



APPENDIX C

Pre-application Advice from OCC

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

Location: Land at Promised Land Farm, Wendlebury Rd, Bicester OX25 2PA.

Proposal: To discuss the access strategy and transport appraisal of the emerging development proposals for Land at Promised Land Farm, Bicester

Response date: *9th January 2019*

Application no: 18/CH0010/Preapp

Location: Land at Promised Land Farm, Wendlebury Rd, Bicester OX25 2PA.

Officer's Name: Jacqui Cox

Officer's Title: Infrastructure Locality Lead Cherwell & West

Date: 09 January 2019

Application no: 18/CH0010/Preapp

Location: Land at Promised Land Farm, Wendlebury Rd, Bicester OX25 2PA.

Transport Development Control

As you may be aware, Oxfordshire County Council is a consultee of the local planning authority and provides advