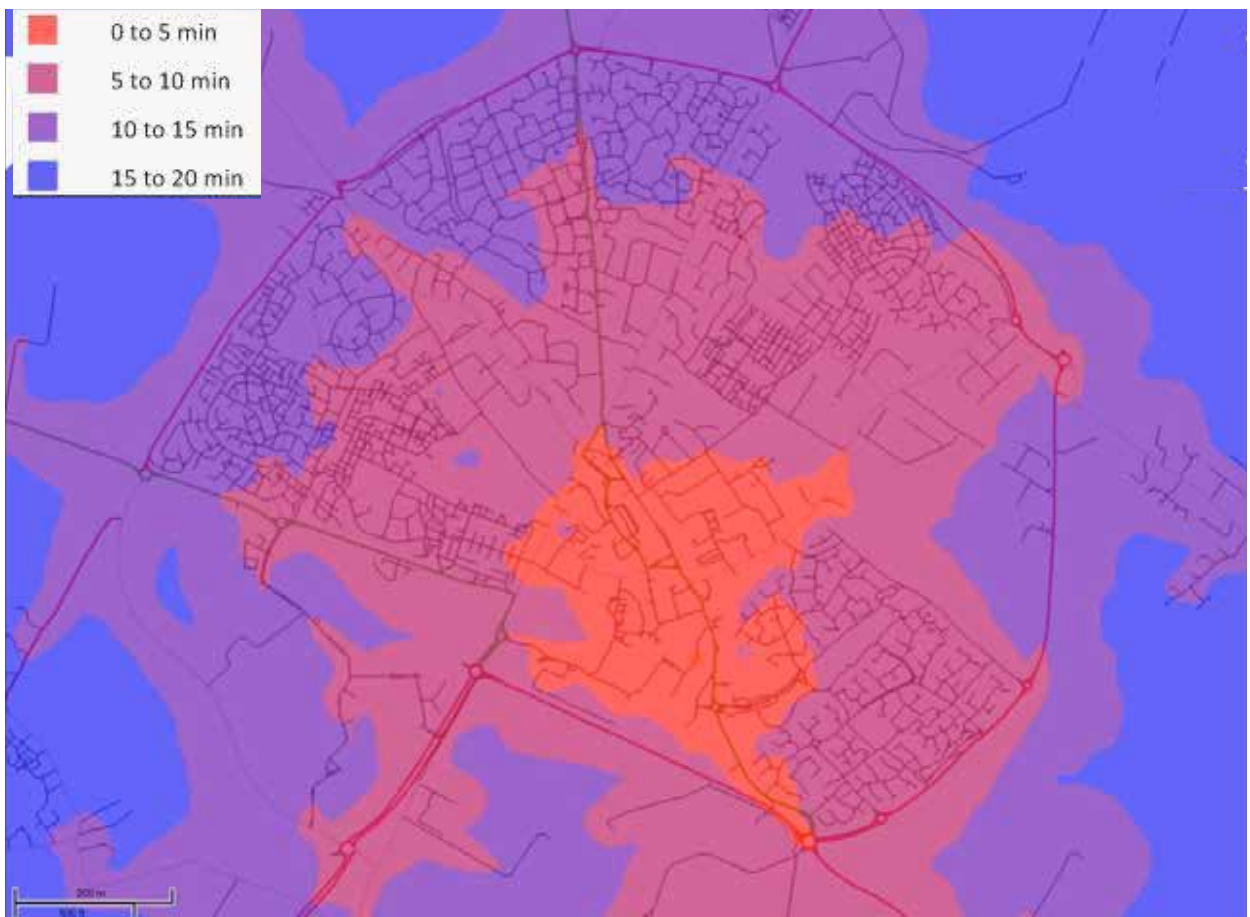
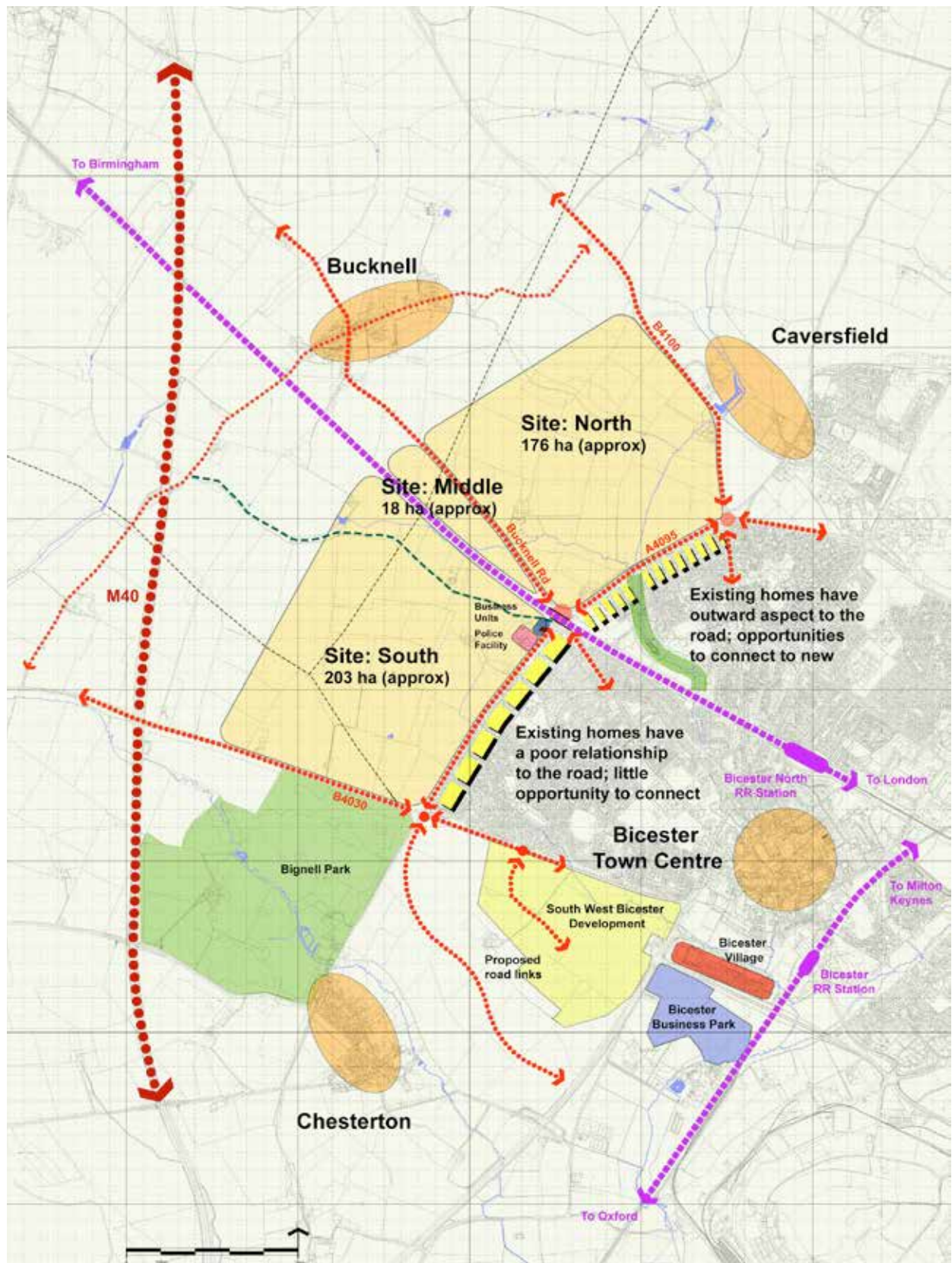


Fig. 8 Site analysis plan





ponds and springs. One of these streams passes below the railway line. In addition, five water wells and three groundwater abstraction sites have been identified within the site area and a minor aquifer with intermediate groundwater vulnerability is present beneath the site. Section 7 of the SER (Volume 1) refers to flood risk and hydrology.

2.33 The town centre is accessible on foot within 20 minutes from most areas in the town. Bicester is very accessible by bike with most places within 10 minutes of the town centre. Bicester Village and Bicester North Railway stations are also accessible by bike.

### Site constraints and opportunities

- 2.28 The site provides a unique opportunity for large-scale development in Bicester. It is in multiple ownerships and will require a comprehensive approach to land assembly and phasing of development. Existing landscape features such as the hedgerows and watercourse corridors provide the structure to the masterplan and will be retained. In terms of the capacity for residential development, the Bicester Landscape assessment states that consideration should be given to the landscape and visual separation between the site and satellite villages including Bucknell. It states that employment uses would be best located adjacent to the railway line.
- 2.29 The railway line divides the site into two distinct areas which will have to be connected.
- 2.30 The junction of the Howes Lane, Lords Lane and Bucknell Road will need to be reconfigured to improve the A4095 strategic route along Howes Lane and Lords Lane to accommodate the forecast growth in traffic arising from the proposed developments in the town.
- 2.31 The site's aspect provides the potential for large-scale renewable energy generation from roof-mounted solar photovoltaic panels with the option to use sustainable heat from the Ardley energy from recovery plant.
- 2.32 The site's proximity to the existing town centre and employment opportunities should also strengthen the local economy and integrate the development with the existing community.

## 3. Vision and objectives

- 3.1 **The vision for North West Bicester has been guided to a large extent by the Eco-towns Planning Policy Statement (PPS). It has been taken forward in the adopted Cherwell Local Plan and the Bicester Masterplan.**
- 3.2 The adopted Cherwell Local Plan 2011-2031 Part 1 sets out the vision for Bicester in 2031 and the council's strategy for delivering Bicester's vision. It includes bringing about a pioneering eco-development which will establish a new sustainable community, integrated with, and for the benefit of, the whole of Bicester.
- 3.3 The SPD vision reflects the council's vision for Bicester and the Eco Bicester One Shared Vision of the Bicester Strategic Delivery Board which sets out to create a place where people choose to live, work and spend their leisure time in sustainable ways.
- 3.4 The Eco Bicester One Shared Vision is for the whole town and North West Bicester will act as the trigger for the transition to a more sustainable community. By ensuring that households and individuals are able to reduce their carbon footprint to a low level and achieve a more sustainable way of living the proposals for North West Bicester will deliver the One Shared Vision.
- Figure 9** Eco Bicester Vision
- 3.5 In this SPD, the vision for North West Bicester is for a high quality development, well integrated with the existing town, which provides homes, jobs and local services in an attractive landscape setting, conserves and enhances heritage assets including historic landscape features, increases biodiversity and addresses the impact of climate change. It is based on the principles of sustainable zero carbon development designed to meet the effects of future climate change including extreme weather events and reduced energy and water use.
- 
- 3.6 The SPD will ensure that the vision for the site will be delivered successfully. It includes the major components that make up an eco-town meeting the challenges that such development poses.
- 3.7 The SPD has taken key elements from the North West Bicester masterplan and vision documents submitted by developers, A2Dominion in 2014. The vision documents supporting the masterplan are available on the Cherwell District Council website. The masterplan was prepared in collaboration with officers of the Eco Bicester Project team comprising representatives from Cherwell District Council, Bicester Town Council and Oxfordshire County Council together government bodies including the Environment Agency, Natural England, Highways Agency and Homes and Communities Agency. Local organisations such as the Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT), Bicester Vision and the Chamber of Commerce were also involved as stakeholders informing the masterplan workstreams.
- 3.8 The masterplan illustrates the key components of the development strategy for the site. It includes the landscape framework that underpins the masterplanning providing connectivity and structure to the site.
- 3.9 The eco-town development will utilise the site's natural features and opportunities to provide a place that encourages a more sustainable way of living in homes that are well designed, energy efficient, accessible to jobs, local facilities and within easy reach of the town centre and countryside. In doing so, it will meet, and wherever possible exceed, Eco-town standards and Local Plan policies, creating an exemplar of truly sustainable development.
- 3.10 Infrastructure requirements will be future-proofed so that the development can adapt to change. Renewable energy generation from on-site sources will be the key to delivering zero carbon emissions from energy used in buildings on the site. The provision of utilities' infrastructure should be coordinated and support the overarching objective for zero carbon development.

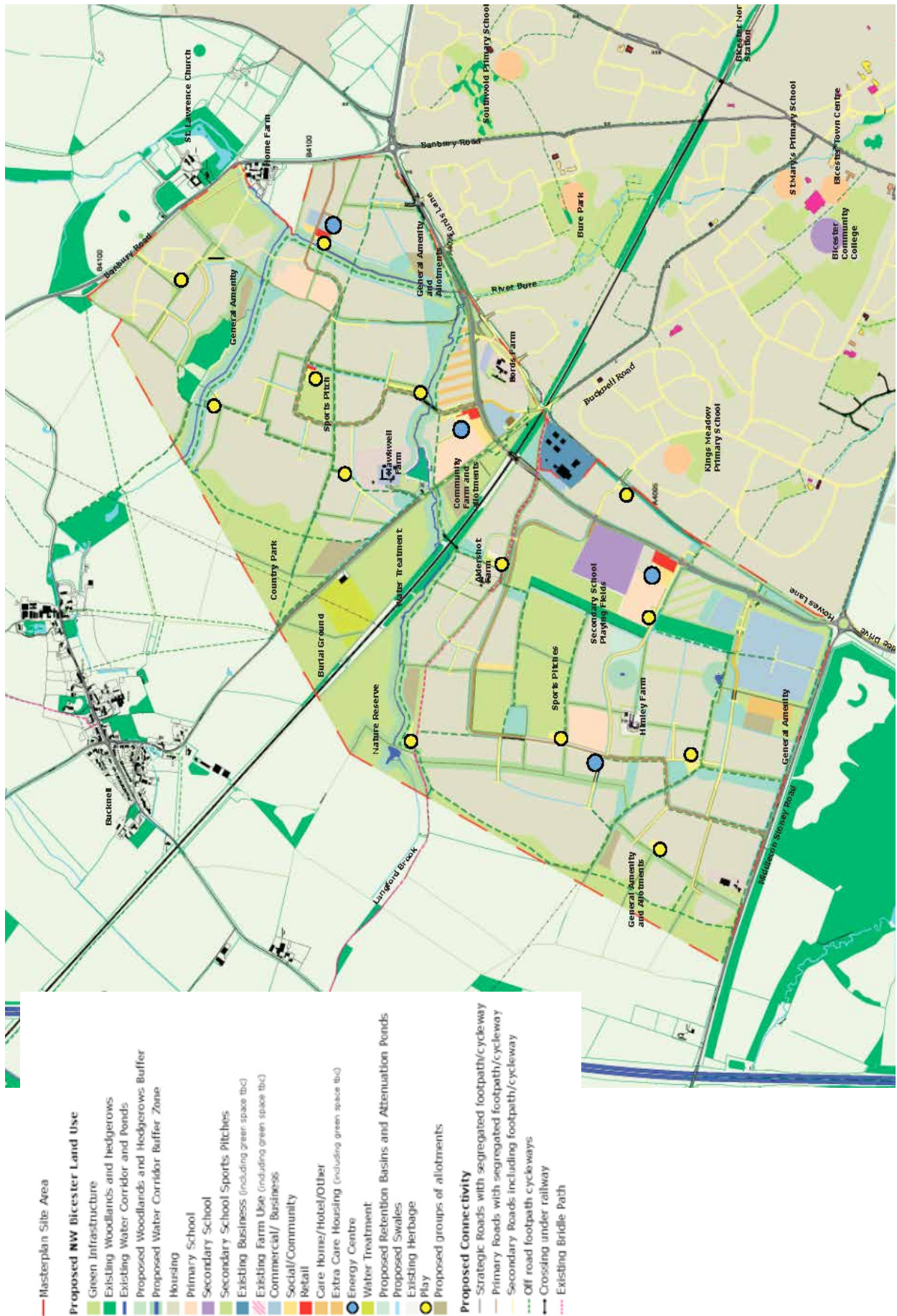
# 4. Development principles and requirements

- 4.1 This section sets out the key development principles and requirements for the site. It considers the Eco-town standards, the principles set out in Policy Bicester 1 and North West Bicester Masterplan exploring them further and breaking them down into component parts each of which is used to inform the principles that will be used to guide developers, landowners and applicants when preparing development proposals.
- 4.2 As such it provides an understanding of how masterplanning principles should be incorporated into the preparation of planning applications.
- 4.3 Applicants are expected to consider the principles and parameters set out in this section in the preparation of planning applications (in outline and detail) and Design and Access Statements. The principles should be applied to the development as a whole, as well as individual sites.
- 4.4 In delivering the vision for North West Bicester, applicants are required to respond directly to these principles in Design and Access Statements and demonstrate how they have been taken into account.

## Development Principle 1 - Masterplanning and comprehensive development

- 4.5 Cherwell District Council is committed to ensuring comprehensive development through masterplanning. In order to ensure a comprehensive development, all planning applications will be required to be in accordance with the SPD masterplan shown in Figure 10.
- 4.6 The masterplan indicates the key development components of the masterplan. It will be used to guide the preparation of development proposals and deliver key components of the masterplan. The masterplan is supported by surveys and technical information and shows:
- The site boundary;
  - Proposed land uses;
  - Existing woodlands and hedgerows, watercourses and ponds;
  - Proposed woodlands and hedgerow buffers;
  - Water corridor buffer zones;
  - A nature reserve and country park;
  - A burial ground;
  - Site access points from the highway network; indicative primary and secondary routes (roads and street layout); and
  - The proposed realignment of Howes Lane.
- ### BREEAM Communities
- 4.7 The BREEAM Communities assessment methodology will be used to assess the sustainability of the proposals. CEEQUAL assessment methodology will also be used to deliver improved project specification, design and construction of civil engineering works.
- ### CABE Design Review
- 4.8 CABE Design Review will be encouraged of all schemes to ensure high quality design. Design Review has been used in preparing the masterplan and Phase 1 exemplar proposals. Design Review will be continued throughout the preparation of detailed development proposals.

Figure 10: North West Bicester Masterplan – Masterplan Framework



## Development Requirement 1 - Delivering the masterplan

- 4.9 The masterplan should achieve BREEAM Communities “Excellent”. For more information go to [www.breeam.org](http://www.breeam.org)
- 4.10 In order to ensure comprehensive development, planning applications should be consistent with, and mindful of, the masterplan requirements set out below.
- 4.11 Planning applications will be:
- Determined in accordance with the masterplan framework in Figure 10 of the SPD;
  - Supported by a masterplan to show the “fit” with the overarching masterplan;
  - Required to demonstrate the principles and vision set out in the site wide masterplan, and the SPD;
  - Required to progress design work (see design principles in section 5) in the preparation of detailed proposals. For example, details to the level of the block and the street should be provided to explore issues related to building typologies and solar orientation.
  - Required to meet the requirements as set out in the Local Validation Checklist and advice on making an application (for more information go to: [www.cherwell.gov.uk/planning](http://www.cherwell.gov.uk/planning))

## “True” zero carbon development



- 4.12 The concept of zero carbon development has been embedded into council strategies and policy since it appeared in the eco-town standards. Local Plan Policy Bicester 1 requires the provision of infrastructure to allow for zero carbon development on the site.
- 4.13 The 2008 Climate Change Act established the world’s first legally binding climate change target with the aim to reduce the UK’s greenhouse gas emissions by at least 80% (from the 1990 baseline) by 2050. Reduction in the use of fossil fuels will not only contribute to reaching this target but also help protect against fuel price rises.
- 4.14 Work to date indicates a mixture of low carbon district heating and photovoltaic energy would achieve zero carbon. The site’s orientation and aspect creates the opportunity for roof mounted solar panels to generate renewable energy and will go a significant way to achieving the zero carbon targets.
- 4.15 The approach to energy and carbon dioxide reduction is set out in the masterplan Energy Strategy and summarised below:
- A large scale solar array on all roofs;
  - Energy efficient buildings; and
  - A network of energy centres providing gas and biomass combined heat and power (CHP) which will require a district heating network.

## Zero carbon energy

- 4.16 Renewable energy generation from on-site sources will be the key to delivering zero carbon emissions from energy used in buildings. Photovoltaic panels currently appear to provide the most viable solution as set out in the Energy Strategy supporting the masterplan.
- 4.17 Orientation and design of buildings will be expected to take account of the potential to install solar panels.
- 4.18 The council will encourage:
- Roof mounted arrays to avoid use of large tracts of land for a single purpose.
  - Exploration of technologies that will assist building occupiers in maximising the use of any renewable energy generated on the site.
  - Design of the proposed development should enable solar power generation by supporting:
  - Orientation - For pitched roofs, all roofs should have at least one pitch facing within 45 degrees of due south. Mono-pitch or flat roofs should be used to increase PV provision. A mix of orientations ranging from +45 degrees to -45 degrees of south will reduce the peak export and contribute to meeting peak demands.
  - Avoiding overshading /overshadowing - Buildings should avoid or at least minimise shading to roofs. Shading of south facing roofs by trees or other buildings should be avoided.
  - Built form, density and massing that optimises the potential for solar gain to generate energy.
- 4.19 Solar masterplanning software use at early design stages (e.g. using SketchUp design software [www.sketchup.com](http://www.sketchup.com) ) to check for best use of solar resources on a site.

## Energy Centres – Combined Heat and Power

- 4.20 Low carbon energy centres, providing combined heat and power to the development are proposed within the

site boundary as part of the masterplan Energy Strategy. Energy centres are shown on the masterplan and have been located to maximise the potential for combined heat and power while also allowing the potential for the site to fit a future heat network for Bicester. The design and siting of energy centres should allow for the space requirements including the need for biomass deliveries and ensure that there is no nuisance to adjoining uses.

## Local Heat Network

- 4.21 The feasibility of a local heat network for Bicester as a whole is being investigated by the council and BioRegional supported by the Department for Energy and Climate Change (DECC) Heat Network Delivery Unit (HNDU) funding. The importance of a heat network should be recognised and opportunities included in proposals for the eco-town. The aspiration is for waste heat from the energy recovery facility at Ardley to connect to proposed developments, if feasible.

## Smartgrids

- 4.22 The use of smartgrids and low carbon energy storage solutions provide an opportunity to manage demand and supply of renewable and zero carbon energy technologies. Such solutions should be explored further in the energy strategies to support planning applications and masterplanning delivery.

## Development Principle 2 – “True” zero carbon development

- 4.23 In accordance with the Local Plan the definition of true zero carbon is that over a year the net carbon dioxide emissions from all energy use within buildings on the eco-town development as a whole are zero or below. It excludes embodied carbon and emissions from transport but includes all buildings – not just houses but also commercial and public sector buildings.

## Development Requirement 2 – True zero carbon development

- 4.24 Development at North West Bicester must achieve zero carbon emissions as defined in this SPD.
- 4.25 Each full and outline application will need to be supported by an energy strategy and comply with the definition of true zero carbon development.
- 4.26 Energy strategies should identify how the proposed development will achieve the zero carbon targets and set out the phasing.
- 4.27 Use of heat and low carbon energy from the energy recovery facility at Ardley should be explored in the energy strategy. Smartgrid and storage technology should also be investigated.
- 4.28 Applicants will be encouraged to maximise the fabric energy efficiency of buildings.
- 4.29 Provision of utilities' infrastructure should be coordinated and support the overarching objective of true zero carbon development.
- 4.30 Where an approach is proposed that does not include a heat network it will have to be demonstrated that it is a robust long term solution and that connection to any heat network should be explored.

## Climate Change Adaptation



- 4.31 There is increasing recognition that reducing carbon emissions is important in reducing and adapting to the impacts of climate change.
- 4.32 It is anticipated that overheating in buildings will be an issue in future climate change scenarios requiring an innovative approach in the design of new buildings. At present there is no rigorous definition of what constitutes overheating in dwellings. However there is documented evidence that temperatures being reached in some existing dwellings are harmful to occupant health and well-being.
- 4.33 The factors that contribute to overheating in dwellings include:
- Urbanisation;
  - Occupant behaviour and interventions;
  - Orientation;
  - Aspect;
  - Glazing;
  - Internal gains;
  - Thermal mass;
  - Changes in building design (including the drive for energy efficiency, leading to highly insulated and airtight dwellings);
  - Pollution;
  - Noise; and
  - Security.
- 4.34 The council requires development to be designed to take account of future climate scenarios. The 2009 UK Climate Projections (UKCP09) set out the key projections of climate change across the UK over the 21st century. Projected changes by the 2080s

based on a 50% probability level include increases in summer mean temperatures of 3.9 degrees in southern England and 23% decrease in summer precipitation.

- 4.35 Local Plan Policy ESD1 provides more detail on the anticipated effect of climate change in the District.
- 4.36 A Local Climate Impacts Profile (LCIP) has been undertaken as part of the Local Plan preparation to better understand the impact of extreme weather in Cherwell. The LCIP reviewed extreme weather events over the period 2003 to 2008. If heatwaves were to recur on the scale of 2003 it would have a significant impact on health, biodiversity and infrastructure (including damage to buildings by tree and drought related subsidence, roads, drainage systems and business closures).
- 4.37 The Local Plan refers to climate change adaptation and mitigation measures and sets out clear requirements to be met by proposals for development in planning applications. The SPD masterplan sets out the framework for implementing the climate change measures required to deliver the eco-town objectives. A comprehensive approach to climate change adaptation will be required with every planning application.
- 4.38 Research with Oxford Brookes University has modelled the climate Bicester is likely to experience. It shows the biggest risks are overheating and water stress. The worst case scenarios for overheating in homes occur in terraces or detached properties with both east and west facing glazing. These homes get morning and evening sunshine when the sun is lower in the sky whereas south facing glazing can be shaded easily from midday summer sun.

### **Development Principle 3 - Climate Change Adaptation**

- 4.39 Green space and green infrastructure will contribute to an urban cooling effect and Sustainable Urban Drainage Systems (SUDS) will be designed to respond to future extreme weather events including water neutrality measures as set out in a Water

Cycle Study and SUDS as part of a Water Cycle Strategy. Buildings will be designed to be warm in winter and cool in summer employing sustainable construction techniques and passive management systems wherever possible to avoid the use of air conditioning plant and machinery.

- 4.40 The principles of sustainable development should contribute to the character of the area by influencing form of development for example, to maximise passive energy gain, support PhotoVoltaics, wind power and grey water.

### **Development Requirement 3 - Climate Change Adaptation**

- 4.41 Planning applications will be required to incorporate best practice on tackling overheating.
- 4.42 Planning applications will also be required to incorporate best practice on:
- tackling the impacts of climate change on the built and natural environment including:
  - Urban cooling through Green Infrastructure (for example, the use of green space and the incorporation of green streets);
  - Orientation and passive design principles;
  - Include water neutrality measures as set out in a Water Cycle Study;
  - Meet Minimum Fabric Energy Efficiency Standards (FEES)
  - Achieve Code for Sustainable Homes Level 5 (CSH5).
- 4.43 Planning applications should include designs and layouts that run east-west to avoid worst case overheating. Layouts and designs that run north-south should pay extra attention to risk of overheating.
- 4.44 Planning applications should:
- Provide evidence to show consideration of climate change adaptation.
  - Demonstrate how risks will be reduced through win-win situations (BREEAM Communities SE10) - such as:
  - Reducing more than one impact of climate



change (for example reduce effect of urban heat island whilst also reducing flood risk);

- Reducing the contribution of the development to climate change (e.g. reducing the need for electric cooling and therefore reducing carbon emissions)
- Providing additional sustainability, economic or wellbeing benefits (e.g. rainwater harvesting using drainage techniques that increase biodiversity or improve water quality)
- Design and Access Statements should address the issue of climate change adaptation. Detailed designs will be required to demonstrate they are resilient to the impacts of climate change with reference to the work carried out by Oxford Brookes University (OBU), Hyder and BioRegional<sup>1</sup>.

<sup>1</sup> Design for Future Climate Change – Adapting Buildings Programme – North West Bicester Eco development (Hyder Consulting Limited).

## Homes



- 4.45 As part of the zero carbon performance, new homes will need to meet high standards of fabric energy efficiency, (see section on zero carbon). The proposed development includes up to 6,000 new homes of which at least 30 per cent will be affordable.
- 4.46 Homes will be designed to high environmental and space standards using sustainable methods of construction to maximise energy efficiency, reduce carbon emissions and achieve zero carbon development targets across the site.
- 4.47 Homes are a fundamental element of the walkable neighbourhoods principle and delivery of the masterplan will need to ensure that local facilities, services including schools and jobs are easily accessible on foot and bicycle.
- 4.48 The density of residential development will reflect its location within the site with higher density residential development along public transport corridors and adjacent to local centres.
- 4.49 The development will provide a range of house types and sizes to meet local needs and create a sustainable community.
- 4.50 As well as providing attractive places for people to live, the new homes will also be adaptable and provide flexibility for residents to work from home. This will allow the need to travel to be reduced leading to a reduction in carbon emissions from transport and require local services and facilities to support homeworkers.

- 4.51 Neighbourhood water recycling should be implemented as a means to deliver reduced water consumption requirements, rather than house by house scale water recycling which may be expensive.
- 4.52 The masterplan identifies the areas of residential development within the site and sets out to create sustainable neighbourhoods.
- 4.53 Housing areas are in accessible locations in terms of local services and jobs.

### **Development Principle 4 – Homes**

- 4.54 Detailed layouts should ensure homes are located within 800 metres along the shortest walking route of primary schools.
- 4.55 Homes should be set in a strong landscape framework.
- 4.56 Proposals should develop the work carried out by Oxford Brookes University, Hyder, BioRegional and A2Dominion on designing homes for future climate change.
- 4.57 The concept of community streets (also referred to as “homezones”) has been established by the exemplar. The concept should be carried through into subsequent phases of development. Implementation of the concept should create safe, accessible neighbourhood streets and facilitate the creation of a successful community.
- 4.58 Home designs will encourage more sustainable ways of living for example through:
  - Space for recycling facilities and composting facilities;
  - Gardens and food production and biodiversity (for example, fruit trees, wildflower meadows and log piles);
  - Easily accessible cycle storage areas;
  - Connectivity of rainwater harvesting systems to residential gardens and adjacent green street features;
  - Greywater use,
  - Passive heating and cooling;
  - Provision for electric vehicle charging points; and

- Provision for electric Smart home design that uses technology to manage appliances and energy use.

### **Development Requirement 4 – Homes**

- 4.59 Proposals will include details of 30% affordable housing of a type and tenure to meet local housing needs. Assistance in identifying needs will be provided by the council’s Strategic Housing Officer.
- 4.60 The council would welcome proposals for self-build, co-housing, or other innovative forms of residential development that meet local housing needs.
- 4.61 Proposals for new residential 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 local renewable energy generation.
- 4.62 Design principles will be set out and include the use of local materials, flexibility in house design and size including the potential for additions to the building to adapt to changing circumstances.
- 4.63 Design and Access Statements should respond to the eco-town principles and set out how homes will contribute to meet design criteria for the development.
- 4.64 In summary, all homes should:
  - Achieve Building for Life 12 ([www.designcouncil.org.uk](http://www.designcouncil.org.uk));
  - Use energy efficient materials as part of the building fabric and innovative approaches to sustainable construction;
  - Optimise the site’s potential for solar energy gain and passive house techniques for ventilation and cooling;
  - Address the issue of overheating and respond to the orientation of the site;
  - Meet a minimum of Level 5 of the Code for Sustainable Homes;
  - Meet lifetime homes minimum space standards ([www.lifetimehomes.org.uk](http://www.lifetimehomes.org.uk));

- Provide flexible space to facilitate homeworking and be “smart” - incorporating real time energy monitoring systems, technology that provides up to date real time community information including travel, superfast broadband (speeds in excess of 100 MBps) to facilitate use of homes as offices and small businesses;
- Provide gardens for food production and biodiversity; and
- Be designed to achieve good daylighting.

### **Development Principle 4(a) – Homes – Homeworking**

- 4.65 Homeworking will play an important role in creating employment opportunities on the site. It will be encouraged and facilitated by the design of the new homes and superfast broadband provision.
- 4.66 The ability of homes to provide flexible space for residents to work from home is a requirement of the phase 1 exemplar development. This will reduce the need to travel allowing residents who work elsewhere to spend time doing their job at home. It will also provide the opportunity to facilitate the provision of small businesses, sole traders and local businesses to use their homes for work and employment. Within homes there should be space provided to allow use as an office or small scale ancillary business use.
- 4.67 The masterplan Economic Strategy is expected to deliver homeworking targets for the site. The Economic Strategy will require further detailed work in terms of developing the proposals for homeworking to ensure the creation of the jobs indicated on the site.

### **Development Requirement 4(a) - Homes – Homeworking**

- 4.68 Detailed planning applications and Design and Access Statements should set out how the design of new homes will provide for homeworking. They should also refer to the economic strategy for employment opportunities provided by homeworking and the contribution to reducing unsustainable commuter trips set out in accompanying Transport Assessments and Travel Plans.

## **Employment**



- 4.69 The vision for employment is to deliver a mixed use development and ensure that unsustainable commuter trips are kept to a minimum. An Economic Strategy based on baseline information and evidence to identify target sectors for economic growth and linkages with other economies in the area should be produced to accompany planning applications.
- 4.70 Other employment opportunities and facilities should be provided with links to the wider economy. These include service jobs, growth of the low carbon environmental goods and services sector (including energy, management, retail, community development role) and greener business such as the commercial uses in the local centres that choose sustainability practices. The end result should be to provide at least as many jobs as new dwellings on the site (within walking or cycling distance) or accessible by public transport within Bicester.
- 4.71 It is recognised that the proposed development will create demand for local services and facilities in the local area which will provide opportunities for some of the future residents of North West Bicester. However, the challenge will be to provide the estimated 4,600 jobs identified in the Masterplan Economic Strategy.
- 4.72 Larger scale commercial development within the employment land shown on the masterplan provides business space for offices, workshops factories and warehousing (B1, B2 and B8 uses).

4.73 It is estimated in the North West Bicester masterplan Economic Strategy that over 2,000 jobs could be provided in the business park with the Local Plan policy anticipating the business park generating between 700 and 1,000 jobs early in the plan period. The development is expected to come forward in the early phases and its location reflects the accessibility of the site to the strategic highway network.

### Development Principle 5 – Employment

4.74 The masterplan identifies land for employment uses to facilitate the creation of on-site jobs. In addition, the masterplan Economic Strategy sets out the scale, type and location of jobs related to North West Bicester and an action plan. Employment opportunities should be provided on-site and meet the skills of local residents.

4.75 Employment uses include a proposed business park on land at Middleton Stoney Road and Howes Lane. Larger scale commercial development in this area was identified in the masterplan economic strategy to provide employment space for target sectors including the high value logistics, manufacturing (including performance engineering) and low carbon companies. The buildings will be in a high quality landscape setting with high quality offices providing research and development facilities. Other business and financial services will be located in the town centre.

4.76 An estimated 1,000 jobs will be provided in the local centres comprising offices, retail/leisure, health facilities, community halls and community facilities possibly nurseries, care and extra care homes and a hotel. The local centres should also support the growth of the low carbon environmental goods and services sector and encourage sustainable lifestyles through commercial uses such as bike shops and organic cafes.

4.77 The existing Avonbury Business Park could be extended to create commercial use and frontage along the realigned Howes Lane.

4.78 Land between the realigned Bucknell Road and Lords Lane adjacent to the local centre is identified for commercial uses.

4.79 The existing farmsteads are identified in the masterplan for mixed use development including some commercial uses. Proposals for mixed use development at the existing farmsteads should retain and respect the listed barns at Himley Farm and the listed farmhouse at Home Farm. Landscape proposals including open spaces should be used to retain the setting of the listed buildings on the site. The masterplan identifies mixed use employment to the north east of Lords Farm and at Hawkwell Farm. The Economic Strategy does not include an indicative number of jobs created in this area.

4.80 Other employment opportunities will be created through the provision of facilities for homeworking in the design of new homes. Homeworking will play an important role in creating employment opportunities on the site and will be encouraged, facilitated by the design of the new homes (Please refer to Development Principle 4(a)).

### Development Requirement 5 – Employment

4.81 Employment proposals will be required to address:

- Accessibility to homes and sustainable transport;
- Mixed use development;
- The capability of the building to achieve BREEAM Excellent on occupation of 50% of the development;
- Relationship to neighbouring uses so that they do not have an adverse impact on adjacent properties and
- The vitality of local centres

4.82 Planning applications should:

- be supported by an economic strategy;
- demonstrate access to at least one new opportunity per new home on-site and within Bicester;
- present an up to date summary of economic baseline information;
- set out the local economic context and economic links (with a specific focus on jobs and employment land);
- pursue target sectors including high value logistics, manufacturing (including

performance engineering) and low carbon environmental goods and services;

- refer to the Cherwell Local Plan evidence base;
- include an action plan to deliver jobs and homeworking, skills and training objectives; and
- support local apprenticeship and training initiatives.



### Transport, Movement and Access

- 4.83 The Eco Bicester One Shared Vision encourages “walking and cycling as the first choice of travel within the town to improve health, reduce carbon emissions, and improve the quality of the environment”. The Sustainable Transport Strategy for Bicester sets out the transport ambition and vision for sustainable transport in the town. It will inform the preparation of transport policies and proposals for the existing town and new development proposals.
- 4.84 The Government has set out its ambition for cycling, for example in announcements made by the Prime Minister and the Cycling Delivery Plan published for consultation in November 2014. The development at Bicester should reflect this ambition. Targets have been set for trips originating from North West Bicester together with aims to tackle the carbon impact of transport from day one through the provision of transport choice messages, infrastructure and services. A key transport objective is to make it easy to get around on foot and/or cycle. Strategic accesses and primary streets are shown on the masterplan.

### Development Principle 6 – Transport, Movement and Access

- 4.85 Travel and mobility are part of our everyday lives and proposals should support people’s desire for mobility whilst achieving the goal of low carbon living. Cycling and walking will be encouraged and supported to be the first choice of transport in new development and the wider town of Bicester. Improved linkages to the town’s stations must be provided and further linkages to Bicester Village Station should be investigated to provide improved connectivity to a wider range of destinations.
- 4.86 The principles in this SPD set out to demonstrate and achieve the benefits that flow from good design and assign a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community.
- 4.87 Development should have a robust urban structure, with a network of well-designed, connected spaces and routes that prioritise the movement of pedestrians, cyclists and public transport. It is critical that these spaces form well connected places which draw the existing and new communities together. Streets will form a major element of the public realm which will “stitch” the site together.
- 4.88 Principles of “walkable neighbourhoods” and “filtered permeability” have been applied in the masterplanning to determine the mix of uses and connections to predominantly daily facilities within the new community. These principles should continue to be used in the preparation of planning applications. Figure 11 shows the key connections within the site and surrounding area.
- 4.89 Development proposals must show an understanding of existing routes and provide a considered response that enhances existing access and connections and seeks to improve/ remove barriers to movement on and off-site.
- 4.90 It is essential that the accessibility of the overall development internally and externally is designed to a high standard

with attractive, direct and overlooked routes. Such routes will be expected to be designed to an adoptable standard.

- 4.91 It is crucial proposed developments integrate fully with existing developments and communities in Bicester by making new connections, while improving existing ones.
- 4.92 Rights of Way should be recognised as important links to the countryside, enhanced and reinforced through the implementation of the masterplan supported by individual planning applications.
- 4.93 The North West Bicester masterplan sets out a framework for movement and access within the site (Figure 11). It includes a street hierarchy and indicative layout of primary streets. This requires further work to ensure the street design and layout is legible.
- 4.94 The primary road layout within the site provides access to the strategic road network. The detailed layout should be designed to keep vehicle speeds low and discourage unnecessary journeys by private motor car.
- 4.95 The SPD masterplan seeks to employ principles of filtered permeability and walkable neighbourhoods. These principles should be developed further in detailed planning proposals.
- 4.96 The masterplan provides the opportunity to address the aspect of existing properties along Howes Lane and the potential for the new development to enhance the existing properties through good urban design and integration with the proposed development. The masterplan is based on the following movement hierarchy:
- A strong green space structure providing a network of footpaths and cycleways;
  - Provision of a strategic route through the site, to realign Howes Lane, cross the railway line and allow integration and connectivity between the new and existing community;
  - Primary access roads into the site link employment, schools and community facilities;
  - Controlled access roads through residential areas provide a route for public transport

and maximise the public transport catchment; and

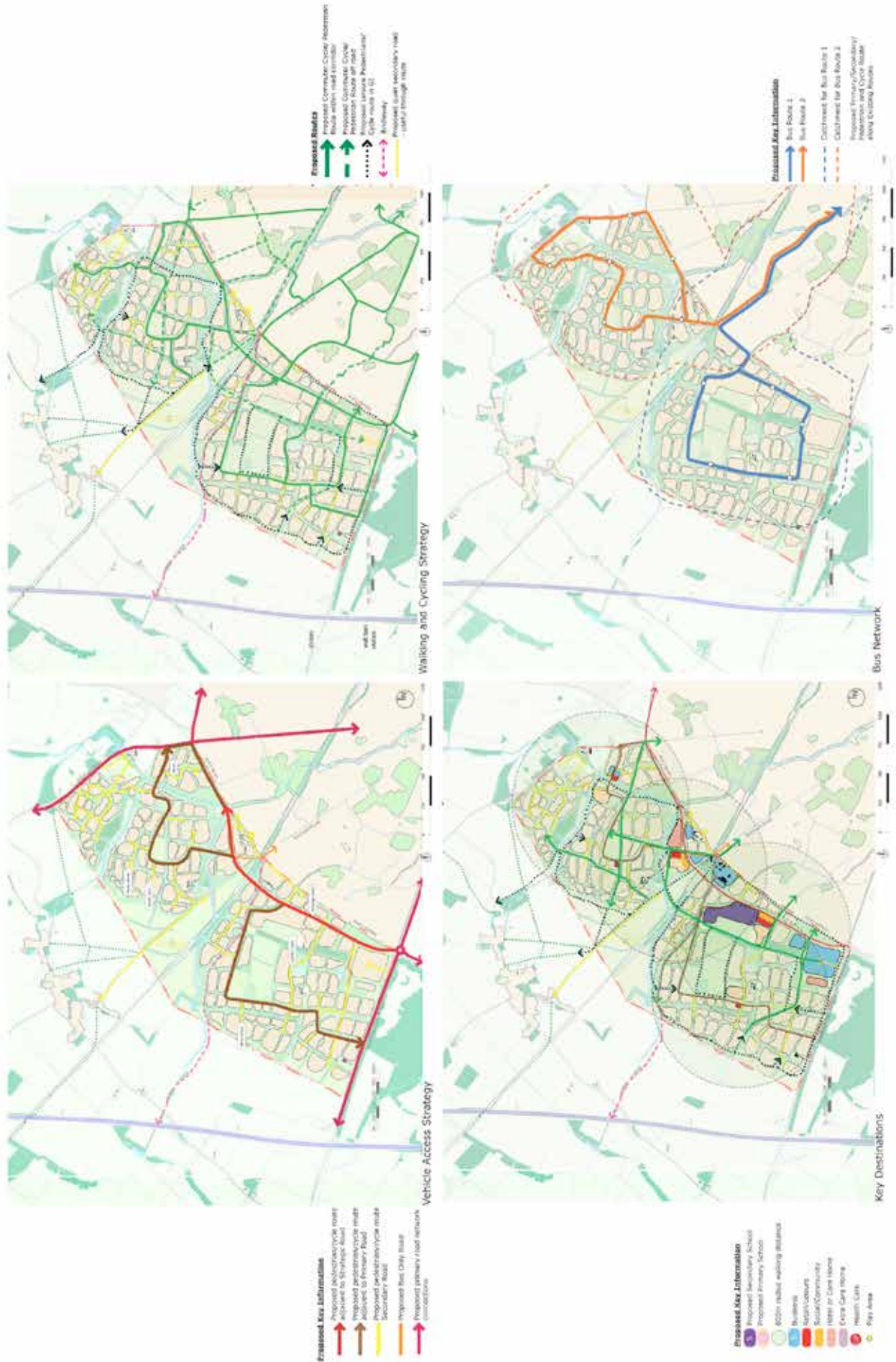
- Minor roads and home zones/community streets to serve residential areas.

## Development Requirement 6 - Transport, Movement and Access

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- 4.97 Key considerations for movement to be addressed in planning applications are as follows:
- Reducing car dependency;
  - Prioritising walking and cycling;
  - Generating activity and connectivity;
  - Highway and transport improvements including Howes Lane and Bucknell Road; and
  - Bus priority and links and infrastructure including RTI
- 4.98 At the outline planning applications stage it will be necessary to set out the indicative layout of lower hierarchy streets as part of a future design code. The secondary road network will provide other routes through the site. Below this level, further work in preparing planning applications is required to show how the routes will connect and illustrate the permeability of the site.
- 4.99 There is scope for planning applications to reconsider key elements and provide further detail to explain how the movement principles will be realised in spatial and public realm terms.
- 4.100 Planning applications and proposals should:
- Demonstrate how Manual for Streets 1 and 2 have been incorporated into the design of roads and streets;
  - Demonstrate how Sustrans design manual guidance has been incorporated;
  - Address and ensure connectivity along the major routes;
  - Include a Movement Strategy and designs to promote sustainable transport ensuring that all residential areas enjoy easy access to open space and are connected by a range of modes of transport to schools, community facilities and leisure/employment opportunities.

Figure 11: North West Bicester Masterplan – Access and Movement Framework



- Demonstrate that homes are within 5 minutes' walk (approximately 400 metres) of frequent public transport and 10 minutes' (approximately 800 metres) of neighbourhood services;

### Sustainable Transport – Modal Share and Containment



4.102 Baseline information on mode share of trips is available from the Bicester Household Travel Diary Data (2010). The results of the Travel Behaviour Survey carried out by Oxfordshire County Council (OCC) in late 2010 showed 69% of total trips in Bicester were made by car and 31% by non-car modes.

4.103 Mode share varies by distance with many of the shortest journeys in Bicester already made by non-car modes (78%) whereas longer journey (more than three kilometres) are mostly by car (86% including car passengers)

4.104 Containment refers to the number of trips generated by a development and the travel patterns within that development. A high rate of containment indicates a land use and transport conditions that enable residents to travel without the need for complex external journeys.

4.105 The SPD masterplan includes land use mixes that maximise the containment of trips within the North West Bicester development and limit the need for vehicular travel.

### Development Principle 6(a) – Sustainable Transport - Modal Share and Containment

4.106 Attractive routes and connections through the development should make the cycling and walking objective achievable. In order to achieve the amount of trips by walking and cycling, proposals in planning applications should be developed with strong connections to on and off-site destinations.

4.107 Walking routes should be designed to integrate with the existing public rights of way network. Opportunities for walking and cycling should be developed and enhanced through a network of sustainable, attractive and direct routes linking green spaces.

4.108 Primary routes for vehicles should allow access to the development but not dominate the layout or design of the scheme. This should be a place where people provide the vitality and vibrancy and walking and cycling become the first choice of travel.

4.109 The transport system should be planned to ensure that all homes and key services have access to non-car modes of transport.

4.110 Car sharing and car clubs should be an important element in supporting reduced car ownership and use.

4.111 Streets and spaces should not be dominated by parking and innovative layouts and management should be used where appropriate.

4.112 Parking requirements will need to be sensitively addressed.

4.113 Masterplanning has sought to achieve an increased level of containment of trips within the development and in Bicester. Residential areas in the draft masterplan have been located so that they are within walking distance of schools and local facilities and accessible to the bus route through the site. Detailed proposals and further masterplanning should be designed in a way that supports children walking and cycling safely and easily to schools from homes.

4.114 Walking distances to schools should be measured by the shortest route along which a child may walk reasonably safely.



For children under 11 there should be a maximum walking distance of 800 metres from homes to the nearest school.

- 4.115 The target level of containment is for at least 35% of trips to be within North West Bicester and 60% to be within Bicester as a whole, that is, 40% or less travelling outside of Bicester. This compares to an estimated 25% at present within neighbourhoods and 56% within Bicester as a whole. It aims at some increase in containment, recognising the complexities and limited influence over people's choices about where they live, work, shop and send their children to school.
- 4.116 The masterplan incorporates the following sustainable transport principles:
- Comprehensive direct networks for walking, cycling and public transport;
  - Limited or less convenient private vehicle access for homes and services;
  - Good accessibility by sustainable modes to key services such as schools and local centres;
  - Provision of bus infrastructure;
  - A compact layout – with medium densities, a mix of uses and a range of facilities within 10 minutes walking distance (around 800 metres);
  - Community Streets (Home zones) – residential areas where streets design encourages drivers to travel at very low speeds;
  - Shared space streets and squares – these are intended to reduce the dominance of motor vehicles and to improve the conditions for walkers, cyclists and pedestrians.
- 4.117 The masterplan will facilitate the overall modal share by non-car modes. This varies by the length of trip. The aim is to achieve an overall modal share of not more than 50% by car. The targets suggest an overall increase in walking trips from 22% at present to 30% for North West Bicester; increasing cycling trips from 4% to 10% and bus trips from 5% to 10%. Walking, cycling and bus trips also include journeys to the railway stations as part of longer journeys by public transport.

## **Development Requirement 6(a) – Sustainable Transport - Modal Share and Containment**

- 4.118 The SPD masterplan includes land use mixes that maximise the containment of trips within the North West Bicester development and limit the need for vehicular travel.
- 4.119 Planning applications should include Travel Plans which demonstrate how the design will enable at least 50% of trips originating in the development to be made by non-car means with the potential to increase to 60% by 2020.
- 4.120 Planning applications should set out how they will deliver:
- High containment of trips within the town;
  - Enhanced bus services from North West Bicester into and around Bicester;
  - Additional bus priority measures;
  - Street plans to discourage car movement;
  - Travel awareness plans (personalised travel plans etc.);
  - Real time travel information including access to train and train services;
  - High quality walking and cycling links to and from the town and waymarking;
  - Cycle storage within new homes;
  - Be supported by a Walking and Cycling Strategy; and
  - Transport Assessments addressing the guidance in this SPD.
- 4.121 Planning applications should also:
- Demonstrate options for ensuring key connections around the town do not become congested as a result of the development, for example, by extending some aspects of the Travel Plan beyond the immediate boundaries of the North West Bicester site;
  - Significantly more ambitious targets for modal share than the 50% and for the use of sustainable transport; and
  - Demonstrate how the principles of filtered permeability have been employed in designing the layout of schemes.

### **Development Principle 6(b) – Electric and low emission vehicles**

4.122 To reduce carbon emissions from transport as part of a sustainable transport system, electric and low emission vehicles will be encouraged. Proposals should include ultra-low carbon vehicle options including electric vehicles, car share schemes and low emission public transport. The implications on energy demand should be considered. Proposals should not add so many additional private vehicles to the local road network that they cause congestion.

### **Development Requirement 6(b) – Electric and low emission vehicles**

4.123 Proposals should make provision for electric and low emission vehicles through infrastructure provision and support in Travel Plans.

### **Proposed Highways Infrastructure - Strategic Link Road and Proposed Highway Realignments.**



#### **Howes Lane realignment**

4.124 The vision is to maintain the strategic route to accommodate the predicted volumes of traffic while providing an environment that is safe and attractive to pedestrians, cyclists and any person that is using the services and facilities proposed. The requirement to upgrade the existing Howes Lane and Lords Lane corridor has long been a priority scheme in the local authorities' infrastructure delivery plans and programmes. It includes a scheme to improve the Bucknell Road Howes Lane and Lords Lane junction. Similarly the crossing of the railway line was seen as a

potential constraint in masterplanning the site; particularly its impact on connectivity between the land uses on either side of the railway embankment.

4.125 A number of options have been considered for the strategic road network in this area and are set out in the various planning documents and evidence in the form of transport studies/ modelling to support the Local Plan.

4.126 Howes Lane is characterised by dense planting, fencing and rear elevations. This results in limited opportunities to link with the eco-town site with the exception of a single greenway.

4.127 Lords Lane presents a more positive aspect to the proposed development in terms of the orientation of new development (housing facing outwards towards the road from Bure Park). The Bure Stream and local nature reserve forms an important green link into the town from the site.

#### **Bucknell Road**

4.128 To reduce the attractiveness of the existing Bucknell Road route for through traffic, other road users, including vehicular traffic travelling along Bucknell Road to and from the town centre, will be diverted to along the route of the existing Lords Lane. The proposed realigned route will enter the masterplan site approximately 100 metres east of the existing Lords Farm. It will then cross the extended boulevard.

4.129 Access to Bucknell from the south and town centre will use the primary street through the northern part of the site before rejoining Bucknell Road on its current alignment. Bucknell Road will be truncated from the north just before crossing the stream continuing as a walking and cycle route towards the southern boundary of the site and the Bucknell Road beyond to the town centre.

4.130 The masterplanning of the site provides an opportunity to improve Bucknell Road and address issues of road safety and local access to Bucknell village by realigning the section of highway immediately to the north of the junction with Lords Lane. The road currently has the character of a rural lane with tall hedges on either side and vehicles travelling fast (the national speed limit is 60 mph).

## **Development Principle 6 (c) – Proposed highways infrastructure - Strategic link road and proposed highway realignments**

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- 4.131 The proposals for improvement of Howes Lane should integrate the existing and new development. To provide this, the existing road is moved further from the existing properties to a new alignment. Development should provide an appropriate interface with Howes Lane by sensitively responding to the scale, massing and height of existing development.
- 4.132 The SPD masterplan shows the A4095 diverted through the site to provide a strategic route for the town and create an urban boulevard for the new development. This road will have the character of a bustling street and be a place of pedestrian activity and the focal point of the new community. The speed of vehicles will be reduced to allow movement between the existing and new development. The creation of a tree lined boulevard will be an attractive feature of the development.
- 4.133 The Howes Lane/ Bucknell Road/ Lords Lane junction arrangement will be replaced by an underpass under the railway line to ease the movement of traffic along the east-west route. Commercial uses will be concentrated in this area providing activity as the main street through the development. The Boulevard will be the primary access into the development connecting the initial phases of housing, community facilities and business park. The carriageway width should be restricted to ensure it does not present a barrier to crossing and movement. The character of the Boulevard should be developed further based on the character areas set out in this document.
- 4.134 The proposed strategic link will be designed as a tree lined street or boulevard. It provides the opportunity to enter the site by a series of “gateways” providing a sense of arrival into the eco-town development at the edges of the masterplan boundary.
- 4.135 This area should accommodate not only the highway but also trees, green space, segregated footways and cycleways with building fronting the new road. It should result

in a vibrant area at all times of day for the community as well as people passing through.

- 4.136 The secondary school could provide activity and a focal point for the development in the southern area of the site. It could be flanked by mixed uses development comprising commercial uses, residential and new green infrastructure.
- 4.137 Vehicles should move through this area along the attractive street, perhaps stopping to use the local facilities or to allow school children or shoppers to cross. Crossing points should allow permeability for pedestrians and cyclists to conveniently access facilities on and off site.
- 4.138 The new route will be a highly accessible street in the new development with excellent links to the rest of the development and town. It will provide commercial opportunities, creating a viable and sustainable mix of uses serving local needs. In this location, and along the public transport corridors, higher density development will be encouraged.
- 4.139 Changes to the character and function of Bucknell Road are also required to allow connectivity between the proposed uses in the southern part of the masterplan areas. It will also have the benefit of discouraging through traffic from using the Bucknell Road to gain access to the M40 at Junction 10 and access other roads north of Bicester. It aims to discourage vehicular movement (“rat-running”) through the villages.
- 4.140 Bucknell Road should provide a strong connection through the site and not be a barrier to movement. The existing highway arrangements along the Bucknell Road should be improved to allow a rapid bus-only link direct into the eco-town site via Bucknell Road with associated walking and cycling infrastructure along it.

## **Development Requirement 6(c) – Proposed highways infrastructure - Strategic link road and proposed highway realignments**

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- 4.141 Planning applications should demonstrate options for ensuring that key connections around the eco-town do not become congested as a result of the development.

- Highway requirements should not lead to a route which will in itself form a new barrier - albeit relocated within the site boundaries.
- Good permeability, frontage and crossing points combined by a reduced speed limit should deliver the vision for an urban boulevard.
- In terms of the design of this new section of road, the local highway authority (OCC) recognises the continued strategic importance, nature and level and types of traffic carried on a daily basis by Howes Lane as part of the Bicester perimeter road network. OCC has provided an indicative Howes Lane carriageway dimension requirement of 7.3 metres. It has also indicated a requirement for off road footways and cycleways, verges (with trees) and two swales and a speed limit of 30 mph.
- Joint cycleway/footways should be at least four metres wide and segregated routes to provide attractive routes for pedestrian and cyclists.
- Applicants will need to work with OCC and CDC to find an acceptable design solution appropriate to the uses along the route. The existing Howes Lane will be the subject of a Stopping Up Order to allow potential alternative uses ranging from open space to foot/cycle ways.

## Public transport



4.142 The vision is to create a rapid and regular bus service from the site to key destinations in and around the town in order to be attractive to residents. The public transport service needs to be fast reliable, affordable and direct.

- 4.143 The masterplan proposes a bus network through the site designed to transport passengers directly and efficiently to their destination and give the bus priority over other road vehicles. Bucknell Road is the preferred route for a bus link to the town centre and this will require some infrastructure to support the increased use by buses from the North West Bicester site. The bus route will use the primary street network for the most part.
- 4.144 The masterplan includes three bus-only links (central, western and eastern). The delivery of bus-only links requires further investigation, for example, from the Bucknell Road to the north side of the development and from the new link to the west side of the development needs further consideration to ensure it can be delivered to achieve the goal of providing an efficient bus service.

## Development Principle 6(d) – Public Transport

- 4.145 North West Bicester should be an exemplar in the design and operation of its transport systems. The challenge this presents is significant and means that “business as usual” is not an option. Street and place design should give pedestrians and cyclists priority with limited and managed car access.
- 4.146 An indicative bus route has been submitted with the Draft masterplan. It includes bus only routes and bus priority measures. The final public transport solution must be attractive to all future residents and provide a viable and efficient alternative to car travel.

## Development Requirement 6(d) – Public transport

- 4.147 The location of the internal bus stops should be within 400 metres (walking distance) of homes and located in the site’s local centres where possible. Bus stops should be designed to provide Real Time Information infrastructure, shelters and cycle parking.

## Healthy Lifestyles



4.148 The built and natural environments are an important component in improving the health and wellbeing of people. Well-designed development and good urban planning can also contribute to promoting healthier and more active living and reduce health inequalities. It is vital that the eco-towns work well as places. This means in social and economic terms as well as environmental. Healthy lifestyles are a key component of the development principles and proposals will need to address this issue.

### Development Principle 7 - Healthy lifestyles

- 4.149 Development proposals should be designed and planned to support healthy and sustainable environments and enable residents to make healthy choices easily. Development proposals should focus on social factors such as benefits of personal health and wellbeing as part of environmental and economic sustainability. Healthy lifestyles are a key component of the development principles and proposals will need to address this issue. Often these factors are interwoven.
- 4.150 For example, sustainable transport options such as cycling and walking reduce environmental impact but also bring benefits for personal health and wellbeing; walkable communities encourage social connection; car clubs are a new service industry that create sustainable jobs and reduce transport impacts.
- 4.151 Healthy lifestyles will also have the benefit of reducing demand on local health facilities

and increased economic productivity with less absence from work due to health issues. Locally grown food can reduce carbon emissions from transport and storage and involves some physical activity in its production. Residents should be encouraged and supported in growing their own fruit and vegetables and the green spaces used to provide sources of food including fruit trees.

- 4.152 Replacing car journeys with walking and cycling trips can have many benefits in terms of health from reducing air pollution, encouraging exercise through active travel and increased interaction with friends and neighbours.

### Development Requirements 7 - Healthy lifestyles

- 4.153 The health and wellbeing benefits from the development principles set out in this SPD should be considered in the design of proposals.
- 4.154 Proposals should provide facilities which contribute to the wellbeing, enjoyment and health of people.
- 4.155 Planning applications should set out how the design of development will deliver healthy neighbourhoods and promote healthy lifestyles through active travel (walking and cycling) and sustainability.
- 4.156 The green spaces within the development should also provide the opportunity for healthy lifestyles including attractive areas for sport and recreation as well as local food production.

#### Allotments

- 4.157 Allotments and play areas have similar functions for health and community cohesion. Some further benefits of healthy lifestyles are set out below:
- Exercise – just 30 minutes of gardening can burn around 150 calories;
  - Home grown produce – If managed properly an allotment can produce enough food to supplement a family's weekly shop, with fresh fruit and vegetables over the year. This could be quite a substantial cost saving;

- Healthy lifestyles – spending as little as 15 minutes a day in the summer sunshine can build up vitamin D levels – this can help the body ward off some illnesses and raise serotonin levels, making plot holders happier and healthier;
  - Reducing obesity levels – reducing cholesterol – through healthier foods, cooking workshops, eating together and discussing food choices;
  - Reducing stress levels;
  - Access to fresh air;
  - Mental illness – promoting interaction with the environment helps to build confidence and skill levels. The integration of allotments with communities means they have a great potential for occupational therapy and as mechanisms of social inclusion;
  - Spending time with like-minded people – allotments are places to socialise and for the camaraderie. Allotments are now used by people of all ages, genders and ethnic backgrounds – this aids community cohesion and helps to limit isolation;
- 4.158 The masterplan and in particular design of the neighbourhoods will be key to the delivery of the healthy lifestyles principle.
- 4.159 Allotments are seen as an opportunity to learn from experienced gardeners as well as share knowledge with newcomers. Allotments can be seen as a social leveller – individuals are valued independently of their social – economic status – it is valued upon gardening skills and knowledge.
- 4.160 Being a plot holder provides a sense of being part of a community.
- 4.161 The National Allotment Society provides further information on allotments ([www.nsalg.org.uk/allotment-info/benefits-of-allotment-gardening](http://www.nsalg.org.uk/allotment-info/benefits-of-allotment-gardening))

## Local Services



4.62 Community facilities and local services are important in providing attractive places where people will want to meet and spend time providing a destination for local residents to visit with a strong community focus. Small scale retail serving the daily needs of local residents will be supported as part of the mix use local centres which should also include employment opportunities and commercial use of first floors. The council will seek to ensure facilities are provided to meet the needs of local residents.

### Development Principle 8 - Local services

- 4.163 Planning applications should include a good level of provision of services within the North West Bicester eco-town site that is proportionate to the size of the development. This should include leisure, health and social care, education, retail, arts and culture
- 4.164 Local centres are proposed as part of the mixed use development including small retail units, offices, and community facilities including a nursery, primary school, and public house. The energy centres and other infrastructure and facilities on the site will generate and support jobs within the site. It is important employment areas are easily accessible and well connected to other uses. The location of complementary uses such as cafes, bars and hotels should be convenient to employment facilities on the site to create a vibrant local economy as set out in the economic strategies.

- 4.165 The success of the commercial uses will be influenced by the mix of uses and quality of the built and natural environment in the masterplan and spatial framework plan. By locating commercial uses in close proximity to community and educational facilities it is envisaged the masterplan will promote viability and support local services. Community facilities and social infrastructure including schools will be provided in locations accessible to the new communities and sports and recreational facilities located in close proximity.
- 4.166 The distribution of community halls will be spread across the site and perform a different function to help build the new community. Schools shall provide high quality educational facilities with a strong community and sustainability emphasis to embrace the whole community, with facilities for the benefit of the whole community. It is important that the mix of uses does not undermine the role of the town centre.

### Development Requirement 8 - Local services

- 4.167 Planning applications should include a good level of provision of services within the North West Bicester eco-town site that is proportionate to the size of the development. This should include leisure, health and social care, education, retail, arts and culture while recognising that the existing town centre will continue to perform an important role as the service centre for the town and surrounding area including major large scale retail and community services such as the new library.
- 4.168 Local services should be located in accessible locations within walking distances (defined in this SPD) to homes and employment.
- 4.169 Following on from the “walkable neighbourhoods” principle the schools should be easily accessible on foot and other non-car sustainable modes. They should be set in an attractive landscape and where parents need to access the school by car, should be carefully considered in order to avoid congestion and conflict with pedestrians and cyclists.
- 4.170 To encourage sustainable travel initiatives, schools should be accessible from at least two sides of the site see “typical example” from the educational requirement document. The local education authority’s preference is for three vehicular entrances located strategically around the perimeter. Noise generation around schools should be minimal. School dropping off/picking up points should be agreed with OCC and CDC. Oxfordshire County Council’s detailed design principles for primary and secondary school sites are contained in Appendix IV. Applicants will be required to liaise with OCC in submitting proposals for school developments and should refer to the OCC guidance, “Drop-off standards for new primary schools built as part of a larger development.”

### Green infrastructure



- 4.171 Green space and green infrastructure will be a distinguishing feature of the site making it an attractive place to live. It provides the landscape setting to the development and a range of opportunities for formal sports, play and informal recreation and the creation of a distinctive development. The eco-town presents an opportunity to create a distinctive and imaginative landscape and green infrastructure (SUDS, pedestrian routes, recreation space, habitat and bio fuel) focussed around existing watercourses and the stream corridors. These features are important and will influence the design of the development.
- 4.172 The majority of green space in the masterplan is focussed on natural corridors

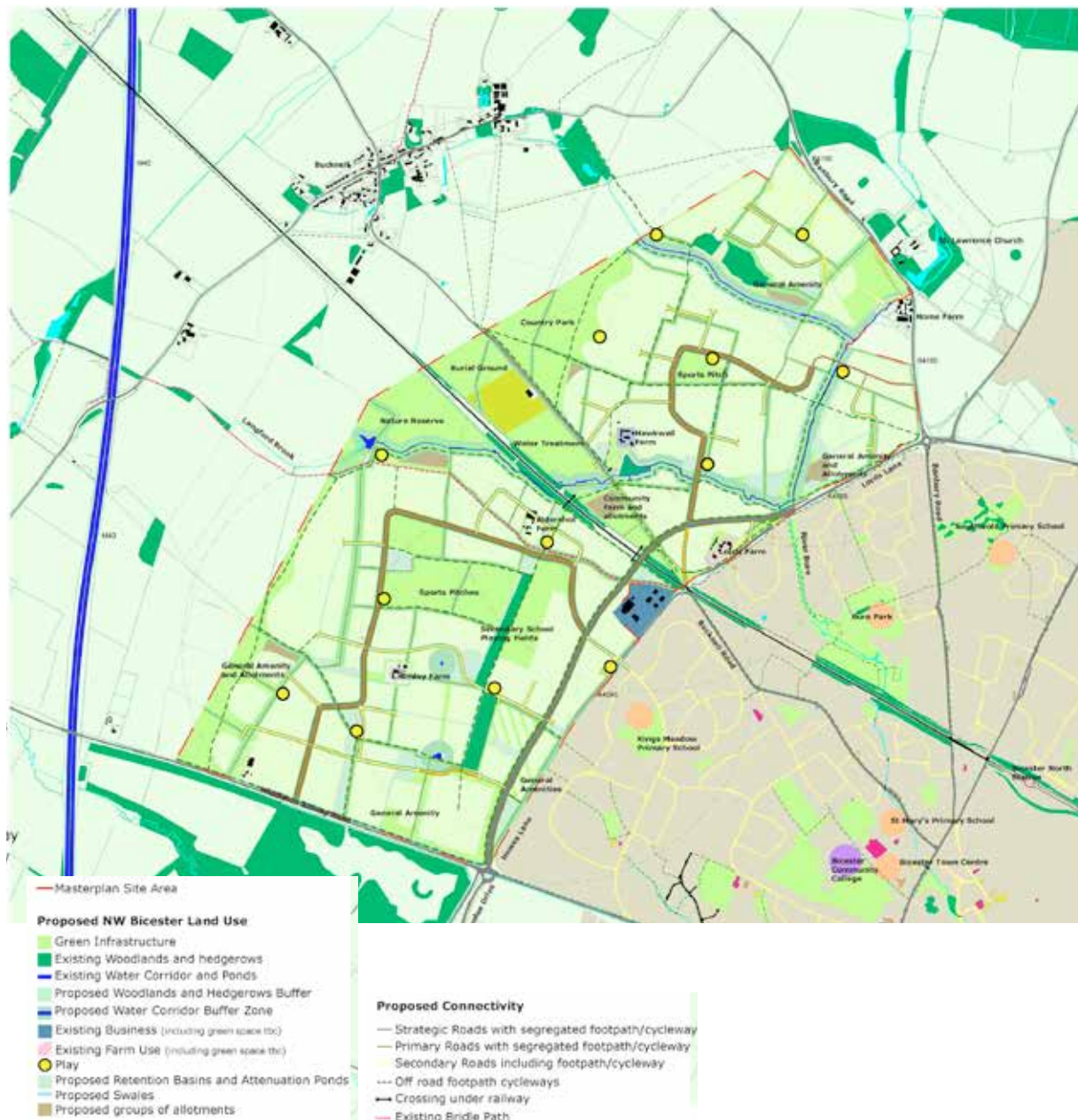
and integrated with the existing hedgerows. The green space to the south of the railway line provides general amenity, sports and a nature reserve. To the north of the railway line the green space provides general amenity, a country park, water treatment facility, burial ground and community farm.

4.173 Other areas of green space provide the landscape framework for the masterplan and opportunities to deliver green infrastructure. The masterplan proposes a green infrastructure framework retaining existing landscape features such as trees, hedgerows and woodland as shown below in Figure 12.

### Development Principle 9 - Green infrastructure and landscape

4.174 Proposals at North West Bicester should create new urban places connected by green space and green corridors utilising the existing landscape framework. A network of interconnected green cycle and walking routes should be created with a combination of direct links between green areas and key destinations allowing residents and local people to explore the wider landscape. The design and layout should provide short direct sustainable connections to the town centre, countryside and key destinations.

**Figure 12:** North West Bicester – Green Infrastructure Framework





The proposed developments should support cultural activity through the provision of high quality public open space.

- 4.175 The impact of development on the site should be minimised to avoid disturbance of existing natural features such as trees and hedges and retaining the links to the landscape and countryside beyond the masterplanning boundaries. Planting of trees should be used to reinforce existing trees and hedges and integrate development with the landscape. The interface with Bignell Park for example needs to be handled with sensitivity as does the relationship to the settlements of Bucknell and Caversfield including important views of buildings such as St Lawrence's Church in Caversfield. The setting of listed buildings within the site should be considered carefully when preparing planning applications. Landscape proposals including open spaces should be used to retain the setting of listed buildings on the site.
- 4.176 Open space should be fronted to secure attractiveness. Green infrastructure should enhance and complement the structure of the urban form and the hierarchy between the two elements needs to be understood in order to understand how these areas might be developed in subsequent applications.
- 4.177 Other areas of green space provide the landscape framework for the masterplan and opportunities to deliver green infrastructure. The masterplan proposes a green infrastructure framework retaining existing landscape features such as trees, hedgerows and woodland.
- 4.178 The space should be multi-functional, for example, accessible for play and recreation, walking or cycling safely, and support wildlife, urban cooling and flood management. Particular attention should be given to land to allow the production of food from community, allotment and/or commercial gardens. Proposed landscape schemes and green infrastructure design should be used to provide external cooling and reduce heat islands.
- 4.179 The bridleway leading from the eastern end of Howes Lane past Aldershot Farm

is an important link between the town and countryside for walkers, cyclists and equestrians and is identified as a green corridor in the masterplan.

## **Development Requirement 9 - Green infrastructure and landscape**

- 4.180 Planning applications should demonstrate a range of types of green space, for example wetland areas and public space.
- 4.181 Development must meet the requirements of the adopted Cherwell Local Plan 2011-2031 (Part 1) Policy BSC11.
- 4.182 Green spaces should be multi-functional, for example accessible for play and recreation, local food production (important due to the high carbon footprint of food), walking or cycling safely and support wildlife, urban cooling and flood management, providing the policy principle is not compromised.
- 4.183 The expectation is for frontages to be designed onto the green spaces with design consideration towards natural surveillance and ensuring landscaping schemes are not compromised. The existing Howes Lane has the potential to be integrated into the green infrastructure and landscape setting of the masterplan.
- 4.184 All planning applications should demonstrate the provision of 40% green space and a range of types of green space. Particular attention should be given to land to allow the production of food from community, allotment and/or commercial gardens.
- 4.185 Proposed landscape schemes and green infrastructure design should be used to provide external cooling and reduce heat islands.
- 4.186 Green roofs should be used to assist with neighbourhood cooling but will not be included in the requirement for 40% green space.
- 4.187 Development should have a clear system of safe, accessible and attractive open and green spaces that respond to and enhance natural features across the site, and integrate with the existing settlement.
- 4.188 Play areas should be located where they are accessible to children and overlooked.

- 4.189 There should be areas where biodiversity is the principal outcome, such as the nature reserve, parts of the country park, and wildlife corridors and buffers. In addition, opportunities to maximise biodiversity in other green spaces should be taken.
- 4.190 All development should be consistent with the Green Infrastructure and Landscape Strategy May 2014.

### **Development Principle 9 (a) – Tree planting**

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- 4.191 To reflect the Biodiversity Strategy, native trees and shrubs should be planted on the site particularly within woodland, the country park, the nature reserve, and ecological buffers and corridors but also as a proportion of other plantings.
- 4.192 Sufficient space should be allocated for tree planting in the planning applications to integrate with the streetscene and adjacent street furniture / highways infrastructure / buildings. Emphasis should be placed upon the planting of larger tree species (oak, plane, lime, hornbeam etc.) within the streetscene to ensure greater benefits are returned to the environment and community. Big trees provide big benefits, small trees provide small benefits.
- 4.193 Good communications and better understanding of all above/below ground requirements within the streetscene at the earliest stage by the design team should ensure the appropriate integration of all streetscene features including trees, SUDs, swales, rainwater harvesting, service routes (above and below) and CCTV.
- 4.194 Ensuring planting is in the correct locations and allows for the integration of the trees into water sensitive urban design avoids conflicts with adjacent features and services as the trees mature. It also allows for the trees to function efficiently and to their maximum capability within the streetscene whilst contributing to installed environmental, ecological and engineered features.

### **Development Requirements 9 (a) - Tree planting**

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- 4.195 Planning applications should allocate appropriate space for the root and crown development of trees.
- 4.196 Where planning applications include proposals for tree planting in or adjacent to hard surface areas the provision of engineered planting pits should be installed with either structured cells, raft system or structured soil. Engineered planting pits in hard surface areas are to be integrated within rainwater harvesting systems in order to assist with stormwater management, reduce maintenance costs and improve water efficiency.
- 4.197 Tree pits must be of the size and specification to support and allow for the individual tree to reach and maintain its mature, natural form and characteristics without the associated and predictable conflicts with urban features and residents.
- 4.198 The design and installation of all hard surface tree pits should be in accordance with BS8545:2014 'Trees from nursery to independence in the Landscape', 'Trees in Hard Landscapes - A guide for Delivery' - Tree Design & Action Group.
- 4.199 Planting pits within hard surface areas must be fit for purpose and capable of providing an aerated, uncompacted medium capable of containing an appropriate volume of soil which can support the tree through maturity. The planting pits must have appropriate engineering solutions installed to ensure that the maturing roots do not present any foreseeable level of risk to property and adjacent hard surfaces. Each hard-surface planting pit specification to be designed to suit the individual tree and its situation.
- 4.200 Tree planting should be considered in masterplanning the site with discussions with the relevant officers from the earliest stage in the design phase.
- 4.201 To improve the integration and practical installation of trees within hard surface areas, developers should adopt a standard practice whereby all engineering drawings include

and identify the location and dimensions of all planting pits within the street scene.

### **Development Principle 9 (b) – Development edges**

- 4.202 Development edges made up of soft landscape proposals and sensitively designed built form have the potential to conserve and enhance the current setting of historic features. Development edges should respond well to the existing tree and woodland cover. Development should be accommodated without resulting in disruption to the local landscape pattern.
- 4.203 The strong landscape structure and general sense of enclosure across the landscape are such that with careful consideration for retention and enhancement of local features they could provide the framework for green infrastructure. Development should give consideration to the setting of listed buildings.

### **Development Requirement 9 (b) – Development edges**

- 4.204 Development on the edge of the site is likely to be more informal and rural in character and this will be reflected in the nature of the green spaces to be provided whereas the formal open space and sports pitches will have a different character. The western edge should be defined by woodland areas and support the existing landscape character of the area.

#### **Hedgerows and Stream corridors**

- 4.205 The alignment of some hedgerows also provides linkages / connections within the site and between the existing town and surrounding countryside for people and wildlife. A block of broadleaved semi-natural woodland west of Home Farm will be retained within a buffer zone of semi-natural habitat linked to the green space along the water courses. Key strategic hedges are identified on the green infrastructure framework (figure 12).
- 4.206 The Bure and its tributaries are important local watercourses. The stream corridors and field boundaries provide further structure and detail to the masterplan having multi-functional

roles in the provision of green space, habitat, biodiversity gain, sustainable drainage, recreation and health, movement and access. They are intrinsic to the site as a whole.

- 4.207 In order to strengthen and enhance the value of the landscape, natural buffer zones will be created. Within these buffers a network of paths and cycleways will provide links between the various areas of the site providing safe and attractive routes to schools, shops and places of work as well as a link to the town and country beyond the natural site boundaries.
- 4.208 The masterplan uses the existing field boundaries and hedgerows to give the layout of the proposed development structure. Hedgerows define the site layout recognising their landscape importance and contribution to biodiversity and habitat. They provide natural corridors throughout the site for wildlife but also for residents as part of the comprehensive cycling and walking network. The Landscape Strategy that supports the masterplan includes the following key landscape elements:
- Green loops as part of a linear park;
  - Retained and reinforced hedgerows with a 20 metre buffer;
  - Riparian zones along the stream corridors;
  - Woodland copses; and
  - Green “fingers” integrating green infrastructure into the development.
- 4.209 The hedgerows would be managed in accordance with a Local Management and Habitats Plan (LMHP) to ensure that they provide habitat suitable for the fauna that were recorded on the site prior to development, in particular, nesting birds (non-farmland specialists), mammals and invertebrates, including the hair streak butterfly and other notable invertebrates. They would also provide wildlife corridors.

### **Development Principle 9 (c) – Hedgerows and Stream corridors**

- 4.210 Retaining and reinforcing the existing hedgerows, trees and woodland on the site is a key development principle. The field

boundaries and hedgerows divide the site into parcels. The hedges are to be largely retained in the masterplan proposals and provide both a constraint and opportunity for development proposals. They are an important feature in the local landscape and form the basis of the site’s green infrastructure.

### **Development Requirement 9 (c) – Hedgerows, dark buffers and stream corridors**

- 4.211 Planning applications need to explain green infrastructure in relation to the way that it fits with the housing and commercial developments as these are critical to the success of the scheme. For instance, simple considerations such as whether development fronts onto landscape will make a huge difference in the way the area is perceived and functions.
- 4.212 Hedgerow loss should be minimised and mitigated for and existing hedges retained as part of the landscape framework and breaches of the hedges minimised in designing the layout of development. Retained hedgerows identified on the masterplan will be enriched by semi-natural vegetation in buffer zones, a minimum of 10 metres either side of the hedgerow in accordance with the Green Infrastructure and Landscape Strategy.
- 4.213 The establishment of a minimum 60 metre corridor to the watercourses (30 metres each side of the centre line) shall be provided to create a strong landscape feature in the scheme and secure the opportunity for biodiversity gain from the development. The corridors will also have other purposes and capacity for other functions. For example, they will provide the interface with development and may also provide opportunities for recreational routes and play. As such long term management proposals will be required as part of any planning application.
- 4.214 Connectivity between habitats and ecosystems must be planned and protected. The resilience of the ecosystems in and around North West Bicester depends on

maintaining connectivity for the full range of wildlife and plants. All planning applications should provide plans showing how wildlife corridors of all sorts will be maintained within the site and also connect with neighbouring sites in accordance with the North West Bicester masterplan and Biodiversity Strategy. A plan showing protected dark corridors across the site must be included.

- 4.215 A 20 metre buffer along either side of designated hedgerows recognised for their ecological value will be provided to create a “dark corridor” for nocturnal species such as bats. The hedgerow buffers should be provided in accordance with the Green Infrastructure and Landscape Strategy. The lighting scheme for the development will avoid disturbance to these dark areas.

### **Sports Pitches**



- 4.216 The SPD masterplan includes sports pitches and secondary school playing fields in a central position on the land to the south of the railway, and in proximity of each other where it may be possible to create a sports hub. Also a site for outdoor sport has been identified in a central position on the land to the north of the railway shown on the masterplan as a “Sports Pitch”.

### **Development Principle 9 (d) - Sports pitches**

- 4.217 40% of the total gross site area will comprise green space and this should include sports pitches.

4.218 The council will encourage partnership working to ensure that sufficient quantity and quality of, and convenient access to open space, sport and recreation provision is secured through ensuring that proposals for new development contribute to open space, outdoor sport and recreation provision commensurate to the need generated by the proposals.

### **Development Requirement 9(d) - Sports pitches**

4.219 The layout, design and type of provision requires further consideration to ensure that it provides a sustainable solution in the longer term. The suitable phasing of sports pitches will be secured through Section 106 Agreements and/or conditions as appropriate.

4.220 Any new facilities should be built in accordance with Sport England's design guidance notes, copies of which can be found at: [www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance](http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance)

4.221 Sport England along with Public Health England launched 'Active Design Guidance' in October 2015 ([www.sportengland.org/activedesign](http://www.sportengland.org/activedesign)). Sport England believes that being active should be an intrinsic part of everyone's life pattern.

### **Biodiversity**



4.222 Green space is critical to ensuring a net gain in biodiversity. The aim is to ensure greater biodiversity across the site once the development is complete. Bat activity and badger corridors have also been

incorporated into the masterplan landscape framework.

4.223 The draft masterplan proposals shall retain the most valuable habitats and ecological features on the site including protecting the majority of hedgerows and watercourses.

4.224 Policy ESD10 of the Local Plan requires preservation and enhancement of habitats and species.

4.225 On site. The council requires proposals to demonstrate a net gain in local biodiversity and a strategy for conserving and enhancing local biodiversity for planning applications.

### **Development Principle 9 (e) – Biodiversity**

4.226 This development principle refers to the preservation and enhancement of habitats and species on site, particularly protected species and habitats. It also includes the creation and management of new habitats to achieve an overall net gain in biodiversity. The creation of a local nature reserve and linkages with existing Biodiversity Action Plan (BAP) habitats is fundamental to this principle. The biodiversity strategy identifies the need for woodlands and ponds to have a minimum buffer width of 10m with a 50m buffer around ponds supporting great crested newts. Other elements of this development principle include:

- ○ Sensitive management of open space provision to secure recreation and health benefits alongside biodiversity gains; and
- ○ A landscape and Habitats Management Plan to be provided to manage habitats on site and to ensure this is integral to wider landscape management.

### **Development Requirement 9 (e) – Biodiversity**

4.227 Biodiversity mitigation and enhancement shall be incorporated into development proposals to provide a net biodiversity gain. As it is not possible to mitigate for the Impact of farmland birds on the site, off site mitigation measures should be provided and all applications within the masterplan area should contribute to the provision of off-site mitigation.

- 4.228 Proposals must demonstrate inclusion of biodiversity gains within the built environment for example through planting, bird, bat and insect boxes and the inclusion of green roofs
- 4.229 A biodiversity strategy which is part of an approved biodiversity strategy for the whole masterplan area, shall accompany all planning applications. It should include an accepted numerical metric to show that a net gain in biodiversity will be achieved.
- 4.230 All new development within the North West Bicester site must be in line with the North West Bicester Masterplan Green Infrastructure and Landscape Strategy, May 2014 which forms part of the masterplan SPD.
- 4.231 A Biodiversity Strategy which builds on a Biodiversity Strategy for the masterplan shall accompany all planning applications.
- 4.232 A detailed Landscape and Habitats Management Plan including a comprehensive ecological monitoring programme will be required for all reserved matters and full planning applications.

## Water



- 4.233 Water neutrality is the concept where the total water used after a new development is no more than the total water used before the new development. This requires meeting the new demand through improving the efficiency of uses of the existing water resources. Water neutrality needs to be assessed within a defined area, normally the water company's water resource zone. Water neutrality is a demanding level of ambition which is only likely to be achieved through a combination of measures. A key component is to make the new development water efficient, through using the most efficient water products and where appropriate looking at water use options.
- 4.234 As Bicester is in an area of serious water stress, with Thames Water (the statutory water undertaker for the area) predicting supply demand deficits, proposals should aspire to water neutrality as achieving development without increasing overall water use across a wider area. Policy Bicester 1 sets out the infrastructure needs for North West Bicester and requires utilities and infrastructure which allow for zero carbon (see Development Principle 2) and water neutrality on the site.
- 4.235 The masterplan is supported by a Water Cycle Strategy (WCS) confirming the proposed development shall incorporate a water efficiency design standard to limit average per capita consumption (PCC) to 105 litres per person per day (l/p/d) in all new homes. For residential properties, at least 25 l/p/d of potable water demand must be replaced with non-potable water to

allow the target of 80 l/p/d to be achieved. Options for providing a non-potable supply to the dwellings on the North West Bicester development include:

- Rainwater harvesting at a property level;
- Rainwater harvesting at a wider neighbourhood level;
- Greywater recycling (GWR) at a property/ neighbourhood level; and
- Local reclamation of treated wastewater.

4.236 Other options may exist and should also be explored. In terms of on-site sewerage network capacity it is suggested in the WCS that gravity sewers are employed to collect the majority of the waste water to avoid the need for a multitude of on-site sewage pumping stations. The design standard shall also require that water recycling technologies are used locally to supplement domestic supplies. It sets out options for the proposed development. It explores the proposed new potable demand from the development and the alternative methods to reduce the demand on the existing Thames Water Utilities network. In this way it seeks to move the development towards water neutrality to avoid the above mentioned supply demand deficits.

4.237 Reducing potable water demand also allows more water to be retained in the environment, which can have benefits for biodiversity, amenity and both the flow (additional dilution) and physiochemical elements of the Water Framework Directive (WFD). Water efficiency measures in residential and non-residential buildings are explored in the WCS and will need to be developed further in the implementation of the masterplan. They include variable flush toilet devices, reduced flow showers and taps and metering retrofits. Local reclamation of surface water may be required to increase water neutrality further. It is unlikely that local groundwater or surface water abstractions would be suitable substitutes to the utility company network.

## Development Principle 10 – Water

4.238 The council requires development proposals to be ambitious in terms of water efficiency across the whole development and demonstrate efficient use and recycling of water to minimise additional water demand from new housing and new non-domestic buildings. In order to meet zero carbon targets for the development, proposals will be required to meet the water efficiency target. The Water Cycle Strategy (WCS) sets out details of how this may be achieved as the design standard for all new development. The development should not make it more difficult for the water company to achieve its demand management strategy and ensure a supply demand surplus is maintained.

## Development Requirement 10 – Water

4.239 Planning applications should be accompanied by a water cycle strategy (WCS) that provides a plan for the necessary water services infrastructure improvements. The WCS should be prepared and developed in partnership with interested parties, including the local planning authority, the Environmental Agency (EA) and the relevant water and sewerage companies through a water cycle study. The strategy should:

- Assess the impact the proposed development will have on the water demand within the framework of the water company's water resource management plans and set out the proposed measures which will limit additional water demand from both new housing and new non-domestic buildings and show how the scheme can address the aim of water neutrality;
- Demonstrate that the development will not result in any deterioration in the status of any surface waters or ground-waters affected by it; and
- Set out proposed measures for improving water quality and avoiding surface water flooding from surface water, groundwater or local water courses.

- Demonstrate that adequate sewerage Infrastructure capacity exists on and/or off the site to serve the development that would not lead to problems for existing users.

4.240 Development proposals shall incorporate:

- Measures in the Water Cycle Strategy for improving water quality and managing surface water, ground water and local watercourses to prevent surface water flooding from those sources and
- Sustainable Urban Drainage Systems (SUDS) designed to maximise the opportunities for biodiversity.



### Flood Risk Management

- 4.241 To minimise the impact of new development on flood risk the NPPF requires that the surface water drainage arrangements for any development site are such that volumes and peak flow rates leaving the site post-development are no greater than those under existing conditions. As the North West Bicester site is predominantly greenfield in its predevelopment state, the drainage strategy should be based on the principle of attenuating any additional post development runoff to equivalent greenfield rates.
- 4.242 The aim is to provide a site-wide Sustainable Urban Drainage System (SUDS) as part of the approach to flood risk management and climate change adaptation. In terms of design, the SUDS should not be treated simply as a drainage feature, but integrated into the wider landscape and ecology strategy. SUDS are a fundamental component of the proposed green infrastructure.

### Development Principle 11 - Flood risk management

- 4.243 Development proposals should demonstrate how Sustainable Urban Drainage Systems (SUDS) and other appropriate measures will be used to manage surface water, groundwater and local watercourses to prevent surface water flooding.
- 4.244 Natural drainage systems and runoff rates no higher than greenfield rates will be required to reduce the risk of flooding and maintain groundwater levels.
- 4.245 Maintenance of the surface water features on the site is critically important to maintain their long term functionality. Without maintenance in perpetuity, drainage features will not be able to provide the required surface water attenuation and restrict surface water runoff to the Greenfield runoff rate. This will increase the risk of flooding on and offsite.

### Development Requirement 11 - Flood risk management

- 4.246 Planning applications should demonstrate that the proposed development will not increase flood risk on and off the site.
- 4.247 They should demonstrate that the peak discharge rate for all events up to and including the 1 in 100 chance in any year critical storm event, including an appropriate allowance for climate change will not exceed that of the existing site.
- 4.248 As the development includes proposed residential development with an assumed lifetime of 100 years, the surface water drainage strategy should include a 30% allowance for climate change in accordance with guidance in the NPPF.
- 4.249 Planning applications must demonstrate in a surface water drainage strategy that the proposed development will not increase the risk of flooding from surface water on or off the site.
- 4.250 In preparing planning applications, the following guidance should be referred to:
- “Preliminary rainfall runoff management for developments”, DEFRA, Environment Agency providing guidance on the preparation of surface water strategies;



- NPPF National Planning Guidance on Climate Change allowances
- “C635 Designing for exceedance in urban drainage – Good Practice”, CIRIA”
- “Sustainable Drainage Systems – design manual for England and Wales CIRIA C522
- SUDS manual, CIRIA C753

## Waste



4.251 Waste can cause harm to the environment through its treatment and disposal. The Waste Management Plan for England was published by the Department for Environment, Fisheries and Rural Affairs (DEFRA) in 2013 and sets out the Government’s waste policies. The Government’s aim is to reduce the amount of waste produced across the economy whilst promoting economic growth and prosperity.

4.252 In terms of recycling, the EU target is for 50% of waste to be recycled by 2020. Landfill or incineration without energy recovery should be the last resort. In 2012/13 22.6 million tonnes of household waste was generated in England but has been falling on average by 2% per year since 2007. More recently there has been a growth in waste in Oxfordshire which could be up to 2% in 2015.

### Bin Storage in Residential Development

4.253 Cherwell District Council has produced guidance on bin storage in residential developments. The Government’s review of Housing Standards includes changes to guidance on external waste storage to ensure it is properly considered in new housing development.

## Development Principle 12 – Waste

4.254 Planning applications should include a sustainable waste and resources plan (SWRP) covering domestic and commercial waste and setting targets for residual waste, recycling and landfill diversion. A site waste management plan (SWMP) for North West Bicester supports the masterplanning of the site. The implementation of such plans remains best practice despite the Site Waste Management Plans Regulations 2008 being repealed in December 2013.

4.255 Between 2007 and 2014 the Oxfordshire Waste Partnership’s (OWP) increased recycling and composting rates from 33% to 60% in Oxfordshire. In April 2014 OWP was replaced by an informal partnership, “Recycle for Oxfordshire” working to continuously improve waste management services for residents. OWP agreed the Oxfordshire Joint Municipal Waste Management Strategy (OJMWMS) in 2007 which was reviewed and updated in 2013. It sets out plans for dealing with municipal waste up to 2030. The main themes of the strategy are:

- Reduce and reuse - provide advice, services and information to help householders, businesses and the community reduce and reuse materials and avoid waste. Also to set a good example by reducing its own waste.
- Recycling and composting - as a minimum, Oxfordshire will achieve a combined recycling and composting rate for household waste of at least 65% by 2020 and 70% of household waste by 2025.

4.256 The OJMWMS Policy 3 aims to help households and individuals reduce and manage their waste in order to ensure zero waste growth or better of municipal waste per person per annum. Applicants should be aware of this in developing their Sustainable Waste and Resources Plans and consider how they could help achieve the waste target reduction. Bicester already has a good basis for this that could be built on in the existing sustainability and reuse centre at Bicester Green. Proposals should achieve at least 70% reuse and recycling.

## Development Requirement 12 – Waste

- 4.257 Planning applications should include a sustainable waste and resources plan covering both domestic and non-domestic waste which:
- sets targets for residual waste levels and landfill diversion
  - Establishes how all development will be designed so as to facilitate the achievement of the targets
  - Provides evidence that consideration has been given to the use of locally generated waste as a fuel source for CHP generation and
  - Sets out how developers will ensure that no construction, demolition and excavation waste will be sent to landfill.
- 4.258 The Sustainable Waste and Resources Plan (SWRP) should demonstrate that targets for residual waste levels and landfill diversion can be met.
- 4.259 Proposals should incorporate the Cherwell District Council (CDC) Planning and Waste Management Design Advice on waste management in establishing how the development will be designed to facilitate the achievement of the targets set in the SWRP.
- 4.260 The SWRP should also achieve zero waste to landfill from construction, demolition and excavation.

## Community and Governance



- 4.261 The creation of a balanced and mixed community is a fundamental requirement of eco-towns and sustainable development. The development of approaches to community governance and decisions on them will involve Bicester Town Council

## Development Principle 13 – Community and governance

- 4.262 A long term approach is necessary to ensure the new development retains its integrity and is able to manage change in a planned way.
- 4.263 Developers should seek to achieve a seamless approach across the site in terms of community led activities and facilities.
- 4.264 To promote integration with the existing community, planning applications should include:
- Governance proposals appropriate to the scale and complexity of the development and complementing existing demographic arrangements for parish and local governance;
  - Provision of a range of house types and tenures, potentially linked to incentives to local first time buyers and older households;
  - Sensitive allocation and management policies for affordable housing which enable extended families and friendship networks (co-housing) to move together and help create a more diversified tenure mix;
  - Provision of a range of community and leisure facilities which cater not just for

North West Bicester but also give people from the existing community reasons to go there;

- Revenue support for provision of appropriate staffing and early staffing of community facilities;
- Good public transport links between North West Bicester and the wider town.

4.265 Delivering a high quality scheme is only part of creating a successful place. Suitable management of the different elements of the masterplan will be required to ensure facilities are maintained over the long term and to help to build social cohesion.

### Development Requirement 13 - Community and governance

- 4.266 Planning applications should be accompanied by long term governance structures for the development to ensure that:
- Appropriate governance structures are in place to ensure that standards are met and maintained;
  - There is continued community involvement and engagement to develop social capital;
  - Sustainability metrics including those on zero carbon, water, transport and waste are agreed and monitored;
  - Future development continues to meet eco-town standards, and
  - Community assets are maintained.
- 4.267 Planning applications should be accompanied by long term governance structures that complements the existing democratic arrangements (see Appendix II paragraph ET22.1) and seek to achieve a seamless approach across the site in terms of community led activities and facilities.

## Cultural Wellbeing



4.268 The NPPF recognises that cultural wellbeing is part of achieving sustainable development and includes cultural wellbeing within the twelve core planning principles which underpin both plan-making and decision-taking. The NPPF states that the planning system should, 'take account of and support local strategies to improve...cultural wellbeing for all...' The Planning Practice Guidance (PPG) complements the NPPF and provides advice on how to deliver its policies. The PPG states that, 'public art and sculpture can play an important role in making interesting and exciting places that people enjoy using.'

4.269 The implementation of community facilities is linked to the policy objective of creating a culturally vibrant place, combining both artworks and appropriate community facilities which may include theatre/cultural uses. These community facilities would fit, harmoniously, with the objectives for mixed use development set out earlier in this document. The link between objectives and implementation is therefore reinforced and serves to further deliver the NPPF Core Principles on cultural wellbeing.

4.270 Policy Bicester 1 within the adopted Cherwell Local Plan 2011-2031 Part 1 provides the local planning policy context for the North West Bicester site and sets out key site specific design and place shaping principles. These include the provision of public art to enhance the quality of the place, legibility and identity. In terms of the infrastructure needs of the site, the Policy requires community facilities including those for arts and culture.

## Development Principle 14 - cultural wellbeing

4.271 A Cultural Wellbeing Strategy has been prepared that focusses on making North West Bicester a culturally vibrant place through high quality design and community engagement. This includes the provision of public art across the site. Planning applications will be required to demonstrate in a Cultural Wellbeing Strategy how proposals to support cultural wellbeing will be incorporated into detailed development plans. A copy of the North West Bicester Cultural Wellbeing Strategy is included in Appendix V.

## Development Requirement 14 - cultural wellbeing

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4.272 Cultural wellbeing projects should complement and support the vision and aims of the North West Bicester Eco Town development by:

- Exploring the use of sustainable materials – using recycled materials or locally sourced materials to reduce the carbon footprint and inventive ways to offset other resources used;
  - Celebrating nature and the natural environment, by reflecting on natural and environmental issues;
  - Interpreting nature, projects to inform people and raise awareness about nature and its processes, and/or about environmental issues;
  - Encouraging environmentally sustainable behaviour – projects to encourage recycling, using sustainable routes through the development – artwork projects to encourage cycle and walking routes – and help with wayfinding and directing the flow of people through public areas;
  - Encouraging local residents and visitors to think about and become environmentally aware in their everyday living;
  - Create an identity for the development (as the first Eco-Town in the UK), to both the residents and outside world;
- To use projects and provision of community and cultural facilities to assist in the creation of a distinctive, safe, vibrant, cohesive and socially sustainable community; and
  - Conservation and enhancement of the historic environment.

## 5. Design and character areas

5.1 This section relates to the specific design and place shaping principles. The Local Plan Policy Bicester 1 includes key site specific design and place shaping principles. The design of streets, green infrastructure, and public realm should follow these principles as the basis of further work in the preparation and submission of planning applications on the site. They are therefore the starting point for planning applications and should be used in developing proposals in accordance with the spatial framework. The masterplan sets out the land uses across the site and demonstrates the design principles to be used in guiding subsequent planning applications.

5.2 The following design principles should guide the preparation of proposals on the site:

- Sustainability – a key driver in the design of the eco-town and a fundamental principle in achieving a zero carbon development - the layout of the site and individual buildings should reduce the use of resources and carbon dioxide emissions;
- Character – somewhere with a sense of place that responds positively to the area as a whole;
- Integration – within the site but also with the surrounding town and countryside;
- Legibility – a place which is easy to understand and navigate;
- Filtered Permeability – achieving a form of layout which makes for efficient movement for pedestrians, cyclists and public transport provision while accommodating vehicles, and ensuring good connections with its surroundings;
- Townscape – utilising building height, scale and massing, and design detail and
- Landscape and green infrastructure including green space – a place which responds to its landscape setting,

historic landscape and field boundaries incorporates buildings in a quality landscape setting. The Oxfordshire Historic Landscape Characterisation (HLC) should inform each stage of the design process, from setting the site boundaries through to the masterplan and onto the detailed design ideally through an iterative process between masterplanners/designers and those with understanding of the site's past history.

### Design principles

5.3 The following design principles should be incorporated into proposals submitted as planning applications:

### Continuity and enclosure

- Buildings should relate to a common building line that defines the street and public spaces and establishes a clear hierarchy of streets and spaces.
- Development should provide active frontages to all public spaces.
- Private spaces should be clearly defined and enclosed at the rear of buildings.
- Streets and spaces including green infrastructure should be well-designed and demonstrate the use of high quality materials. They should be appropriately detailed with street furniture, lighting, trees and public art. Such details should be comprehensively designed into the public realm to give the proposals an identity and enhance the sense of place.

### Legibility

5.4 Development form should establish a street and/or space hierarchy that is focussed on important routes, landmarks and landscape features so as to enhance existing views and vistas, and create new ones to help people find their way around.

5.5 The design, location and function of buildings, along with the use of materials and

landscape treatment, should reinforce the identity and character of routes and spaces they serve.

- 5.6 The gateways to the site and the local centres should be designed to create a sense of arrival within the development and improve legibility.

### Adaptability

- 5.7 Development and buildings should:

- Ensure flexibility and adaptability of all buildings including provision for homeworking in homes;
- Achieve the principles set out by Lifetime homes and Lifetime neighbourhoods;
- Allow buildings to change use, or serve a different function; and
- Be brought forward with a mind to “future proofing” emerging sustainable technologies and infrastructure

- 5.8 All buildings should be fitted with Automatic Water Suppression Systems.

### Diversity

- 5.9 Development should:

- Provide a mix of compatible uses;
- Create vibrant local centres and communities;
- Allow people to live work and play in the same area;
- Establish a visual variety through a townscape-led approach; and
- Respond to the key conditions and character cues across the site.

### Climate change adaptation

- 5.10 Development should:

- Be designed in response to the latest predictions of future climate change with reference to UKCIP and the North West Bicester specific climate predictions prepared by Oxford Brookes University; and
- Show consideration of topography, water environment and water use, street layout, landscape, building mass and choice of materials to help avoid heat islands, modify

summer peak temperatures and reduce energy load on buildings

- 5.11 Architectural responses across the development should demonstrate consideration of passive solar gain, risks of overheating thermal mass, albedo (materials) etc. whilst still engaging with the street and enhancing the public realm.

### Building Heights

- 5.12 Generally the development proposals will be suburban in scale reflecting the location of the site and the Bicester context with two-storey buildings with pitch roofs up to a height of 12 metres. In the local centres and along the strategic route through the site, taller buildings with up to four storeys (heights up to 20 metres) will be considered in the context of the masterplan to increase density and meet the requirements of occupiers in these locations.

- 5.13 The height of the proposed business park in the south western part of the site should recognise the prominence of the location on the edge of the site and should relate to the residential neighbourhood to the south of Howes Lane. The masterplan sets out the separation between the existing development and proposed commercial buildings.

- 5.14 The realignment of Howes Lane sets back the proposed business park and separates it from the existing housing development to the south. Given the separation, planning applications and design of employment proposals should take account of the existing housing and ensure new buildings have a suitable relationship in terms of height, distancing, separation and landscape schemes.

- 5.15 Planning applications will need to consider heights and how these vary across different site conditions.

### Character and setting

- 5.16 Proposed development should be sensitive to the existing landscape and townscape character whilst creating a unique image for the eco-town. Development proposals should demonstrate a morphology and

urban form that responds to the site's topography, ecology, natural features and landscape character as well as responding to local patterns of development.

- 5.17 Heritage assets and any identified or potential non-designated heritage assets will be retained and their settings respected and any other historic landscape features (such as may be identified by the HLC) also retained and ideally their significance better revealed. Careful thought about the way the farms related to the agricultural land around them may point towards ways in which the retained buildings can be integrated into the new surroundings in a way that retains a degree of historical sense. Public open space could be used to retain the setting of the farm complexes.

### Design and layout

- 5.18 Development should be outward facing, with attractive edges and perimeter blocks; and take advantage of passive overlooking

### Building design and streetscene

- 5.19 Buildings should be designed to enliven the street scene through the creation of street frontages and entrances.
- 5.20 Ground floor windows fronting onto the street should be employed to provide activity, at regular intervals.

### Commercial development

- 5.21 Non-residential buildings should be designed to be BREEAM very good with the capability of meeting BREEAM Excellent on occupation of 50% of the development.
- 5.22 Further parameters including scale and massing, building heights and frontages and maximum floorspace areas will be required to define the nature of commercial development and how it is integrated within the masterplan.
- 5.23 The form and nature of commercial development in the proposed business park should create a gateway with landmark buildings along Howes Lane as a prominent location within the development.
- 5.24 The BREEAM Technical Manual SD5073 - 4.0: 2011 for new construction - non-domestic

buildings, 2011 sets out Building Design Daylighting parameters for all non-residential buildings to achieve BREEAM HEA 1 - Visual Comfort which states:

- All fluorescent and CFL lamps to be fitted with high frequency ballasts
- Relevant building area meets good practice

### Character areas

- 5.25 The natural features of the site combined with the proposed pattern and density of development suggest the site can be broken into distinct zones or character areas: proposed neighbourhoods north of the railway line bisected by watercourses; neighbourhoods bisected by the green network; the employment areas; higher density uses and other town-wide facilities such as a hotel or community facilities.
- 5.26 Within these character areas there are a number of more localised character types as follows:
- Strategic road (the Boulevard);
  - Strong landscape edge;
  - Green space frontage overlooking development set within the green space network;
  - Education and employment zone – secondary school, business and general industrial located within strong landscape structure;
  - Informal residential layout responding to alignment of watercourse and other landscape elements;
  - Semi-formal residential development based on more formal layout of sports pitches/ playing fields, parkland, civic squares and amenity public space.
- 5.27 Character Areas set out in more detail the key components of the neighbourhoods that have been identified and provide an indication of the likely activity that each area will provide. For example, all buildings should be accessed from the street to maximise on-street activity.

5.28 The setting of St Lawrence's Church, Himley Farm Barns and Home Farm are key considerations for any development in this area. This setting is currently defined by underdeveloped agricultural land with associated rural qualities, in turn allowing views from these areas to the Church tower such that built development without adequate buffers would be incongruous. Careful thought about the way the farms related to the agricultural land around them may point towards ways in which the retained buildings can be integrated into the new surroundings in a way that retains a degree of historical sense. Public open space could be used to retain the setting of the farm complexes.



# 6. Delivery

- 6.1 **This section sets out the key requirements relating to the scheme's delivery and the requirements which should be met at the detailed planning application stage and beyond. The aim is to ensure a comprehensive scheme and consistent approaches to quality and delivery.**
- 6.2 The masterplan will be delivered through the preparation, submission and implementation of planning applications. The approach to developer contributions, infrastructure requirements, monitoring and review mechanisms and transition should follow the guidance in this section.
- 6.3 The following components should be taken into account in delivering the vision and when preparing proposals to deliver the masterplan through the submission of planning applications:
- Achievement of zero carbon;
  - The transport, access and movement framework; infrastructure requirements, provision and delivery including highways, education and community facilities;
  - Resource efficiency and low carbon solutions for example energy and water;
  - Sustainable and healthy lifestyles – to reduce the carbon footprint of development by ensuring that households and individuals in the eco-town are able to reduce their carbon footprint to a low level and achieve a more sustainable way of living;
  - Employment opportunities and facilities to support job creation providing a mix of uses and access to job opportunities;
  - The landscape framework provided by the site's existing natural features to provide and enhance green space including multi-use green infrastructure;
  - A high quality design and layout as part of a comprehensive masterplan setting

out the distribution of land uses within an attractive landscape setting; and

- A long term approach to community and governance to ensure that appropriate governance structures are in place to ensure that standards are met, maintained and evolved to meet future needs and complements existing democratic arrangements for local governance (see Appendix II paragraph ET22.1).

## Infrastructure provision

- 6.4 The Infrastructure Delivery Plan in the Cherwell Local Plan identifies infrastructure required to deliver the eco-town proposals. Infrastructure (transport, energy, water, waste and communications but also community infrastructure in education and health) requirements essential to meet the needs of residents and compliant with CIL Regulation 122 include:

- School provision;
- District Energy Network;
- Green infrastructure as part of the 40% green space;
- Local services and facilities;
- Community facilities;
- Railway crossing(s);
- Strategic highway improvements; and
- Sustainable transport provision.

## Outline planning stage

- 6.5 Outline planning applications represent the first stage in the delivery of the masterplan. Outline planning applications can be made with some or all matters reserved for future determination. Guidance on the local requirements for outline planning applications is set out on the council's website [www.cherwell.gov.uk](http://www.cherwell.gov.uk)

## Outline Planning Applications

6.6 Outline planning applications represent the first stage in the delivery of the masterplan. Outline planning applications should be prepared in accordance with the Principles and Requirements set out in this Supplementary Planning Document (prepared in accordance with the PPS1 Supplement Eco-towns July 2009) and North West Bicester Masterplan documents as set out in Principle / Requirement 1.

6.7 Outline planning applications can be made with some or all reserved matters reserved for future determination. Guidance on the local requirements for planning applications is set out on the council's website [www.cherwell.gov.uk](http://www.cherwell.gov.uk).

6.8 Each outline planning application must include:

- Outline Application Forms, landownership certificates and agricultural holding certificate;
- Planning application drawings (for approval and in support);
- Description of development and parameters document;
- Design and Access Statement;
- Landscape Strategy;
- Landscape and Habitats Management Plan;
- Environmental Statement or for subsequent applications a statement identifying where impacts have been previously assessed;
- Sustainability Framework;
- Transport Assessment;
- Framework Travel Plan;
- Energy Strategy;
- Water Cycle Strategy;
- Utilities assessment;
- Planning statement;
- Draft Heads of Terms;
- Statement of Community Involvement;
- Affordable housing statement;
- Economic Strategy;
- Arboricultural report
- Cultural Wellbeing Strategy;
- Monitoring Plan;
- Indicative masterplan in accordance with the North West Bicester masterplan; and
- Information to assess site specific matters.

## Pre-application Consultation

6.9 During the preparation of outline planning applications, applicants should partake in pre-application consultation with statutory consultees, including Cherwell District Council and Oxfordshire County Council. In addition, genuine public consultation should take place. This should include planning for real exercises and best practice from community engagement techniques.

## Consultation and engagement

6.10 Planning applications should include a Statement of Community Involvement to show the genuine engagement of the public in preparing the proposals. This should include planning for real exercises and best practice from community engagement techniques. Previously stakeholder workshops have taken place and these should be developed as the basis of future consultation exercises.

## Planning Performance Agreements

6.11 Planning Performance Agreements will be sought. In order to facilitate effective processing of applications the council will encourage pre-application engagement and the agreement of a Planning Performance Agreement with agreed timescales.

6.12 Planning applications will be required to include the following:

- Environmental statement or for subsequent applications a statement identifying where impacts have previously been assessed
- Description of development, parameter plans and environmental statement
- Supporting information including an illustrative masterplan, Design and Access Statement

- A strategy demonstrating how the proposals will meet the requirement for Zero Carbon buildings across the development
- Draft Heads of Terms setting out the developer contributions (See section on infrastructure delivery)
- Economic Strategy
- Transport Assessment
- Design and Access Statement
- Parameter plans for illustrative purposes only
- Cultural Strategy
- Landscape Strategy
- Biodiversity Strategy
- Green Infrastructure framework plan
- An indicative masterplan in accordance with the Draft masterplan and SPD spatial framework
- Information to address site specific requirements

### Reserved Matters applications

- 6.13 Reserved Matter applications should set out in detail the proposed development in the context of the wider masterplan in order to ensure a comprehensive development and compatibility with adjacent uses. Reserved matters should include the phasing and sequencing of development as set out in the masterplan.
- 6.14 Reserved matters may include:
- Layout
  - Scale
  - Appearance
  - Access and
  - Landscaping
- 6.15 Design and Access Statements and Design Codes should be used to deliver the development principles.

### Planning Obligations and Developer Contributions

- 6.16 Cherwell Local Plan Policy INF1 is the basis for providing new infrastructure and facilities through new development. It is intended to reduce the time taken to negotiate individual planning obligations associated with development proposals.
- 6.17 It is anticipated that the developer contributions through legal agreements will include:
- Provision of affordable housing
  - Contributions to educational facilities
  - Community facilities
  - Sports facilities
  - Management and maintenance of open space
  - A burial ground
  - Governance
  - Sustainable lifestyles requirements and
  - Local employment, training and skills
  - Sustainable transport measures including the provision of bus services, off site highway schemes, pedestrian and cycle routes and
  - Provision of SUDs
- 6.18 This list is not exhaustive and early discussion of requirements is encouraged.

### Draft Heads of Terms

- 6.19 Cherwell District Council continues to prepare evidence base for developer contributions. Applicants should agree the requirements of any section 106 and conditions with the local planning authority and County Council. The requirements of the planning obligations include the provision and/or contributions for the following:
- Community facilities (Libraries - Bicester Library and Library Link in the proposed large community Hall;
  - Changing places toilet; Education - adult learning; social care - day care/resource centre for older persons;

- Health facilities - GPs surgery, neighbourhood police;
- Fire station;
- Early intervention centres;
- Community Halls – including management and maintenance;
- Community Development workers and fund;
- Thames Valley Police - Neighbourhood policing and community safety;
- Skill and training;
- Visitor facilities/ environmental education centre;
- Places of worship;
- Primary schools, Secondary school, Special Education Needs, Extended school, Early years;
- Sports Pitches and associated buffers;
- Sports centre;
- Amenity space (parks, gardens, natural/ semi natural green space, allotments, LAPs, LEAPS and NEAPs);
- Burial ground;
- Biodiversity offset contribution;
- Museum Resource Centre contribution;
- Public art through cultural enrichment;
- Waste collection;
- Affordable Housing;
- Sustainable transport;
- Bus service

### Monitoring and Review

- 6.20 Planning submissions should set out a strategy and programme for monitoring and reviewing the proposals once implemented. This will ensure that the eco-town principles and standards are measured and the performance of the development can be managed effectively to provide feedback and potential improvements to later phases

of the scheme. A monitoring plan should be prepared to support the planning applications.

### Delivery – schools

- 6.21 Development proposals will require:
- School site boundary plans with outline of surrounding roads and housing;
  - Topographical surveys across the school site and adjacent development; and
  - Acoustic survey (existing and anticipated) across the development area should be provided to the local education authority.

### Developer contributions

- 6.22 Developers will be expected to work collaboratively to deliver the infrastructure.

### Engagement

- 6.23 Planning proposals should provide opportunities for the community to engage and participate in their environment, using temporary artist led interventions to assist in achieving high quality design and also as a catalyst for community growth.

# Appendix I: Cherwell Local Plan Policy Bicester 1

**Policy Bicester 1:** North West Bicester Eco-Town

**Development Area:** 390 hectares

**Development Description:** A new zero carbon(i) mixed use development including 6,000 homes will be developed on land identified at North West Bicester.

Planning permission will only be granted for development at North West Bicester in accordance with a comprehensive masterplan for the whole area to be approved by the council as part of a North West Bicester Supplementary Planning Document.

The council will expect the masterplan and applications for planning permission to meet the following requirements:

## Employment

- Land Area – a minimum of 10 ha, comprising business premises focussed at Howes Lane and Middleton Stoney Road, employment space in the local centre hubs and as part of mixed used development.
- Jobs created – At least 3,000 jobs (approximately 1,000 jobs on B use class land on the site) within the plan period.
- Use classes – B1, with limited B2 and B8 uses.
- It is anticipated that the business park at the south east corner of the allocation will generate between 700 and 1,000 jobs in use classes B1, B2 and B8 early in the plan period.
- A Carbon Management Plan shall be produced to support all applications for employment developments.
- An Economic Strategy to be produced to support the planning applications for eco-town proposals demonstrating how access to work will be achieved and to deliver a

minimum of one employment opportunity per new dwelling that is easily reached by walking, cycling and/or public transport.

- Mixed use local centre hubs to include employment (B1(a), A1, A2, A3, A4, A5, C1, D1 and D2 ).
- New non-residential buildings will be BREEAM Very Good with the capability of achieving BREEAM Excellent.

## Housing

- Number of homes – Up to 6,000 (3,293 to be delivered within the plan period)
- Affordable Housing – 30%.
- Layout to achieve Building for Life 12 and Lifetime Homes standards.
- Homes to be constructed to be capable of achieving a minimum of Level 5 of the Code for Sustainable Homes on completion of each phase of development, including being equipped to meet the water consumption requirement of Code Level 5.
- The provision of extra care housing.
- 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.

## Infrastructure Needs

- Education – Sufficient secondary, primary and nursery school provision on site to meet projected needs. It is expected that four 2 forms of entry primary schools and one secondary school will be required. There should be a maximum walking distance of 800 metres from homes to the nearest primary school.

- Health – to provide for a 7 GP surgery to the south of the site and a dental surgery
- Burial Ground – to provide a site of a minimum of 4 ha for a burial ground which does not pose risks to water quality (this may contribute to the green infrastructure requirements)
- 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.
- Planning applications shall include a range of types of green space and meet the requirements of Policy BSC11
- Access and Movement – proposals to include appropriate crossings of the railway line to provide access and integration across the North West Bicester site. Changes and improvements to Howes Lane and Lords Lane to facilitate integration of new development with the town.
- Community Facilities – to include facilities for leisure, health, social care, education, retail, arts, culture, library services, indoor and outdoor sport, play and voluntary services. The local centre hubs shall provide for a mix of uses that will include retail, employment, community and residential provision. Education, health care, community and indoor sports facilities will be encouraged to locate in local centres and opportunities for co-location will be welcomed. Provision will be proportionate to the size of the community they serve. Each neighbourhood of approximately 1,000 houses to include provision for community meeting space suitable for a range of community activities including provision for older people and young people. A site of 0.5 ha for a place of worship to be reserved for future use.
- The submission of proposals to support the setting up and operation of a financially viable Local Management Organisation by

the new community to allow locally based long term ownership and management of facilities in perpetuity

- 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.
- Waste Infrastructure – The provision of facilities to reduce waste to include at least 1 bring site per 1,000 dwellings positioned in accessible locations. Provision for sustainable management of waste both during construction and in occupation shall be provided. A Waste Strategy with targets above national standards and which facilitates waste reduction shall accompany planning applications.

### Monitoring

- Embodied impacts of construction to be monitored, managed and minimised (ET21)
- Sustainability metrics, including those on Zero Carbon, transport, water and waste to be agreed and monitored for learning, good governance and dissemination (ET22).

### Key site specific design and place shaping principles

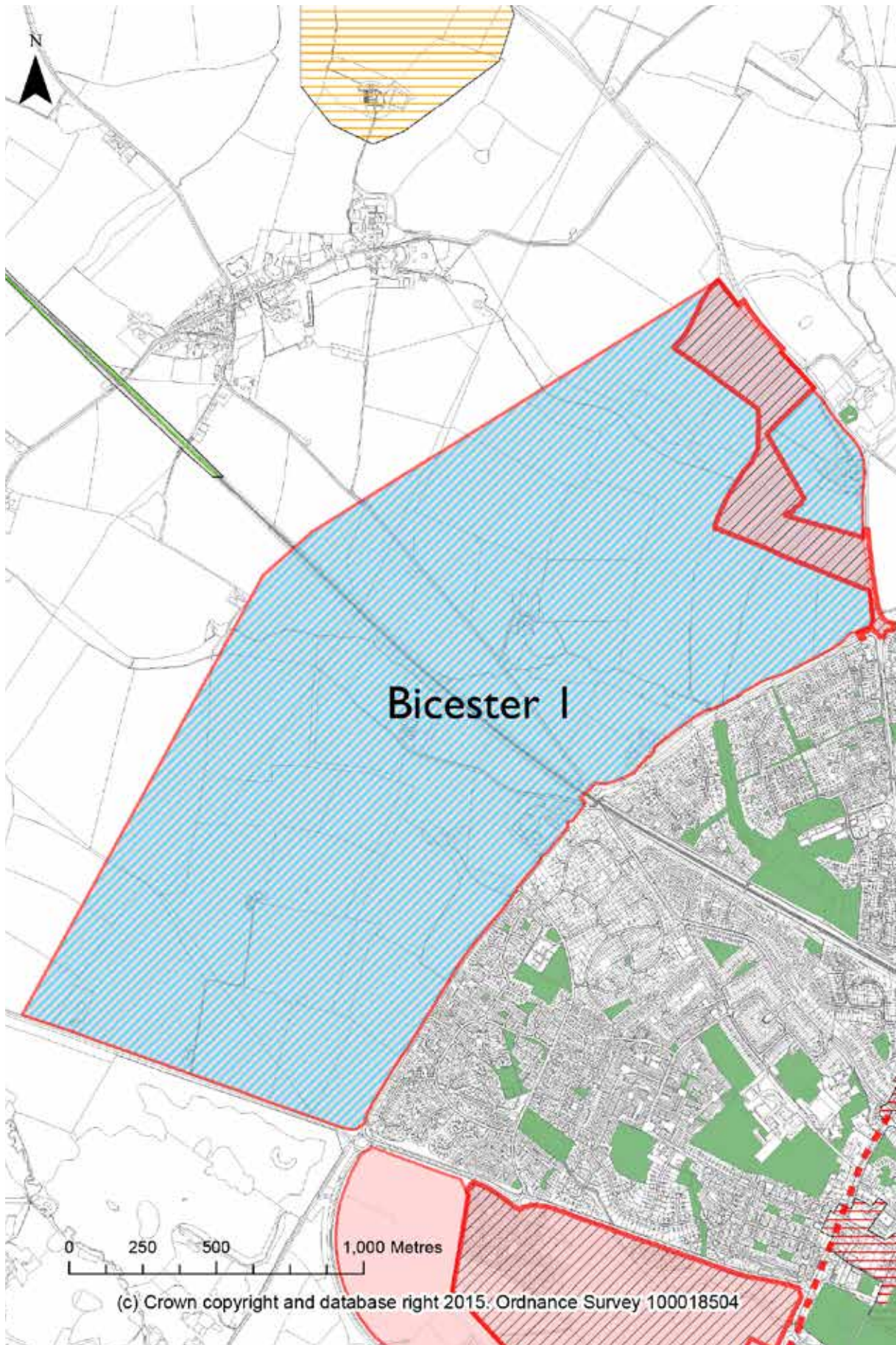
- Proposals should comply with Policy ESD15.
- High quality exemplary development and design standards including zero carbon development, Code Level 5 for dwellings at a minimum and the use of low embodied carbon in construction materials, as well as promoting the use of locally sourced materials.

- All new buildings designed to incorporate best practice on tackling overheating, taking account of the latest UKCIP climate predictions.
- Proposals should enable residents to easily reduce their carbon footprint to a low level and live low carbon lifestyles.
- Layout of development that enables a high degree of integration and connectivity between new and existing communities.
- A layout that maximises the potential for walkable neighbourhoods.
- 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.
- A layout which makes provision for and prioritises non-car modes and encourages a modal shift from car use to other forms of travel.
- Infrastructure to support sustainable modes of transport will be required including enhancement of footpath and cyclepath 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.
- A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside, minimising the impact of development when viewed from the surrounding countryside.
- Development that respects the landscape setting and that demonstrates enhancement, restoration or creation of wildlife corridors to achieve a net gain in biodiversity.
- Consideration should be given to maintaining visual separation with outlying settlements. Connections with the wider landscape should be reinforced and opportunities for recreational use of the open countryside identified. Development proposals to be accompanied and influenced by a landscape / visual and heritage impact assessment.
- Careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape and visual impact of the site.
- 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.
- Maximisation of the sustainable transport connectivity in and around the site.
- Consideration and mitigation of any noise impacts of the railway line.
- 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.
- 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.
- Provision of a Transport Assessment.
- Measures to prevent vehicular traffic adversely affecting surrounding communities.
- 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.
- 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.

- Sensitive management of open space provision to secure recreation and health benefits alongside biodiversity gains.
  - A Landscape and Habitats Management Plan to be provided to manage habitats on site and to ensure this is integral to wider landscape management.
  - Careful design of employment units on site to limit adverse visual impact and ensure compatibility with surrounding development.
  - The provision of public art to enhance the quality of the place, legibility and identity.
  - The retention and respect for important existing buildings and heritage assets with a layout to incorporate these and consideration of Grade II listed buildings outside the site.
  - Take account of the council's Strategic Flood Risk Assessment for the site.
  - Provision of sustainable drainage in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the recommendations of the council's Strategic Flood Risk Assessment.
  - Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5.
  - An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary.
  - A soil management plan may be required to be submitted with planning applications.
  - Undertake a staged programme of archaeological investigation.
- \*The definition of zero carbon in eco-towns is that over a year the net carbon dioxide emissions from all energy use within the buildings on the eco-town development as a whole are zero or below.*



**Figure 13:** Policy Bicester 1: North West Bicester Eco-town from Cherwell Local Plan (Part 1)



# Appendix II: Eco town standards

## ET 1 Principles

ET 1.1 Eco-towns should develop unique characteristics by responding to the opportunities and challenges of their location and community aspirations. Eco town proposals should meet the standards as set out in this PPS or any standards in the development plan which are of a higher standard. Developers and local planning authorities will need to consider how they should be applied in practice, recognising the unique nature of each site.

ET 1.2 Developers and local planning authorities developing proposals for eco-towns should take into consideration the Sustainability Appraisal and the Habitats Regulation Assessment undertaken for this PPS. See the provisions set out at ET 16.2. Proposals for new eco-towns should demonstrate evidence of sustainability and deliverability, including infrastructure.

## ET 2 Locational criteria

ET 2.1 Eco-towns should have the functional characteristics of a new settlement; that is to be of sufficient size and have the necessary services to establish their own character and identity and so have the critical mass necessary to be capable of self containment whilst delivering much higher standards of sustainability.

ET 2.2 In identifying suitable locations for eco-towns, consideration should be given to:

- (a) the area for development needed which should be able to make provision for a minimum of 5,000 homes. Planning on this scale allows the development to exploit a number of opportunities and benefits as set out in the Government's objectives for eco-towns. See paragraph 7 of this PPS
- (b) the proximity of the proposed eco-town to a higher order centre(s) where there is clear capacity for public transport links and other sustainable access to that centre
- (c) the proximity of the eco-town to existing and planned employment opportunities

(d) whether the eco-town can play an important role in delivering other planning, development and regeneration objectives, and

(e) the eco-towns locations set out in Annex A.

## ET 3 Regional Spatial Strategies (RSS)

ET 3.1 Eco-towns are one of a range of options regions should consider when determining the overall level and distribution of housing in future RSS reviews (see paragraph 37, PPS3). They will be particularly useful in areas experiencing high levels of need and demand for housing. Regions should consider how eco-towns can help deliver housing within the region and in particular housing market areas.

## ET 4 Local Development Frameworks (LDF)

ET 4.1 Eco-towns are one of a range of options local planning authorities should consider when determining how to meet their current or emerging housing requirements set out in the RSS. Eco-towns should be allocated as a strategic development option within the Core Strategy, but may also be considered as part of an Area Action Plan or Allocations DPD where the Core Strategy has already been adopted.

ET 4.2 Local planning authorities who have within their area an eco-town location in Annex A should consider the eco-town as an option for the distribution of housing. There is no requirement to allocate an eco-town if a better way of meeting future needs exists. The Adopted Plan should set out the most appropriate strategy when considered against reasonable alternatives.

## ET 5 Determining planning applications

ET 5.1 Local planning authorities must determine planning applications in accordance with the Statutory Development Plan<sup>3</sup>, unless material considerations indicate otherwise. This PPS including the list of locations set out

in Annex A will be material considerations that should be given weight in determining planning applications for eco-towns.

ET 5.2 Where the development plan is up-to-date<sup>4</sup> (but has not allocated an eco-town) the Local Planning Authority may refuse the application on the grounds that it had already provided for all the housing that is needed and that the plan was found 'sound' by an Inspector from the Planning Inspectorate. However, there are circumstances where local planning authorities can justify going against the plan, for example, where an emerging RSS indicates that the local planning authority would need to deliver higher levels of growth. Where this is the case, or where the plan is out of date<sup>5</sup>, an application for an eco-town should be considered on its merits, taking into account material considerations.

## ET 6 Monitoring

ET 6.1 Eco-towns will need to be monitored through regional and local monitoring frameworks. Regional Planning Bodies and Local Planning Authorities will be required to monitor the implementation of their spatial policies as set out in the RSS and in development plan documents at the local level. Regional Planning Bodies and Local Planning Authorities should set out in their Annual Monitoring Reports indicators for monitoring the sustainability of eco-towns in their region/district. Arrangements should be put in place for the long-term monitoring of the standards set out for eco-towns as part of the requirements for community governance.

ET 6.2 Where an eco-town is brought forward through a planning application, the monitoring requirements should be undertaken as if the proposal was brought forward through the plan making system, and subject to the monitoring of sustainability and any necessary mitigation.

## ET 7 Zero carbon in eco-towns

ET 7.1 The definition of zero carbon in eco-towns is that over a year the net carbon dioxide emissions from all energy use within the buildings on the eco-town development as a whole are zero or below<sup>6</sup>. The initial planning application and all subsequent planning applications for the development of the eco-

town should demonstrate how this will be achieved.

ET 7.2 The health and social care needs of residents, and the resulting energy demand, should be taken into account when demonstrating how this standard will be met.

ET 7.3 This standard will take effect in accordance with a phased programme to be submitted with the planning application. It excludes embodied carbon<sup>7</sup> and emissions from transport but includes all buildings – not just houses but also commercial and public sector buildings which are built as part of the eco-town development. The calculation of net emissions will take account of:

- (a) emissions associated with the use of locally produced energy;
- (b) emissions associated with production of energy imported from centralized energy networks, taking account of the carbon intensity of those imports as set out in the Government's Standard Assessment Procedure; and
- (c) emissions displaced by exports of locally produced energy to centralized energy networks where that energy is produced from a plant (1) whose primary purpose is to support the needs of the eco town and (2) has a production capacity reasonably related to the overall energy requirement of the eco-town.

ET 7.4 This standard attempts to ensure that energy emissions related to the built environment in eco-towns are zero or below. Standards applicable to individual homes are set out in policy ET 9.

## ET 8 Climate change adaptation

ET 8.1 Eco-towns should be sustainable communities that are resilient to and appropriate for the climate change now accepted as inevitable. They should be planned to minimise future vulnerability in a changing climate, and with both mitigation and adaptation in mind<sup>8</sup>.

### Eco-town standards

ET 8.2 Developments should be designed to take account of the climate they are likely to experience, using, for example, the most

recent climate change scenarios available from the UK Climate Change Impacts Programme. Eco-towns should deliver a high quality local environment and meet the standards on water, flooding, green infrastructure and biodiversity set out in this PPS, taking into account a changing climate for these, as well as incorporating wider best practice on tackling overheating and impacts of a changing climate for the natural and built environment.

## ET 9 Homes

ET 9.1 As well as being zero carbon as part of the whole built environment, homes in eco-towns should:

- (a) achieve Building for Life Silver Standard<sup>9</sup> and Level 4 of the Code for Sustainable Homes<sup>10</sup> at a minimum (unless higher standards are set elsewhere in this Planning Policy Statement)
- (b) meet Lifetime Homes Standards and space standards<sup>11</sup>
- (c) have real time energy monitoring systems; real time public transport information and high speed broadband access, including next generation broadband where possible. Consideration should also be given to the potential use of digital access to support assisted living and smart energy management systems
- (d) provide for at least 30 per cent affordable housing (which includes social rented and intermediate housing)<sup>12</sup>
- (e) demonstrate high levels of energy efficiency in the fabric of the building, having regard to proposals for standards to be incorporated into changes to the Building Regulations between now and 2016 (including the consultation on planned changes for 2010 issued in June 2009 and future announcements on the definition of zero carbon homes), and
- (f) achieve, through a combination of energy efficiency and low and zero carbon energy generation on the site of the housing development and any heat supplied from low and zero carbon heat systems directly connected to the development, carbon reductions (from space heating, ventilation,

hot water and fixed lighting) of at least 70 per cent relative to current Building Regulations (Part L 2006).

ET 9.2 The intent of the energy efficiency and on-site carbon reduction standards is to ensure that, without being too prescriptive as to the means employed to achieve the overall zero carbon standard, reasonable opportunities for energy efficiency and on-site carbon mitigation (including directly connected heat systems) are utilised.

## ET 10 Employment

ET 10.1 It is important to ensure that eco-towns are genuine mixed-use communities and that unsustainable commuter trips are kept to a minimum. An economic strategy should be produced to accompany planning applications for eco-towns that demonstrate how access to work will be achieved. The strategy should also set out facilities to support job creation in the town and as a minimum there should be access to one employment opportunity per new dwelling that is easily reached by walking, cycling and/or public transport.

## ET 11 Transport

ET 11.1 Travel in eco-towns should support people's desire for mobility whilst achieving the goal of low carbon living. The town should be designed so that access to it and through it gives priority to options such as walking, cycling, public transport and other sustainable options, thereby reducing residents' reliance on private cars, including techniques such as filtered permeability. To achieve this, homes should be within ten minutes walk of (a) frequent public transport and (b) neighbourhood services<sup>13</sup>. The provision of services within the eco-town may be co-located to reduce the need for individuals to travel by private car and encourage the efficient use of the sustainable transport options available.

ET 11.2 Planning applications should include travel plans which demonstrate:

- (a) how the town's design will enable at least 50% of trips originating in eco-towns to be made by non-car means, with the potential for this to increase over time to at least 60%
- (b) good design principles, drawing from

Manual for Streets<sup>14</sup>, Building for Life<sup>15</sup>, and community travel planning principles<sup>16</sup>

- (b) how transport choice messages, infrastructure and services will be provided from 'day one' of residential occupation, and be made following discussions with the Primary Care Trust.
- (d) how the carbon impact of transport in the eco-town will be monitored, as part of embedding a long term low-carbon approach to travel within plans for community governance.

ET 11.3 Where an eco-town is close to an existing higher order settlement, planning applications should also demonstrate:

- (a) options for ensuring that key connections around the eco-town do not become congested as a result of the development, for example by extending some aspects of the travel plan beyond the immediate boundaries of the town, and
- (b) significantly more ambitious targets for modal share than the 50% (increasing to 60% over time) mentioned above and for the use of sustainable transport.

ET 11.4 Where eco-town plans intend to incorporate ultra low carbon vehicle options, including electric car schemes to help achieve a sustainable transport system, planning applications should demonstrate that:

- (a) there will be sufficient energy headroom to meet the higher demand for electricity, and
- (b) the scheme will not add so many additional private vehicles to the local road network that these will cause congestion.

ET 11.5 Eco-towns should be designed in a way that supports children walking or cycling to school safely and easily. There should be a maximum walking distance of 800m<sup>17</sup> from homes to the nearest school for children aged under 11, except where this is not a viable option due to natural water features or other physical landscape restrictions.

## ET 12 Healthy lifestyles

ET 12.1 The built and natural environments are an important component in improving the health and wellbeing of people. Well designed

development and good urban planning can also contribute to promoting and supporting healthier and more active living and reduce health inequalities<sup>18</sup>. Eco-towns should be designed and planned to support healthy and sustainable environments and enable residents to make healthy choices easily.

## ET 13 Local services

ET 13.1 Building sustainable communities is about providing facilities which contribute to the wellbeing, enjoyment and health of people. Planning applications should include a good level of provision of services within the eco-town that is proportionate to the size of the development. This should include leisure, health and social care, education, retail, arts and culture, library services, sport and play facilities and community and voluntary sector facilities.

## ET 14 Green infrastructure

ET 14.1 Forty per cent of the eco-town's total area should be allocated to green space, of which at least half should be public and consist of a network of well managed, high quality green/open spaces which are linked to the wider countryside. Planning applications should demonstrate a range of types of green space, for example community forests, wetland areas and public parks. The space should be multifunctional, e.g. accessible for play and recreation, walking or cycling safely, and support wildlife, urban cooling and flood management.

ET 14.2 Particular attention should be given to land to allow the local production of food from community, allotment and/or commercial gardens.

## ET 15 Landscape and historic environment

ET 15.1 Planning applications for eco-towns should demonstrate that they have adequately considered the implications for the local landscape and historic environment. This evidence, in particular that gained from landscape character assessments and historic landscape characterisation should be used to ensure that development complements and enhances the existing landscape character. Furthermore, evidence contained in relevant

Historic Environment Records, should be used to assess the extent, significance and condition of known heritage assets (and the potential for the discovery of unknown heritage assets) and the contribution that they may make to the eco-town and surrounding area. Eco-town proposals should set out measures to conserve and, where appropriate, enhance heritage both assets and their settings through the proposed development.

## ET 16 Biodiversity

ET 16.1 Eco-towns should demonstrate a net gain in local biodiversity and planning permission may not be granted for eco-town proposals which have a significant adverse effect on internationally designated nature conservation sites<sup>19</sup> or Sites of Special Scientific Interest.

ET 16.2 If after completing an appropriate assessment of a plan or project local planning authorities are unable to conclude that there will be no adverse effects on the integrity of any European sites, the plan or project will not be approved, irrespective of conformity with other policies. It is unlikely that proposals for Eco towns will meet the requirements of Article 6(4) of the Habitats Directive. In appropriate cases, local planning authorities may consider the scale and mass of the eco-town necessary to avoid adversely affecting the integrity of European sites. In the event that the authority concludes that it cannot allocate an eco-town of the minimum 5,000 dwellings or otherwise avoid or adequately mitigate any adverse effect, it should make provision up to the closest to the minimum size for which it can be concluded that it does not affect the integrity of any European sites.

ET 16.3 A strategy for conserving and enhancing local biodiversity should be produced to accompany planning applications for eco-towns. This should be based on up-to date information about the biodiversity of the area including proposals for the management of local ecosystems and where appropriate, the restoration of degraded habitats or the creation of replacement habitats. It should set out priority actions in line with the England Biodiversity Strategy and Local Biodiversity Action Plans, including appropriate mitigation

and/or compensation measures, required to minimise adverse effects on individual species and habitats of principal importance and to enhance local biodiversity overall. Developers should seek the advice of Natural England and other relevant statutory advisers when developing their strategies and decision making authorities should also consult those bodies as to the adequacy of such strategies. Delivery bodies should be identified in the strategy and its implementation should proceed in parallel with the development.

## ET 17 Water

ET 17.1 Eco-towns should be ambitious in terms of water efficiency across the whole development, particularly in areas of serious water stress<sup>20</sup>, and should contribute, where existing water quality leaves scope for further improvement, towards improving water quality in their localities.

ET 17.2 Planning applications for all eco-towns should be accompanied by a water cycle strategy that provides a plan for the necessary water services infrastructure improvements. The water cycle strategy should have been developed in partnership with interested parties, including the local planning authority, the Environment Agency<sup>21</sup>, and the relevant water and sewerage companies through a water cycle study. The strategy should:

- (a) assess the impact that the proposed development will have on water demand within the framework of the water companies' water resource management plans and set out the proposed measures which will limit additional water demand from both new housing and new non-domestic buildings
- (b) demonstrate that the development will not result in a deterioration in the status<sup>22</sup> of any surface waters or ground-waters affected by the eco-town; and
- (c) set out proposed measures for improving water quality and avoiding surface water flooding from surface water, groundwater and local watercourses.

ET 17.3 Eco-towns should:

- (a) incorporate measures in the water cycle strategy for improving water quality and managing surface water, groundwater and local watercourses to prevent surface water flooding from those sources; and
- (b) incorporate sustainable drainage systems (SUDS) and, except where this is not feasible, as identified within a relevant Surface Water Management Plan<sup>23</sup>, avoid connection of surface water run-off into sewers.

ET 17.4 Planning applications for all eco-towns should include a strategy for the long term maintenance, management and adoption of the SUDS.

ET 17.5 Eco-towns in areas of serious water stress should aspire to water neutrality, i.e. achieving development without increasing overall water use across a wider area and this is further explained in Annex B of this PPS. In particular, the Water Cycle Strategy<sup>24</sup> should set out how:

- (a) the development would be designed and delivered to limit the impact of the new development on water use, and any plans for additional measures, e.g. within the existing building stock of the wider designated area, that would contribute towards water neutrality
- (b) new homes will be equipped to meet the water consumption requirement of Level 5 of the Code for Sustainable Homes; and
- (c) new non-domestic buildings will be equipped to meet similar high standards of water efficiency with respect to their domestic water use.

## ET 18 Flood risk management

ET 18.1 The location, layout and construction of eco-towns should reduce and avoid flood risk wherever practicable. Eco-towns should not increase the risk of flooding elsewhere and should use opportunities to address and reduce existing flooding problems.

ET 18.2 There is a strong expectation that all of the built-up areas of an eco-town (including housing, other public buildings and infrastructure) will be fully within Flood Zone

1 – the lowest risk<sup>25</sup>. Flood Zone 2 (medium risk) should, as far as possible, be used for open spaces and informal recreational areas that can serve as multi-functional spaces, for example, those used for flood storage. There should be no built-up development in Flood Zone 3, with the exception of water-compatible development and, where absolutely necessary, essential infrastructure as defined in Table D.2 of PPS25: Development and Flood Risk.

## ET 19 Waste

ET 19.1 Eco-town planning applications should include a sustainable waste and resources plan, covering both domestic and non-domestic waste<sup>26</sup>, which:

- (a) sets targets for residual waste levels, recycling levels and landfill diversion, all of which should be substantially more ambitious than the 2020 national Waste Strategy targets<sup>27</sup>; it should be demonstrated how these targets will be achieved, monitored and maintained
- (b) establishes how all development will be designed so as to facilitate the achievement of these targets, including the provision of waste storage arrangements which allow for the separate collection of each of the seven priority waste materials as identified in the Waste Strategy for England 2007
- (c) provides evidence that consideration has been given to the use of locally generated waste as a fuel source for combined heat and power (CHP) generation for the eco-town, and
- (d) sets out how developers will ensure that no construction, demolition and excavation waste is sent to landfill, except for those types of waste where landfill is the least environmentally damaging option.

## ET 20 Masterplanning

ET 20.1 All eco-town planning applications should include an overall masterplan and supporting documentation to demonstrate how the eco-town standards set out above will be achieved and it is vital to the long-term success of eco-towns that the standards are sustained. local authorities should consider the use of design codes<sup>28</sup> to facilitate efficient delivery

of high quality development. In developing the masterplan, there should be a high level of engagement and consultation with prospective and neighbouring communities.

ET 20.2 There should be a presumption in favour of the original; that is the first permitted masterplan. Any subsequent planning applications that would materially alter and negatively impact on the integrity of the original master-plan should be refused consent.

- Residual waste reduction per person (amount left after reuse, recycling and composting) – from 370 kg in 2005 to 225 kg in 2020
- Household re-use, recycling and composting – from 27% in 2005 to 50% in 2020
- Residual waste recovery (recycling, composting and energy recovery) from 38% in 2005 to 75% in 2020.

## ET 21 Transition

ET 21.1 To support the transition process, planning applications should set out:

(a) the detailed timetable of delivery of neighbourhoods, employment and community facilities and services – such as public transport, schools, health and social care services, community centres, public spaces, parks and green spaces including biodiversity etc.

(b) plans for operational delivery of priority core services to underpin the low level of carbon emissions, such as public transport infrastructure and services, for when the first residents move in

(c) progress in and plans for working with Primary Care Trusts and local authorities to address the provision of health and social care

(d) how developers will support the initial formation and growth of communities, through investment in community development and third-sector support, which enhance well-being and provide social structures through which issues can be addressed

(e) how developers will provide information and resources to encourage environmentally responsible behaviour, especially as new residents move in

(f) the specific metrics which will be collected and summarised annually to monitor, support

and evaluate progress in low carbon living, including those on zero carbon, transport and waste

(g) a governance transition plan from developer to community, and

(h) how carbon emissions resulting from the construction of the development will be limited, managed and monitored.

## ET 22 Community and governance

ET 22.1 A long term approach is necessary to ensure a new town retains its integrity as an eco-town, and is able to manage change in a planned way. Planning applications should be accompanied by long term governance structures for the development to ensure that:

(a) appropriate governance structures are in place to ensure that standards are met, maintained and evolved to meet future needs

(b) there is continued community involvement and engagement, to develop social capital

(c) sustainability metrics, including those on zero carbon, transport, water and waste are agreed and monitored

(d) future development continues to meet the eco-town standards, and

(e) community assets are maintained.

ET 22.2 The governance proposals should be appropriate to the scale and complexity of the development, and should complement existing democratic arrangements for parish and local governance. They should set out the proposed financial, management and legal structures (including arrangements for the transfer of land, buildings or endowment funds to resident-led community organisations for community use and development, including cultural, worship and income-generating purposes). Where appropriate, proposals for establishing new parish arrangements should be considered as part of the longer term governance arrangements for the eco-town. Governance structures will need to be designed so that they can reflect the composition and unique needs of the local community, so that they have potential to bring different groups together to resolve any differences and avoid tensions, and to create a sense of belonging for residents.



<sup>3</sup> The development plan includes the Regional Spatial Strategy and Adopted Development Plan Documents (or any saved policies pursuant to section 38 and schedule 8 of the Planning and Compulsory Purchase Act 2004). Where there is a conflict between these documents, the most recent document takes precedence.

<sup>4</sup> An up-to-date plan is one that complies with PPS3 and the relevant RSS. For example, this means that 5 years of deliverable land has been allocated and a further 10 years of broad locations has been identified.

<sup>5</sup> An out-of-date plan is one that does not comply with PPS3 and the relevant RSS. For example it does not allocate enough land to meet RSS housing numbers.

<sup>6</sup> This definition of zero carbon applies solely in the context of eco-towns, and applies to the whole development rather than to individual buildings.

<sup>7</sup> i.e. carbon emissions resulting from the construction process – see ET19.1.

<sup>8</sup> In line with Planning Policy Statement: Planning and Climate Change (supplement to PPS 1) and supporting practice guidance.

<sup>9</sup> Building for Life – [www.buildingforlife.org/](http://www.buildingforlife.org/)

<sup>10</sup> Code Level 4 contains within it standards to be achieved for: household waste recycling, construction waste, composting facilities, water efficiency measures, surface water management, use of materials, energy & CO<sub>2</sub>, pollution, health & wellbeing, ecology & ongoing management of the development.

<sup>11</sup> Space standards refer to the Space Standards published by English Partnerships which are now encapsulated in the HCA's

### **Design Quality Standards.**

<sup>12</sup> See PPS3 for definition and policy approach.

<sup>13</sup> Specific proposals for the location of health and social care services should reflect the particular local circumstances and

<sup>14</sup> Manual for Streets – Department of Transport – <http://www.dft.gov.uk/pgr/sustainable/manforstreets/>

<sup>15</sup> Building for Life – <http://www.buildingforlife.org/>

<sup>16</sup> See Building Sustainable Transport into New Developments (DfT 2008) and Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT/CLG 2009)

<sup>17</sup> The distance should be measured by the shortest route along which a child may walk in reasonable safety.

<sup>18</sup> See also – Promoting and creating built or natural environments that encourage and support physical activity. – National Institute for Health and Clinical Excellence – Nice Public Health Guidance 8

<sup>19</sup> These sites, which in Great Britain, are also referred to as European sites consist of Special Areas of Conservation (SACs) and European Offshore Marine Sites (EOMS) designated under the EC Habitats Directive and Special Protection Areas (SPAs) classified under the Birds Directive. The Government expects public authorities to treat all Ramsar sites as if they are fully designated European Sites, for the purpose of considering development proposals that may affect them.

<sup>20</sup> As designated by the Water Industry (Prescribed Conditions) Amendment Regulations 2007 (S.I. 2007/2457) – map to illustrate extent of water stress can be obtained from the Environment Agency.

<sup>21</sup> See also Environment Agency guidance (January 09) on water cycle studies <http://publications.environment-agency.gov.uk/pdf/GEH00109BPFF-e-e.pdf>

<sup>22</sup> Information on status can be obtained from the Environment Agency – in the case of water bodies, this information will be reported in the River Basin Management Plan.

<sup>23</sup> All eco-towns must be covered by a Strategic Flood Risk Assessment (SFRA), as defined in PPS25, Development and Flood Risk, and the PPS25 Practice Guide. A Surface Water Management Plan for the eco-town should form part of the SFRA.

<sup>24</sup> Wider area to be determined by water cycle study normally by reference to the water company water resource zone in which the development is to be located

<sup>25</sup> Flood Zones as described in PPS25, Development and Flood Risk

<sup>26</sup> This standard does not apply to health and social care services' medium and high risk waste, such as clinical and hazardous waste; these are covered by national regulations.

<sup>27</sup> The Waste Strategy 2007 proposes national targets for waste for 2020 as follows:

- Residual waste reduction per person ( amount left after, reuse, recycling and composting) from 370kg in 2005 to 225kg in 2020
- Household re-use, recycling and composting - from 27% in 2005 to 50% in 2020
- Residual waste recovery (recycling, composting and energy recovery) from 38% in 2005 to 75% in 2020

<sup>28</sup> Preparing Design Codes: A Practice Manual; DCLG/CABE (2006).

# Appendix III: Schedule of documents supporting the North West Bicester SPD

## **Masterplan Vision and Objectives**

**Masterplan Framework (Drawing No. BIMP6  
01 Rev B)**

**Green Infrastructure and Landscape  
Strategy**

**Economic Strategy and Baseline**

**Energy Strategy**

**Water Cycle Study**

**Flood Risk Assessment**

**Residential Strategy**

**Surface Water Drainage Strategy**

**Statement of Community Involvement**

**Strategic Environmental Report**

**Social and Community Infrastructure  
Strategy**

**Community Involvement and Governance**

Copies of the above documents can be found  
at: [www.cherwell.gov.uk](http://www.cherwell.gov.uk)

# Appendix IV: Design principles for primary and secondary school sites

## Primary School sites.

No dead end roads should be situated adjacent to schools and the road layout should allow for circular routes to prevent the need to reverse in the road.

To encourage sustainable travel initiatives, schools should be accessible from at least two sides of the school site. See the “Typical Example” at the end of the Educational Requirements doc.

Ideally there will be 3 vehicular entrances located strategically around the perimeter

Noise generation around school sites should be minimal. The noise level on the boundary of the school playing field should not exceed 50 dB LAeq, 30 min

Sites should be generally rectangular with the minimum site frontage being 110m. This may need to be increased, as might the site area, if the site is irregular in shape.

The design of school sites is bespoke such that the location of the buildings or proximity of buildings to the boundary cannot be unreasonably constrained.

Hedgerows/ditches across sites should be avoided as they have the potential to compromise the economical layout of the school site, restrict supervision, restrict long term site flexibility etc. Again, site area may need to be increased.

All existing buildings, foundations and underground obstructions are to be removed

No services are to cross the site and for overhead high voltage power lines [i.e. greater than 1000V they are not to be within 200 metres of any school site.

School sites should be as level as possible to limit the need for abnormal cost.

## Secondary school sites

No dead end roads should be situated adjacent to schools and the road layout should allow for circular routes to prevent the need to reverse in the road.

To encourage sustainable travel initiatives, schools should be accessible from at least two sides of the school site. See the “Typical Example” at the end of the Educational Requirements doc.

Ideally there will be up to 6 vehicular entrances located strategically around the perimeter.

The road layout and the school site should allow for entrances that can facilitate an on-site coach drop off area. This will need to be strategically situated to enable the areas to double up for other functions once the school day commences. So it cannot be situated at the front of the school. NB this facility will not be used for parent drop off

Noise generation around school sites should be minimal. The noise level on the boundary of the school playing field should not exceed 50 dB LAeq, 30 min

Sites should be generally rectangular with the minimum site frontage being 110m. This may need to be increased, as might the site area, if the site is irregular in shape.

The design of school sites is bespoke such that the location of the buildings or proximity of buildings to the boundary cannot be unreasonably constrained.

Hedgerows/ditches across sites should be avoided as they have the potential to compromise the economical layout of the school site, restrict supervision, restrict long term site flexibility etc. Again, site area may need to be increased.

All existing buildings, foundations and underground obstructions are to be removed

No services are to cross the site and for overhead high voltage power lines [i.e. greater than 1000V they are not to be within 200 metres of any school site.

School sites should be as level as possible to limit the need for abnormal cost.

# Appendix V: The North West Bicester Cultural Wellbeing Strategy

## Planning Policy Context:

### National Planning Policy

The National Planning Policy Framework (NPPF) recognises that cultural wellbeing is part of achieving sustainable development and includes cultural wellbeing within the twelve core planning principles which underpin both plan-making and decision-taking. The NPPF states that the planning system should:

- ‘take account of and support local strategies to improve...cultural wellbeing for all...’

The Planning Practice Guidance (PPG) complements the NPPF and provides advice on how to deliver its policies. The PPG states that:

- ‘Public art and sculpture can play an important role in making interesting and exciting places that people enjoy using.’

### Local Planning Policy

#### The adopted Cherwell Local Plan 2011-2031 Part 1

Policy Bicester 1 which provides the local planning policy context for the North West Bicester site sets out key site specific design and place shaping principles for the site. These include:

“The provision of public art to enhance the quality of the place, legibility and identity”.

In terms of the infrastructure needs of the site, the Policy requires community facilities including those for arts and culture.

#### The Approach:

Cherwell District Council (CDC) will require all outline and full applications on the North West Bicester site to demonstrate how proposals to support cultural wellbeing will be incorporated into detailed development plans.

This Strategy sets out what applications should include by way of such proposals and how this

will be secured by CDC through the planning process.

This Strategy’s focus is on making North West Bicester a culturally vibrant place through high quality design and community engagement. This includes the provision of public art across the site.

As such cultural wellbeing initiatives should cover 2 main areas of activity and focus:

- 1) Activities where artists positively influence physical form and function to secure high quality design - i.e. projects that have a physical, permanent outcome integrated into form, function, style or content of a place, space or building. These could range from projects where an artist has participated in the design or masterplanning of buildings, townscapes, or landscapes, to the design and making of individual physical elements within them.
- 2) Activities where artists engage with the emerging community - i.e. potentially a programme of projects that could range from creative consultation to festivals, ephemeral structures, film, web, recording the oral history of the emerging new community or other virtual projects that promote a clear sense of identity to those within the settlement and external to it, to regular activities like community choirs etc.

#### Objectives:

Cultural wellbeing projects should complement and support the vision and aims of the North West Bicester Eco Town development by:

- Exploring the use of sustainable materials – using recycled materials or locally sourced materials to reduce the carbon footprint and inventive ways to offset other resources used;
- Celebrating nature and the natural environment, by reflecting on natural and environmental issues; interpreting nature,

projects to inform people and raise awareness about nature and its processes, and/or about environmental issues;

- Encouraging environmentally friendly behaviour – artwork as bins to encourage recycling, using sustainable routes through the development – artwork to encourage cycle and walking routes – and help with wayfinding and directing the flow of people through public areas;
- Encouraging local residents and visitors to think about and become environmentally aware in their everyday living;
- Create an identity for the development (as the first eco town in the UK), to both the residents and outside world;
- To use projects to assist in the creation of a distinctive, safe, vibrant, cohesive and socially sustainable community.

CDC is seeking developers to provide opportunities for the community to engage and participate in their environment, using temporary artist led interventions to assist in achieving high quality design and also as a catalyst for community growth.

### **Implementation:**

In general terms, CDC will require each outline or full planning application on the site to include a Cultural Wellbeing Statement covering the area coterminous to that of the application. Upon approval by CDC, the development and implementation of the projects described within the Statement will be secured within the application's S106 agreement.

A Cultural Wellbeing Statement should be prepared and implemented by a public art consultant/curator or artist and should contain detailed proposals to support the cultural enrichment of the site. Ideally, a Statement should include a mixture of projects where cultural elements are integrated into the form and function of the site to achieve high quality, distinctive design and projects where the focus is on community engagement - of course some projects will include both elements. A Statement should set out a clear route to how its proposals can be implemented throughout the site, and CDC will expect to see realistic

and achievable proposals that can be funded as a necessary part of the site development costs. However in the case of particularly ambitious and / or innovative ideas being put forward, some funding could come from private sponsorship and some from public arts funding streams. CDC will be happy to support any necessary bids and help seek out funding sources where they consider proposals are particularly innovative.

### **Further advice:**

For further information and advice on the Cultural Wellbeing Strategy and the development and implementation of a Cultural Wellbeing Statement, please contact Nicola Riley (Shared Interim Community Partnerships and Recreation Manager, Cherwell District Council) as follows:

Nicola.Riley@cherwell-dc.gov.uk  
Direct Line: 01295 221724







**Eco Bicester**  
be part of it

The information in this document can be made available in other languages, large print braille, audio tape or electronic format on request. Please contact 01295 227001

Jeżeli chcieliby Państwo uzyskać informacje w innym języku lub w innym formacie, prosimy dać nam znać. 01295 227001

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**APPENDIX 5**  
**DESIGN AND ACCESS STATEMENT (APRIL 2021)**



LAND AT NORTH  
WEST BICESTER

Design and Access Statement  
April 2021

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LAND AT NORTH  
WEST BICESTER

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01

INTRODUCTION



# THE OUTLINE PLANNING APPLICATION

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On behalf of Firethorn Developments Ltd, Mosaic Urban Design has prepared this document for a new neighbourhood of up to 530 homes. The proposed development (Land at North West Bicester) promotes the objectives of the North West Bicester Supplementary Planning Document (SPD) as well as Cherwell District Council's NHS Healthy Town Initiative.

## North West Bicester allocation site

The Site is part of a wider allocation with an accompanying framework plan and SPD illustrated on page 8. The key objectives of the North West Bicester SPD are summarised on pages 22 to 25.

## The outline application

An outline planning application has been prepared for Land at North West Bicester, with all matters reserved, with the exception of access. The description of the development is as follows:

"Outline planning application for residential development (within Use Class C3), open space provision, access, drainage and all associated works and operations including but not limited to demolition, earthworks and engineering operations with the details of appearance, landscaping, layout and scale reserved for later determination."

Details of the layout, appearance, landscaping and scale of the proposed development would therefore be submitted in detail under subsequent reserved matters applications, pursuant to the development parameters provided within the outline planning application.

## Parameter plans

The application will be based on development parameters rather than a fixed masterplan. The development parameters govern the total amount of built development and open space to be provided. This document will refer throughout to "illustrative material" which shows one way of illustrating the development, but not the only way and that the development can come forward in accordance with the development parameters.

The proposed development of up to 530 homes will be built over a number of years and using development parameters builds in flexibility to respond to changing circumstances over time but within defined limits.

## Role of the Design & Access Statement

A Design and Access Statement (DAS) is a short report accompanying and supporting a planning application. The aim of a DAS is to present a coherent explanation of the proposed development of the application site, how the proposals have been conceived and how the development is influenced by its context.

A DAS must explain the design principles and concepts that have been applied to the development. It must also demonstrate how the proposed development's context has influenced the design. The DAS must explain the applicant's approach to access and how relevant local policies have been taken into account, any consultation undertaken in relation to access issues and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.

The chapters of this document follow the CABE guidance 'Design & Access Statements: How to write, read and use them' :

- Assessment
- Involvement
- Evaluation
- Design

### Community Consultation

At each stage of the masterplanning process it has been imperative to actively integrate local knowledge and opinion. The comprehensive extent of pre-planning advice and wider consultation have been clearly set out in the Involvement chapter of this document.

## FIRETHORN DEVELOPMENTS LTD

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"Firethorn Developments Limited create spaces that connect, people, places and businesses which are delivered to the highest standards in design and quality.

Working responsibly and reducing our environmental impact is a core part of our vision, with sustainability at the forefront of everything we do. We take a genuinely collaborative approach to engaging interested parties on our projects, and seek out opportunities where our business objectives are aligned with local needs.

Our aim is to create desirable developments which optimise lifestyle, wellbeing and prosperity whilst generating employment for the local area. We make it a priority to work with the very best professional teams, including market-leading contractors and consultants who are the best in their field.

As we invest, develop and deliver, we remain true to our core values of being progressive in our thinking, decisive in our actions and committed to high standards."





## Application site

The Site is located to the North West of Bicester. Bicester is a town and civil parish in the Cherwell district of north eastern Oxfordshire in England.

This historic market centre is one of the fastest growing towns in Oxfordshire. Development has been favoured by its proximity to junction 9 of the M40 motorway linking it to London, Birmingham and Banbury.

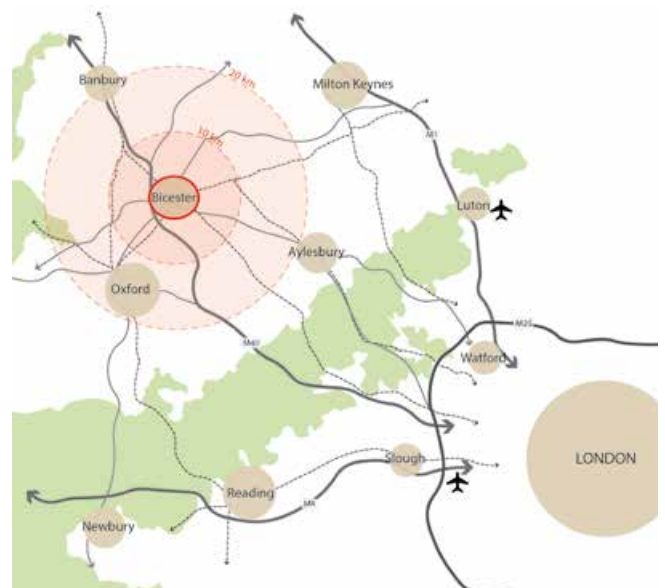
The Site is part of a wider allocated site with an accompanying framework plan and SPD. Pages 22 to 25 summarise the key objectives of the SPD.

The Site comprises two parcels of land totalling approximately 23.97 hectares (ha) of uncultivated agricultural land.

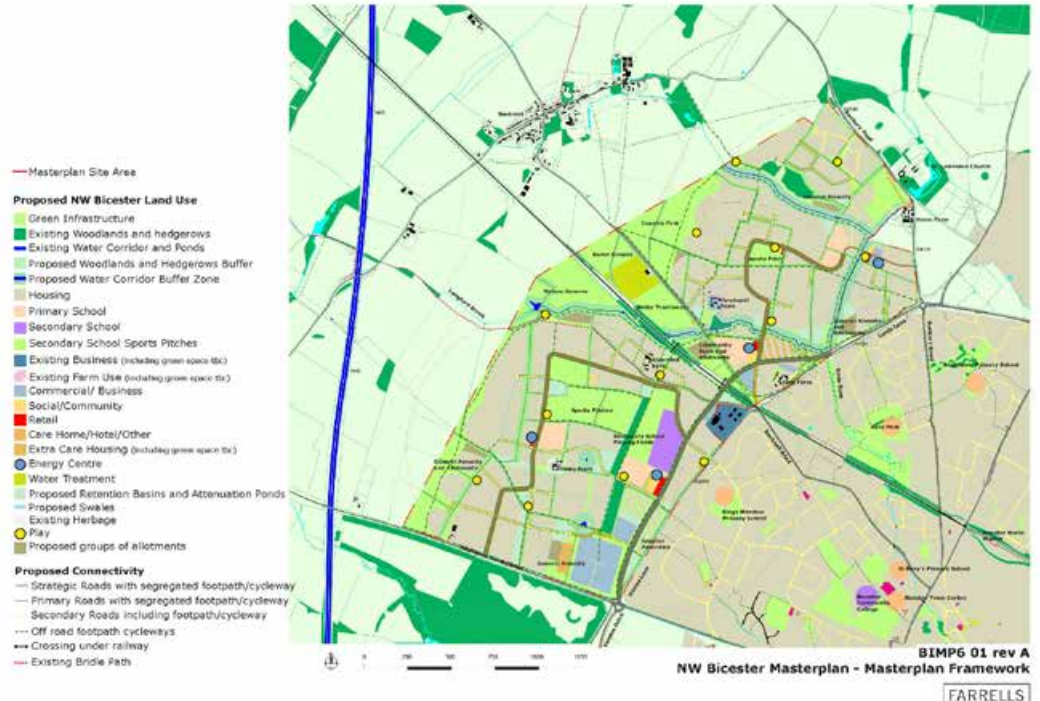
The north eastern boundary of the Site is bounded by the B4100 which links Bicester with junction 10 of the M40. To the east of the Site lies Home Farm (Grade II listed building) and to the north east St Laurence's Church (Grade II listed building).

## Neighbouring Approved Developments

The Bicester Exemplar Scheme lies to the south east and north east of the Site. The Exemplar Site is under construction and, once complete, will comprise 394 residential units, a primary school and other uses.



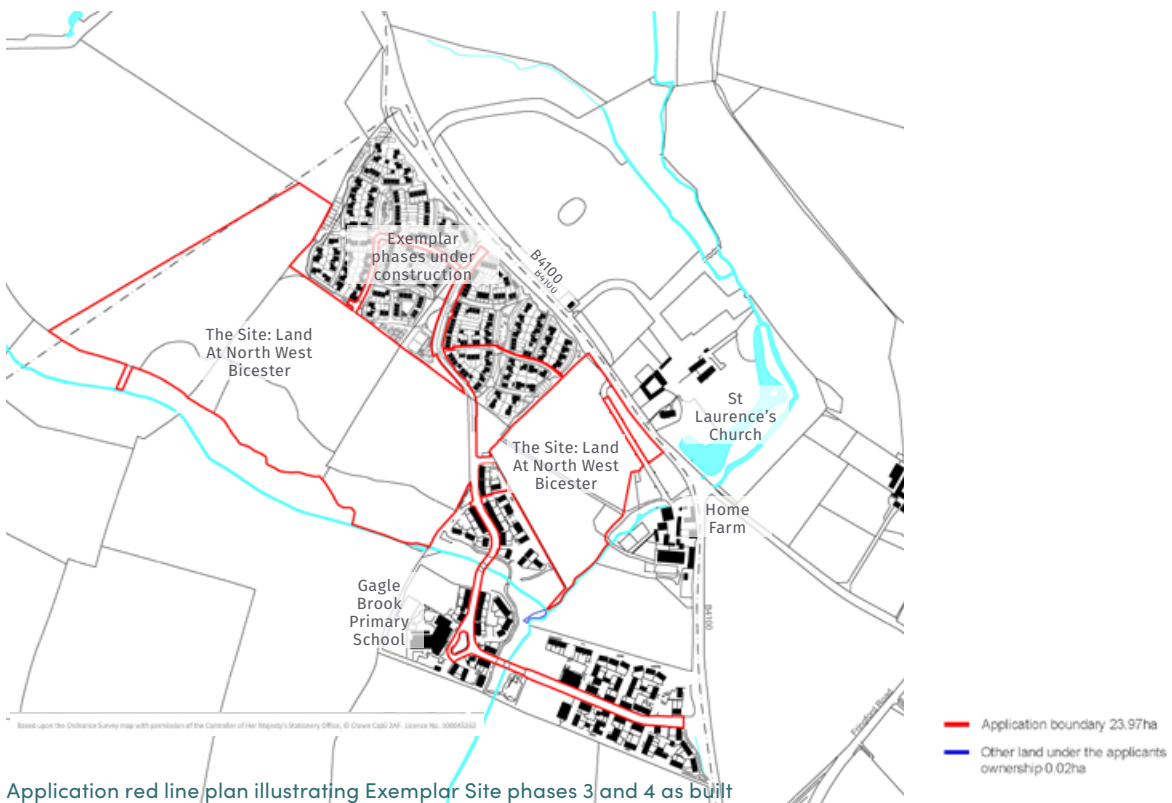
Strategic site location



North West Bicester SPD Framework Masterplan allocation site



2020 aerial site plan with simple red line



Application red line plan illustrating Exemplar Site phases 3 and 4 as built

## The Site and its immediate surrounds



Edible landscapes at the Exemplar Site



Gagle Brook Primary School is close to the Site



Attenuation basin adjacent to the east of the Site



Looking from Home Farm towards the Exemplar Site



The interface between Home Farm and the eastern parcel



Looking across the eastern parcel of the Site towards the Exemplar Site



Terraces at the Exemplar Site



Play areas at the Exemplar Site overlooked by apartments



Apartments at the Exemplar Site



View of western fields

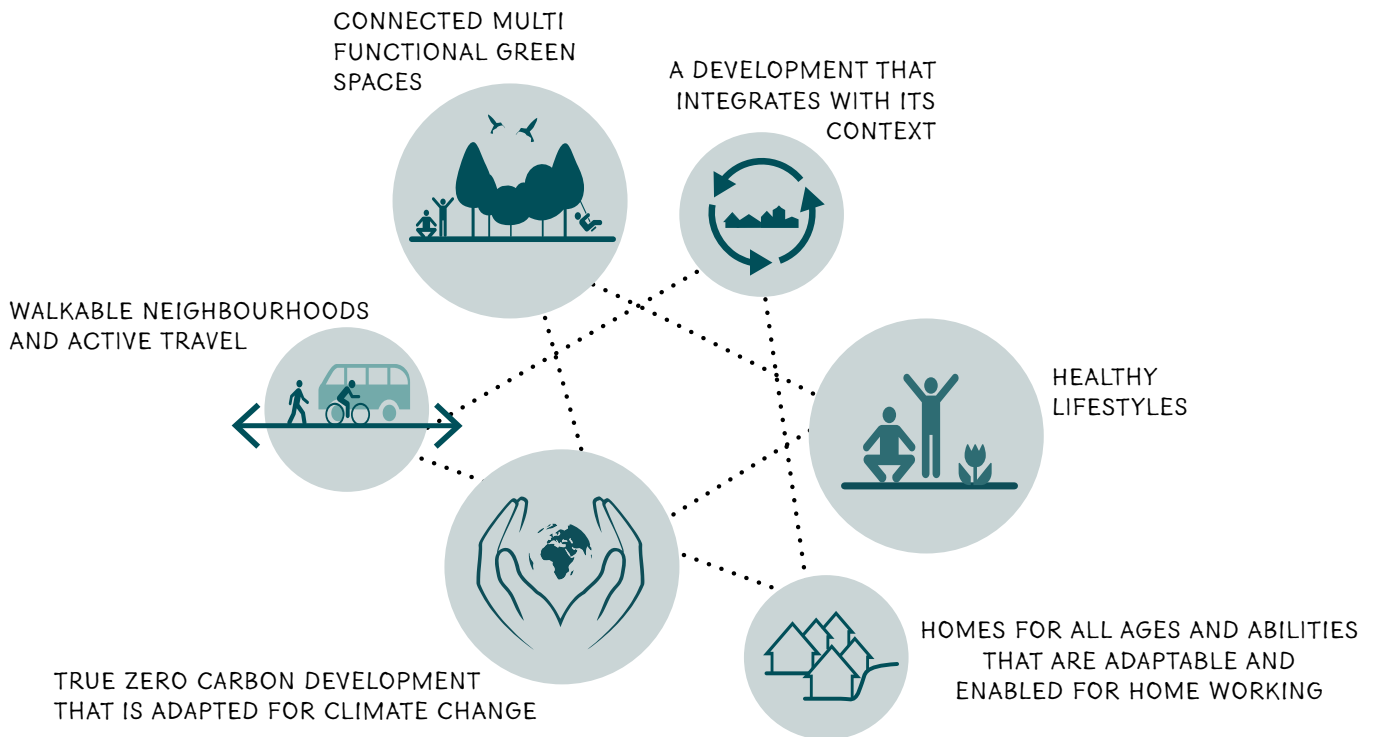
# THE VISION: A NEIGHBOURHOOD UNLIKE ANY OTHER IN BICESTER

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North West Bicester presents an opportunity to create a community based upon sustainable and healthy lifestyles, a place that is connected with its neighbours and surrounding landscape that encourages a reduced carbon footprint. Our core placemaking principles, adapted from the SPD, are as follows:



Illustrative framework masterplan



The SPD sets the vision for North West Bicester as a high quality development, well integrated with the existing town, that provides homes, jobs and local services in an attractive landscape setting, conserves and enhances heritage assets including historic landscape features, increases biodiversity and addresses the impact of climate change. It is based on the principles of sustainable zero carbon development designed to meet the effects of future climate change including extreme weather events and reduced energy and water use.

The design and place making principles of the SPD are as follows:

- Integration and context
- Masterplanning and comprehensive development
- “True” zero carbon development
- Climate change adaptation
- Affordable homes
- Healthy lifestyles
- Sustainable transport, movement and access
- Access to local services
- Flood risk management
- Green infrastructure and landscape
- Community and governance
- Cultural wellbeing

These principles are explored in more detail in our design principles on pages 22 to 25.

Our vision: artist's impression bird's-eye view



## The opportunity and benefits

The overarching vision for this neighbourhood within North West Bicester is 'a community based upon sustainable and healthy lifestyles. **A place that is connected with its neighbours and surrounding landscape, that encourages a reduced carbon footprint.'**

We propose to design a development that integrates well with Bicester and meets the required design standards of the SPD whilst retaining a distinctive character.



Up to 30% affordable homes.



Up to 530 high quality homes that have space for home working and are future-proofed for adaptability and flexible working arrangements.



True zero carbon.



A large variety of house types and tenures to suit a wide range of households looking to get on the housing ladder, buy a family home or downsize. This approach encourages social cohesion by providing the opportunity for residents to stay in Bicester and maintain all-important friend and family networks.



40% green space. Providing a network of multi-functional green infrastructure that supports a range of informal and formal activities for everyone's participation and enjoyment including natural play areas for younger children, ecologically rich meadow areas, SuDS, retained woodland and productive landscapes.

Land North West of Bicester will be a place that is built to improve the quality of life for all people who live, work and play there - where every person is free to make choices amid a variety of healthy, available, accessible and affordable options.

**Land North West of Bicester strives to be a valuable addition to the local community. The benefits for bringing the development forward are:**



Connecting people to nature and natural systems by providing growing space, orchards and allotments. Opportunity to promote on site biodiversity by maintaining and enhancing existing green infrastructure.



Re-wilding areas allowing habitats to develop naturally over time.



Incorporate a sustainable drainage system which will discharge surface water in line with the SuDS hierarchy and national and local planning policy.



A development that complements the character of Bicester through the identification of its unique characteristics.



Living longer, but perhaps with reduced mobility, means that the design of the built environment with an ageing population in mind requires genuine thought. Providing opportunities for social interaction and exercise are important to reduce both physical and cognitive decline.



Retaining and improving pedestrian routes to local facilities.







02

CONTEXTUAL  
ASSESSMENT & PLANNING  
CONTEXT

# NATIONAL AND LOCAL DESIGN GUIDANCE

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The following policies and guidance are relevant in shaping the information contained in this Design and Access Statement and the vision for Land at North West Bicester.

## National Planning Policy Framework

The National Planning Policy Framework (NPPF) was first published on 27 March 2012 and updated on 24 July 2018 and 19 February 2019.

As set out in paragraph 130 of the National Planning Policy Framework, developments should take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

## Building Better, Building Beautiful Commission

The Building Better, Building Beautiful Commission (BBBBC) was an independent body that advises government on how to promote and increase the use of high-quality design for new build homes and neighbourhoods.

The Commission recommended practical measures to help ensure new housing developments meet the needs and expectations of communities, making them more likely to be welcomed, rather than resisted, by existing communities.

The Commission published its final report, 'Living with Beauty', on 30 January 2020.

THE CREATION OF HIGH-QUALITY BUILDINGS AND PLACES IS FUNDAMENTAL TO WHAT THE PLANNING AND DEVELOPMENT PROCESS SHOULD ACHIEVE. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, CREATES BETTER PLACES IN WHICH TO LIVE AND WORK AND HELPS MAKE DEVELOPMENT ACCEPTABLE TO COMMUNITIES.

This report proposed a new development and planning framework that will:

- Ask for Beauty
- Refuse Ugliness
- Promote Stewardship

Those three aims must be embedded in the planning system and in the culture of development, in such a way as to incentivise beauty and deter ugliness at every point where the choice arises.

In particular, the BBBBC promoted the following two principles that are particularly relevant to the place making principles of North West Bicester.

- Neighbourhoods: create places not just houses. Develop homes within mixed-use real places at ‘gentle density’, thereby creating streets, squares and blocks with clear backs and fronts.
- Nature: re-green our towns and cities. Urban development should be part of the wider ecology. Green spaces, waterways and wildlife habitats should be seen as integral to the urban fabric. Create new community orchards. This is both right and aligned with the government’s aim to eradicate the UK’s net carbon contribution by 2050. Green spaces should be enclosed and either safely private or clearly public.

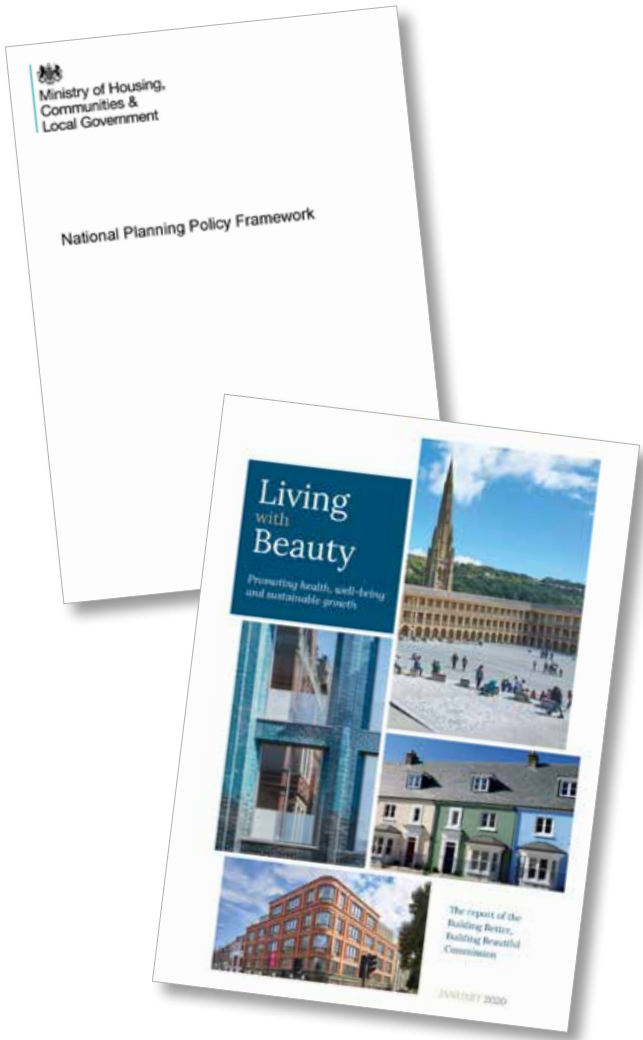
### The Government’s Response to BBBBC (2021)

‘Beauty, design quality and placemaking is a strategic theme in the proposed revisions to the National Planning Policy. Several other aspects of the National Planning Policy Framework have also been updated to reflect the Committee’s recommendations.

Street trees are a core part of our vision for enhancing the quality of urban development, and we are pleased that the Commission’s findings endorse their importance, as well as highlighting many other ways in which we can make our urban environments greener, healthier and more sustainable. Our response sets out how we plan to take these findings forward.

On street trees specifically, revisions to the National Planning Policy Framework make clear that new streets should be tree lined unless there are very clear, justifiable and compelling reasons not to. ‘

A GREATER FOCUS SHOULD BE PLACED ON ACCESS TO NATURE AND GREEN SPACES – BOTH EXISTING AND NEW – FOR ALL NEW AND REMODELLED DEVELOPMENTS.



The NPPF and the report of the Building Better, Building Beautiful Commission

## National Design Guide (2021)

The National Design Guide (NDG) sets out the Government's priorities for well-designed places in the form of 10 characteristics. The 10 characteristics are based upon Chapter 12: Achieving well-designed places of the NPPF. They are as follows: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan.

Well-designed places have individual characteristics that work together to create their physical character. The 10 characteristics help to nurture and sustain a sense of community. They work to positively address environmental issues affecting climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

The principles of the NDG have been embedded in the vision for Land at North West Bicester as well as more locally led design principles in the North West Bicester SPD, illustrated overleaf.

## National Model Design Code (Consultation Draft 2021)

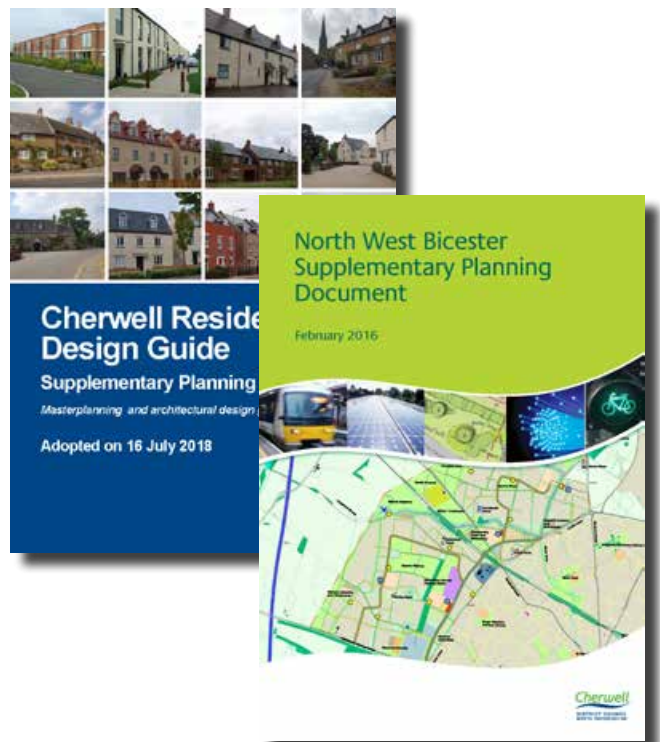
The purpose of the National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the 10 characteristics of good design set out in the National Design Guide which reflects the government's priorities and provides a common overarching framework for design.

## Local Design Guidance

The following local design guidance has been used to guide the Site's principles of development and are explained in more detail on the next page.

- North West Bicester Supplementary Planning Document, February 2016
- Cherwell District Council (CDC) Residential Design Guide, October 2018
- Bicester Healthy New Town Case Study, March 2019

- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.



CDC Residential Design Guide and The North West Bicester SPD

## North West Bicester Supplementary Planning Document (SPD 2016)

As discussed previously, the Site is part of a wider allocation site with an accompanying framework plan and SPD. The key objectives of the SPD are summarised on this page.

The design and place making principles of the SPD are as follows:

- Integration and context
- Masterplanning and comprehensive development
- “True” zero carbon development
- Climate change adaptation
- Affordable homes
- Healthy lifestyles
- Sustainable transport, movement and access
- Access to local services
- Flood risk management
- Green infrastructure and landscape
- Community and governance
- Cultural wellbeing

These principles are explored in more detail in our Site design principles on pages 52 to 59.

### Bicester Healthy New Town (HNT)

The Bicester HNT programme has funding from the NHS to tackle levels of obesity and social isolation in Bicester.

Early in the development of the Bicester HNT programme, three workstreams were established: built environment, community activation and new models of care.

#### Built Environment

This workstream is led by Cherwell District Council, working together with the Town and County Councils and local community groups.

The workstream aims to improve and make the best use of Bicester’s built environment to encourage healthy living for all ages.

It encompasses all of the five components identified by Public Health England as being related to health

improvement: neighbourhood design, housing, food environment, natural and sustainable environment and transport.

Key objectives:

- To maximise the use of Bicester’s green spaces for healthy living (‘Going for Green’)
- To create a walkable and bike-able community with a comprehensive network of dedicated walking and cycling routes
- To develop planning policies that support the creation of a healthy environment
- Energy efficient, lifetime adaptable homes
- Active and sustainable transport – cycle ways walk ways and convenient public transport and
- Urban design, especially physical connectivity and accessibility, multi-active open spaces, green corridors and community assets.

### Climate emergency and true zero carbon

In July 2019, CDC councillors unanimously declared a climate emergency. The council has reduced its carbon emissions by nearly a third (32 %) since 2008 and is now stepping up these efforts in order to hit net zero by 2030.

Land North West of Bicester has a three-tiered approach to achieving ‘true’ zero carbon on the Site.

Firstly, we have embedded holistic social and economic benefits and site wide strategies that embrace sustainable lifestyles such as walking, cycling, greening the public realm and local food growing into our proposals.

Secondly, we have designed site wide environmental protection and enhancement solutions to mitigate the effects of climate change – such as sustainable urban drainage systems, planting and habitat creation.

Thirdly, our approach to ‘true’ zero carbon is reflected in individual plots and homes including low water and energy use within the home as well as centralised heat networks incorporating air sourced heat pump technology that provides a low carbon supply.

More information on our approach to climate change and sustainability is provided with this outline application.

# OVERVIEW OF LOCAL DESIGN GUIDANCE

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The North West Bicester SPD incorporates guidance and priorities for new developments.

The following graphics have been used to reference where these policy's have been specifically adhered to.

## INTEGRATION AND CONTEXT



The vision for North West Bicester is for a high quality development, well integrated with the existing town.

SPD

## DEVELOPMENT PRINCIPLE 1 MASTERPLANNING AND COMPREHENSIVE DEVELOPMENT



Cherwell District Council is committed to ensuring comprehensive development through masterplanning. In order to ensure a comprehensive development, all planning applications will be required to be in accordance with the SPD masterplan.

SPD

## DEVELOPMENT PRINCIPLE 2 “TRUE” ZERO CARBON DEVELOPMENT



In accordance with the Local Plan, the definition of true zero carbon is that over a year the net carbon dioxide emissions from all energy use within buildings on the eco-town development as a whole are zero or below. It excludes embodied carbon and emissions from transport but includes all buildings.

SPD

### DEVELOPMENT PRINCIPLE 3 CLIMATE CHANGE ADAPTATION



Green space and infrastructure will contribute to an urban cooling effect and Sustainable Urban Drainage Systems (SuDS) will be designed to respond to future extreme weather events including water neutrality measures... employing sustainable construction techniques and passive management systems wherever possible to avoid the use of air conditioning plant and machinery.

SPD

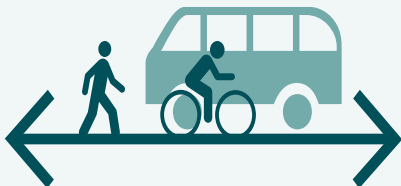
### DEVELOPMENT PRINCIPLE 4 HOMES



Up to 30% affordable homes, meeting local housing needs, Building for a Healthy Life, home working, homezones, gardens and food production and biodiversity.

SPD

### DEVELOPMENT PRINCIPLE 6 WALKABLE NEIGHBOURHOODS: TRANSPORT, MOVEMENT AND ACCESS



The SPD masterplan seeks to employ principles of filtered permeability and walkable neighbourhoods.

SPD

### DEVELOPMENT PRINCIPLE 7 HEALTHY LIFESTYLES



Planning applications should set out how the design of development will deliver healthy neighbourhoods and promote healthy lifestyles through active travel (walking and cycling) and sustainability.

The green spaces within the development should also provide the opportunity for healthy lifestyles including attractive areas for sport and recreation as well as local food production.

SPD



## DEVELOPMENT PRINCIPLE 8 LOCAL SERVICES



Following on from the “walkable neighbourhoods” principle, that schools should be easily accessible on foot and other non-car sustainable modes.

All homes within 800 metres of a primary school and neighbourhood services.

SPD

## DEVELOPMENT PRINCIPLE 11 FLOOD RISK MANAGEMENT



Development proposals should demonstrate how Sustainable Urban Drainage Systems (SuDS) and other appropriate measures will be used to manage surface water, groundwater and local watercourses to prevent surface water flooding.

SPD

## DEVELOPMENT PRINCIPLE 9 GREEN INFRASTRUCTURE AND LANDSCAPE



Proposals at North West Bicester should create new urban places connected by green space and green corridors utilising the existing landscape framework.

The space should be multi-functional, for example, accessible for play and recreation, walking or cycling safely, and support wildlife, urban cooling and food management. Particular attention should be given to land to allow the production of food from community, allotment and/or commercial gardens.

### Tree planting

Soft development edges - the western edge should be defined by woodland areas and support the existing landscape character of the area.

Retaining and reinforcing the existing hedgerows, trees and woodland on the site for character and biodiversity reasons

Provide buffers to woodland, hedgerows and streams

40% of the total gross site area will comprise green space.

## DEVELOPMENT PRINCIPLE 13 COMMUNITY AND GOVERNANCE



Provision of a range of house types and tenures, potentially linked to incentives to local first time buyers and older households as well as community uses

SPD

## DEVELOPMENT PRINCIPLE 14 CULTURAL WELLBEING



Conservation and enhancement of the historic environment

SPD

### Design Principles

The following SPD design principles are also reflected in our proposals:

- **Continuity and enclosure** - Common building line, hierarchy of streets, active frontages, private space defined at rear of buildings

- **Legibility** - Landscape features, routes, views, passive solar gain, reinforced spaces, gateways
- **Adaptability** - Lifetime Homes, home working, future-proofing
- **Diversity** - Provide a mix of compatible uses allowing people to live work and play in the same area. Respond to the key conditions and character cues across the Site
- **Climate change adaptation** - Be designed in response to the latest predictions of future climate change with reference to UKCIP
- **Building heights** - Generally, the development proposals will be suburban in scale reflecting the location of the Site and the Bicester context with two-storey buildings with pitch roofs up to a height of 12 metres. In the local centres and along the strategic route through the Site, taller buildings with up to four storeys (heights up to 20 metres) will be considered in the context of the masterplan to increase density and meet the requirements of occupiers in these locations.
- **Character and setting** - Proposed development should be sensitive to the existing landscape and townscape character whilst creating a unique image for the eco-town. Development proposals should demonstrate a morphology and urban form that responds to the Site's topography, ecology, natural features and landscape character as well as responding to local patterns of development.
- **Design and layout** - The proposed development should be outward facing, with attractive edges and perimeter blocks and take advantage of passive overlooking.
- **Building design and streetscene** - Buildings should be designed to enliven the street scene through the creation of street frontages and entrances.
- **Character areas** - The natural features of the Site combined with the proposed pattern and density of development suggest the Site can be broken into distinct zones or character areas.

# SUSTAINABILITY AUDIT

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The Site is sustainably located within North West Bicester and enjoys access to the wide range of facilities characteristic of an Oxfordshire village.

Bicester's facilities are mostly located in its historic core with additions of larger food stores and comparison shopping on the outer edges. North West Bicester is going through a stage of development with new neighbourhoods under construction offering additional mixed uses. This is evident in our village wide analysis of facilities that illustrates completed and proposed mixed uses close to the Site.

## The audit

The Sustainability Audit is a comprehensive analysis of the Site and the wider area, encompassing assessment of the Site's access to local facilities, landscape and open space and connectivity.

## Selecting a sustainable site

Access to local facilities is fundamental to the concept of locating sustainable development. New development needs the full range of social, retail, educational, health, transport and recreational facilities to allow people, especially those of limited means or mobility, to go about their daily lives without over reliance on a private car.

## Building for a Healthy Life

Building for a Healthy Life (BHL) is a tool to assess and compare the quality of proposed neighbourhoods. It has been written by Design for Homes in partnership with Homes England, NHS England and NHS Improvement. Whilst BHL is usually awarded to completed schemes, the site selection criteria have been applied

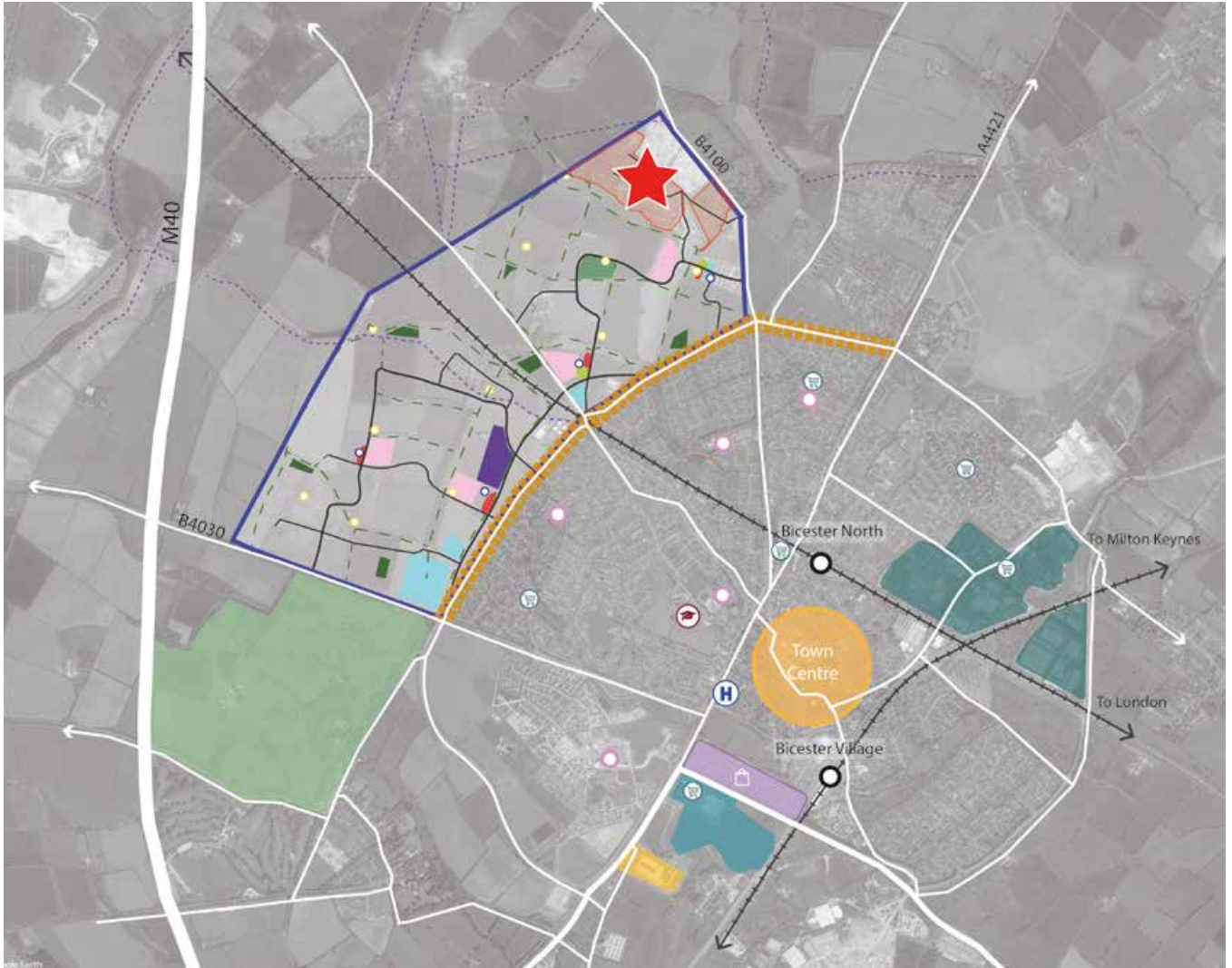
to North West Bicester to demonstrate the sustainability of the design proposals.

Building for a Healthy Life principles advise places should 'offer social, leisure and recreational opportunities a short walk or cycle from their homes' and that developments should 'provide community facilities, such as shops, schools, workplaces, health facilities, co-working spaces, parks, play spaces, cafés and other meeting places that respond to local community needs'.

THE FACILITIES AUDIT ON THE FOLLOWING PAGE DEMONSTRATES THAT NORTH WEST BICESTER IS SUSTAINABLY LOCATED AND FULLY MEETS THE BUILDING FOR A HEALTHY LIFE CRITERIA THROUGH GOOD ACCESS TO EXISTING OFF-SITE LOCAL FACILITIES.



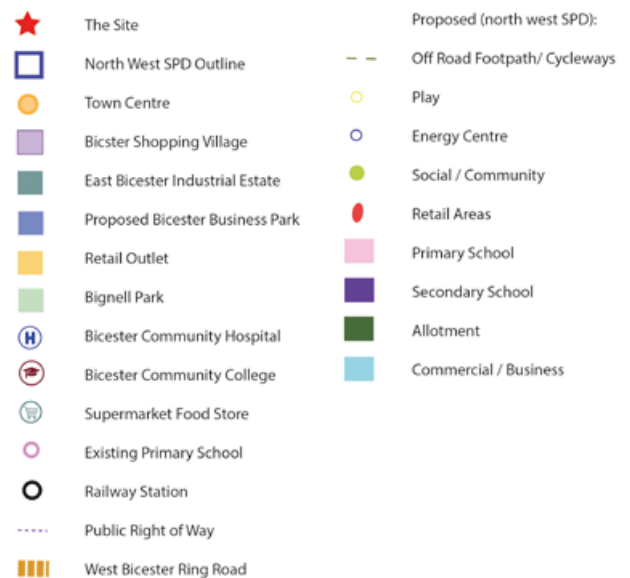
OUR PROPOSALS INCORPORATE LOCAL WALKING AND CYCLING ROUTES, ENCOURAGING PEOPLE TO SUPPORT SHOPS AND SERVICES BY BUYING LOCAL.

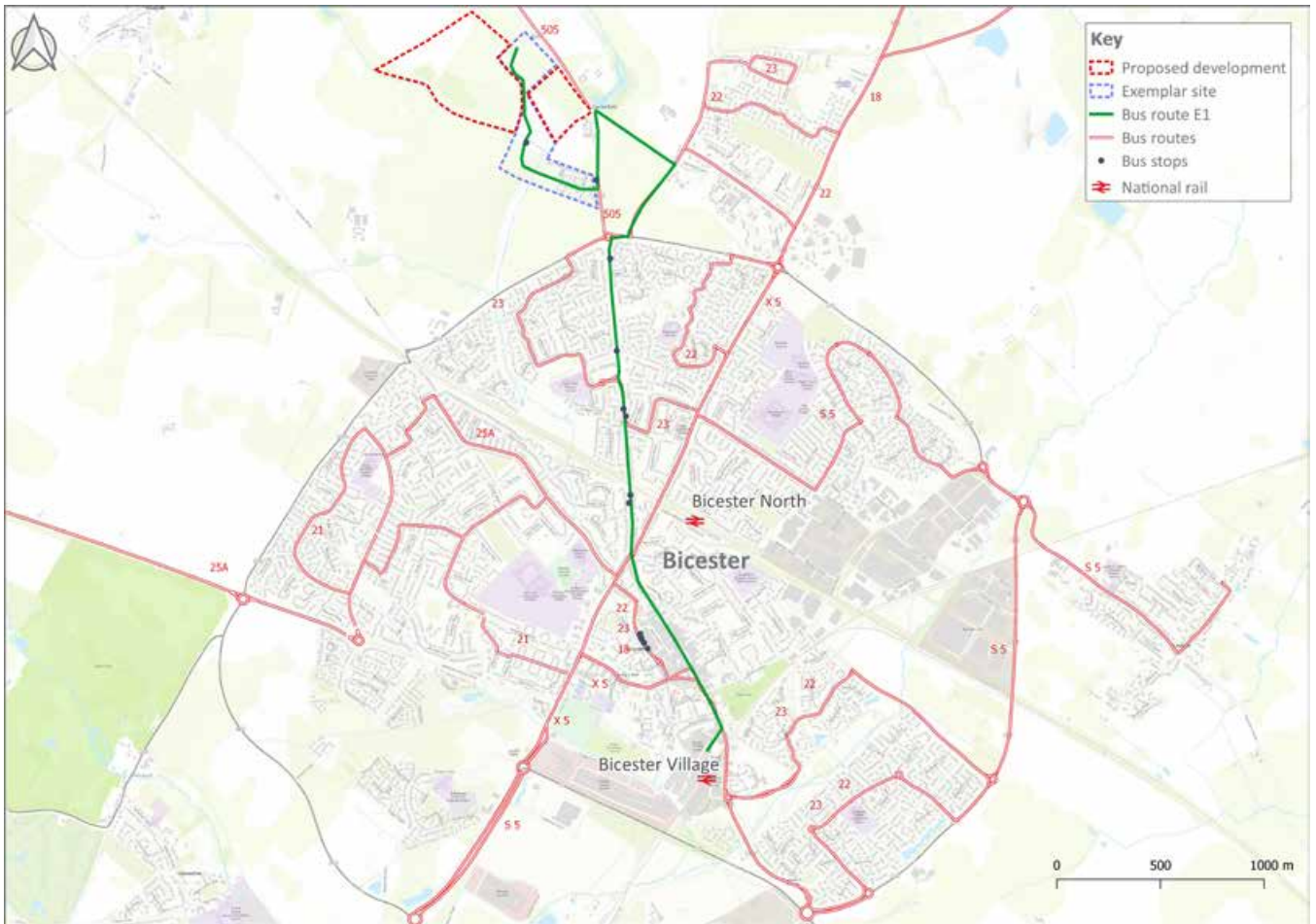


## Facilities audit

The Site is sustainably located within North West Bicester with good access to a range of facilities nearby which include:

- Gagle Brook Primary School
- Office space
- Play areas, allotments and open space
- Bicester town centre which is accessible by public transport and pedestrian and cycle routes





Bus and off-carriageway cycle routes from the Site to Bicester

### Public transport, cycling and walking audit

The Site is sustainably located within Bicester with good access to public transport and an excellent network of public rights of ways.

Charlotte Avenue is a primary road through the North West Bicester Eco-Town, providing connectivity to distributor roads that offer access to residential dwellings.

Bus service provision within the area offers a number of services providing access to the surrounding area. As part of the Exemplar development, bus stops are provided along Charlotte Avenue which is within walking distance to the site. The design and function of Charlotte Avenue incorporates bus priority by way of a bus-gate immediately adjacent to the Site, at this point the carriage narrows to 4m limiting 2-way flow of buses only.

The bus route services include:

- Service 8 - Middle Barton to Bicester
- Service X5 - Cambridge to Oxford
- Service S5 - Arncott to Oxford
- Service 26 - Kingsmere Centre to Bicester
- Service 25A - Oxford to Bicester
- Service 21 - Chesterton to Highfield
- Service E1 - Elmsbrook to Bicester
- Service 18 - Buckingham to Bicester

Our proposals seek to enhance the accessibility of public footpaths and bus stops from the Site.

## Walkable neighbourhoods

The North West Bicester SPD Framework Plan is made up of a series of walkable neighbourhoods, their location being crucial and strongly influenced by the existing topography and the layout of the streets. Equally, the streets are influenced by the concept of neighbourhoods. It is essential that the two work hand in hand with the landscape setting influencing both. So, the concept of neighbourhood is in itself simple but making a series of these work successfully is one of the challenges for the masterplan.

The word 'neighbourhood' certainly isn't new. It is usually a generic term for an area where people live, defined in the dictionary as "a district or community within a town or a city" and "the area surrounding a particular place, person, or object." It is, therefore, not only defined by the area surrounding a place, but the proximity to the centre point of that place. This is itself central to the specific meaning we give neighbourhoods in the design of sustainable settlements today.

Neighbourhoods are also not new by the very fact that they allude to traditional towns in almost every particular in that their dimensions and rules are based on reasonable walking distances; a structure of walkable neighbourhoods where as many residents and visitors as possible are no more than eight minutes' walk from shops, offices and other forms of employment, schools, health care, entertainment, recreation and a range of green spaces. Nothing will stop the

residents travelling beyond Bicester, but they will not need to do so for their daily needs.

Clearly the 'all homes within 800 metres of neighbourhood services' is affected by topography, weather, health and age and is not an exact science, but it does help to structure mixed-use in accessible and well-spaced intervals.

Therefore, a neighbourhood's basic rules are:

- An interconnected street system with many direct connections to a central high street spine that is the focus for mixed-use, through traffic and public transport
- A place that is central to the neighbourhood with a radius from that centre
- Each neighbourhood is seamlessly attached to the next neighbourhood unless such landscape elements as existing woodlands, water or proposed landscape structuring elements intervene
- Larger space uses are located on the edge so as not to disrupt the fine grain of streets
- Broadly speaking, a density increases from the edge to centre, though the density will be varied throughout
- They should contain a range of housing forms and tenures as well as a balanced mix of uses
- A tendency for retail and employment within the neighbourhood to focus on the central place

The challenge will be creating a masterplan that defines the neighbourhood on the Site with quality public realm and a range of housing typologies and densities that respond to the wider housing market.



Land at North West Bicester is a walkable neighbourhood

# CHARACTER CONTEXT

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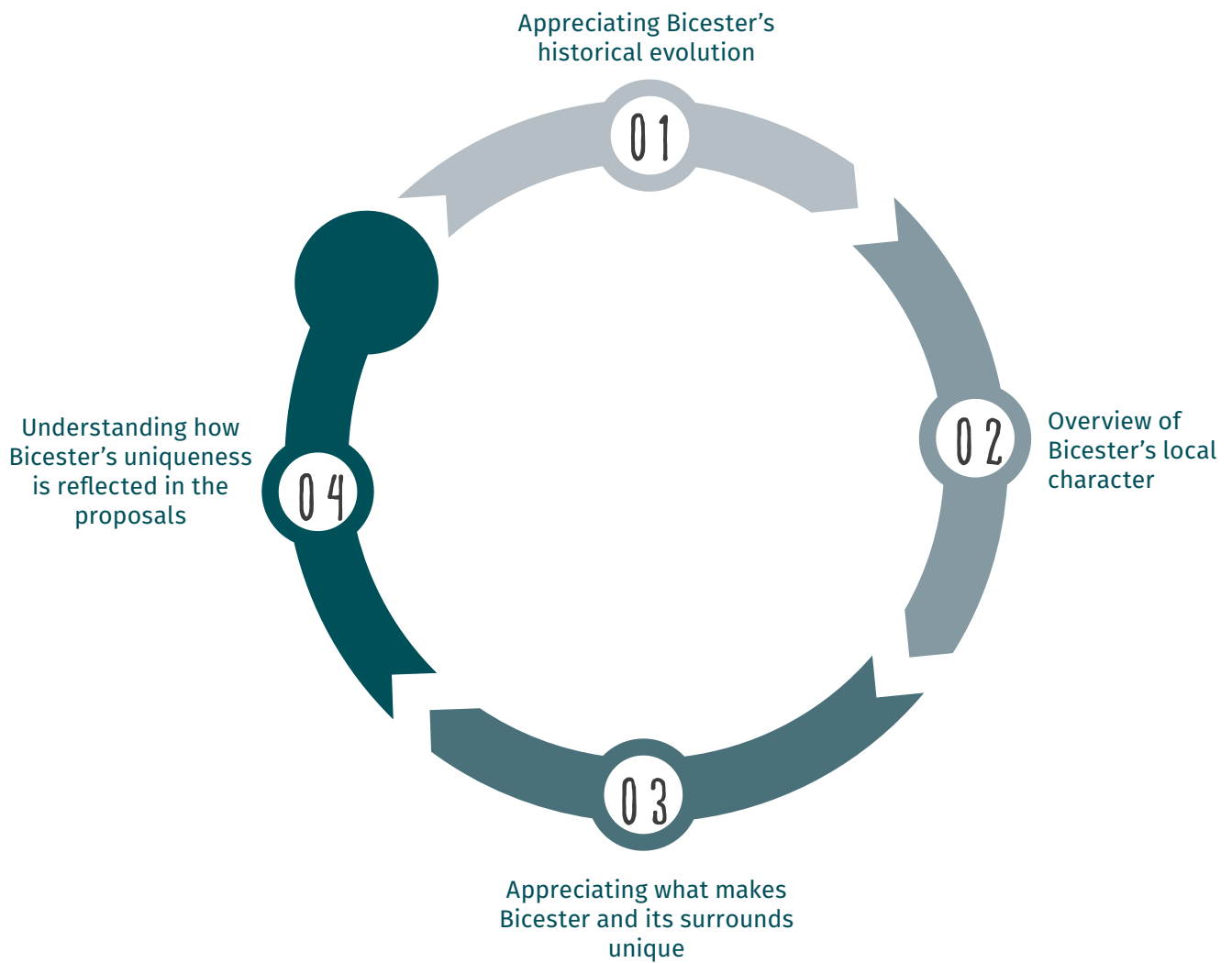
It is important to understand the DNA of a place from the outset of the design process. Understanding the history, landscape character and townscape can greatly inform the approach to masterplanning and ensure a design that shares characteristics with its immediate environments. Particular importance is placed on this process in the SPD.

To ensure design proposals for Land at North West Bicester are integrated and share characteristics with the local area, we have created a step by step analytical design process (see flow diagram to the right). This process demonstrates our understanding of the immediate context and illustrates how we have interpreted and applied this to design proposals. The step by step analysis and design process involves:

“THE VISION FOR NORTH WEST BICESTER IS FOR A HIGH QUALITY DEVELOPMENT, WELL INTEGRATED WITH THE EXISTING TOWN, ”

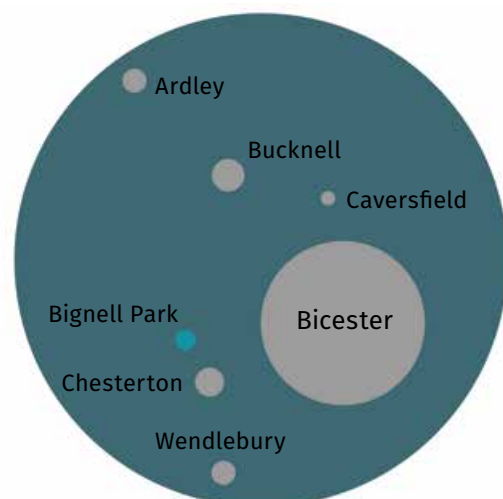
North West Bicester SPD

- 1. Appreciating historical evolution**  
Understanding of Bicester’s historic evolution.
  - 2. Overview of local villages’ character**  
Identification and appreciation of the character areas that comprise Bicester.
  - 3. Appreciating what makes Bicester unique**  
This step identifies and appreciates what is unique about the character of Bicester.
  - 4. Understanding how Bicester’s uniqueness is reflected**  
Demonstrating how design proposals have drawn upon the positive and unique character of Bicester and its surrounding context.
- Throughout the document, the flow chart to the right will appear to remind the reader where they are within the process.



### Source of analysis

Further to undertaking a contextual analysis of Bicester and the Exemplar Site, this document looks beyond North West Bicester to include analysis of the neighbouring settlements and landscape of Bignell Park, Ardley, Bucknell, Caversfield, Chesterton, Wendlebury and Bicester. We feel this is an appropriate approach to understanding prevailing local character.





# HISTORICAL EVOLUTION

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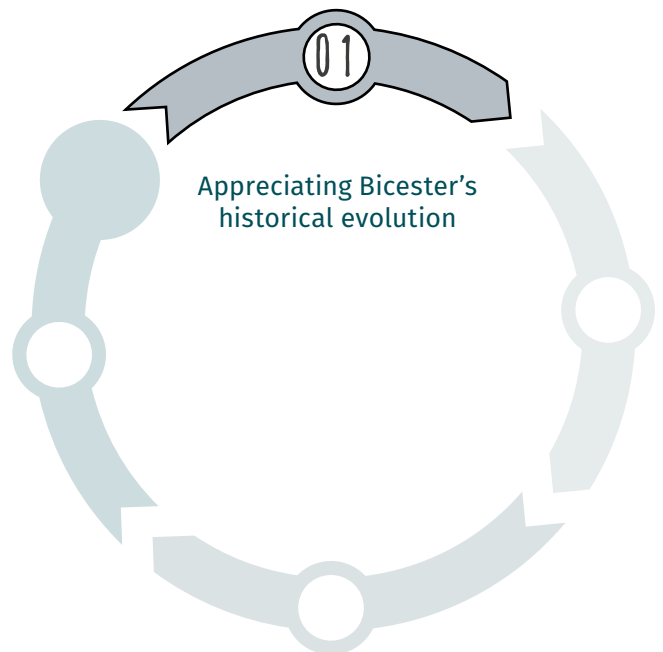
Bicester's historical core maintains its original street grid of a market town whilst offering a wide variety of retail and commercial facilities.

The Bicester Local History Society provides a brief history of Bicester as the following:

A market was granted in 1239 and through the succeeding centuries Bicester has reflected its dependence on the agricultural area it serves. Sheep Street, the main shopping street, was built 300 years ago to accommodate the animals brought to market. Much of the town's prosperity in the 18th and 19th Centuries was due to local horse races and to the Hunt. There were a large number of inns, not only did the markets provide them with ample custom but also the numerous annual fairs. Local crafts and skills included leather working and saddlery, rope and sack making, basket weaving, straw plaiting, wool combing as well as lace making and brewing.

In the last few decades, much change has come to the town. On the town's outskirts, RAF Bicester was built in 1917, followed later by military establishments and then by increasing numbers of small industrial units. The needs of the rapidly increasing population are reflected in the new shopping precincts and the larger number of retail service outlets.

With particular regards to the history of the Site, historic maps show that the field patterns and boundaries have changed little since the mid 1800s.









## Summary:

Bicester is a town which still has its original grid layout that reflects its past as a market town. Bicester maintains a varied range of facilities and services typical of a market town.



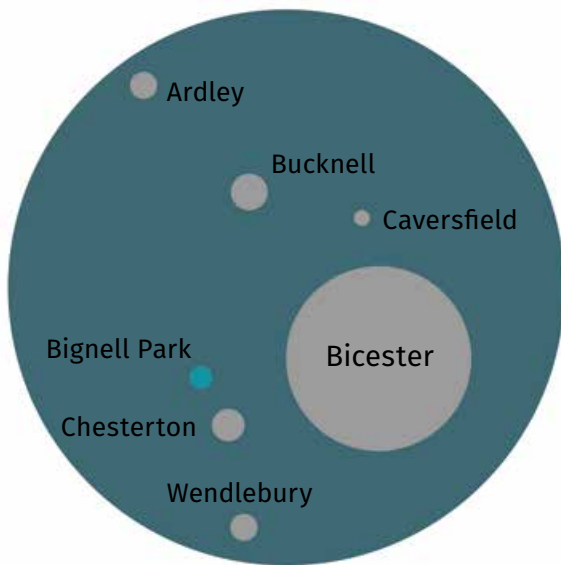
Bicester's historical evolution

-  Village & Farmsteads (1820)
-  Main High Street in the Village
-  Additional Farmsteads (by 1915)
-  New Railway Line (1915)
-  Urban Development (1965)
-  Urban Development 2000
-  Today's Urban Context Extents

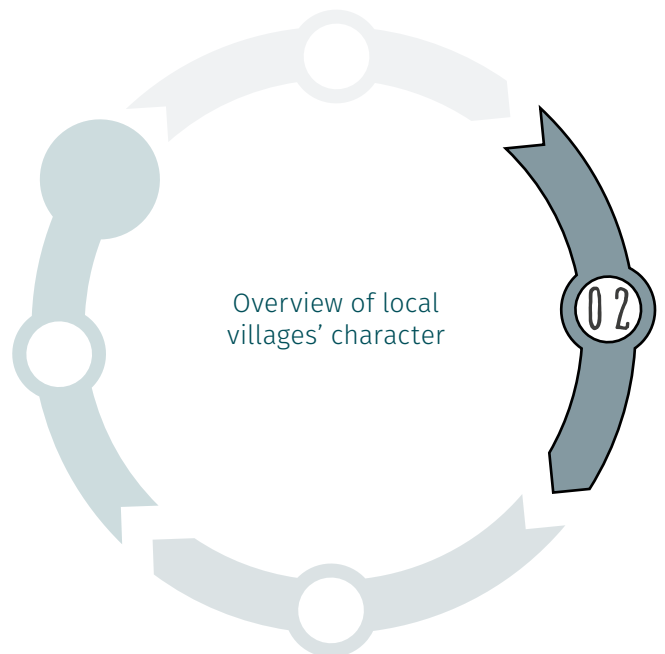
# OVERVIEW OF NEARBY CHARACTER

Bicester is a market town which has grown rapidly in the last 50 years and where further significant growth is planned.

The following pages review characteristics of nearby villages and neighbourhoods. These include the Exemplar Site, Bignell Park, Ardley, Bucknell, Caversfield, Chesterton, Wendlebury and Bicester.



Source of analysis



## Summary of key characteristics of local villages:

1. Formal built form
2. Repetition and rhythm of architectural form
3. Use of symmetry
4. Extrusion of architectural elements
5. Compact and cohesive character

## North West Bicester immediate influences

### Home Farm



The original farm house and farm buildings including a bull pen are characterised by the use of:

- Enclosed spaces providing a courtyard for buildings
- Mix of employment and residential
- Quiet domestic gardens and allotments
- Yellow stone
- Red and grey slate roofs
- Inset windows
- Low brick walls
- Back of foot way development
- Chimney stacks at roof ends
- Timber cladding on modern additions

### Exemplar Site



Defining key characteristics of the Exemplar Site are:

- The geometry of the blocks and edges of Exemplar respond well to the hedges that form its boundaries
- Use of parking courts dominates the public realm
- Strong green corridors throughout accommodating flooding and drainage
- Play and edible landscapes integrated throughout
- Simple clean domestic architectural forms
- Materials include yellow and red brick, stone, render and timber cladding

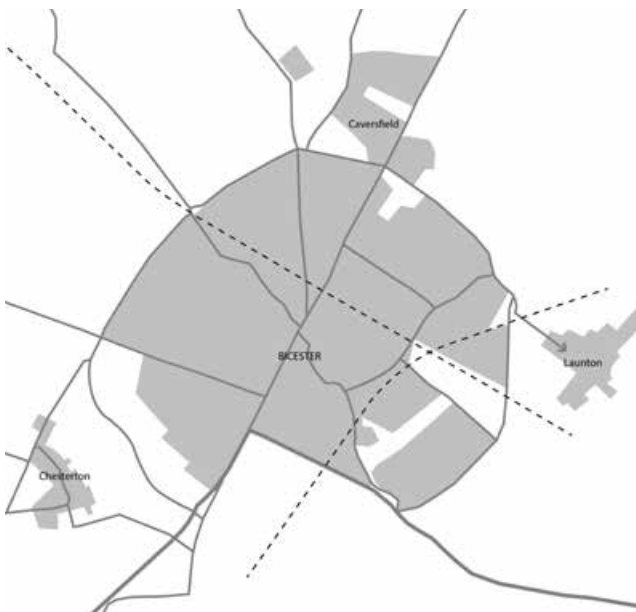
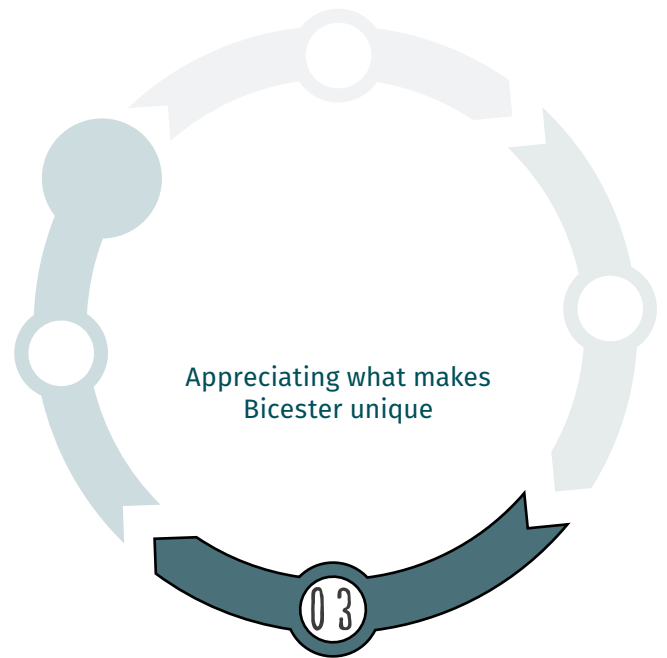
# APPRECIATING WHAT MAKES BICESTER UNIQUE

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Bicester's unique character is defined by its market square and historic streets as well as modern interventions such as greenways and exemplar architecture.

As touched upon in the historical evolution section, the design components that best showcase Bicester's uniqueness are located in the historic core, villages and farmsteads.

Much of the town comprises a vernacular found across the wider south. The following pages provide a brief visual overview of the built form character of Bicester and surrounding hamlets and highlight their key unique characteristics.





Priory Road villas - dense semi detached three storey properties



Simple yellow stone façades with lintel detailing



Well overlooked play areas



Green routes for pedestrians



Geometric red brick terraces



Pocket sized edible landscapes within street scene

## Landscape and public open space

### Village greens

Typically, they are bounded by a road on at least one side and well overlooked by properties. Shapes range from rectangles, ovals or organic forms.



### Recreational grounds

Areas of recreation are often overlooked by properties and include mature vegetation.



### Growing spaces

The Exemplar Site includes small pocket areas of raised beds, overlooked by nearby properties. The space has cycle parking, a shed for securing equipment and is well lit.



### Street verges

The streets of Bicester often have generous landscaping including verges, trees and hedges. Historic walls using flint and yellow stone are used in boundary treatments.



### Green corridors

There are many green corridors throughout Bicester. They are surrounded by trees and vegetation and are well used by local people for walking and cycling.

They often link play areas and provide space for sustainable drainage.



### Linear hedge edges

The linear hedge boundaries of Chesterton provide enclosure and delineate the edge of the village.



### Woodland copse

Small woodland copse can be seen throughout Bicester and nearby villages.



### Informal streets, large plots and informal edges to villages.

Chesterton has an informal edge to the village.



## Housing typologies

### Historic terraces

Streets formally laid out and historic terraces are found throughout Bicester and the surrounding area.



### Modern terraces

The Exemplar Site has several different forms of terraces.

Characteristics include small front gardens and simple geometry.



### Semi-detached homes

Lower density buildings including semi-detached and detached properties are set back from the street and include planting, hedges, trees and parking on plot.



### Pockets of detached properties

Small pockets of detached properties are found at the edge of the village rather than within the historic core.



## Block structure and creation of spaces

### Grid layout

Bicester has a rectilinear street layout. Perimeter blocks are formed around a courtyard of private gardens maintaining active frontage, often shaped by a mix of terraces and semi-detached properties.



### Compact village centre

Higher density living centred around the village core, originally including a church, pub and shops.



### Historic farmsteads

Historic farmsteads can be seen in several of the villages and hamlets around Bicester. Home Farm, adjacent to the Site, and Chesterton have some excellent examples.



### Modern interpretation of farmsteads/paddocks

20<sup>th</sup> century developments at Bicester have also arranged buildings imitating rural farmsteads.



## Density



Exemplar Site

39 dwellings per hectare



Bicester - Kings Avenue

31 dwellings per hectare



Bicester - Field Street

32 dwellings per hectare



Bicester - Ascot Way (south west site)

44 dwellings per hectare

### Summary:

Landscape and public open space at Bicester are characterised by:

- Village greens and recreational grounds
- Growing spaces such as allotments and community orchards
- Verges including mature trees on historic streets
- Landscape corridors
- Overlooked recreation space

Bicester block structures and spaces are characterised by its historical evolution:

- A grid layout
- Higher densities at the village centre
- Modern interpretation of rural farmsteads
- Smaller front gardens for terraces

Housing typologies characteristic of Bicester are:

- Terraces
- Semi-detached properties
- Pockets of detached properties
- Variety of building heights

## Materials and colours

### Summary:

A variety of materials and styles reflect the rich heritage of Bicester and its surrounding villages. Below is a summary of local key characteristics:

- Red brick, stone and render
- Many buildings have been rendered with light pastel colours
- Burnt brickwork and flint
- Flat porches and gable porches with struts
- Steep pitched roof, often red and grey slate
- Simple geometry for windows with lintel detailing
- Sash and casement windows
- Decorative brick quoins and window surrounds







03

SITE  
CONSIDERATIONS



# CONSIDERATIONS

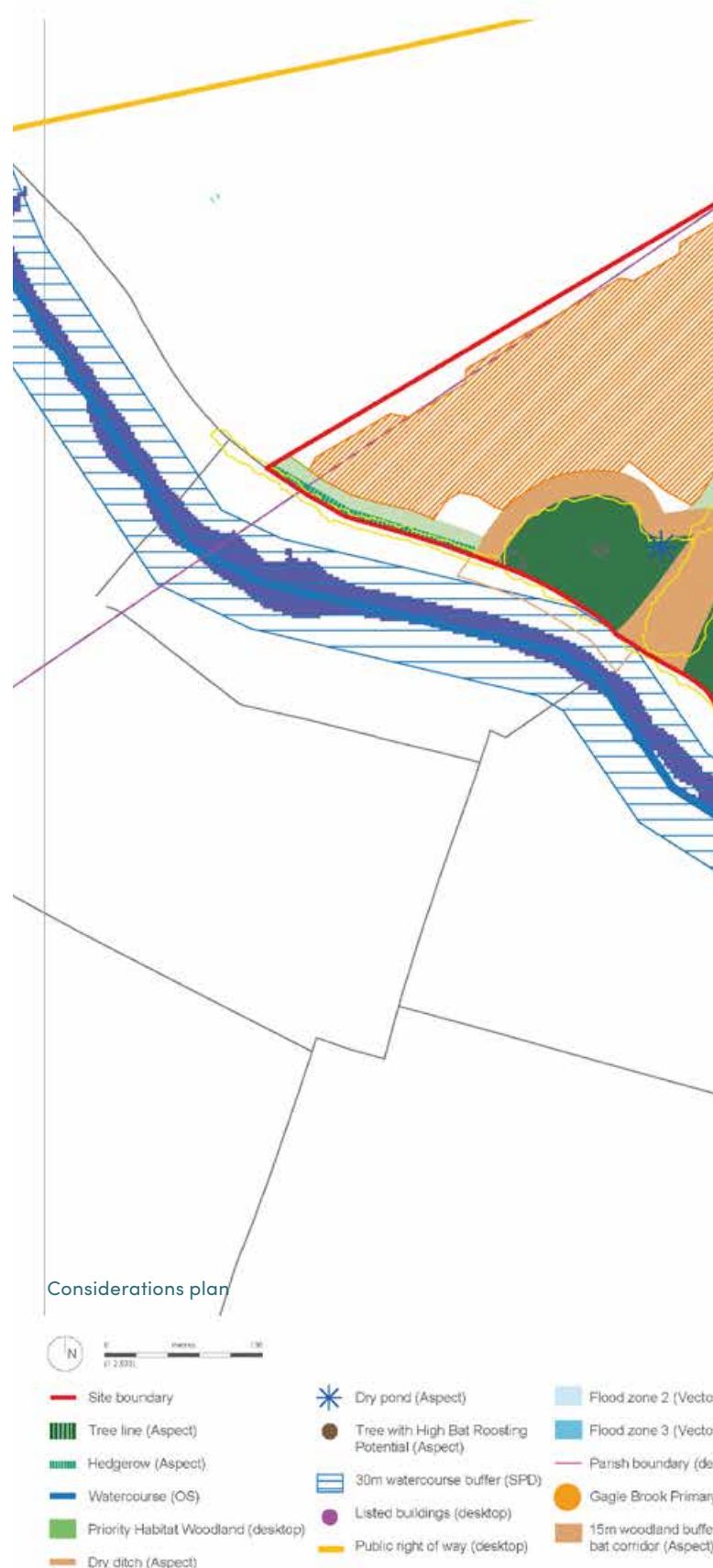
Our environmental and technical work has identified that there are very few constraints to development within the Site. While there are some considerations, such as existing vegetation, access and neighbouring properties, many of the perceived constraints are, in fact, opportunities.

The following text summarises reports that have been undertaken to inform the emerging Design and Access statement and the Site's suitability for development. The plan to the right summarises the technical work to date.

## Ecology and Biodiversity

The Site comprises a number of long-sward grassland fields, part of an arable field to the north-west and several areas of woodland to the south-west. Fields are largely bound by hedgerows and tree lines with areas of short-sward grassland and scrub also present. Watercourses bound the southern and south-eastern boundaries. The habitats of greatest ecological value are the woodlands, hedgerows, tree lines and watercourses. The woodlands and possibly a number of hedgerows qualify as UK Priority Habitat.

The Site offers opportunities for a number of protected species including roosting bats in trees, foraging and commuting bats, badgers, reptiles, nesting birds and priority mammal species such as hedgehogs. The survey work undertaken to





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|---|---|---|
| <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> 10m hedgerow buffer (SPD/Aspect)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Historic hedgerow (Cotswold)</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Potential NDA</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4169E1; border: 1px solid black; margin-right: 5px;"></span> Surface water flooding 1 in 1000 extent</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #333; border: 1px solid black; margin-right: 5px;"></span> Servient Land (Velocity)</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed black; margin-right: 5px;"></span> Flood zone for the 1 in 100 year event + 35% climate change</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 2px solid red; margin-right: 5px;"></span> Potential access points (RP)</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 2px solid red; margin-right: 5px;"></span> Potential secondary access points (RP)</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 2px solid blue; margin-right: 5px;"></span> View towards the Church of St Laurence (Cotswold)</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-bottom: 2px solid purple; margin-right: 5px;"></span> Access to be provided between this points (Velocity)</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed black; border-radius: 50%; margin-right: 5px;"></span> Indicative tree root protection area - retention trees only (Flac)</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed blue; border-radius: 50%; margin-right: 5px;"></span> Trees for removal to facilitate development (Flac)</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid yellow; border-radius: 50%; margin-right: 5px;"></span> Vegetation canopy (Flac)</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid purple; margin-right: 5px;"></span> Exemplar Phase Children's Play</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid yellow; margin-right: 5px;"></span> Exemplar Phase Growing Spaces</li> </ul> |
|---|---|---|



date has recorded a number of trees with bat roosting potential, the use of the Site by a number of foraging and commuting bat species, a low population of common reptiles and a range of common breeding birds across the Site such that, in the absence of appropriate safeguards, mitigation and enhancement measures, adverse impacts could occur on such species groups.

Safeguarding, mitigation and enhancement measures will be fully set out within the Ecology chapter of the EIA. However, such measures will include the retention and protection of key habitat features such as the watercourses, woodland and hedgerows where possible, sensitive timings and working methods, supervised habitat manipulation exercises to safely remove protected species from developable areas and provision of new and enhanced greenspace and faunal features throughout the Site.

## Sustainable Urban Drainage

The Site is primarily located in Flood Zone 1 (i.e. low risk of flooding from rivers and the sea). There are two small streams located on the east and south boundary of the Site. These introduce a localised area of flood risk associated with river and surface water sources. Consequently, these parts of the Site include Flood Zone 2 (i.e. medium risk) and Flood Zone 3 (i.e. high risk). All built development and Sustainable Drainage Systems (SuDS) have been located outside of these areas. Flood risk is therefore not considered to be a development constraint.

Surface water runoff from the development will be managed using SuDS. Opportunities for SuDS will be maximised across the Site and will include a network of swales leading to detention basins which will be interwoven by footpaths and designed to offer a range of habitats for native



## Ecology considerations

fauna and flora. The SuDS will help to ensure that the development will have no adverse impact on the rate of runoff from the Site and will be designed to mimic greenfield conditions.

## Access and Movement

Vehicular access to the eastern parcel, located to the east of the Exemplar Scheme, is to be accessed from the western boundary via the existing internal road network constructed as part of the Exemplar scheme. The existing internal road forms a simple priority junction with the Estate Road at a point to the immediate south of the existing bus only link and will only facilitate vehicular access from the existing south eastern priority junction from the Exemplar Scheme at Charlotte Avenue with the B4100 Banbury Road. Pedestrian/cycle access opportunities to the eastern parcel will be available from the north of the development linking with the B4100 Banbury Road and at appropriate locations between the proposed site and Exemplar Scheme.

Vehicular access to the western parcel, located to the west of the Exemplar Scheme, is from two locations at the eastern boundary of the Site to the north and south of the bus only link along the Estate Road that passes through the Exemplar Scheme. These two site access junctions will be provided in the form of simple priority junctions that will be designed to restrict development traffic from utilising the bus only link. As such, the northern junction will only facilitate vehicular access from the existing northern priority junction from the Exemplar Scheme at Braeburn Avenue with the B4100 Banbury Road and the southern junction will only facilitate vehicular access from the existing south eastern priority junction at Charlotte Avenue with the B4100 Banbury Road. A further vehicular access is to be provided to the north of the western parcel that will connect with the existing internal road network constructed as part of the Exemplar Scheme via the northern junction of Braeburn Avenue with the B4100 Banbury

Road. Pedestrian/cycle access opportunities to the SGR2 parcel will be available from the north of the development via the internal footway network of the Exemplar Scheme linking with the B4100 Banbury Road and to the east of development via the internal footway network of the Exemplar Scheme linking with the B4100 Banbury Road.

It is considered that the existing priority junctions of the B4100 Banbury Road with Charlotte Avenue (to the east) and Braeburn Avenue (to the north) of the Exemplar Scheme are constructed to a suitable standard that both of these existing junctions can accommodate the increased levels of development traffic associated with the proposals. The Transport Assessment will review these junctions and, should it be identified that either of these junctions operates at or near capacity, suitable mitigation measures will be identified as part of the submission of the application.

## Landscape and Visual Context

The Site falls within the 'Oxfordshire Estate Farmlands' landscape character type as identified in the CDC Landscape Character Assessment. This is described as an arable landscape with woodlands dividing and enclosing the landscape. There are also long views across rolling open fields where there are substantial breaks in tree cover. Particularly towards the north of the area, woodland cover decreases and the countryside opens out, with the fields typically large and open without any boundaries.

In addition, various studies have been undertaken to determine the landscape and visual sensitivity of this area. The Bicester Landscape Sensitivity and Capacity Assessment identifies that the wider North West Bicester eco-town allocation is relatively generic in its composition of arable farmland, hedgerow boundaries, scattered farmsteads and field drainage ditches; and that the majority of viewers are users of the roads located on the Site boundaries.

The CDC Landscape Sensitivity and Capacity Assessment also concluded that the area has few distinguishing features and there are few views into the Site.

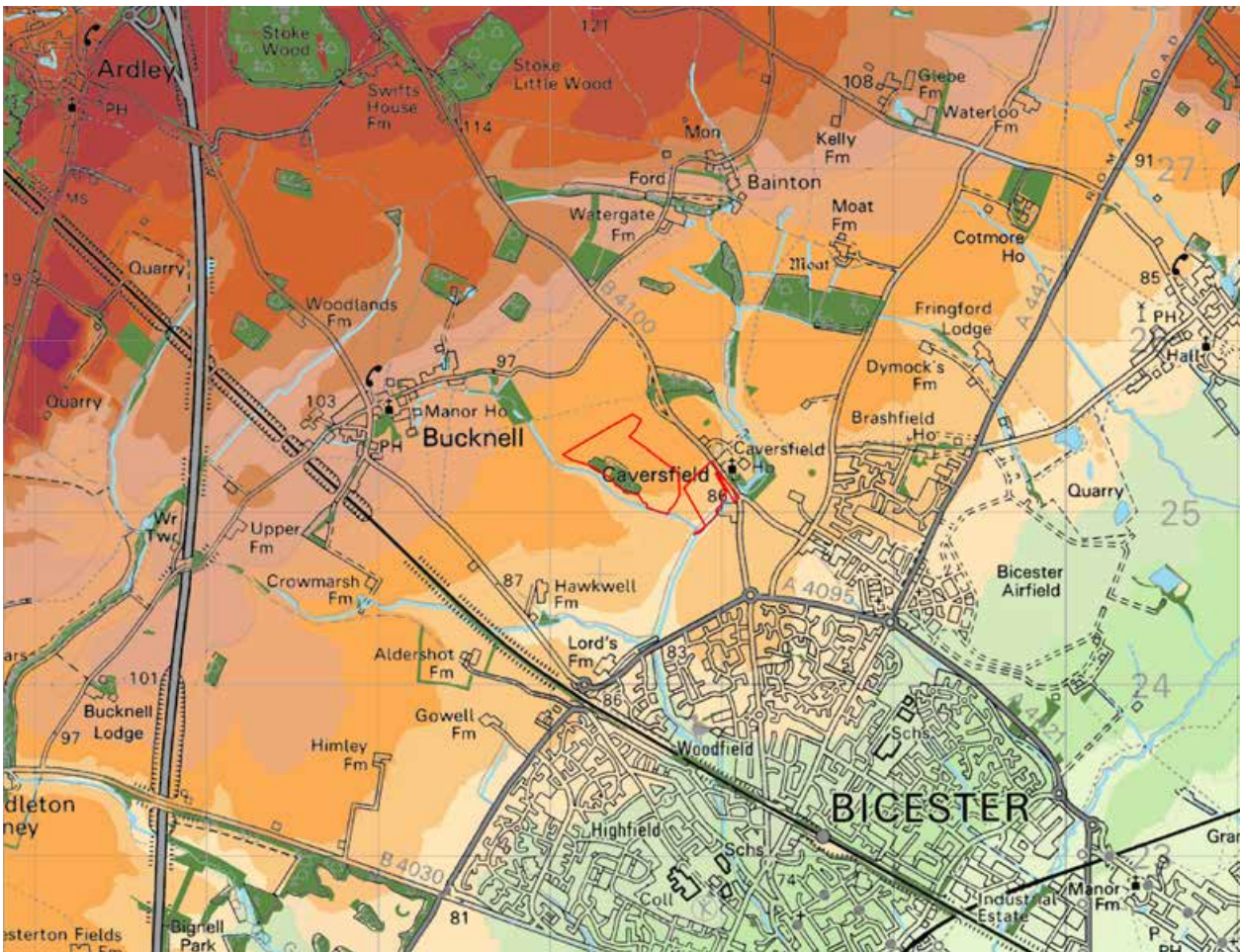
An independent field study has found that the Site (and countryside surrounding the Site) is largely consistent with this description of landscape character. The Site comprises six field parcels, divided by hedgerows or post and wire fences. A key feature is the woodland within the southern part of the Site and the stream corridor running along the southern Site boundary.

The Site is also heavily influenced by the urban area, lying between new housing development and a primary school, which forms the first phase of the North West Bicester eco-town allocation, being in close proximity to the built up area of Bicester and near key transport routes such as the B4100 Banbury Road and the Bicester ring road.

The Site is also very well contained within the landscape, bound by mature hedgerows and adjoining areas of built development. However, the western Site boundary is open and there is intervisibility between the western part of the Site and the adjoining arable fields. The eastern boundary is also relatively open and adjoins St Laurence's Church and Home Farm.



View across eastern Site parcel from Charlotte Avenue



Topography, drainage and woodland



View across western Site parcel from Winterfields Green

A Zone of Theoretical Visibility (ZTV) study has been undertaken to inform the assessment of landscape and visual effects and tested in the field. It was determined that the Zone of Visual Influence (ZVI) – i.e. the area within which the proposed development is most likely to be visible – is limited by mature field boundaries, woodland blocks and settlement in the surrounding landscape. In particular to the east, views are curtailed by the dense trees and woodland to the north-east/south-east of St Laurence’s Church and, to the west, views to the west, views are curtailed by the rising topography and woodland blocks in the landscape.

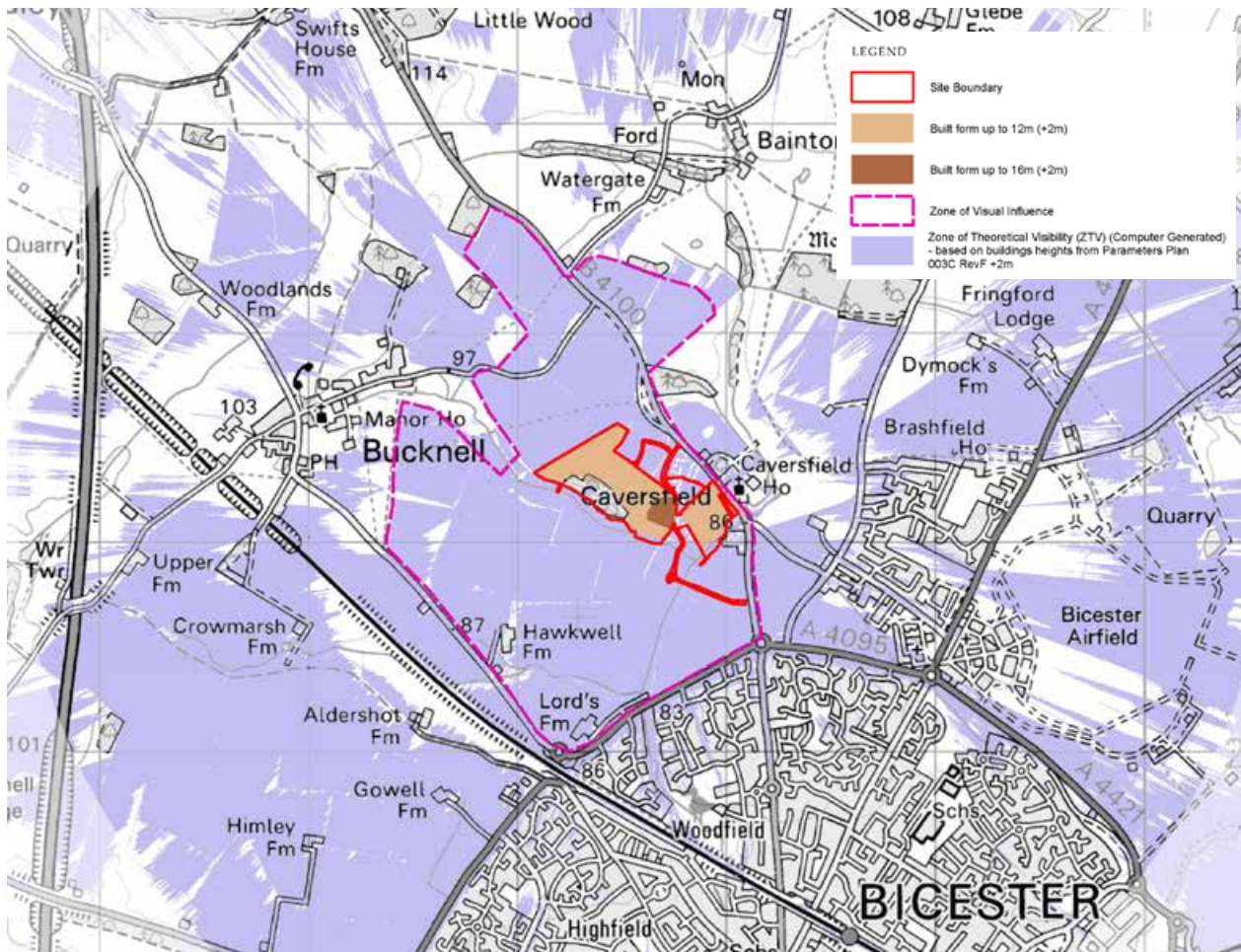
Overall, it is considered that the proposed development will sit well within the surrounding landscape and will not be visually prominent, being related to – and largely contained by – the first phase of the North West Bicester eco-town allocation.

Key considerations for the design should include:

- Retaining and enhancing existing landscape features to help structure the site, integrate development into the landscape and provide the basis of multi-functional green infrastructure.
- Ensuring appropriate interface with surrounding development, and allowing for the continuation of spaces and routes through the Site and beyond.
- Ensuring appropriate treatment of the western extent of the Site, creating a transition between development and countryside, and establishing a ‘green edge’ to the new outer boundary of Bicester.
- Ensuring appropriate treatment of the eastern extent of the Site, providing some separation from St Laurence’s Church and Home Farm and allowing for view towards the Church itself.
- Careful consideration of building heights to ensure that the proposed development relates well to the scale of surrounding housing.



View west from B4100/St Laurence’s Church



Zone of Theoretical Visibility & Zone of Visual Influence



View east from Bainton Road, near Bucknell





04

ENGAGEMENT &  
EVOLUTION





# SUMMARY OF ENGAGEMENT

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Firethorn Developments Ltd recognises the importance of comprehensive pre-planning application discussions with local residents and stakeholders, allowing the involvement of communities in the pre-application process. In addition to their commitment to delivering a robust and comprehensive consultation programme for the Site, Firethorn Developments Ltd has engaged as widely as possible to ensure the diversity of views amongst local residents is heard.

## Summary of community engagement

We have consulted with the community throughout 2020 and 2021 as well as key stakeholder and community groups to ascertain feedback with all information made available online and options to request hard copies of all available consultation materials.

Given the ongoing Covid-19 considerations, the consultation and engagement process involved virtual meetings with local councillors and key stakeholders including Bicester Town Council, Caversfield Parish Council, Elmsbrook Community Organisation and Gaggle Brook Primary School. In addition, a virtual consultation and exhibition was held over a three week period from Friday 19th March to Friday 9th April. A dedicated consultation website was created to support the engagement programme: [www.landatnorthwestbicester.com](http://www.landatnorthwestbicester.com). The website included a virtual exhibition section, an interactive 360 aerial tour of the proposed site, an online feedback facility and options to download the consultation materials. In addition, the community could request hard copies of the exhibition materials along with printing and returning feedback forms to the team via email. A

dedicated Freepost facility was also established to ensure that feedback could also be provided via post for those who wanted to do so. Feedback could be emailed to the team via a dedicated email address: [info@landatnorthwestbicester.com](mailto:info@landatnorthwestbicester.com) and freephone number: 0800 292 1794.

An invitation newsletter advertising the virtual consultation was distributed via first class post to 691 residential properties including the existing Exemplar/Elmsbrook development and local businesses. Electronic copies of the newsletter were emailed to 38 stakeholders including local councillors, parish and town councils along with identified groups and individuals. The virtual consultation was also promoted in the media and online which included two quarter page advertisements in the Bicester Advertiser, an online advertisement, a press article together with a dedicated Facebook advertisement to ensure as wide as demographic as possible were informed about the proposals and given the opportunity to visit the project website, view and comment on the proposals.



Website and press announcement



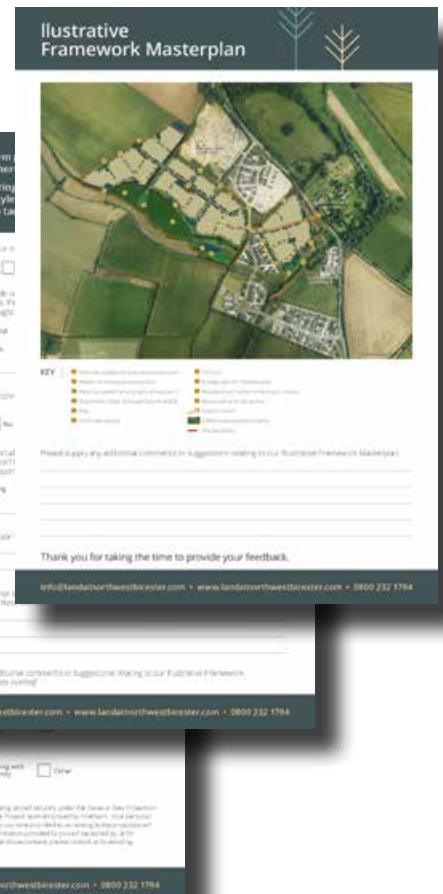
All feedback received has helped to inform the master planning and outline planning application process. Firethorn Developments Limited and the project team remain committed to further engagement with the local authority and the community in the future.

### Specific engagement on access

Access was discussed during all of the meetings with stakeholders and the community and feed back has been integrated into the proposals.

- Oxfordshire County Council regarding general access, parking and highways issues
- Bicester Bike Users group regarding integration of shared pedestrian and bike paths
- Elmsbrook Community Organisation regarding existing transport data and traffic general transport issues
- Gagle Brook Primary School on safer routes to schools
- Local town councils in general access and highways issues

A comprehensive Statement of Community Involvement accompanies this application. Detailed comments regarding access can be found in the accompanying Transport Assessment.



Feedback form

# SUMMARY OF ENGAGEMENT

## WELCOME

**Introduction**

Land at North West Register (LNRW) is a greenfield site located in the north west of the City of Brisbane, Queensland. The site is currently zoned as Rural and Rural (Residential) and is being developed as a residential and commercial precinct. The site is located on the northern side of the Brisbane River, approximately 10 km north of the city centre. The site is bounded to the north by the Brisbane River, to the east by the Brisbane River, to the south by the Brisbane River, and to the west by the Brisbane River.

**The Team**

- Development Manager: [Name]
- Planning: [Name]
- Construction: [Name]
- Marketing and Publicity: [Name]
- Architecture: [Name]
- Interior Design: [Name]
- Engineering: [Name]
- Surveying: [Name]
- Environmental: [Name]
- Community Engagement: [Name]

**Partners:** Firethorn Trust, Mosaic, Hartwood, Hydrox, Wilborth, P1, SDAV EPC, ELAC, respect, vectos.

LAND AT NORTH WEST REGISTER | info@landatnorthwestregister.com.au | www.landatnorthwestregister.com.au | 0800 232 1734

## SITE BACKGROUND

**The Site**

The site is a greenfield site located in the north west of the City of Brisbane, Queensland. The site is currently zoned as Rural and Rural (Residential) and is being developed as a residential and commercial precinct. The site is located on the northern side of the Brisbane River, approximately 10 km north of the city centre. The site is bounded to the north by the Brisbane River, to the east by the Brisbane River, to the south by the Brisbane River, and to the west by the Brisbane River.

**Planning Policy and South West District**

The site is located within the South West District, which is a key growth area for the City of Brisbane. The site is located within the South West District, which is a key growth area for the City of Brisbane. The site is located within the South West District, which is a key growth area for the City of Brisbane.

LAND AT NORTH WEST REGISTER | info@landatnorthwestregister.com.au | www.landatnorthwestregister.com.au | 0800 232 1734

## OUR VISION: DESIGN PRINCIPLES

The vision for the site is to create a vibrant, sustainable, and inclusive community. The vision for the site is to create a vibrant, sustainable, and inclusive community. The vision for the site is to create a vibrant, sustainable, and inclusive community.

LAND AT NORTH WEST REGISTER | info@landatnorthwestregister.com.au | www.landatnorthwestregister.com.au | 0800 232 1734

## OUR VISION: ARTIST'S IMPRESSION

The vision for the site is to create a vibrant, sustainable, and inclusive community. The vision for the site is to create a vibrant, sustainable, and inclusive community. The vision for the site is to create a vibrant, sustainable, and inclusive community.

LAND AT NORTH WEST REGISTER | info@landatnorthwestregister.com.au | www.landatnorthwestregister.com.au | 0800 232 1734

## OUR VISION: ILLUSTRATIVE FRAMEWORK PLAN

The vision for the site is to create a vibrant, sustainable, and inclusive community. The vision for the site is to create a vibrant, sustainable, and inclusive community. The vision for the site is to create a vibrant, sustainable, and inclusive community.

LAND AT NORTH WEST REGISTER | info@landatnorthwestregister.com.au | www.landatnorthwestregister.com.au | 0800 232 1734

## OUR VISION: PLACEMAKING PRINCIPLES

The vision for the site is to create a vibrant, sustainable, and inclusive community. The vision for the site is to create a vibrant, sustainable, and inclusive community. The vision for the site is to create a vibrant, sustainable, and inclusive community.

LAND AT NORTH WEST REGISTER | info@landatnorthwestregister.com.au | www.landatnorthwestregister.com.au | 0800 232 1734

Online exhibition boards

## LANDSCAPE

The site is an exciting mix of landscape opportunities. It is centrally located to the existing residential area, but in a strategic part of the site, the landscape is a mix of open fields, mature trees, and a mix of green spaces. The site is a mix of open fields, mature trees, and a mix of green spaces. The site is a mix of open fields, mature trees, and a mix of green spaces.

- 1. Retaining and enhancing existing landscape features and trees to help achieve the green infrastructure objectives.
- 2. Integrating new housing into the landscape and green spaces to help achieve the green infrastructure objectives.
- 3. Creating a mix of green spaces and open fields to help achieve the green infrastructure objectives.
- 4. Creating a mix of green spaces and open fields to help achieve the green infrastructure objectives.



## ECOLOGY AND BIODIVERSITY

The site is currently governed by two separate planning regimes. The site is currently governed by two separate planning regimes. The site is currently governed by two separate planning regimes.

- 1. Retaining and enhancing existing landscape features and trees to help achieve the green infrastructure objectives.
- 2. Integrating new housing into the landscape and green spaces to help achieve the green infrastructure objectives.
- 3. Creating a mix of green spaces and open fields to help achieve the green infrastructure objectives.
- 4. Creating a mix of green spaces and open fields to help achieve the green infrastructure objectives.



## ACCESS AND MOVEMENT

The site is centrally located to the existing residential area, but in a strategic part of the site, the landscape is a mix of open fields, mature trees, and a mix of green spaces. The site is a mix of open fields, mature trees, and a mix of green spaces.

- 1. Retaining and enhancing existing landscape features and trees to help achieve the green infrastructure objectives.
- 2. Integrating new housing into the landscape and green spaces to help achieve the green infrastructure objectives.
- 3. Creating a mix of green spaces and open fields to help achieve the green infrastructure objectives.
- 4. Creating a mix of green spaces and open fields to help achieve the green infrastructure objectives.



## FEEDBACK AND NEXT STEPS

Feedback and Next Steps: We are open to your feedback on the site plan. We are open to your feedback on the site plan. We are open to your feedback on the site plan.

- 1. Retaining and enhancing existing landscape features and trees to help achieve the green infrastructure objectives.
- 2. Integrating new housing into the landscape and green spaces to help achieve the green infrastructure objectives.
- 3. Creating a mix of green spaces and open fields to help achieve the green infrastructure objectives.
- 4. Creating a mix of green spaces and open fields to help achieve the green infrastructure objectives.



## WELCOME

Welcome to the site plan. We are open to your feedback on the site plan. We are open to your feedback on the site plan.

- 1. Retaining and enhancing existing landscape features and trees to help achieve the green infrastructure objectives.
- 2. Integrating new housing into the landscape and green spaces to help achieve the green infrastructure objectives.
- 3. Creating a mix of green spaces and open fields to help achieve the green infrastructure objectives.
- 4. Creating a mix of green spaces and open fields to help achieve the green infrastructure objectives.



## OUR VISION: ARTIST'S IMPRESSION



## OUR VISION: ILLUSTRATIVE FRAMEWORK PLAN



# EVOLUTION



The masterplan underwent a series of revisions throughout the design process. Some of the key iterations developed are shown here.

In the early stages of the design process, the design team focused on setting up a green infrastructure network as well as applying the SPD policies on buffers and percentage of multifunctional open space.

Initial design concepts established two key areas of multifunctional open space incorporating play as well as an interconnected network of swales. Further concepts added an additional area in the woodland, a western green edge as well as a central 'village green' into the core development area of the Site.

After pre-application discussions with officers in November 2020, the team evolved the sustainable urban drainage strategy and established additional basins and swales integrated into the development area rather than having larger basins on the edges of the Site.

Early concept designs established a viewing corridor to St Laurence's Church as a way of incorporating the character of the heritage assets to the east. As designs progressed, we established the barn court concept into the layout for the eastern area as a way of incorporating the character of Home Farm into the proposals.

Comments from the online exhibition and community meetings have informed the illustrative layout on page 76. Key comments included:

- Include on plot parking
- Retain the woodland area
- A connected green space



1. Early concept

The principles outlined in the following illustrations have been developed in response to the contextual analysis, technical studies, site considerations and SPD.

- Establish development parcels
- Incorporate swale links and basins
- Two areas of multifunctional open space



2. Sketch produced on Site workshop walk

- Incorporate additional areas of multi-functional open space in the woodland and on the western edge
- Establish view corridor to the church
- Ensure off-site green links
- Swale and basin get bigger responding to ground levels



3. Pre app framework plan

- Large basins on the edges of the Site
- Additional open space to the west has pushed development east



4. Illustrative layout plan - post consultation exhibition

- Post the Pre App meeting, the basins have got smaller and more are incorporated within the development area
- Additional pedestrian and cycle connections established
- Farm court typology established into the eastern parcels



05

DESIGN & VISION





# DEVELOPMENT PRINCIPLES

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The following sequence of illustrative diagrams explain the key organising principles for the proposed development at Land at North West Bicester.



## The Site today

The Site (23.97 ha) comprises arable fields with associated boundary features such as hedgerows, woodland and trees.

The Site is bounded by residential properties overlooking the Site to the north and north east and further arable fields to the south and west. Home Farm, a residential and employment site, borders the Site to the east.



## Retain and enhance existing landscape features with buffers

Retain and enhance existing natural features including hedgerows and trees with buffer margins as set out in the SPD.

The retention of trees and hedgerows provides mature planting with aesthetic ecological value that helps to mitigate the visual impact of future development.

The existing landscape features create an opportunity to create new multi-functional green space and consolidate the character of the proposed development.

**SPD Design Principle: Character and setting -**  
Proposed development should be sensitive to the existing landscape and townscape character

The principles outlined in the following illustrations have been developed in response to the contextual analysis, technical studies, site considerations and the SPD development and design principles set out earlier in this document.



### Create landscape and biodiversity corridors

Creating linear habitats and green corridors will integrate key landscape assets within and around the edge of the Site, creating movement corridors for people and wildlife as well as routes for swales and areas for attenuation.

**SPD Design Principle: Character and setting -** Proposed development should be sensitive to the existing landscape and townscape character



### Create new multi-functional green space based on edible, ecological and active landscapes

Multi-functional green space and landscape corridors provide recreational space, educational and edible landscapes and are an attractive outlook for new homes.

40% of the Site is dedicated to multi-functional green space including ecological rich meadows, sustainable urban drainage, play and woodland. Large natural green spaces for existing and new residents to enjoy are provided in the south and east of the Site with smaller pocket play integrated throughout the Site.

Landscape corridors and open space are also conduits for pedestrian and cycle movement, linking the Site to neighbouring communities within the Exemplar Site and wider Bicester.

Trim trails are proposed to the west and east of the Site.

**SPD Design Principle: Diversity -** Provide a mix of compatible uses allowing people to live work and play in the same area. Respond to the key conditions and character cues across the Site



### Street Trees

Street trees are a core part of the Government’s vision for enhancing the quality of urban development. They make our urban environments greener, healthier and more sustainable.

Revisions to the National Planning Policy Framework make clear that new streets should be tree lined unless there are very clear, justifiable and compelling reasons not to.

Our approach to incorporating street trees will be to include a more regular pattern of tree planting to define key routes/public realm, and irregular planting along minor streets – mainly within adjoining area of green space.

**SPD Design Principle: Legibility** - Landscape featured, routes, views, passive solar gain, reinforced spaces, gateways



### Creating a place that safeguards and better reveals heritage significance

The listed buildings of Home Farmhouse and the St Laurence’s Church lie to the north-eastern edge of the proposals. Development of this scale brings inevitable change to the setting of these heritage assets; however, change does not necessitate harm. A detailed understanding of their heritage significance and the way this is experienced has directly informed the masterplan.

The layout of the streets, built-form and landscaping have been specifically designed to channel views towards the Church tower, embracing this key architectural feature and reinforcing it as a treasured local landmark.

Again, on this eastern edge, the new development draws reference from the fabric, typology and spatial layout of the Farmhouse and its farmstead. Rather than turning its back on the Farmhouse, the masterplan integrates the new with the old, creating a more coherent landscape.

**SPD Design Principle: Character and setting** - Proposed development should be sensitive to the existing landscape and townscape character

Other aspects of cultural wellbeing that are explored on pages 125 to 127 of this document have been designed to enhance and support culture in the wider area through physical links to the local area (improving access to the St Laurence’s Church and improving pedestrian and cycle routes to the surrounding area).



### Building heights and framed views

Generally, the development proposals will be suburban in scale reflecting the location of the Site and the Bicester context with two-storey and two and a half storey buildings with pitch roofs up to a height of 12 metres.

Taller buildings of up to 16 metres have been considered along the public transport route of Braeburn Avenue in the context of the framework masterplan to increase density and meet the requirements of occupiers in these locations.

A framed view of the St Laurence’s Church will be design to channel views to the church through the use of linked buildings.

**SPD Design Principle: Building heights-**  
 Generally, the development proposals will be suburban in scale reflecting the location of the Site and the Bicester context.



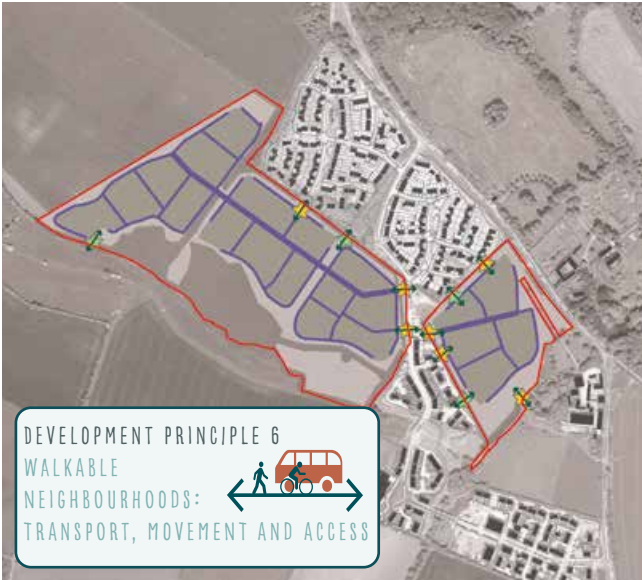
### Pedestrian and cycle connectivity

We have designed the masterplan to achieve a high degree of integration and connectivity between new and existing communities . We understand that this is a priority for CDC, but also a fundamental of walkable neighbourhoods.

Through discussions with local people, community groups and Gagle Brook Primary School, permeable streets through the different phases are important to allow for school children to conveniently walk to school.

We have included pedestrian and cycle connections to existing and future phases of development.

**SPD Design Principle: Design and layout-**  
 Development should be outward facing, with attractive edges and perimeter blocks and take advantage of passive overlooking.



**Create streets as social spaces**

Street alignments consider the Site’s topography and existing natural features as well as passive solar gain which is explained further in the next diagram.

Our streets will be legible with distinctive public realm features and architecture.

The design of vehicular routes embraces ‘Manual for Streets’ by supporting the design ethos that streets should be designed as social places as well as meeting their traffic function.

**SPD Design Principle: Continuity and enclosure** - Common building line, hierarchy of streets, active frontages, private space defined at rear of buildings

**SPD Design Principle: Legibility** - Landscape featured, routes, views, passive solar gain, reinforced spaces, gateways



**Main vehicular access points and circulation**

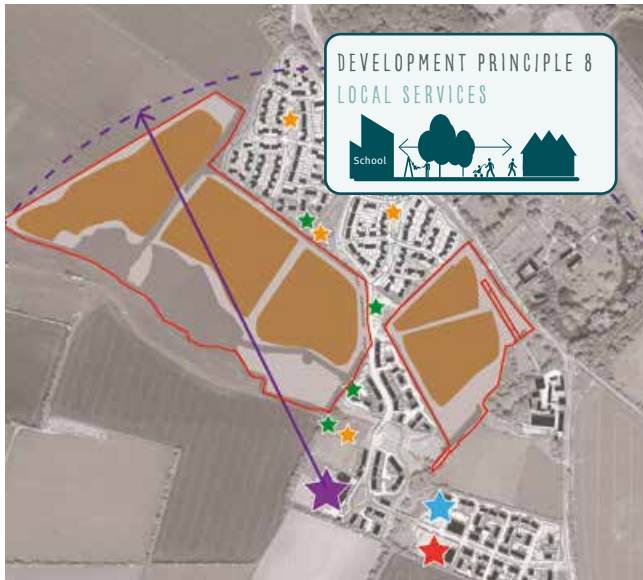
Site access will be via Charlotte Avenue/Braeburn Avenue and allows for integration with the Exemplar Site and future developments.

The bus route passes through the centre of both parcels of development allowing a high degree of access to local bus services - therefore prioritising access to public transport.

Access to the eastern parcel, located closer to Home Farm, will be from the western boundary via the existing internal road network constructed as part of the Exemplar Scheme.

Access to the western parcel will be via three locations. The first two access points will be available on either side of the bus only link. These two site access junctions will be provided in the form of simple priority junctions that will be designed to restrict development traffic from utilising the bus only link. The third access will be from the northern boundary at a point approximately mid-way along the western parcel which will then connect with the existing road network of the Exemplar Scheme.

**SPD Design Principle: Continuity and enclosure** - Common building line, hierarchy of streets, active frontages, private space defined at rear of buildings.



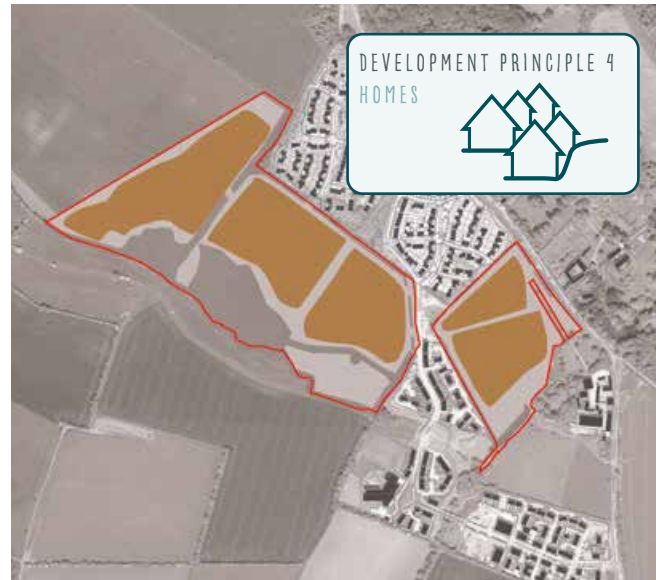
### A mixed use walkable neighbourhood

Access to local facilities is fundamental to the concept of locating sustainable development. New development needs the full range of social, retail, educational, health, transport and recreational facilities to allow people, especially those of limited means or mobility, to go about their daily lives without over reliance on a private car.

The SPD requires all dwellings to be located within 800 metres (illustrated above) along the shortest walking route of primary schools. Neighbourhoods should be designed to accommodate community facilities.

The North West Bicester Exemplar neighbourhood has local office provision, play areas and allotments as well as a future proposed public house all within close proximity.

**SPD Design Principle: Diversity** - Provide a mix of compatible uses allowing people to live, work and play in the same area. Respond to the key conditions and character cues across the Site



### Build adaptable high-quality homes enabled for home working

Build up to 530 new homes of high quality design and architecture with a variety of types and materials that blend well with the existing character of Bicester and its surrounds.

A range of housing types will accommodate people with families or those who wish to downsize or get a foot onto the housing ladder as first-time buyers.

There will be a number of accessible and adaptable properties enabling people to stay in their homes as their needs change.

Homes will also be designed to facilitate comfortable home working and be future-proofed for flexible working arrangements.

We expect the building heights to be up to 12m across the Site with potential landmark buildings at 16m.

**SPD Design Principle: Adaptability** - Lifetime Homes, home working, future-proofing

**SPD Design Principle: Building heights** - Generally, the development proposals will be suburban in scale reflecting the location of the Site and the Bicester context



### Respecting neighbouring properties

North West Bicester will be outward facing and will ensure that the privacy of both new and neighbouring dwellings is protected through sensitive design adjacent to existing property boundaries.

Most existing dwellings along the Site edges are facing the proposed development blocks, our design approach will respect this through distancing and landscape treatment.

**SPD Design Principle: Design and layout** - Development should be outward facing, with attractive edges and perimeter blocks and take advantage of passive overlooking



### Consideration of passive solar gain

Consideration of passive solar gain is the first step towards achieving a true zero carbon development.

We have orientated as many streets and blocks as possible within 30 degrees plus or minus of due south.

This approach has been balanced with site topography, activating and engaging with the street and enhancing the public realm.

**SPD Design Principle: Legibility** - Landscape featured, routes, views, passive solar gain, reinforced spaces, gateways

**SPD Design Principle: Climate change adaptation** - Be designed in response to the latest predictions of future climate change with reference to UKCIP



### Create a comprehensive Sustainable Drainage System (SuDS)

The existing topography and proposed landscape corridors provide an opportunity to create a sustainable urban drainage system (SuDS) of swales and ponds to mitigate surface water.

The creation of a SuDS network provides the opportunity for ecological rich meadows to enhance biodiversity. Swales and ponds also provide a place for people to enjoy nature and relax.

**SPD Design Principle: Climate change adaptation**  
 - Designed in response to the latest predictions of future climate change with reference to UKCIP



### Achieving true zero carbon

In June 2019, the Government set a commitment in the Climate Change Act 2008 for the UK to reach “net zero” greenhouse gas emissions by 2050. CDC has now declared a climate change emergency and are looking to accelerate meeting the Government’s targets in the district.

The CDC Local Plan (2015) Policy Bicester 1 and the Eco-Town Supplement to PPS1 make it clear that the development must follow the requirements of the Eco Town by requiring ‘a new zero carbon mixed use development...’ with the definition of zero carbon being ‘..over a year the net carbon dioxide emissions from all energy use within the buildings on the Eco Town development as a whole are zero or below.’

An energy strategy will be submitted with the proposals for the development that aims to account for likely long-term influences arising from the UK commitments on climate change mitigation, the EU agenda on ‘nearly zero energy buildings’, the proposed changes to Part L of the Building Regulations and the projected reductions in grid emission factors.

**SPD Design Principle: Climate change adaptation**  
 - Be designed in response to the latest predictions of future climate change with reference to UKCIP





### Character areas and placemaking principles

A 'character area' approach has been adopted for development areas to ensure proposals respond to local context while being engaging and varied. More information can be found in the Character Areas chapter on page 112-125.

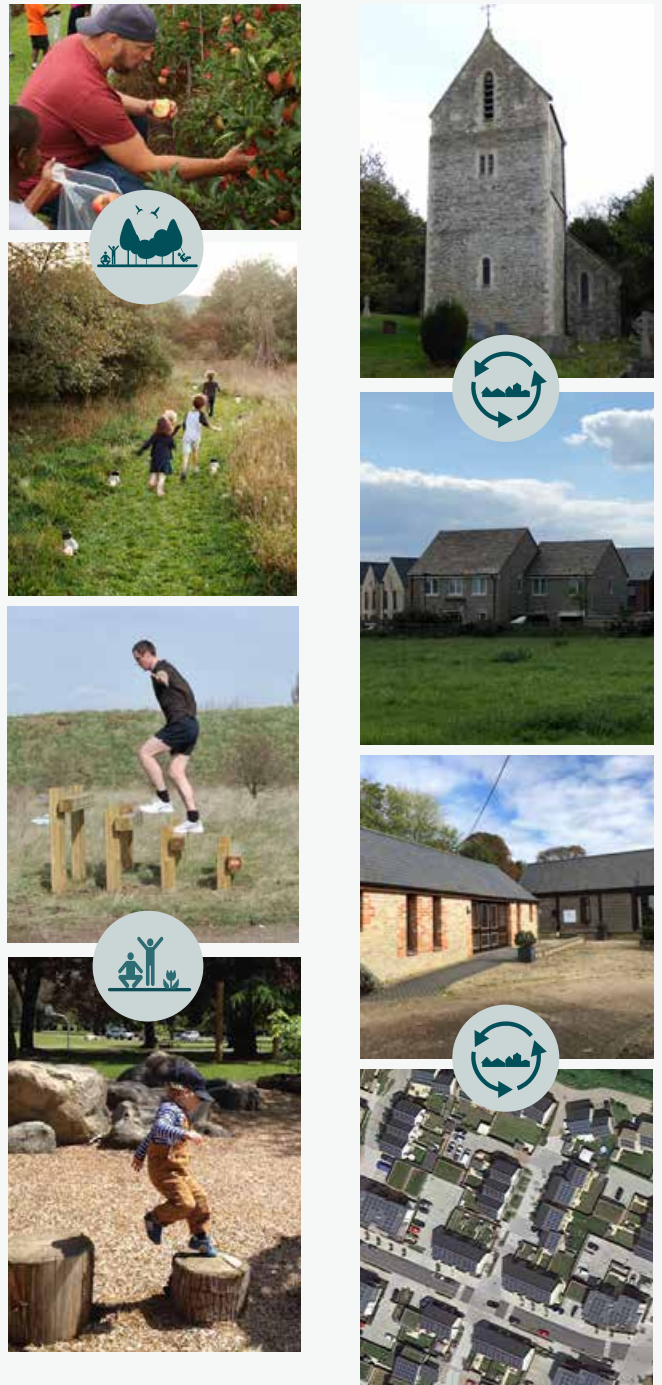
Character areas are defined by a range of placemaking tools including density, building types, architectural treatment, materials, landscape and land use.

We are exploring three character areas:

- **Eastern area:** Responds to the heritage context, views of the church and relationship to the Home Farm farmstead.
- **Central area:** The core central neighbourhood with a formal regular grid pattern and more organic edges overlooking woodland and ecological rich meadows.
- **Western area:** Responds to the countryside edge with an informal built form edge allowing views in and out of the Site.

**Character areas** - The natural features of the Site combined with the proposed pattern and density of development suggest the Site can be broken into distinct zones or character areas

### Our placemaking principles:



HEALTHY LIFESTYLES

A DEVELOPMENT THAT INTEGRATES WITH ITS CONTEXT



CONNECTED MULTI FUNCTIONAL GREEN SPACES



HOMES FOR ALL AGES AND ABILITIES THAT ARE ADAPTABLE AND ENABLED FOR HOME WORKING



WALKABLE NEIGHBOURHOODS AND ACTIVE TRAVEL



TRUE ZERO CARBON DEVELOPMENT THAT IS ADAPTED FOR CLIMATE CHANGE



# THE VISION: A NEIGHBOURHOOD UNLIKE ANY OTHER IN BICESTER

Land at North West Bicester presents an opportunity to create a community based upon sustainable and healthy lifestyles, a place that is connected with its neighbours and surrounding landscape that encourages a reduced carbon footprint.

## The proposals create a range of landscapes that promote health and wellbeing

There is evidence associating the quality of the built and natural environments with the health and wellbeing of communities. The redevelopment of the Land at North West Bicester will provide a range of high-quality landscapes to promote health and wellbeing. Landscapes could include:

- Edible landscapes
- Trim trails
- Children’s play areas
- Opportunities for social interaction
- Seating areas
- Re-wilding areas allowing habitats to develop naturally over time

## Connectivity

The development provides multiple walking and cycling routes, connecting footpaths and streets internally and beyond the Site and promoting easy access to local facilities.

## Achieving True Zero Carbon

The Exemplar Scheme has an existing energy centre and district heat network serving the area. We will review the existing energy strategy of the Exemplar Scheme that is also advocated by policy but also consider the new Net Zero Carbon Concept following the framework of the UK Green Building Council.

## New homes for everyone

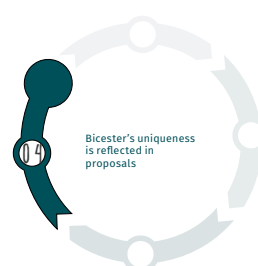
The development offers a large variety of house types and tenures to suit a wide range of households looking to get on the housing ladder, buy a family home or downsize. Accessible and adaptable homes enable people to stay in their homes as their needs change.

This approach encourages social cohesion by providing the opportunity for residents to stay in Bicester and maintain all-important friend and family networks.

Homes will also be designed to facilitate comfortable home working and be future-proofed for flexible working arrangements.

## Bicester’s uniqueness is reflected in the proposals

The contextual and local guidance studies undertaken in earlier chapters of this document have influenced the design proposals for the Land at North West Bicester. The unique elements of Bicester and the Exemplar Site, including edible landscapes, natural play and connected green corridors, have been interwoven into our proposals.



## The opportunity and benefits

The overarching vision for this neighbourhood within North West Bicester is 'a community based upon sustainable and healthy lifestyles. **A place that is connected with its neighbours and surrounding landscape that encourages a reduced carbon footprint.'**

We propose to design a development that integrates well with Bicester and meets the required design standards of the SPD whilst retaining a distinctive character.



Up to 30% affordable homes



Up to 530 high quality homes that have space for home working and are future-proofed for adaptability and flexible working arrangements



True zero carbon



A large variety of house types and tenures to suit a wide range of households looking to get on the housing ladder, buy a family home or downsize. This approach encourages social cohesion by providing the opportunity for residents to stay in Bicester and maintain all-important friend and family networks



40% green space. Providing a network of multi-functional green infrastructure that supports a range of informal and formal activities for everyone's participation and enjoyment including natural play areas for younger children, ecologically rich meadow areas, SuDS, retained woodland and productive landscapes.

Land North West of Bicester will be a place that is built to improve the quality of life for all people who live, work and play there - where every person is free to make choices amid a variety of healthy, available, accessible and affordable options.

**Land North West of Bicester strives to be a valuable addition to the local community. The benefits for bringing the development forward are:**



Connecting people to nature and natural systems by providing growing space, orchards and allotments. Opportunity to promote on-site biodiversity by maintaining and enhancing existing green infrastructure



Re-wilding areas allowing habitats to develop naturally over time



Incorporate a sustainable drainage system which will discharge surface water in line with the SuDS hierarchy and national and local planning policy



A development that complements the character of Bicester through the identification of its unique characteristics



Living longer, but perhaps with reduced mobility, means that the design of the built environment with an ageing population in mind requires genuine thought. Providing opportunities for social interaction and exercise are important to reduce both physical and cognitive decline



Retaining and improving pedestrian routes to local facilities

# ILLUSTRATIVE FRAMEWORK MASTERPLAN

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Key

- 01 Vehicular , pedestrian and cycle access point
- 02 Pedestrian and cycle access point
- 03 Potential pedestrian and cycle access point
- 04 View to church
- 05 Sustainable Drainage System(SuDS)
- 06 Play
- 07 Small new copses
- 08 Trim trail
- 09 Edible landscapes
- 10 Ecologically rich meadows
- 11 Woodland with some limited public access
- 12 Restricted vehicular access



HEALTHY LIFESTYLES



CONNECTED MULTI-FUNCTIONAL GREEN SPACES



ZERO CARBON DEVELOPMENT THAT IS ADAPTED FOR CLIMATE CHANGE



A DEVELOPMENT THAT INTEGRATES WITH ITS CONTEXT



HOMES FOR ALL AGES AND ABILITIES THAT ARE ADAPTABLE AND ENABLED FOR HOME WORKING



WALKABLE NEIGHBOURHOODS AND ACTIVE TRAVEL

# ARTIST'S BIRD'S-EYE IMPRESSION

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The aerial artist's impression, looking towards the north east and Home Farm House and the St Laurence's Church demonstrates how the proposal could respond to the local prevailing townscape, landscape and architectural character identified in earlier chapters of this document.

In particular, the illustration highlights the viewing corridor to the church, character areas and the interconnected multifunctional green space throughout the Site.





# ILLUSTRATIVE LANDSCAPE STRATEGY



## Structuring Elements

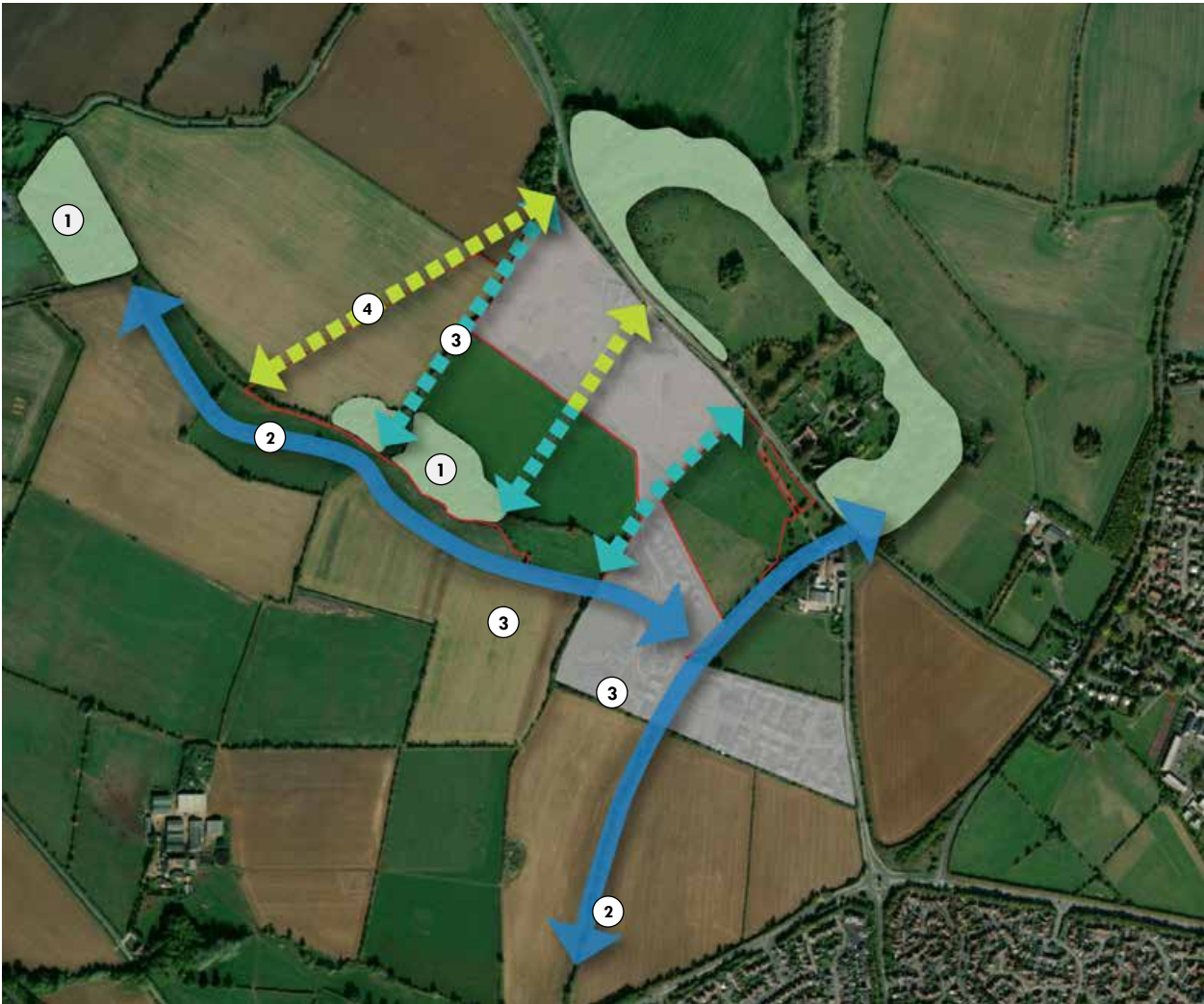
The Landscape and Green Infrastructure (GI) Strategy for the North West Bicester Development has been informed by the findings and recommendations of the LVIA and relevant landscape policy and guidance. In particular:

- Retaining and enhancing existing landscape features to help structure the site, integrate development into the landscape, and provide the basis of multi-functional green infrastructure
- Ensuring appropriate interface with surrounding development and allowing for the continuation of spaces and routes through the site and beyond.

The Landscape and GI Strategy has also been informed by an understanding of ecology and the need to maintain and improve connectivity with off-site habitat features.

As shown on the diagram opposite, there are four key structuring landscape elements that form the basis of the development proposals. These are:

- Existing woodland - retaining and enhancing the existing woodland on-site and ensuring connectivity with surrounding woodland through existing and new landscape and habitat corridors.
- Existing stream corridor - acknowledging the importance of existing off-site stream corridors in connecting different spaces and habitats, in particular the role of the north-south stream corridor as a recreational route through the Phase 1 Exemplar Scheme.
- Existing tree and hedgerow corridors - retaining and enhancing existing hedgerows on-site and using these to define parcels for development. The central hedgerow corridor is especially denuded within the Site and has the potential to be restored.
- New landscape and habitat corridors - creating a new landscape structure to the western edge of the Site that provides a transition between development/countryside and defines the new outer boundary of Bicester.



Landscape Structure

Key features

- ① Existing woodland
- ② Existing stream corridors
- ③ Existing tree/hedgerow corridors
- ④ Potential new landscape/habitat corridors

## Landscape Concept

A series of key landscape/green infrastructure (GI) zones have been developed as an integral and iterative process with the overarching masterplan.

Each zone responds to the structuring elements identified in Section 02 and the particular landscape, visual, ecology, drainage and recreational requirements relevant to that part of the Site.

The key zones are as follows:

- Western fringe - new boundary hedgerow and small woodland copses, defining the western edge of development.
- Woodland and wooded edge - retained and enhanced woodland, with woodland edge planting to create diversity. A natural play feature is set within the existing woodland clearing.
- Stream meadow - area of meadow grassland and new pond, providing attenuation and habitat diversity. The wetland area compliments the adjacent stream corridor.

- Eastern parkland - area of wildflower grassland and clusters of trees to define the eastern edge of development. Areas for attenuation and play are integrated within the parkland.
- Green corridors - restoring, retaining and enhancing existing tree belts and hedgerow boundaries with appropriate new planting, routes and attenuation features.
- Pocket park - focal space at the heart of community, with central play area.

The overall area of landscape/GI has been informed by the North West Bicester SPD (which requires at least 40% of the total Site area) and Local Plan open space standards.

As can be seen in the table below, the amount of landscape/GI exceeds the policy requirements by over 3ha.

These calculations are based on a maximum of 530 homes and in total population of 1,359 (assuming an average of 2.47 people per dwelling)

Type of provision	Standard	Requirement	Provision
Play space (combining provision for younger and older children including MUGAs)	0.78 ha per 1000 people	1.1ha	1.1ha
Outdoor sports provision (combining tennis courts, bowling greens, golf courses and playing pitches - to be accompanied by changing facilities where appropriate)	1.13 ha per 1000 people	1.54ha	No provision – assumed not required based on SPD framework and delivery of 40% GI overall/delivered elsewhere within allocated area
Allotments	0.37 ha per 1000 people	0.50ha	0.50ha
General green space (parks and gardens/ natural semi-natural/amenity green space)	2.74 ha per 1000 rural/urban edge dwellers	3.72ha	8.51ha (including retained and enhanced woodland)
<b>Total</b>		<b>6.86ha</b>	<b>10.11ha</b>



Landscape Concept

Landscape zones

- ① Western fringe
- ② Woodland and woodland edge
- ③ Stream meadow
- ④ Eastern parkland
- ⑤ Green corridors
- ⑥ Pocket park

Key features

- ..... Proposed tree groups/copses
- Proposed hedgerow
- Retained and enhanced hedgerow boundaries
- Retained and enhanced tree belts
- Retained and enhanced woodland
- Key locations for play
- Key locations for attenuation

# Landscape Masterplan



## Landscape zones

- ① Western fringe
- ② Woodland and woodland edge
- ③ Stream meadow
- ④ Eastern parkland
- ⑤ Green corridors
- ⑥ Pocket park



## Landscape character areas

### 1. Western fringe

A new, native boundary hedgerow will define the outer edge of the development and provide a transition between the residential area and surrounding countryside.

Hedgerow trees will punctuate the boundary, along with small copses spaced out at irregular intervals. This will reflect the 'wooded' character of

the surrounding landscape whilst providing some screening and softening of the built form when viewed from the footpaths and roads to the west.

A footpath will run along this edge forming part of a wider circular route around the Site. A small play area could be located along this edge, along with natural play features within the landscape.



- ① Informal groups/copses of trees
- ② Tree and hedgerow boundary
- ③ Small attenuation ponds with wetland planting
- ④ Circular footpath/leisure trail
- ⑤ Small play areas
- ⑥ Play features within the landscape



Illustrative visual of western fringe

## Design Principles

### PLANTING & DRAINAGE

- Semi-natural planting character using native species
- Trees clustered in small informal groups/copses
- Site boundary defined by new hedgerow and tree planting
- Primarily meadow grassland
- Ponds planted with mix of wetland species



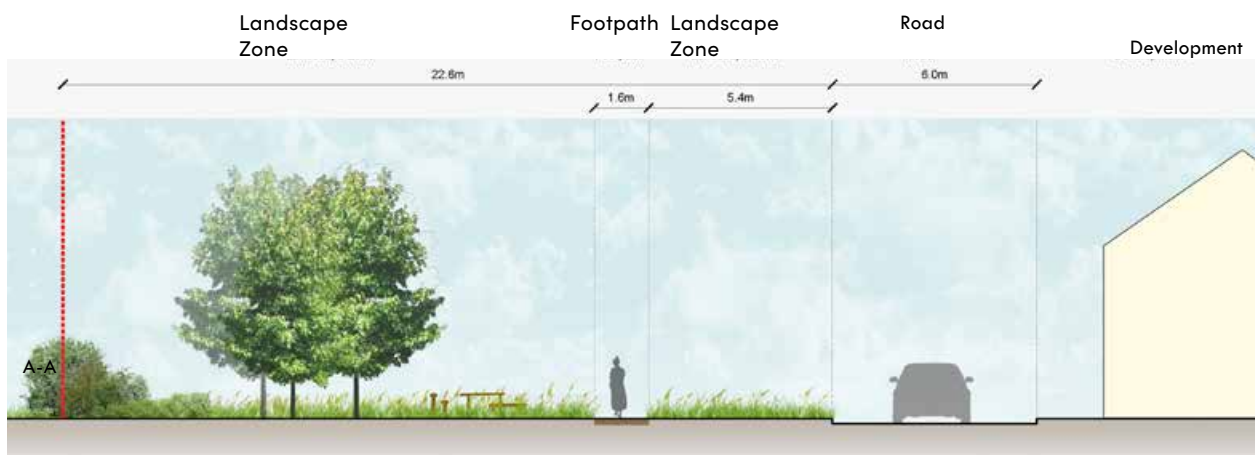
### PATHS & ROUTES

- Self bound gravel path, suitable for all users
- Path forms part of circular leisure trail
- Connections to shared surface areas/streets at regular intervals



### FURNITURE & PLAY

- Natural palette of furniture including timber seating and signage
- Small play areas sensitively integrated between tree groups
- Natural play features incorporated into the landscape



Illustrative cross section of western fringe



## Landscape character areas

### 2. Woodland and woodland edges

The existing woodland would be retained and enhanced through a combination of selective thinning and new planting to improve structure and diversity. This will include a buffer of woodland edge planting along the northern boundary, providing a transitional zone with the surrounding houses. The buffer zone will incorporate a shallow swale with a parallel footpath which forms part of a wider circular route around the Site.

Footpath connections will extend into the woodland but a combination of planting and/or fencing will prevent access to areas that will be managed for ecology purposes. The existing glade between the two areas of woodland will be utilised as an equipped play area.



- ① Woodland edge planting
- ② Clearings within woodland
- ③ Swales with wetland planting
- ④ Circular footpath/leisure trail
- ⑤ Unsurfaced routes through parts of woodland
- ⑥ Larger play area within woodland glade



- Existing woodland
- Play area
- Ecology area
- Woodland edge planting
- Footpath routes
- Fence line

Illustrative plan of woodland zones

## Design Principles

### PLANTING & DRAINAGE

- Woodland edge planting to provide transitional habitat
- Clearings within the woodland to create habitat diversity
- Areas of amenity grassland within and around play area
- Swales located to avoid any root protection areas
- Swales planted with mix of wetland species



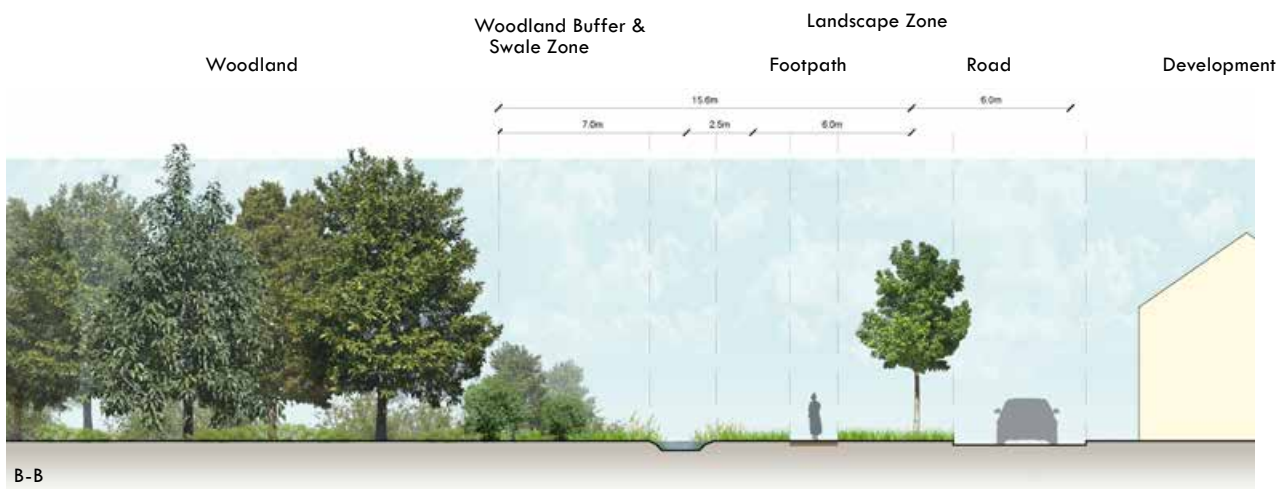
### PATHS & ROUTES

- Self-bound gravel path, suitable for all users
- Path forms part of circular leisure trail
- Woodland routes to be unsurfaced and/or bark chippings
- Potential sections of boardwalk through wetter areas of woodland



### FURNITURE & PLAY

- Natural palette of furniture including timber seating and signage
- Larger equipped play area, sensitively arranged next to adjacent woodland
- Natural play features incorporated into the landscape



Illustrative cross section of woodland edge

## Landscape character areas

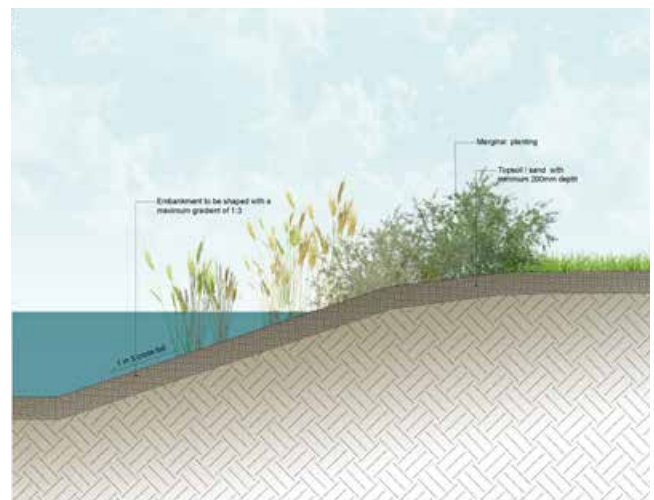
### 3. Stream meadow

The small field parcel within the south-east of the Site will be kept free from development and retained as a semi-natural area of open space for residents to enjoy. As a lower part of the Site, the area will incorporate a new pond, providing attenuation and wetland habitat diversity that compliments the adjacent stream corridor.

The area surrounding the pond will be primarily meadow grassland with footpath routes running through. To the east of the pond, there is potential to incorporate areas of play and food production while to the west, tree groups will provide a transition to the woodland. The existing mature tree belts/hedgerows that enclose this parcel will be retained and enhanced through appropriate new planting and long-term management.



- ① Retained boundary tree belts and hedgerows
- ② Tree planting towards woodland
- ③ Surfaced footpath to north of pond
- ④ Mown path to south of pond
- ⑤ Boardwalk/jetty over pond
- ⑥ Large play/activity area
- ⑦ Allotment plots



Illustrative design of drainage basins



Hedgerow

Play

Footpath

SuD



Illustrative cross section of stream meadow

## Design Principles

### PLANTING & DRAINAGE

- Retained and enhanced boundary tree belts and hedgerows
- Small informal groups of trees towards woodland
- Areas of meadow grassland around the pond
- Attenuation pond, planted with wetland species
- Shallow slopes to integrate with landscape



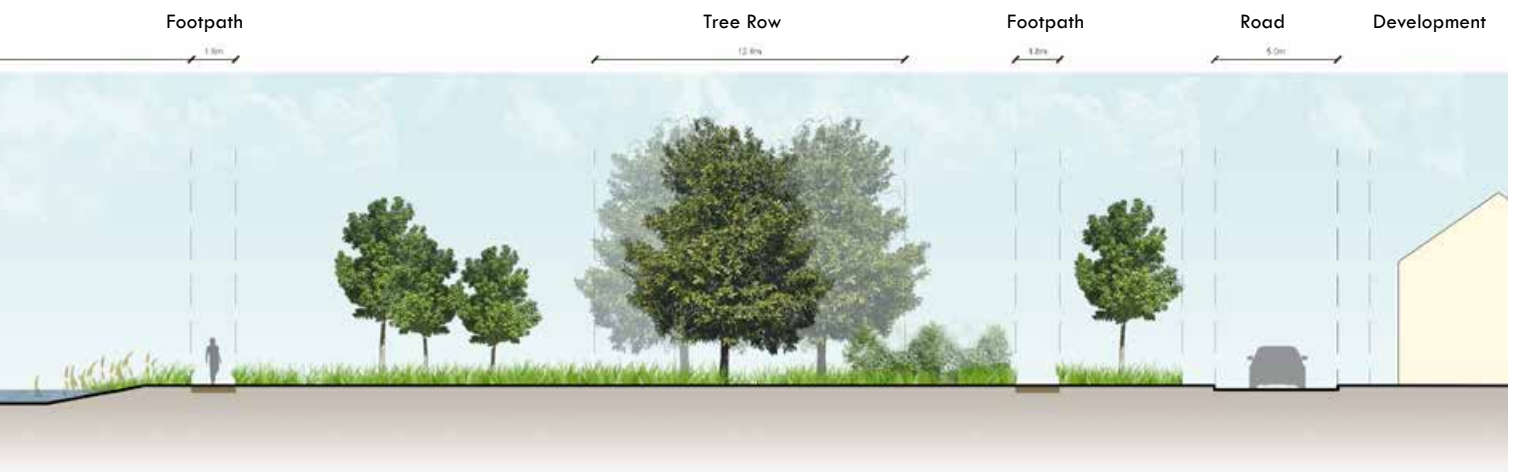
### PATHS & ROUTES

- Self-bound gravel path, suitable for all users
- Mown paths around the pond area
- Connections into stream meadow area sensitively located to avoid significant tree loss



### FURNITURE & PLAY

- Natural palette of furniture including timber seating and signage
- Potential for timber boardwalk/jetty across parts of pond
- Timber play area, sensitively arranged next to pond
- Small-scale 'door step' allotment plots close to development edge



## Landscape character areas

### 4. Eastern parkland

An area of wildflower grassland and clusters of trees will define the eastern edge of the development, creating a 'parkland' environment that provides an attractive setting in views from the B4100 and relates well to Home Farm and the existing driveway to the farm complex. A network of footpaths will run through the landscape, with a circular route around the outer boundary of the eastern parcel.

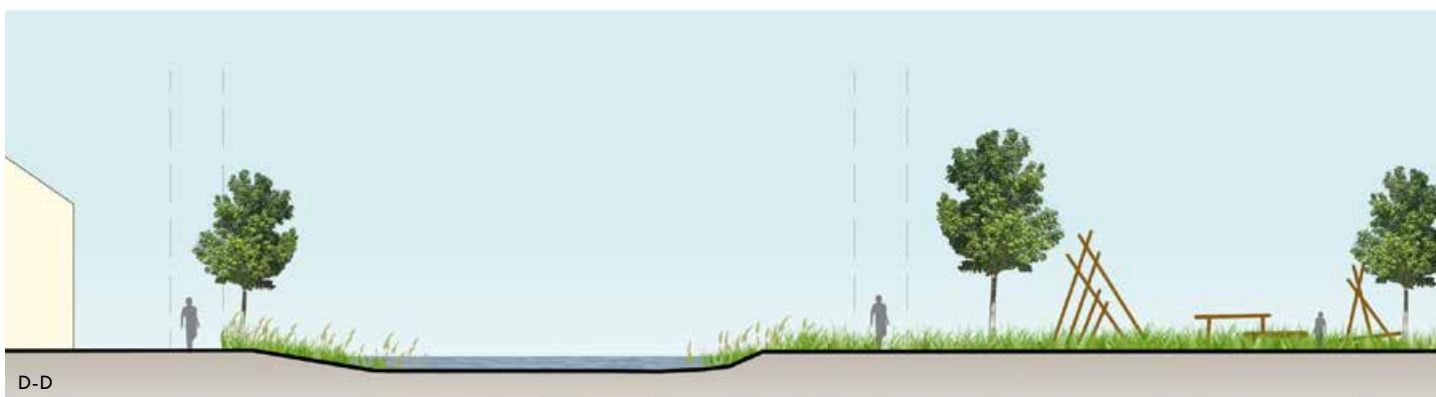
The wider area of parkland in the south-east corner will include a pond and larger play/kick-about area (away from B4100/church edge). The main street into the eastern parcel will be aligned with the St Laurence's Church and judicious tree planting should be avoided along this route. Incidental views north-east, through the development towards the Church, should also inform the location of tree planting.



- ① Retained boundary tree belts and hedgerows
- ② Tree planting to protect views of church
- ③ Pond and swales with wetland planting
- ④ Circular footpath around outer edge of parkland
- ⑤ Large play/activity area
- ⑥ Smaller play areas
- ⑦ Allotment plots



Illustrative visual of play area



Illustrative cross section of eastern parkland

## Design Principles

### PLANTING & DRAINAGE

- Retained and enhanced boundary hedgerows
- Tree planting located to avoid disrupting views towards the Church
- Primarily meadow grassland
- Attenuation pond and swales planted with wetland species



### PATHS & ROUTES

- Self-bound gravel path, suitable for all users
- Connections to shared surface areas at regular intervals
- Network of mown paths around the pond area

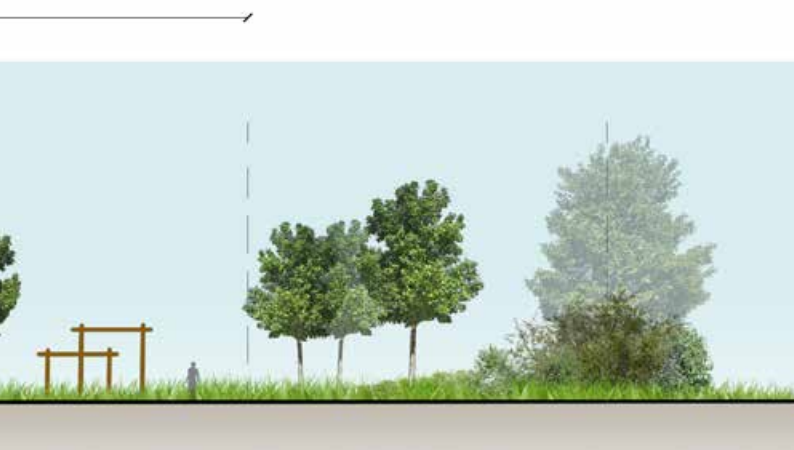


### FURNITURE & PLAY

- Natural palette of furniture including timber seating and signage
- 2 x local play areas, sensitively located in views to the Church
- Larger play/kick-about area to the south-east away from B4100/Church edge
- Small-scale 'door step' allotment plots throughout parkland



Existing Hedgerow



## Landscape character areas

### 5. Green corridors and pocket park

Two green corridors will run north-south through the Site utilising existing landscape features. The eastern green corridor will incorporate a swale corridor, along with a restored hedgerow boundary, helping structure the development and providing habitat connectivity.

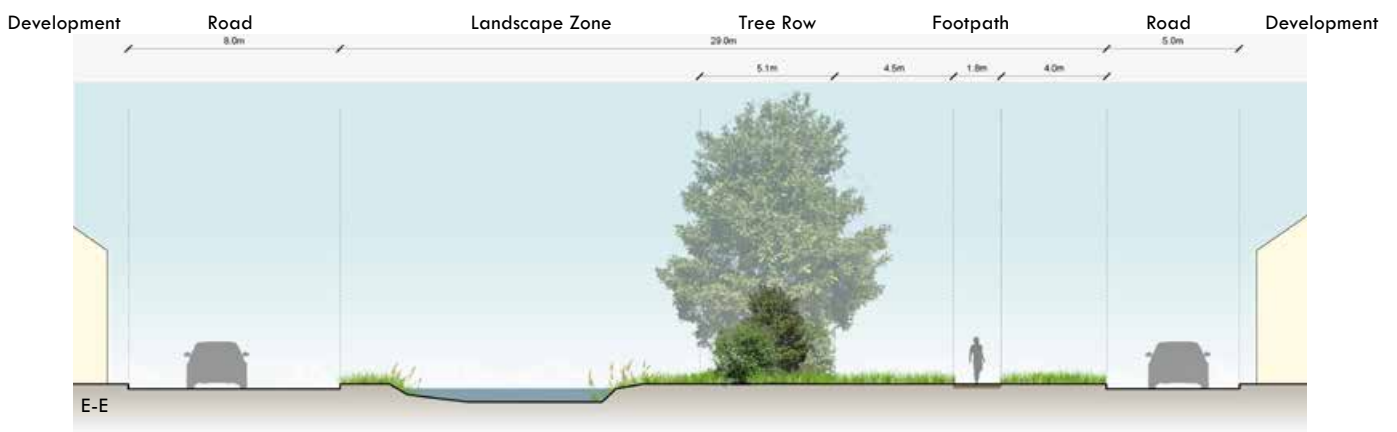
The western green corridor will retain the existing

tree belt. Both corridors will incorporate new routes, connecting the circular footpath around the edge of the Site.

A local 'pocket park' will be located in the centre of the development, providing a focal point for play, recreation and interaction. The pocket park will contain a small equipped play area and potentially 'door stop' allotments.



- ① Retained boundary tree belts
- ② New hedgerow planting
- ③ Swales with wetland planting
- ④ Pond within pocket park
- ⑤ Routes connecting circular leisure trail
- ⑥ Crossing points with main road
- ⑦ Smaller equipped play area
- ⑧ Allotment plots



Illustrative cross section of woodland link

## Design Principles

### PLANTING & DRAINAGE

- Retained and enhanced tree belt along western corridor
- New hedgerow planting along eastern corridor to comprise mixed native species
- Swale running along green corridors planted with wetland species
- Pond in pocket park with more formal appearance



### PATHS & ROUTES

- Self-bound gravel path, suitable for all users, connecting to circular walk
- Shared surface and/or raised crossing point between where the green corridors intercept the main road

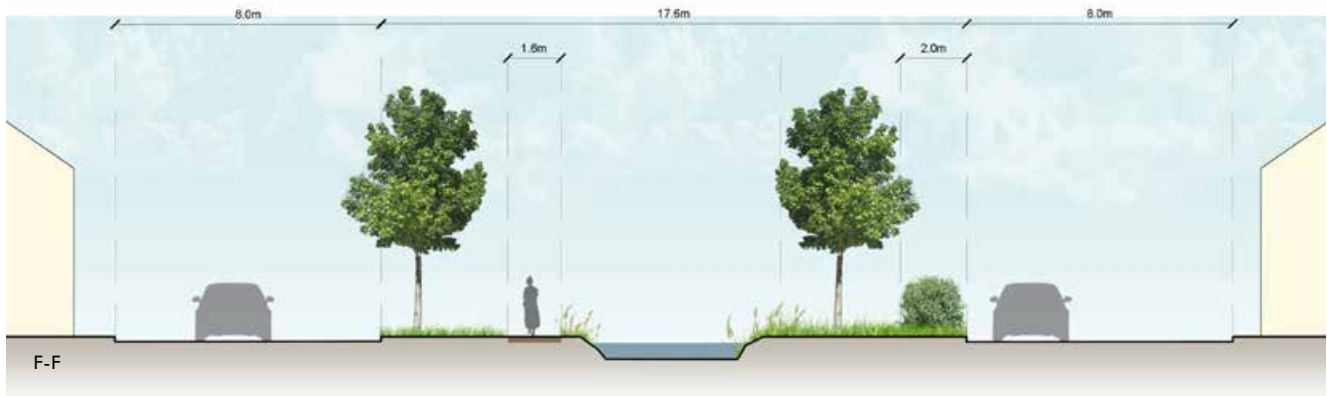


### FURNITURE & PLAY

- More urban palette of furniture to reflect relationship with residential area
- Smaller equipped play area
- Small-scale 'door step' allotment plots



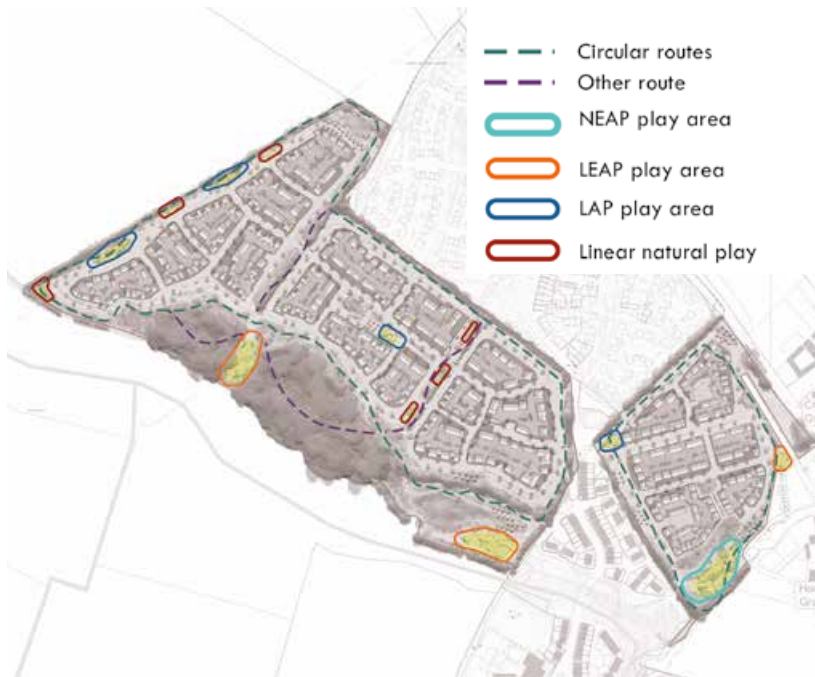
Development      Road      Footpath      Swale Zone      Road      Development



Illustrative cross section of swale link



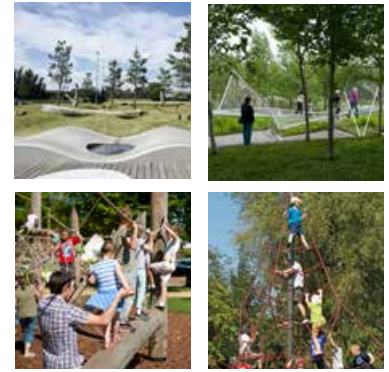
## Recreation and play strategy



Type	Number	Size
LAP	4	0.15ha
LEAP	3	0.60ha
NEAP	1	0.30ha
Linear Play Feature	6	0.05ha
Total	14	1.10ha
Recreational Routes		3.6km

A play strategy has been designed that provides a policy compliant amount of play space, while also adhering to Fields in Trust guidance for minimum sizes for different types of play spaces, anticipated walking catchments for different types of play spaces and required offsets from houses/private spaces.

The play strategy has also been informed by the landscape context and sensitivity of existing features. For example, in the eastern site, parcel play areas are sensitively located to avoid interrupting views towards the Church. In the western site parcel, play areas have been kept out of the narrower buffer zones/green corridors where they may reduce connectivity or damage tree root protection areas. Where play spaces are located - such as along the western fringe and eastern green corridor - these are typical smaller features, including natural elements of play.



Larger play / activity areas



Smaller play area



Linear / natural play features

The resulting play strategy is shown on the plan opposite. However, it should be noted that this represents only one way in which play may be delivered. Initial discussions with the Parish Council - who may adopt the play areas - have indicated a preference for fewer, consolidated spaces to make management and maintenance more efficient.

In addition to play areas and equipment, pedestrian routes are proposed throughout the landscape/GI network, providing opportunities for recreation and potential connectivity with surrounding spaces and routes.

Footpaths will be typically surfaced for maximum usability, but will include mown routes in key areas, such as the eastern parkland and stream meadow. Overall, approximately 3.6km of routes could be delivered within the Site.

## Allotments and food production



Type	Number	Size
Allotments	8	0.50ha
Total	8	0.50ha



Larger allotment spaces

'Door step' allotment spaces

An allotment strategy has been designed that provides a policy compliant amount of allotment space. During pre-application discussion with CDC, it was agreed that it was not necessary to have a single consolidated allotment site and that a range of allotment spaces could be provided throughout the development. This is consistent with the approach taken in Exemplar Phase 1 scheme.

Larger allotment spaces are consolidated primarily in the stream meadow/' area, where there is more flexible space, and the eastern parkland where the allotments would relate well to the potential farm shop within the Home Farm complex.

Smaller allotment spaces are proposed within the western fringe, pocket park, and along the boundary between the eastern site parcel/Wintergreen Fields where they are easily accessible to existing residents.

The resulting allotment strategy is shown on the plan opposite. However, it should be noted that this represents only one way in which allotments may be delivered. Discussions with the body responsible for the long-term management of the allotment spaces will be required to ensure size/location are fully informed by maintenance considerations.

Allotments should be located close to the residential areas where they can be easily accessed by foot. While it is envisioned that residents will primarily walk to the allotment sites, access may be required for maintenance/deliveries. Allotment sites should also include appropriate storage and water supply.

## Art, education and interpretation



Public art will be incorporated into the landscape helping to make interesting and exciting places that people enjoy using. This could include landform, integrated play/art features and statement pieces in key locations such as at the 'gateways' in to the eastern and western parcels or along the primary road corridors. A public art strategy will be agreed with CDC post application/as part of the detailed landscape design.

The proposed development will encourage people to interpret the landscape and natural/cultural environment. Interpretation boards could be provided in key locations, such as within the woodland, exploring the diversity of the woodland habitat, within the stream meadow area, explaining the importance of wetland habitats and within the eastern parkland area, highlighting the history of St Laurence's Church.

The opportunity also exists for wayfinding signs or artwork projects to be incorporated along the circular routes around the Site, encouraging walking and recreational activities.

The educational role of the landscape is also acknowledged and opportunities will be explored for collaboration with Gagle Brook Primary School. This could include access to the 'restricted' part of the woodland for outdoor education and learning.



Signage and interpretation



Integrated art features

## Compliance with policy and guidance

The Landscape and GI Strategy for the North West Bicester Development has been informed by the findings and recommendations of the LVIA and relevant landscape policy and guidance. In particular:

- Retaining and enhancing existing landscape features to help structure the site, integrating development into the landscape and providing the basis of multi-functional green infrastructure.

- Ensuring appropriate interface with surrounding development and allowing for the continuation of spaces and routes through the Site and beyond.
- As can be seen from the table opposite, key guidance and policy has been complied with, including 40% of the Site being delivered as GI, the management and enhancement of existing features and the creation of new landscape and habitat.

LANDSCAPE/GREEN INFRASTRUCTURE GUIDANCE	DELIVERABLE?	NORTH WEST BICESTER LANDSCAPE STRATEGY
<b>CDC Local Plan</b>		
Provides size and accessibility standards for different types of provision (Policy BSC 11)	✓	With the exception of formal sports provision – which is assumed not required based on SPD framework – all open space standards are met or exceeded
Requires management or enhancement of existing landscapes, features or habitats (Policy EDS 13)	✓	The vast majority of existing features will be retained and enhanced, and a range of new features will be created. Overall net biodiversity gain will be achieved
Requires maintenance and enhancement of the District's GI network (Policy ESD 17)	✓	At least 40% of the total site area will be delivered as GI. The GI strategy utilises existing/connects with surrounding features
<b>North West Bicester SPD</b>		
40% GI provision/sufficient space for new tree planting	✓	At least 40% of the total site area will be delivered as GI. Opportunities for tree planting are included throughout the Site including street trees, tree groups, copses and woodland edge habitat
Well designed development edges	✓	Careful consideration has been given to the design of the edges, in particular the western fringe, where new tree and hedgerow planting is proposed to ensure an appropriate transition to the surrounding countryside
Retention and enhancement of hedgerows and stream corridors	✓	The vast majority of existing hedgerows will be retained and enhanced and new hedgerows created. A landscape corridor will be provided along the southern edge of the Site where it adjoins the stream corridor
<b>CDC District Landscape Character Assessment/CDC Countryside Design Summary</b>		
Wooded character/strong pattern of copses and trees in landscape to north-west of Bicester	✓	The development retains and enhances existing trees and woodland, and new tree planting is proposed throughout the Site, including copses and woodland edge habitat.
Strong pattern of fields and hedgerows but in some areas these are disappearing	✓	The vast majority of existing hedgerows will be retained and enhanced and new hedgerows created. This includes a new hedgerow along the currently 'open' western Site boundary.
Recommended that new development avoids exposed and prominent locations	✓	The development will be closely associated with the existing settlement area and utilises an area that is well contained by topography and woodland

# ECOLOGY AND BIODIVERSITY STRATEGY

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The Site is currently dominated by semi-improved grassland with the areas of arable and woodland habitat present largely bound by hedgerows and treelines. Two watercourses lie adjacent to sections of the Site boundary to the south and south-east. The habitats of greatest ecological value both in their own right and with regard to the opportunities they provide for faunal species are the woodlands, hedgerows, tree lines and watercourses, of which the woodland and a number of the hedgerows likely qualify as UK Priority Habitat. These features are largely retained, buffered and safeguarded under the proposed development. Survey work undertaken at the Site has identified opportunities for roosting, foraging and commuting bats, badgers, other mammals, breeding birds, reptiles, common toads and brown hairstreak butterflies.

Full details of safeguarding, mitigation and enhancement measures are set out within the Biodiversity chapter of the Environmental Impact Assessment (EIA) and associated planning application documents. However, opportunities to safeguard, mitigate and enhance include:

- Retention and protection of key habitat features such as the watercourses, woodland, hedgerows and their buffer zones
- Sensitive timings and working methods
- Supervised staged habitat clearance exercises to safely remove protected species from developable areas
- Provision of new and enhanced greenspace and ongoing sensitive management of such habitats
- Provision of new faunal enhancements throughout the Site including bird and bat boxes (integrated and upon retained trees), hedgehog domes and highways, hibernacula and log-piles for reptiles and amphibians and invertebrate hotels and butterfly banks

## Dark corridors

The features of highest ecological sensitivity with regard to lightspill and the potential effects this may have on faunal species such as foraging and commuting bats, badgers and hedgehogs comprise the woodland, watercourses and hedgerows. Illuminance of such features will be avoided or reduced to an acceptable level such that it does not have detrimental effects on such species. This will be achieved through the use of a sensitive lighting strategy and appropriate buffer zones in line with local policy which will include 10m hedgerow and treeline buffers, a 15m woodland buffer to also extend along the south-west boundary of the Site and a 30m watercourse buffer. The 15m buffer zone will also function as part of a 20m wide 'dark corridor' where illuminance will be avoided or reduced to a non-significant level. This will comprise the 15m buffer zone and associated retained woodland, watercourse and open space habitat adjacent to this zone. A small section of the 20m dark corridor will be formed by off-site land between the Site and the watercourse.

## Light Pollution

We have reviewed local and national planning policy and guidance and note that the CDC Local Plan 2011-2031 references Light Pollution in Policy ESD 15: Character of the Built and Historic Environment, where it states:

"New development proposals should: ...limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation."

This again is referred to in the Policy Bicester 1: Northwest Eco-Town. The detailed lighting strategy submitted as part of the reserved matters will ensure that no significant impacts occur to surrounding receptors.



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## BIA2 – Proposal measurements

### Potential light pollution effects:

With regard to light pollution, the proposed impacts of the scheme will be designed to be insignificant or minor. In terms of impacts on existing neighbouring residential properties, there are limited receptors in the vicinity with the most proximate being Home Farm and those already built within the Exemplar Eco-Town site. It should be noted that there is some distance between these and the proposed housing and as such the effects can be controlled through considered lighting design. The lighting design will be prepared at the detailed design stage to ensure that impacts to these receptors are mitigated. The detailed lighting strategy will be designed in line with the Institute of Light Professionals (ILP) recommended best practice.

With regard to ecology, the sensitive features include the woodland, watercourse and hedgerows in the main part and where possible we would look to avoid illuminance of such features. Based on the ecologists' assessment to date, buffers will be required to the features listed above to avoid illuminance and glare to such features, buffers of 15m to the woodland and 10m to the hedgerows are currently proposed and suitable light reducing features should be employed to ensure that lightspill is avoided or reduced to an acceptable level from the development edge to the feature in question across such buffer zones.

Details of this lighting strategy would be submitted for agreement with Cherwell District Council as part of reserved matters.

As such, no significant adverse light pollution effects are anticipated as a result of the proposed development

### Daylight and sunlight

We have considered the potential effects of the proposed development with regard to daylight, sunlight and overshadowing. The scheme is low density and well-spaced and as such will avoid adverse effects to its existing neighbours and future residents in this regard. It is therefore not deemed necessary to undertake a technical assessment of this discipline.

### Biodiversity net gain

The Biodiversity Impact Assessment finds that the redevelopment proposals themselves deliver quantifiable net gain for biodiversity in relation to habitats which, at a net gain of 16.69% for habitats and a net gain of 14.36% for hedgerows, is significantly in excess of the 10% required by CDC and likely to be brought forward in the future Environment Bill. In addition to these quantifiable net gains, a range of qualitative gains can also be delivered on Site, such as the provision of faunal enhancements targeted to national and local Priority Species. Accordingly, it is considered the redevelopment proposals comply with existing and emerging policy (local and national) and legislation.

# SUSTAINABLE URBAN DRAINAGE STRATEGY



The Site is primarily located in Flood Zone 1 with a low risk of flooding. There are two small streams located on the east and south boundary of the Site which introduce a localised area of flood risk associated with river and surface water sources. All proposed built development and Sustainable Urban Drainage Systems (SuDS) have been located within the low-risk area.

The existing topography and proposed landscape corridors provide an opportunity to create a system of swales and ponds to mitigate surface water.

The creation of a SuDS network also provides the opportunity for an exciting ecologically rich meadow to enhance biodiversity. Swales and ponds also provide a place for people to enjoy nature and relax.

Through provision of enhanced and new habitats throughout the Site a biodiversity net gain is anticipated for which a minimum 10% net gain is sought. Net gains will be achieved through the enhancement of existing features such as the woodland and hedgerows and the creation of new habitats including new native shrub planting, wildflower meadow grassland and the use of SuDS basins to provide wet wildflower meadow/areas of standing water.

A more detailed drainage report accompanies this application.



Proposed SuDS strategy



**KEY**

- PROPOSED SURFACE WATER ATTENUATION BASIN
- PROPOSED SWALE
- PROPOSED CATCHMENT AREA
- PROPOSED SURFACE WATER SYSTEM

**NOTES**

1. DRAWING TO BE READ IN CONJUNCTION WITH THE VECTOR'S FLOOD RISK ASSESSMENT.

NO. 11/00000 PLAN/REVISED	1/E	1/E	1/E	1/E	1/E
DATE	REVISED	DATE	REVISED	DATE	REVISED
<b>INFORMATION ONLY</b>					
<b>CLIENT</b>					
FIRETHORN BICESTER LIMITED					
<b>PROJECT</b>					
LAND AT NORTH WEST BICESTER					
<b>DESCRIPTION</b>					
PRELIMINARY SURFACE WATER DRAINAGE LAYOUT					
<b>SCALE</b>					
1:2000 @ A1					
<b>DATE</b>					
15 JANUARY 2021					
<b>vector.</b>					
2nd Floor, 4 Colson Avenue, Strathfield NSW 2157 t: 02 933 203 8240 e: info@vector.com.au					
<b>PROJECT NUMBER</b>					<b>REVISION</b>
205550_PDL_01					P02



# MOVEMENT AND CONNECTIVITY

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The Site is sustainably located within the overarching North West Bicester masterplan with good access to a range of existing facilities nearby which include Gagle Brook Primary School, employment opportunities, office space, play areas, allotments, open space, footpaths, cycle ways and good public transport making Bicester town centre easily accessible.

## Policy

### Oxfordshire County Council – Local Transport Plan 4

The Oxfordshire Local Transport Plan (LTP4) `Connecting Oxford` includes objectives and policies for improving transport in Oxfordshire to 2031. These objectives and policies look at, in addition to other issues, minimising the need to travel and encouraging active travel.

The focus of the LTP4 is to attract and support economic investment and growth, deliver transport infrastructure, tackle congestion and improve quality of life. In Connecting Oxfordshire Volume 1, it also sets out policy priorities for parts of Oxfordshire less affected by the Knowledge Spine; therefore, it provides a basis for securing transport improvements to support development across the whole of Oxfordshire.

LTP4 has been developed with 3 over-arching transport goals.

- Goal 1 – To support jobs and housing growth and economic vitality;
- Goal 2 – To reduce emissions, enhance air quality and support the transition to a low carbon economy; and
- Goal 3 – To protect and enhance Oxfordshire’s environment and improve quality of life.

A number of policies in the LTP4 are important to Eco Town developments:

- Policy 03 – Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport;
- Policy 19 – Oxfordshire County Council will encourage the use of travel associated with healthy and active lifestyle;
- Policy 20 – Oxfordshire County Council will carry out targeted safety improvements on walking and cycling routes to school, to encourage active travel and reduce pressure on school bus transport;
- Policy 22 – Oxfordshire County Council will promote the use of low or zero emission transport, including electric vehicles and associated infrastructure where appropriate; and
- Policy 23 – Oxfordshire County Council will work to reduce the emissions footprint of transport assets and operation where economically viable, taking into account energy consumption and the use of recycled materials.

Connecting Oxfordshire Volume 8 Part ii outlines the key strategies for particular local areas within Oxfordshire. The Bicester Area Strategy outlines 4 key aims for Bicester with respect to the county.

- BIC1 – Improve access and connections between key employment and residential sites and the strategic transport system
- BIC2 – We will work to reduce the proportion of journeys made by private car through implementing the Sustainable Transport Strategy
- BIC3 – We will increase people’s awareness of the travel choices available in Bicester, which should improve public health and wellbeing

- BIC4 – To mitigate the cumulative impact of development within Bicester and to implement the measures identified in the Bicester Area Transport Strategy Oxfordshire Council

### **Cherwell Local Plan 2011-2031**

The council will expect the North West Bicester Masterplan and applications for planning permission to meet the following requirements which relate to transport and movement:

- Proposals should enable residents to easily reduce their carbon footprint to a low level and live low carbon lifestyles.
- Layout of development that enables a high degree of integration and connectivity between new and existing communities.
- A layout that maximises the potential for walkable neighbourhoods.
- New footpaths and cycleways should be provided that link with existing network, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel.
- A layout which makes provisions for and prioritises non-car modes and encourages a modal shift from car use to other forms of travel.
- 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 be remainder of the town including measures to address movement across Howes Lane and Lords Lane.
- 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.

- 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-Town 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;
- Provision of a Transport Assessment;
- Measures to prevent vehicular traffic adversely affecting surrounding communities; and
- 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.

All proposals for development across the Eco Town site will be required to meet the Eco Town development standards set out in Policy Bicester 1: North West Bicester Eco Town and make a degree of contribution towards transport mitigation measures.

### **North West Bicester Supplementary Planning Document (2016)**

Development Principle 6 – Transport, Movement & Access states that the following key consideration for movement should be addressed in planning applications:

- Reducing car dependency;
- Prioritising walking and cycling;
- Generating activity and connectivity;
- Highways and transport improvements; and
- Bus priority and links and infrastructure including RTI

The SPD states that planning applications are required to illustrate the permeability of the site

A key consideration of the SPD is that all planning applications for development in the Eco Town should include a Travel Plan which demonstrates how the design of the development will enable at least 50% of all trips from the development to be made by non-car modes of travel with a potential increase to 60% by 2020. The SPD also states that all planning applications need to be supported by a Transport Assessment which addresses the guidance in the SPD.

### **Additional Local Design Guidance**

The following local design guidance has been considered in the preparation of this TA and the design of the masterplan.

- Cherwell District Council Residential Design Guide SPD (2018)
- Oxfordshire County Council "Residential Road Design Guide" (2nd Edition 2015)
- Oxfordshire County Council "Parking Standards for New Residential Developments" (2011)
- Oxfordshire County Council "Oxfordshire Walking Design Standards" (2017)
- Oxfordshire County Council "Oxfordshire Cycling Design Standards" (2017)
- Oxfordshire County Council "Bicester Local Cycling and Walking Infrastructure Plan" (Sept 2020)

The above is a reduced version of what is in the TA, but feel free to reduce it even further if that helps.

### **Highways Consultation**

Prior to the submission of this outline planning application, a pre-application meeting was held on the 13th of November 2020 with CDC and OCC. Following this initial pre-application meeting, VTP issued a Transport Assessment Scoping Report dated the 27th of November 2020 to OCC and attended a scoping meeting with OCC on the 11th of December 2020. A copy of the TA Scoping Note and the associated OCC response is contained at APPENDIX B of the TA.

Following the scoping meeting, a series of technical meetings have been held with CDC, OCC and Highways England (HE) to develop the scope and methodology for the assessment work. The most recent of these technical meetings was held on the 12th of March 2021 and a copy of the meeting note is included at APPENDIX B of the TA.

There have been a number of consultations on the scheme with various interested parties, including Bicester Town Council, Caversfield Parish Council, Elmsbrook Community Organisation, and Gagle Brook Primary school.

### **Access**

The proposed site access strategy is consistent with that which has been implemented for the Exemplar Scheme. As such, the proposed carriageway widths, kerb radii at junctions, footway widths, and street hierarchy all reflect what has already been constructed on the Exemplar Scheme and in accordance with the OCC Residential Design Guide (2nd Edition – 2015).

The existing junctions of the B4100 with Charlotte Avenue and Braeburn Avenue have been reviewed to ensure that they would operate within capacity when the full development of up to 530 dwellings is delivered, including any other developments that are identified as coming forward with the Local Plan period to 2031, as reflected within the Bicester Transport Model (BTM). To this extent, the Braeburn Avenue junction would still operate within capacity when the full development is completed. A signalised junction arrangement has been considered for the Charlotte Avenue junction to not only address the increased level of vehicular traffic associated with the proposed developments, but also to facilitate an improved operating arrangement for the B4100/A4095/Banbury Road/B4100 roundabout junction, which is proposed to be signalised and linked with the proposed signals at Charlotte Avenue as part of a future improvement scheme being promoted by OCC.

### **Vehicular access**

Access to the eastern parcel, located closer to Home Farm, will be from the western boundary via the existing internal road network constructed as part of the Exemplar Scheme.

Access to the western parcel will be via three locations. The first two access points will be available



Proposed access points

on either side of the bus only link. These two site access junctions will be provided in the form of simple priority junctions that will be designed to restrict development traffic from utilising the bus only link. The third access will be from the northern boundary at a point approximately mid-way along the western parcel which will then connect with the existing road network of the Exemplar Scheme.

### Parking provision for cars and cycles

The provision and layout of car parking across the Site will be made in accordance with the standards and policy set out by Cherwell District Council and Oxfordshire County Council at the reserved matters stage. The Site would look to achieve a provision of between one and two allocated spaces per dwelling, plus additional unallocated parking space. The provision and layout of car parking is to be resolved as part of future reserved matters applications.

Cycle parking provision will be provided in accordance with the relevant cycle parking standards and the



Pedestrian and cycle connectivity



Main vehicular access points and circulation

design and layout is to be agreed with the planning and highway authorities at the detailed planning stage.

### Pedestrian/cycle access opportunities

To the eastern parcel: From the north of the development linking with the B4100 Banbury Road, via the proposed vehicular access, and at appropriate locations between the proposed Site and the Exemplar Scheme.

To the western parcel: From the three points of vehicular access and at appropriate locations between the proposed Site and the Exemplar Scheme.

## Bus only links

The design and function of the primary road through the Exemplar development incorporates bus priority by way of a bus-gate immediately adjacent and between the eastern and western parcels of the Site. The carriageway width of the primary road through the Exemplar Scheme narrows to 4.0m allowing for southbound bus movements only which can also accommodate two-way cycle movements.

Junction to the north: Will only facilitate vehicular access from the existing northern priority junction from the Exemplar scheme at Braeburn Avenue with the B4100 Banbury Road.

Junction to the south: Will only facilitate vehicular access from the existing south eastern priority junction from the Exemplar Scheme at Charlotte Avenue with the B4100.

The E1 bus service will continue to provide access to the surrounding area and Bicester town centre. Existing bus stops, some of which include bus shelters, are provided on the Exemplar development, along

Braeburn Avenue and Charlotte Avenue, all of which are within walking distance of the Site.

## Walking and cycling routes

The proposals will include multiple walking and cycling routes, connecting footpaths and streets internally and beyond the Site and promoting easy access to local facilities. An off-carriageway continuous cycle route is available from the Site to Bicester North rail station which includes appropriate crossing facilities.

Our proposals will enhance the accessibility of public footpaths and bus stops from the Site. A full Transport Assessment will be prepared to support the outline planning application.

## Refuse strategy

Whilst the application is in outline with only site access junctions being considered in detail, it is necessary to ensure that the vehicle access junctions are designed to accommodate refuse and delivery vehicles.

The planning application is being made in outline and as such the internal site layout is not fixed. Swept paths showing vehicles accessing and egressing each plot will be presented as part of the future reserved matters application.

More detail is available in the accompanying Transport Assessment.



Swept path analysis and refuse drag distance

## Safer routes to school

The proposed development will provide multiple walking and cycling routes, connecting footpaths and streets internally and beyond the Site.

The nearest primary school to the Site is Gagle Brook Primary School which is located within the Exemplar Scheme. The existing connections within the adjacent site are considered to be safe for young children wishing to access the local primary school with footways of 2.0m width and sufficient lighting. Whilst there are a number of informal crossing points provided in the vicinity of the school on Cranberry Avenue with dropped kerbs and tactile paving, there are currently no road markings identifying these crossing facilities.

Discussions with the Gagle Brook Primary School headmaster and Governor at a meeting on the 16th of March 2021 identified concerns raised by parents and teachers with respect to the potential improvements that could be delivered to enhance the routes to the local primary school. These included the provision of road markings at the existing informal crossing facilities in the form of a zebra crossing arrangement. It is felt that this would help young children and drivers clearly define the location of crossing points. It is considered that whilst not necessarily something that could be delivered by the Applicant in relation to the proposed development as these works would not be within the adopted highway (until the road network of the Exemplar Scheme was to be adopted) and nor are these roads within the control of the Applicant, a suitable and proportionate financial contribution to the delivery of these minor road works to enhance the

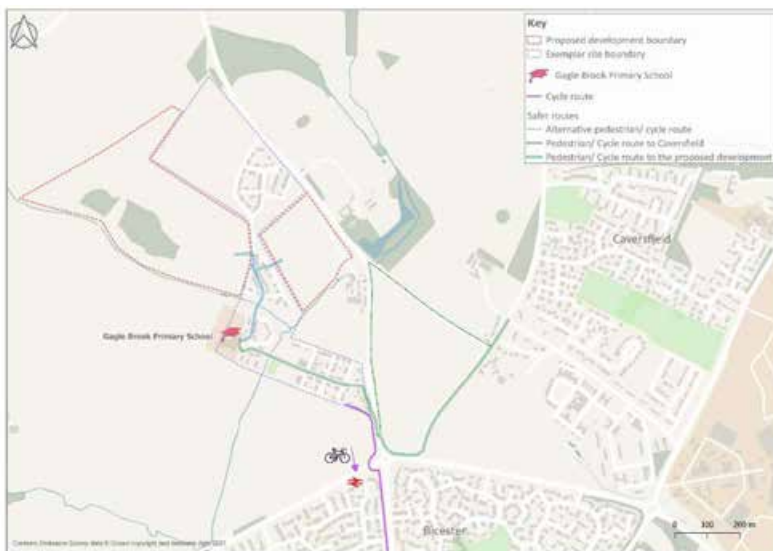


All homes are within 800m of Gagle Brook Primary School

safety of young children accessing the primary school could be agreed as part of the Section 106 financial contributions.

All of the proposed dwellings within the eastern parcel and the majority of the area of the western parcel are located within a 530m radius of the Gagle Brook Primary School. The remaining area of the western parcel is within an 800m radius around the school. Therefore, it is considered that the local primary school will be easily accessible on foot from within the proposed development.

A full explanation of the transport strategy for the Land at North West Bicester can be found in the accompanying Transport Assessment.



## Safer routes to school

# TRUE ZERO CARBON AND CLIMATE MITIGATION STRATEGY



The proposed new neighbourhood would be developed to the highest standards of sustainability, exceeding the standards other developments are achieving nationally at the time they are developed.

The Exemplar Scheme has an existing energy centre and district heat network serving the area. We will review the existing energy strategy of the Exemplar Scheme that is also advocated in policy but also consider the new Net Zero Carbon Concept following the framework of the UK Green Building Council.

We have also incorporated a three-tiered approach to reducing the carbon footprint on the Site as set below:

- Embedded holistic social and economic benefits and site wide strategies that embrace sustainable lifestyles such as walking, cycling, greening the public realm and local food growing
- Designed site wide environmental protection and enhancement solutions to mitigate the effects of climate change – such as Sustainable Urban Drainage Systems (SuDS), planting and habitat creation

An approach to ‘true’ zero carbon which is reflected in individual proposed plots and new homes through energy use and other technologies (on plot measures including low water and energy use within the home as well as centralised heat networks incorporating air sourced heat pump technology that provide a low carbon supply).

The Technology Appraisal for Zero Carbon Homes at Land North West of Bicester and the Outline Energy Statement looks to provide a clear understanding of the impact of specific energy technology on both carbon emissions and energy demand over the next 30 years at North West Bicester.

Over the next five years, national Building Regulations will require developers to strategically plan energy infrastructure against the rapid decarbonising grid power infrastructure. The technology appraisal has looked at the implications and variables associated with heating technology options and future grid decarbonisation for achieving energy and carbon emission reductions at North West Bicester.

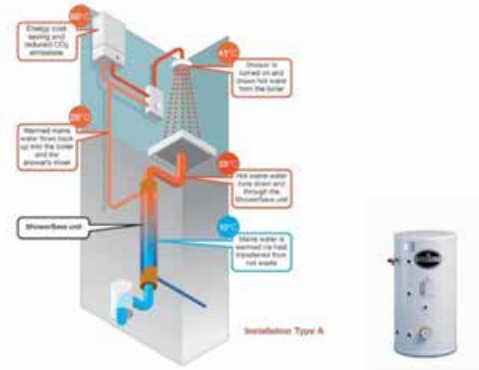
The summary of findings are:

1. Over the next five years, the greatest influence on the carbon emission reduction potential of new homes will be the decarbonisation of grid electricity. The adoption of electric-led heating approaches on each housing unit offers the maximum carbon benefit.
2. Zero carbon homes and Code Level 5 can be achieved through a combination of the Future Homes Standard and solar power generation.
3. New homes will fail Part L of the Building Regulations if they are connected to a heat network supplied by gas boilers and Combined Heat and Power beyond 2021.
4. In lieu of none of the preferred technology options established for the eco-town coming forward, to deliver true zero carbon, offsetting or off-site renewable energy projects will be required. The off-site location could accommodate all the renewable energy generation for the development within a single location.
5. Decarbonisation of the heat network is critical to achieving minimum compliance to the Building Regulations and reducing the need for off-site renewable generations.

Therefore, based on this initial work, it is likely that a combination of the Future Homes Standard coupled with the use of air source heat pumps, solar arrays on-site and either off-site solar arrays or carbon offsetting, will allow the Site to meet the required policy standard.

To meet / exceed Future Homes Standard 2020 / 2025

- Solar PV (all SE-SW unshaded roofs)
- Heat pumps (air / ground source) and thermal store
- Waste water heat recovery (WWHR) e.g. shower save
- Battery storage (optimise renewables performance, EV charging)



To deliver further CO<sub>2</sub> savings...

- Solar farm
- Heat network (high density uses)
- Solar street furniture
- Battery storage
- This is potentially limited for Bicester



Potential technology for true zero carbon



# CHARACTER AREAS AND CODING

.....

## Introduction

A 'character area' approach has been adopted for development areas to ensure proposals respond to local context while being engaging and varied.

Character areas are defined by a range of placemaking tools including density, building types, architectural treatment, materials, landscape and land use.

The chapter exploring Bicester's broad range of character is at the beginning of the design coding process. This work has informed the approach to built form and character including the material palette and layout.

## Design coding

Following the determination of an outline planning application, we would begin the process of preparing and consulting on design codes.

A Design Code will be submitted to CDC for approval post consent being granted for the outline planning permission. This will be required to comply with the Parameter Plans and the Design Guidelines as set out within the planning application.

The Design Code shall set out further design principles relating to the design and layout of development and the external appearance of individual buildings and related landscaping that will come forward as reserved matters applications.

The following character areas will inform the Design Code/s.



Character areas



## Character areas

We are exploring three character areas:

- **Eastern area:** Responds to its immediate heritage context through a framed view to the Church and close relationship to the Home Farm farmstead. The proposed homes will reflect the materials seen at Home Farm. This character area has a park including play areas, edible landscapes, a trim trail, allotments and areas of biodiversity
- **Central area:** The core central neighbourhood has a formal street pattern and organic edges overlooking the woodland and ecological rich meadows to the south. This area has a central neighbourhood play area, a trim trail, allotments and informal open space and natural play along the edge of the woodland
- **Western area:** Responds to the countryside edge with an informal building line allowing views in and out of the Site. Open space, a trim trail, play and allotments are located throughout this area

**Character areas** - The natural features of the Site combined with the proposed pattern and density of development suggest the Site can be broken into distinct zones or character areas.

# DEVELOPMENT CHARACTER AREA: EASTERN

.....

**A farmstead inspired layout and architecture celebrates the historical setting of Home Farm House and St Laurence's Church.**

The original farm house and farm buildings including a bull pen and are characterised by the use of:

- Enclosed spaces providing a courtyard for buildings
- Mix of employment and residential
- Quiet domestic gardens and allotments
- Stone
- Red and grey slate roofs
- Inset windows
- Low brick walls
- Back of foot way development
- Chimney stacks at roof ends
- Timber cladding on modern additions



Existing local context



Mood board of precedent images



Location of character area

**The eastern area** responds to its immediate heritage context through a framed view to the Church and close relationship to the Home Farm farmstead. The proposed homes will reflect the materials and built form typology seen at Home Farm. This character area has a park including play areas, edible landscapes, a trim trail, allotments and areas of biodiversity. Historic pathways to Home Farm are protected and additional pedestrian links provided so as to provide maximum connection to the Exemplar Scheme and Gaggle Brook Primary School.



Eastern character area

INTEGRATION AND CONTEXT



DEVELOPMENT PRINCIPLE 7  
HEALTHY LIFESTYLES



DEVELOPMENT PRINCIPLE 9  
GREEN INFRASTRUCTURE  
AND LANDSCAPE



DEVELOPMENT PRINCIPLE 11  
FLOOD RISK MANAGEMENT



DEVELOPMENT PRINCIPLE 14  
CULTURAL WELLBEING



DEVELOPMENT PRINCIPLE  
4 HOMES



DEVELOPMENT PRINCIPLE 3  
CLIMATE CHANGE  
ADAPTATION



# EASTERN CHARACTER AREA: VISUAL

.....



Eastern character area artists impression



Detailed layout character area

Key design principles that will be explored in more detail during the next stage of design and design coding include:

1. Trees carefully located so as not to obscure the sight-line to the Church. Use of ornamental pear, Pyrus Chanticleer, in street with view to Church. This tree is narrow and medium in size
2. Soft boundary interface with edge in Church view
3. Back of footway development/shallow gardens on main road in keeping with Exemplar Scheme and Home Farm buildings
4. Materials of brick and stone reflect local character of Home Farm and the Church
5. Elements of timber cladding similar to the Exemplar Scheme
6. Key buildings emphasise the style and scale of agricultural buildings
7. Built form should frame views to the Church tower and be simple in its geometry and form
8. Landscapes include community orchards, gardens, play, paths, trim trails and seating areas
9. Use of internal barn court arrangement to reflect the built form of Home Farm
10. Parking predominantly on-plot, to the side of homes or located within parking barns. Occasional rear parking courts
11. Mixture of detached, semi-detached and terraced houses with some flats above parking barns
12. Road widths following OCC guidelines
13. Units that turn the corner
14. On street parking
15. Sustainable Urban Drainage

# DEVELOPMENT CHARACTER AREAS: CENTRAL



A communal neighbourhood in the heart of North West Bicester. Green links and tree lined streets provide short walking distances to woodland, play, open space and growing space.

Defining key characteristics of the nearby Exemplar Scheme are:

- The geometry of the blocks and edges of Exemplar respond well to the hedges that form its boundaries
- Strong green corridors throughout accommodating flooding and drainage
- Play and edible landscapes integrated throughout
- Simple clean domestic architectural forms
- Materials include yellow and red brick, render, stone and timber cladding



Existing local context



Mood board of precedent images



Location of character area

**The core central neighbourhood** has a formal street pattern and organic edges overlooking the woodland and ecological rich meadows to the south. This area has many areas in which to socialise and play including a central neighbourhood play area with community garden, a trim trail, allotments and informal open space and natural play along the edge of the woodland. All homes are within a short walk of open space, woodland, play and growing spaces. This area offers a mixture of housing typologies within an emphasis on terraces along the main streets and detached houses overlooking woodland. Apartments are located closest to the public transport route on Braeburn Avenue. They overlook open space and are located on the low point of the Site.



Central character area masterplan

INTEGRATION AND CONTEXT



DEVELOPMENT PRINCIPLE 7  
HEALTHY LIFESTYLES



DEVELOPMENT PRINCIPLE 9  
GREEN INFRASTRUCTURE  
AND LANDSCAPE



DEVELOPMENT PRINCIPLE 11  
FLOOD RISK MANAGEMENT



DEVELOPMENT PRINCIPLE 6  
WALKABLE NEIGHBOURHOODS:  
TRANSPORT, MOVEMENT AND  
ACCESS



DEVELOPMENT PRINCIPLE  
4 HOMES



DEVELOPMENT PRINCIPLE 3  
CLIMATE CHANGE  
ADAPTATION





# CENTRAL CHARACTER AREA: VISUAL

.....



Central character area artists impression



Central character area masterplan detail

Key design principles that will be explored in more detail during the next stage of design and design coding include:

1. Materials of stone, timber, render and timber cladding reflect local and immediate character
2. Soft landscape interface with woodland
3. Street trees and green corridors
4. Terraces on main streets
5. Peaceful landscaped shared surfaces
6. Neighbourhood green
7. Landscapes are edible and include allotments, play, paths, trim trails and seating areas
8. Mixture of detached, semi-detached and terraced houses with some flats
9. Units that turn the corner
10. On street parking
11. Parking predominantly on-plot, to the side of homes
12. Road widths following OCC guidelines
13. Sustainable Urban Drainage

# DEVELOPMENT CHARACTER AREAS: WESTERN

.....

**An informal neighbourhood with views out to the countryside. Most homes overlooking woodland, green space, growing spaces or tree lined streets.**

Our character study in chapter 02 summarises the key characteristics of nearby villages including:

- Linear hedge boundaries providing enclosure and definition of the edge of the village
- Informal streets, large plots and informal edges to villages

Existing local context



Mood board of precedent images



Location of character area

**The western character area** responds to the countryside edge with an informal building line allowing views in and out of the Site. Streets have an informal feel through shared surfaces with tree planting. Homes are within a short walk to woodlands, play, growing spaces and trim trails. The predominant housing typology is detached and semi detached.



Western character area masterplan

INTEGRATION AND CONTEXT



DEVELOPMENT PRINCIPLE 7  
HEALTHY LIFESTYLES



DEVELOPMENT PRINCIPLE 9  
GREEN INFRASTRUCTURE  
AND LANDSCAPE



DEVELOPMENT PRINCIPLE 11  
FLOOD RISK MANAGEMENT



DEVELOPMENT PRINCIPLE  
4 HOMES



DEVELOPMENT PRINCIPLE 3  
CLIMATE CHANGE  
ADAPTATION



# WESTERN CHARACTER AREA: VISUAL

.....



Western character area artists impression



Western character area masterplan detail

Key design principles that will be explored in more detail during the next stage of design and design coding include:

1. Materials of stone, red brick, render and timber cladding reflect local and immediate character
2. Filtered views through woodland copse helps soften interface with the countryside
3. Soft interface with green edges and woodland
4. Street trees and green corridors
5. Landscapes include allotments, play, paths, trim trails and seating areas
6. Peaceful landscaped shared surfaces
7. Mixture of detached and semi-detached homes
8. Units that turn the corner
9. Parking predominantly on-plot, to the side of homes
10. On street parking
11. Road widths following OCC guidelines
12. Sustainable Urban Drainage

# APPROACH TO CULTURAL WELLBEING AT LAND AT NORTH WEST BICESTER

.....

The North West Bicester SPD recognises that cultural wellbeing is part of achieving sustainable development. A Cultural Wellbeing Strategy has been prepared by CDC that focuses on making North West Bicester a culturally vibrant place through high quality design and community engagement.

Development Principle 14 – cultural wellbeing focuses on a set of principles for achieving cultural wellbeing in new development. They include:

1. Exploring the use of sustainable materials and using recycled materials or locally sourced materials to reduce the carbon footprint and employ inventive ways to offset other resources used
2. Celebrating nature and the natural environment by reflecting on natural and environmental issues
3. Interpreting nature, projects to inform people and raise awareness about nature and its processes and/or about environmental issues
4. Encouraging environmentally sustainable behaviour – projects to encourage recycling, using sustainable routes through the development – artwork projects to encourage cycle and walking routes – and help with wayfinding and directing the flow of people through public areas
5. Encouraging local residents and visitors to think about and become environmentally aware in their everyday living
6. Creating an identity for the development (as the first eco-town in the UK) to both the residents and outside world

7. To use projects and provision of community and cultural facilities to assist in the creation of a distinctive, safe, vibrant, cohesive, and socially sustainable community, and
8. Conservation and enhancement of the historic environment. Land at North West Bicester addresses these principles through the following ways:



Access to active landscapes



Farmsteads reflected in the layout and views channelled to the Church tower

Land at North West Bicester addresses these principles through the following ways:

- The proposed development has been designed to enhance and support culture in the wider area through physical links with the local area
- We propose to improve access to the St Laurence's Church which we expect the to become a community hub for the growing local population
- We propose a number of additional pedestrian and cycle links to the surrounding area. These include direct links to Home Farm, Exemplar phases 1 & 2 and Exemplar phases 3 & 4 under construction
- Our landscape and ecology proposals will celebrate nature and the natural environment by providing interpretation boards along pathways through the woodland and woodland edges that tell the story of increased biodiversity, wildlife and wildlife habitats on the Site. This will be an educational resource for local people and schools. The details of this will be set out in the Landscape Management Plan
- Public art can be incorporated into the landscape and could include landform, integrated play/art features and statement pieces
- The development is designed to encourage healthy lifestyles through convenient access to open space, outdoor exercise opportunities, edible landscapes/community gardens, play and trim trails. These will be safely located for the community to use
- Through our four-stage character assessment in chapter 02, we have identified several unique elements of Bicester's landscape and townscape. This process has identified the farmstead typology within Home Farm and local materials that reflect those at Home Farm. Rather than turning its back on the Farmhouse, the masterplan integrates the new with the old, creating a more coherent landscape
- We have also identified the location of the St Laurence's Church as being a key local view. We propose to channel views towards the Church tower, embracing this key architectural feature and reinforcing it as a treasured local landmark.



Information boards to explain woodland habitat and management



Access to edible landscapes



Pathways connecting open space and neighbourhoods

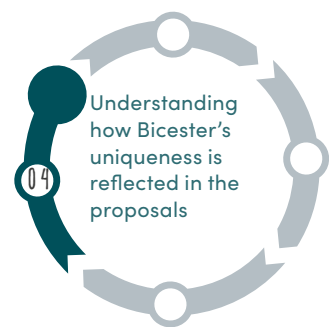


# UNDERSTANDING HOW BICESTER'S UNIQUENESS IS REFLECTED



The following analysis demonstrates how the identified placemaking ingredients that make Bicester and local settlements unique are reflected in the proposed masterplan.

The analysis revisits the contextual studies undertaken in earlier chapters of this document.



Our response:

Guidance:

## 1. Village greens

Our village green is bounded by housing on all sides and finishes the vista of a key movement route and connection to neighbouring Exemplar neighbourhoods.

The green will perform several functions, play, open space, growing space and provide attenuation in the form of a biodiversity positive drainage basin.

## 2. Recreational space

There are many spaces for recreation provided throughout the Site. Some are overlooked by houses and some are not.

Most recreational space is overlooked by homes and provides formal and informal areas of play. A trim trail is proposed to link the space with nearby areas of open space.

## 3. Growing spaces

Growing spaces and edible landscapes are proposed throughout the Site in the form of allotments similar to those found in the Exemplar Scheme orchards and berry bushes.

## 4. Green corridors

Green corridors permeate the Site and are surrounded by trees and vegetation, include swales and will be used by people for walking and cycling. They connect neighbourhoods to green space.

INTEGRATION AND CONTEXT



DEVELOPMENT PRINCIPLE 7  
HEALTHY LIFESTYLES



DEVELOPMENT PRINCIPLE 9  
GREEN INFRASTRUCTURE  
AND LANDSCAPE



DEVELOPMENT PRINCIPLE 11  
FLOOD RISK MANAGEMENT



DEVELOPMENT PRINCIPLE 14  
CULTURAL WELLBEING





Landscape character explained



Landscape character explained

### 5. Historic farmsteads

The farmstead typology has been incorporated into the eastern area built form. This reflects the historic layout of Home Farm to the east.

### 6. Grid layout

The approach to the layout has been to reflect the rectilinear street layout of Bicester. Blocks are formed around a courtyard of private gardens maintaining active frontage, often shaped by a mix of terraces and semi-detached properties.

The western area has a more organic approach to blocks with the eastern and central areas using a more formal block structure.

### 7. Woodland copse

Areas of small woodland copse have been incorporated throughout the Site. In particular on the western edge, this helps soften views of houses from the countryside.

### 8. Density

Densities in Bicester vary. We have used a similar approach to local density as the Exemplar Scheme and recent development on Ascot Way. Our character areas reflect different densities throughout the masterplan.



Farmsteads in the built form



Variety of housing typologies and materials



Variety of housing typologies and materials



Block character and use of woodland copse

### 9. Variety of housing typologies

A variety of typologies are found throughout the Site including detached properties on edges, terraces, semi detached, apartments and bungalows.

### 10. Variety of local materials

We propose a variety of materials and styles that reflect the rich heritage of Bicester and its surrounding villages. Below is a summary of local key material that will be explored at the Design Code stage:

- Predominantly stone, with some red brick, weatherboard and render
- Flat porches and gable porches
- Steep pitched roof, often red and grey in tone
- Simple geometry for windows with lintel detailing
- Sash and casement windows



Examples of informal blocks in the western character area



Variety of housing typologies and materials



06

PARAMETER PLANS



# DEVELOPMENT PARAMETERS

.....

The application will be based on development parameters rather than a fixed masterplan. That is why the text refers throughout to an Illustrative Masterplan which shows one way of illustrating the development, but not the only way that the development can come forward in accordance with the development parameters.

The proposed development of up to 530 homes will be built over a number of years and using development parameters builds in flexibility to respond to changing circumstances over time but within defined limits.

The development parameters govern the total amount of built development and open space to be provided as well as defining where primary movement corridors will be.

The Parameter Plans should be read in conjunction with the accompanying Parameters Plan Schedule and Plans Document that accompany the planning statement.

The development approved pursuant to this outline planning application, and subsequent Reserved Matters Applications, shall comply with the following Development Parameter Plans:

- Plan 1- Maximum Building Heights and Footprint
- Plan 2- Green Space
- Plan 3- Access and Movement

Key information within the parameters includes:

- The development shall provide up to a maximum of 530 residential units (Use Class C3)
- The range of residential accommodation within the development may extend from one bedroom apartments to five bedroomed detached houses, and all formats in between
- Building heights are up to 12 metres with a small zone of up to 16 metres adjacent to the bus route and at the lowest part of the Site
- Green space, including retained vegetation, buffers and the landscape and visual mitigation zone must comprise a minimum of 40% of the Site area when the development is complete
- There are four highway connection points identified as well as an additional construction access point
- Pedestrian and cycle connections will be provided at each of the vehicular access points. Additional pedestrian connection points are to be provided from the eastern parcel to the adjacent Exemplar Scheme along the northwest and southwest boundaries along routes provided within the permitted Exemplar Scheme that are identified as being adopted by Oxfordshire County Council in the future
- Car and cycle parking for the development will be provided in accordance with the standards set out within the CDC Residential Design Guide (2018), and in consultation with Oxfordshire County Council.

## Multi-functional green space



## Access and movement



## Building footprints and building heights







**APPENDIX 6**  
**DEVELOPMENT PARAMETERS SCHEDULE AND PLANS**

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# Land at North West Bicester

## Development Parameters Schedule and Plans

Prepared by Barton Willmore LLP on behalf of Firethorn Developments Limited

April 2021  
(Amended November 2021, and December 2022)

# Land at North West Bicester

## Development Parameters Schedule and Plans

Prepared by Barton Willmore LLP on behalf of Firethorn Developments Limited

<b>Project Ref:</b>	31036/A3
<b>Status:</b>	Final Clean
<b>Issue/Rev:</b>	V6.1
<b>Date:</b>	16 <sup>th</sup> December 2022
<b>Prepared by:</b>	Hannah Leary
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Ref: 31036/A3/HL  
Date: 16 December 2022

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## **APPENDICES**

<b>APPENDIX 1</b>	<b>:</b>	<b>SITE LOCATION PLAN (Amended)</b>
<b>APPENDIX 2</b>	<b>:</b>	<b>DEVELOPMENT PARAMETER PLAN 1 - MAXIMUM BUILDING HEIGHTS AND FOOTPRINT (Further Amended)</b>
<b>APPENDIX 3</b>	<b>:</b>	<b>DEVELOPMENT PARAMETER PLAN 2 – GREEN SPACE (Further Amended)</b>
<b>APPENDIX 4</b>	<b>:</b>	<b>DEVELOPMENT PARAMETER PLAN 3 – ACCESS AND MOVEMENT (Amended)</b>

## **1.0 DESCRIPTION OF DEVELOPMENT**

1.1 Outline planning permission is sought for the following:

*"Outline planning application for residential development (within Use Class C3), open space provision, access, drainage and all associated works and operations including but not limited to demolition, earthworks, and engineering operations, with the details of appearance, landscaping, layout and scale reserved for later determination."*

## 2.0 DEVELOPMENT PARAMETER PLANS

2.1 The development approved pursuant to this outline planning application, and subsequent Reserved Matters Applications, shall comply with the following Development Parameter Plans (see **Appendices 2-4**):

- Plan 1 -Maximum Building Heights and Footprint (Rev. N)
- Plan 2 - Green Space (Rev. N)
- Plan 3 - Access and Movement (Rev. M)

2.2 The Reserved Matters Applications submitted pursuant to the grant of outline planning permission shall also comply with the Development Parameter text set out below.

### **3.0 LAND USES**

- 3.1 The development shall provide up to a maximum of 530 residential units (up to 50,000sq.m. (or 538,195sq.ft.)), in Use Class C3.



## 4.0 BUILT DEVELOPMENT AREAS

4.1 Built development footprint shall be restricted to the areas shown on **Development Parameter Plan 1**, with the exception of the categories below.

4.2 Within the areas of Multi-functional Green Space and the Landscape and Visual Mitigation Zone (See **Development Parameter Plan 2** and paragraph 7.5), there will be no residential built form, and no built development will be permitted other than:

1. SUDS;
2. Existing fluvial flood storage;
3. Surface water attenuation;
4. Structural planting;
5. Landscaping;
6. Land sculpting;
7. Artwork, sculptures, and signage;
8. Means of enclosure;
9. Footpaths and cycleways and their associated apparatus;
10. Utilities and apparatus;
11. Development related to open space and recreation, including play equipment, allotments, orchards, and edible landscapes;
12. Creations of roads (including driveways) and footpaths that may need to cross the Zones in order to provide connections for the built development; and
13. Creation of ecological habitats including wetland, wildflower meadows, scrub, species-rich grassland, woodland.

4.3 Within the areas of Retained Vegetation, which are located within the Multi-functional Green Space (See **Development Parameter Plan 2**), there will be no residential built form, and no built development will be permitted other than:

1. Some surface water drainage;
2. Informal footpaths and their associated apparatus;
3. Artwork, sculptures, and signage;
4. New planting and management of existing vegetation; and
5. Creations of roads (including driveways) and footpaths that may need to cross the Zones in order to provide connections for the built development (for retained hedgerows only);
6. Means of enclosure; and

7. Any works associated with the potential uses of any part of the woodland area for educational purposes whilst maintaining the natural feel and biodiversity of that woodland.

4.4 Within the Heritage Enhancement Zone (see **Development Parameter Plan 2**), no built development will be permitted other than:

1. Roadside tree planting, as long as it does not include species whose growth and canopies would dominate or interfere with long and middle-distant views of the Church tower;
2. Footpaths, highways, and driveways to access built development;
3. Signage, lighting, utilities, and apparatus, as long as they do not interfere with long and middle-distant views of the Church tower; and
4. Built development that acts to create a framing aspect of the Church tower. Overtly complex, ornate, or monumental architectural themes will need to be avoided to save distracting from the presentation of the Church tower.

## 5.0 BUILDING HEIGHTS & GROUND CONTOURS

- 5.1 The maximum height of structures and buildings are defined on **Development Parameter Plan 1** and are to be measured from the finished ground level, which is also controlled by **Development Parameter Plan 1**. Finished floor levels may vary +/- 2.0 metres.
- 5.2 The extent of excavation undertaken will need to take into account the hydrogeological setting of the development, ground water levels and the groundwater flow regime.
- 5.3 The extent of the parameter shown on **Development Parameter Plan 1** relates to the finished development ground level and does not include any construction or temporary works operations above or below the finished development level.

## **6.0 RESIDENTIAL ACCOMMODATION**

- 6.1 The range of residential accommodation within the development may extend from one-bedroom apartments to five bedroomed detached houses, and all formats in between.

## 7.0 GREEN SPACE

- 7.1 Green space includes: private gardens, landscaping, and structural planting; SUDS; ecological and natural areas; parkland; formal and informal recreation areas; orchards and edible landscapes; allotments; equipped and non-equipped play areas; wetlands and watercourses, water features; flood risk management areas; and natural areas (maintained or otherwise). Green space may be provided on any part of the site. The Multi-Functional Green Space will form part of the Green Space.
- 7.2 Green space (including the Retained Vegetation, buffers and Landscape and Visual Mitigation Zone shown on **Development Parameter Plan 2**) must comprise a minimum of 40% of the site area when the development is complete, with at least half of that green space being public.

### Retained Features

- 7.3 The woodland within the Retained Vegetation area shown on **Development Parameter Plan 2** shall be retained, except where there is a need to remove trees which are in poor condition and/or which represent a danger to the public, or to facilitate development (in agreement with the Local Planning Authority), or any works required to improve the overall structure and biodiversity value of the woodland.

### Green Space

- 7.4 When the development is complete, the Multi-Functional Green Space (**Development Parameter Plan 2**) shall be provided across the site to create joined up spaces, predominantly free from development, and will:
1. Allow humans and wildlife to cross the site in a north-south and east-west directions; in corridors where there will be no development other than that permitted under **Paragraph 4.2**;
  2. Retain or provide improved ecological conditions for wildlife; and
  3. Perform a drainage function.

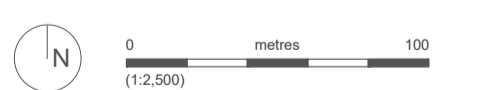
- 7.5 **Development Parameter Plan 2** shows the location of where the Multi-functional Green Space shall be located. This area shall be free from development (except in accordance with paragraph 4.2).

## 8.0 ACCESS AND MOVEMENT

- 8.1 The highway connection points – known as the Vehicular, Pedestrian and Cycle Connection Zone - from the site to the public highway will be made in the locations shown on **Development Parameter Plan 3**. There are five Zones identified.
- 8.2 Vehicular access to the Western Parcel is proposed from three locations. These include a simple priority junction located to the south of the existing bus gate and a simple priority junction located to the north of the existing bus gate. A further vehicular access will be provided from an extension to an existing access road provided within the permitted Exemplar Scheme and located approximately mid-way along the northern boundary of this parcel.
- 8.3 Vehicular access to the Eastern Parcel will be provided from an extension to an existing access road provided within the permitted Exemplar Scheme and located to the south of the existing bus gate.
- 8.4 Two temporary construction accesses are identified from the Eastern and Western Parcels directly to the B4100 Banbury Road (in the case of the latter to connect to the B4100 via the layby). These temporary access points are only proposed to be in place for the duration of the construction of these Parcels, expected to be up to 5 years.
- 8.5 No dedicated emergency vehicle access points are required due to the scale and layout of the proposed Application Site.
- 8.6 Pedestrian and cycle connections will be provided at each of the vehicular access points. Additional pedestrian connection points are to be provided from the Eastern Parcel to the adjacent Exemplar Scheme along the northwest and southwest boundaries along routes provided within the permitted Exemplar Scheme that are identified as being adopted by Oxfordshire County Council in the future.
- 8.7 Car and cycle parking for the development will be provided in accordance with the standards set out within the Cherwell Residential Design Guide (2018), and in consultation with Oxfordshire County Council.

**APPENDIX 1**  
**SITE LOCATION PLAN (AMENDED)**





- Application boundary 24.16 hectares
- Other land under the applicants ownership 0.03 hectares

Project  
Land at North West Bicester

Drawing Title  
Location Plan

Date	16/11/2021	Scale	1:2,500 at A1	Drawn by	LA	Check by	LA
Project No	1192	Drawing No	001	Revision	J		

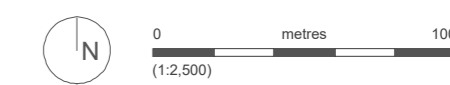
**APPENDIX 2  
DEVELOPMENT PARAMETER PLAN 1  
MAXIMUM BUILDING HEIGHTS AND  
FOOTPRINT (Further Amended)**

Application boundary 24.16 hectares

Built form up to 12 metres

Built form up to at 14 metres

Note: Heights are measured from finished ground level to the ridge of the roof. In residential areas incidental elements such as chimneys may exceed the ridge by up to 1.5 metres. Some re-modelling of the existing ground levels will be necessary to achieve appropriate development platforms. Finished floor levels may vary by +/-2 metres.



Project  
Land at North West Bicester

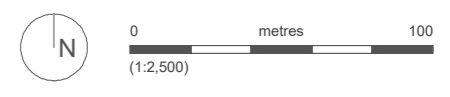
Drawing Title  
Development Parameter Plan 1: Maximum building heights and footprint

Date	Scale	Drawn by	Check by
13/12/2022	1:2,500 at A2	LA	LA
Project No	Drawing No	Revision	
1192	003	N	

**APPENDIX 3**  
**DEVELOPMENT PARAMETER PLAN 2 – GREEN SPACE (Further Amended)**



- Application boundary 24.16 hectares
- Multi-functional green space
- Retained vegetation
- ★ Indicative location of attenuation basin
- 10 metres hedgerow buffer
- 15 metres woodland buffer and bat corridor
- Heritage enhancement zone
- Landscape and visual mitigation zone



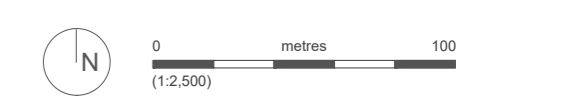
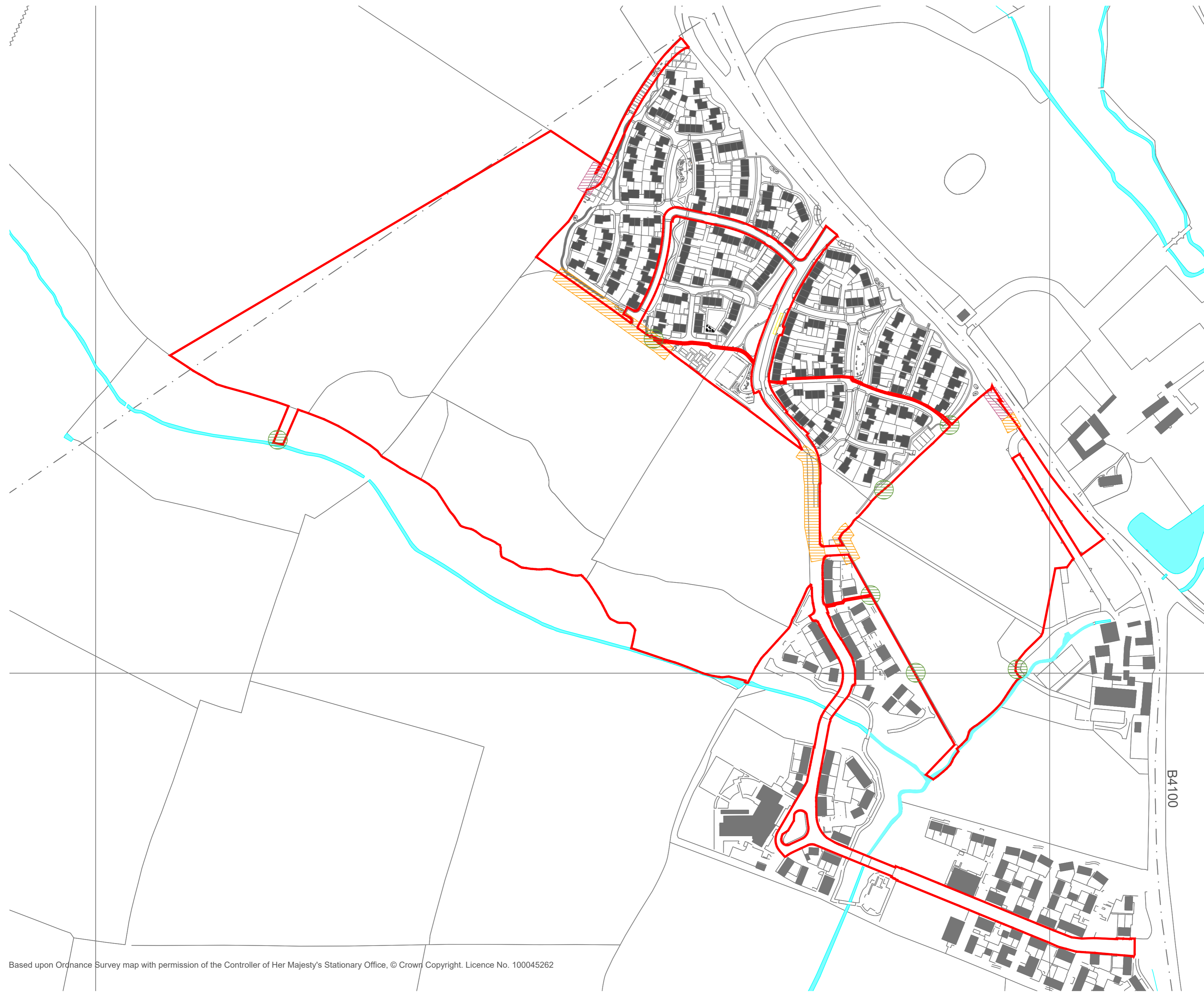
Project  
Land at North West Bicester

Drawing Title  
Development Parameter Plan 2 :  
Green Space

Date	Scale	Drawn by	Check by
13/12/2022	1:2,500 at A2	LA	LA
Project No	Drawing No	Revision	
1192	003	N	

**APPENDIX 4**  
**DEVELOPMENT PARAMETER PLAN 3 – ACCESS AND MOVEMENT**  
**(Amended)**

- Application boundary 24.16 hectares
- Vehicular, pedestrian and cycle connection zone
- Pedestrian and cycle connection - subject to adoption and/or future development proposals beyond the site boundary
- Temporary construction access zone



Project  
Land at North West Bicester

Drawing Title  
Development Parameter Plan 3 :  
Access and Movement

Date	Scale	Drawn by	Check by
28/03/2022	1:2,500 at A2	LA	LA
Project No	Drawing No	Revision	
1192	003	M	

**APPENDIX 7**  
**RELEVANT DEVELOPMENT PLAN POLICIES**



## CHERWELL LOCAL PLAN 2011 - 2031 PART 1

- PSD1: Presumption in Favour of Sustainable Development
- BSC1: District Wide Housing Distribution
- BSC2: The Effective and Efficient Use of Land – Brownfield land and Housing Density
- BSC3: Affordable Housing
- BSC4: Housing Mix
- BSC7: Meeting Education Needs
- BSC8: Securing Health and Well-Being
- BSC9: Public Services and Utilities
- BSC10: Open Space, Outdoor Sport and Recreation Provision
- BSC11: Local Standards of Provision - Outdoor Recreation
- BSC12: Indoor Sport, Recreation and Community Facilities
- ESD1: Mitigating and Adapting to Climate Change
- ESD2: Energy Hierarchy and Allowable Solutions
- ESD3: Sustainable Construction
- ESD4: Decentralised Energy Systems
- ESD5: Renewable Energy
- ESD6: Sustainable Flood Risk Management
- ESD7: Sustainable Drainage Systems (SuDS)
- ESD8: Water Resources
- ESD10: Protection and Enhancement of Biodiversity and the Natural Environment
- ESD13: Local Landscape Protection and Enhancement
- ESD15 - The Character of the Built and Historic Environment
- ESD17: Green Infrastructure
- Policy Bicester 1: North West Bicester Eco-Town
- Policy INF1: Infrastructure

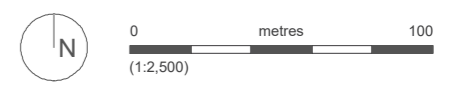
## CHERWELL LOCAL PLAN 1996 SAVED POLICIES

- TR1 - Transportation funding
- TR7 - Development attracting traffic on minor roads
- TR10 - Heavy Goods vehicle
- C28 - Layout, design and external appearance of new development
- C30 - Design Control
- ENV1 - Development likely to cause detrimental levels of pollution
- ENV12 - Development on contaminated land

**APPENDIX 8**  
**DEVELOPMENT PARAMETER PLAN 2 – GREEN SPACE**



- Application boundary 24.16 hectares
- Multi-functional green space
- Retained vegetation
- ★ Indicative location of attenuation basin
- 10 metres hedgerow buffer
- 15 metres woodland buffer and bat corridor
- Heritage enhancement zone
- Landscape and visual mitigation zone



Project  
Land at North West Bicester

Drawing Title  
Development Parameter Plan 2 :  
Green Space

Date	Scale	Drawn by	Check by
13/12/2022	1:2,500 at A2	LA	LA
Project No	Drawing No	Revision	
1192	003	N	

**APPENDIX 9  
APPELLANT'S DRAFT PLANNING CONDITIONS**

## **DRAFT SCHEDULE OF CONDITIONS**

### TIME LIMITS AND GENERAL IMPLEMENTATION CONDITIONS

1. No development shall commence on any phase until full details of the layout, scale, appearance, and landscaping (hereafter referred to as reserved matters) for that phase have been submitted to and approved in writing by the Local Planning Authority.

Reason - This permission is in outline only and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 5(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).

2. In the case of the reserved matters, application for approval shall be made for the first residential phase of development not later than the expiration of three years beginning with the date of this permission.

Reason - This permission is in outline only and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 5(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).

3. In the case of all other reserved matters, in respect of subsequent phases, application for approval shall be made not later than the expiration of ten years beginning with the date of this permission.

Reason - This permission is in outline only and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 5(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).

4. The development to which this permission relates shall be begun not later than the expiration of two years from the approval of the first residential phase reserved matter and for all subsequent phases two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last reserved matters to be approved for that phase.

Reason - This permission is in outline only and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 5(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).

5. Except where otherwise stipulated by condition, the development shall be carried out in accordance with the following approved plans and documents, or any subsequent replacement plans and documents submitted to and approved in writing by the Local Planning Authority:

- *[Insert list of approved plans/documents here – essentially the Parameters documents and the access plans]*

Reason - For the avoidance of doubt, to ensure that the development is carried out only as approved by the Local Planning Authority and to comply with Government guidance contained within the National Planning Policy Framework.

6. No more than 530 dwellings shall be occupied until the necessary consents and approvals are in place for the highways works shown on the following drawings, at the junction of the A4095 Howes Lane/Bucknell Road junction, and that those works are completed and are in operation:

- [Insert list of the approved drawings for the junction]

Reason – [To be inserted].

#### CONDITIONS REQUIRED TO BE COMPLIED WITH PRIOR TO THE SUBMISSION OF RESERVED MATTERS

7. Prior to, or at the same time as the submission of the first reserved matters application, a phasing plan covering the entire site the subject of this application, shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter each reserved matters application shall refer to a phase, phases, or part thereof identified in the approved phasing plan and development shall proceed in accordance with the approved phasing.

Reason: To ensure the proper phased implementation of the development and associated infrastructure in accordance with Policy Bicester 1, SLE4 and INF1 of the Cherwell Local Plan 2011-2031 and Government guidance contained within the National Planning Policy Framework. This information is required prior to commencement of any development as it is fundamental to the acceptability of the scheme.

8. With the exception of the approved Advanced Infrastructure Works, prior to, or at the same time as the submission of the first reserved matters application, a Site Wide Masterplan and Design Principles document shall be submitted to and approved in writing by the Local Planning Authority. The Masterplan and Design Principles document shall set out the key urban design principles for the site to include:

- Street hierarchy;
- Development edges and boundary treatments;
- Block structure;
- The identification of Character areas and their key features;
- Building heights, scale, form, materials palettes;
- Key views, vistas, landmarks; and
- Landscape character, landscape types, green infrastructure, amenity spaces, public open space, play areas including their distribution.

All reserved matters applications shall be made, and the development shall thereafter be carried out in accordance with the principles of the approved Masterplan and Design Code.

Reason: To secure the delivery of high-quality sustainable development in accordance with Government guidance contained within the National Planning Policy Framework and Policies Bicester 1 and ESD15 of the Cherwell Local Plan Part 1 2011-2031. This information is required prior to commencement of any development as it is fundamental to the acceptability of the scheme.

9. Before the commencement of any Advanced Infrastructure Works within a phase, an Advance Infrastructure Schedule detailing the Advanced Infrastructure Works for that phase shall be submitted to and approved in writing by the Local Planning Authority. Each Advance Infrastructure Schedule shall be accompanied by a written scheme of archaeological resource management which shall also be approved in writing by the Local Planning Authority. The Advance Infrastructure Works shall only comprise the following where required:

- Advance structural landscaping;
- Strategic drainage;
- Archaeological trial trenching and excavation;
- Boundary fencing;
- Ecological survey and mitigation measures;
- Earthworks;
- Formation of development platforms;
- Geotechnical assessment;
- Ground investigation (including an assessment of the suitability of land);

- Provision of new and (amendment to) existing highway infrastructure including roads, accessways, footways and cycle paths, and
- Strategic utilities provision including utilities diversions and reinforcements.

All such submissions shall be supported by plans at an appropriate scale, which show:

- The proposed works in context, both existing and proposed;
- Any temporary treatment including hard and soft landscaping, boundary treatment etc works associated with the works;
- A Construction Environmental Management Plan; and
- A Tree Survey and Protection scheme.

The works shall be implemented only in accordance with the details approved.

Reason: To allow early work to be undertaken to set out the infrastructure necessary to begin the development.

10. With the exception of the approved Advanced Infrastructure Works, prior to or alongside the submission of the first reserved matters application for each phase, a Biodiversity Net Gain (BNG) calculation for that phase shall be submitted to the Local Planning Authority. Each reserved matter application shall be accompanied by a statement setting out how the proposed development will contribute to achieving the site-wide BNG target, in order to ensure that whilst there may be variation in the BNG calculation on a phase-by-phase basis, the site-wide target is achieved upon completion of the scheme. The development shall be carried out in accordance with the approved Biodiversity Strategy.

Reason: To secure net biodiversity gain in accordance with Policies Bicester 1 and ESD10 of the Cherwell Local Plan 2011-2031 and Government guidance contained within the Eco Towns PPS and National Planning Policy Framework. This information is required prior to commencement of any development as it is fundamental to the acceptability of the scheme.

#### CONDITIONS REQUIRING INFORMATION TO BE SUBMITTED WITH RESERVED MATTERS

11. Each reserved matter submission for built development shall be accompanied by details showing how **the Future Homes Standard (as defined in XXXXXX)** has been used to inform the design process.

Reason: To secure the delivery of high-quality sustainable development in accordance with Government guidance contained within the National Planning Policy Framework and Policies Bicester 1 and ESD15 of the Cherwell Local Plan Part 1 2011-2031.

12. The development shall be carried out in accordance with the mitigation measures identified in the document titled 'Noise Assessment' dated 13<sup>th</sup> April 2021 prepared by Tetra Tech.

Reason: To ensure the creation of a satisfactory environment free from intrusive levels of noise in accordance with Saved Policy ENV1 of the Cherwell Local Plan 1996.

13. Prior to the occupation of the development, the parking and manoeuvring areas shall be constructed, laid out, surfaced, drained, and completed in accordance with the details hereby approved. The parking and manoeuvring areas shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter.

Reason: In the interests of highway safety and to comply with government guidance contained within the National Planning Policy Framework.

14. Each reserved matters application for a phase shall include full details of the means of footway and cycleway links between the land, the local highway network, and adjacent parcels. Thereafter, the means of footway and cycleway links for that phase shall be

**Commented [HL1]:** Or any such other standard or combination of standards to be agreed.



constructed in accordance with the approved timetable and retained in accordance with the approved details.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

15. Each reserved matters application for a phase shall be accompanied by a detailed Surface Water Drainage Scheme for that phase which sets out how it complies with the detailed surface water drainage scheme shall be in compliance with the approved Flood Risk Assessment. For each phase, the Surface Water Drainage Scheme shall be accompanied by details of the sizing of features and their attenuation volumes, infiltration in accordance with BRE365, detailed drainage layout with pipe numbers, SUDS and drainage calculations, plus a maintenance plan for all drainage features, which shall include timings of the implementation of the plan, long term objectives, management responsibilities, maintenance schedules and procedures for dealing with the failure of any part of the system. No development of a phase shall commence until the detailed Surface Water Drainage Scheme has been approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme and shall be maintained in accordance with the approved scheme of maintenance thereafter and in perpetuity.

Reason: To mitigate the risk of surface water flooding, protect water quality and biodiversity on the site in accordance with Government guidance contained within the Eco Town PPS and the National Planning Policy Framework. This information is required prior to commencement of any development on the appropriate phase as it is fundamental to the acceptability of the scheme.

16. There shall be no residential development or raising of existing ground levels within the areas identified in the 1 in 100 plus 'higher' change event, as shown in Appendix A of letter reference L01/205550D/NB dated 04 February 2022, from Vectos Limited.

Reason(s) To reduce the risk of flooding to the proposed development and to prevent flooding elsewhere.

17. The reserved matters application/s shall include details of the finished floor level of all residential units which shall be set at 300mm above the expected 1% annual probability flood level with the appropriate allowance for climate change.

Reason(s) To reduce the risk of flooding to the proposed development and future occupants.

18. Any reserved matters application which includes a new or amended crossing of a watercourse (excluding pedestrian) shall include a detailed Flood Risk Assessment and detailed design drawings of the crossing that demonstrates that there will be no increase in flood risk or adverse effect on flood flow up to and including an appropriate allowance for climate change.

Reason(s) To prevent flooding elsewhere by ensuring that there will be no impact on flood flows.

19. No development shall commence until a Wastewater Strategy, forming part of the Construction Environmental Management Plan, detailing how foul drainage will be managed both during and following construction, has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved.

Reason(s) To ensure the development does not cause deterioration of any water body in line with the river basin management plan.

#### PRE-COMMENCEMENT CONDITIONS

20. With the exception of the approved Advanced Infrastructure Works, no phase of development shall commence until a report has been submitted to and approved in writing by the Local Planning Authority outlining how carbon emissions from the construction process and

embodied carbon within that phase will be minimised. The phase of development shall thereafter be carried out in accordance with the approved report.

Reason: To ensure the development achieves a reduced carbon footprint in accordance with Policy Bicester 1 of the Cherwell Local Plan 2011-2031 and Government guidance contained within the Eco Towns PPS. This information is required prior to commencement of any development on the appropriate phase as it is fundamental to the acceptability of the scheme.

21. If contamination is found during the development/construction phase, a scheme of remediation and/or monitoring to ensure the site is suitable for its proposed use shall be prepared by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and submitted to and approved in writing by the Local Planning Authority. No development of the phase shall take place until the Local Planning Authority has given its written approval of the scheme of remediation and/or monitoring required by this condition.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy ENV12 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework. This information is required prior to commencement of any development on the appropriate phase as it is fundamental to the acceptability of the scheme.

22. The development hereby permitted shall not be commenced until such time as a pollution prevention scheme to dispose of contaminated surface water has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

Reason - Run off from roads and areas associated with lorry and car parking areas may contain elevated levels of contaminants. Drainage from these areas could contaminate controlled waters. Details of the surface water drainage arrangements which outlines how any contamination risks will be mitigated is required to ensure controlled water quality is protected as required by Policy ENV12 of the Cherwell Local Plan 1996 and Government guidance contained within the Eco Towns PPS and the National Planning Policy Framework. This information is required prior to commencement of any development as it is fundamental to the acceptability of the scheme.

23. With the exception of the approved Advanced Infrastructure Works, no development shall commence until the development site has been checked by a suitably qualified ecologist to ensure that there is no presence of protected species that have moved on to the site since the previous surveys have expired and which could be harmed by the development. Should protected species be found details of mitigation measures to prevent their harm shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed scheme.

Reason: To ensure the protection of protected species in accordance with Policies ESD10 and Bicester 1 of the Cherwell Local Plan Part 1 2011-2031 and Government guidance contained within the National Planning Policy Framework.

24. With the exception of the approved Advanced Infrastructure Works, no development shall commence on a phase until details of any existing hedgerow, or part thereof, to be removed, and proposals for creation of new compensatory hedgerow, have been submitted to and approved in writing by the Local Planning Authority. The compensatory hedgerow shall be provided in accordance with the approved details. If any tree or hedgerow shown to be retained is cut down, uprooted, or destroyed or dies, another tree or hedgerow shall be planted in the same place within the following planting season and that tree shall be of such a size and species as will be first agreed in writing with the Local Planning Authority.

Reason: To protect biodiversity and historic landscape features in accordance with Policies ESD10 and ESD15 of the Cherwell Local Plan 2011-201 and Government guidance contained within the Eco Towns PPS and the National Planning Policy Framework. This information is required prior to commencement of any development on the appropriate phase as it is fundamental to the acceptability of the scheme.

25. With the exception of the approved Advanced Infrastructure Works, no development shall commence on a phase until an Arboricultural Method Statement (AMS) undertaken in accordance with BS:5837:2012 and all subsequent amendments and revisions including a scheme for the provision of protective fencing, to prevent damage during construction, for the retained hedgerows, trees, woodlands, ponds and areas of green space within that phase, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, all works on the phase shall be carried out in accordance with the approved AMS with all tree protection erected prior to development commencing on that phase. If any tree or hedgerow shown to be retained is cut down, uprooted, or destroyed or dies, another tree or hedgerow shall be planted in the same place within the following planting season and that tree shall be of such a size and species as will be first agreed in writing with the Local Planning Authority.

Reason: To protect biodiversity and historic landscape features in accordance with Policy ESD10 of the Cherwell Local Plan 2011-2031 and Government guidance contained within the Eco Towns PPS and National Planning Policy Framework. This information is required prior to commencement of any development on the appropriate phase as it is fundamental to the acceptability of the scheme.

26. With the exception of the approved Advanced Infrastructure Works, no development shall commence on a phase until a Landscape & Habitat Management Plan (LHMP) for that phase detailing both management and monitoring proposals for green space (excluding building curtilages) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the LHMP shall be implemented in accordance with the approved details.

Reason: To secure net biodiversity gain in accordance with Policies Bicester 1 and ESD10 of the Cherwell Local Plan 2011-2031 and Government guidance contained within the Eco Towns PPS and National Planning Policy Framework. This information is required prior to commencement of any development on the appropriate phase as it is fundamental to the acceptability of the scheme.

27. With the exception of the approved Advanced Infrastructure Works, no development shall take place, including any works of demolition until a Construction Method Statement has been submitted to, and approved in writing by the Local Planning Authority. The statement shall provide for at a minimum:

- a. The parking of vehicles of site operatives and visitors;
- b. The routeing of HGVs to and from the site;
- c. Loading and unloading of plant and materials;
- d. Storage of plant and materials used in constructing the development;
- e. Location of any temporary soil stockpiles;
- f. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- g. Wheel washing facilities/ road sweeping;
- h. Measures to control the emission of dust and dirt during construction;
- i. A scheme for recycling/ disposing of waste resulting from demolition and construction works; and
- j. Delivery, demolition, and construction working hours.

The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason - To ensure the environment is protected during construction in accordance with Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework. This information is required prior to commencement of

any development as it is fundamental to the acceptability of the scheme.

28. No development shall take place (apart from the approved Advance Infrastructure Works) on the land identified for archaeological excavation until a Written Scheme of Archaeological Resource Management (WSARM) has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented only in accordance with the approved scheme(s) of resource management. This written scheme will include the following components, completion of each of which will trigger the phased discharging of the condition:

1. Mitigation details for the preservation in situ and management of archaeological sites and features that have been identified for protection;
2. Fieldwork in accordance with the agreed written scheme of archaeological resource management;
3. Post-excavation assessment (to be submitted within six months of the completion of fieldwork, unless otherwise agreed in writing with the Local Planning Authority);
4. Completion of post-excavation analysis, preparation of site archive ready for deposition at a store approved by the Local Planning Authority, completion of an archive report, and submission of a publication report (to be completed within two years of the completion of fieldwork, unless otherwise agreed in writing with the Local Planning Authority);
5. Programme of interpretation, public outreach, and community engagement.

Reason: To record and advance understanding of the archaeological resource which will be unavoidably destroyed as a consequence of the development and to secure the protection and management of archaeological remains preserved within the development, Policy 45 of the emerging Development Strategy Central Bedfordshire for Pre-Submission and Paragraphs 128, 132 & 139 of the National Planning Policy Framework (2012) (as amended).

29. With the exception of the approved Advanced Infrastructure Works, prior to the commencement of the development, a foul drainage strategy for conveyance and treatment, detailing any on and/or off-site drainage works, shall be submitted to and approved by the Local Planning Authority. No discharge of foul or surface water from the site for a specific dwelling shall be accepted into the public system until the drainage works for the relevant dwelling referred to in the strategy have been completed. No dwelling shall be occupied until the foul drainage has been provided in accordance with the approved strategy.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to treat and convey foul flows from the new development; and in order to avoid adverse environmental impact upon the community and water environment in accordance with Government guidance contained within the Eco Town PPS and the National Planning Policy Framework. This information is required prior to commencement of any development as it is fundamental to the acceptability of the scheme.

30. With the exception of the approved Advanced Infrastructure Works, prior to the commencement of a phase, a Site Waste Management Plan, targeting zero construction waste to landfill for that phase, shall be submitted to and approved in writing by the Local Planning Authority. The approved Site Waste Management Plan shall thereafter be implemented in accordance with the approved details.

Reason - to ensure the appropriate management of waste in accordance with Government guidance contained within the Eco Town PPS and the National Planning Policy Framework. This information is required prior to commencement of any development on the appropriate phase as it is fundamental to the acceptability of the scheme.

#### CONDITIONS REQUIRING APPROVAL OR COMPLIANCE BEFORE OCCUPATION

31. If remedial works have been identified in [Condition 23 - TBC], the development of the phase shall not be occupied until the remedial works have been carried out in accordance with the scheme approved under condition 23. A verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy ENV12 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

32. No part of the development hereby approved shall be occupied until confirmation has been provided that either:

- all water network upgrades required to accommodate the additional flows from the development have been completed; or
- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand in accordance with Policy ESD8 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance within the Eco Towns PPS and the National Planning Policy Framework.

33. Prior to the occupation of any phase of the development, a waste strategy, setting targets for residual waste levels, recycling levels and landfill diversion and which identifies measures to facilitate waste reduction and recycling for occupiers of that phase shall be submitted to and approved in writing by the Local Planning Authority. The waste reduction measures shall be implemented in accordance with the strategy.

Reason: To ensure the appropriate management of waste in accordance with Government guidance contained within the Eco Town PPS and the National Planning Policy Framework.

#### ONGOING REGULATORY CONDITIONS TO BE COMPLIED WITH AT ALL TIMES

34. No more than 530 dwellings falling within Use Class C3 shall be constructed on the site.

Reason: To ensure that the significant environmental effects arising from the development are mitigated, as set out in the Environmental Statement, and sustainable development is achieved in accordance with Policy Bicester 1 of the Cherwell Local Plan 2011-2031 and Government guidance contained within the National Planning Policy Framework.

35. No residential unit hereby permitted shall be occupied until that facility has been provided with service connections capable of supporting the provision of high-speed broadband from the building to the nearest broadband service connection outside the site.

Reason: To facilitate information provision to homes for energy monitoring, travel, and home working in accordance with Policy Bicester 1 of the Cherwell Local Plan 2011-2031 Government guidance contained within the Eco Towns PPS and National Planning Policy Framework.

36. All services serving the proposed development shall be provided underground unless details of any necessary above ground service infrastructure, whether or not permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), have first been submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of the development that they serve, the above ground services shall be provided on site in accordance with the approved details.

Reason - To ensure the satisfactory appearance of the completed development and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031, Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy

Framework.

37. Piling or any other foundation designs using penetrative methods within any area identified as being subject to risk from contamination shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater quality. The development shall be carried out in accordance with the approved details.

Reason: To ensure that piling or deep foundations do not mobilise any contamination which may be present on site in order to ensure that controlled water quality is protected as required by Policy ENV12 of the Cherwell Local Plan 1996 and Government guidance contained within the Eco Towns PPS and the National Planning Policy Framework.

38. If, during development of any phase, contamination not previously identified is found to be present then no further development of that phase (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy for that phase has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall detail how this unsuspected contamination shall be dealt with and written approval from the Local Planning Authority shall be obtained. The remediation strategy shall be implemented as approved.

Reason: To ensure that any unexpected contamination encountered is dealt with, such that it does not pose an unacceptable risk to controlled water quality as required by Policy ENV12 of the Cherwell Local Plan 1996 and Government guidance contained within the Eco Towns PPS and the National Planning Policy Framework.

39. The woodland and hedge buffers shall be retained in accordance with [drawing ref. 1192-003A Rev.J - TBC] (Multi-functional Green Space) unless otherwise agreed in writing by the Local Planning Authority and shall be maintained thereafter.

Reason: To protect biodiversity and historic landscape features in accordance with Policies ESD10 and ESD15 of the Cherwell Local Plan 2011-2031 and Government guidance contained within the Eco Towns PPS and National Planning Policy Framework.

40. No removal of hedgerows, trees or shrubs, shall take place between the 1st March and 31st August inclusive, unless the Local Planning Authority has confirmed in writing that such works can proceed, based on the submission of a recent survey (no older than one month) that has been undertaken by a competent ecologist to assess the nesting bird activity on site, together with details of measures to protect the nesting bird interest on the site.

Reason - To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy ESD10 of the Cherwell Local Plan 2011-2031 and Government guidance contained within the National Planning Policy Framework.

41. The residential development shall be constructed so as to meet as a minimum the higher Building Regulation standard for water consumption limited to 110 litres per person per day.

Reason: The site is located in an area of water stress and to comply with Government guidance contained within the Eco Town PPS and the National Planning Policy Framework.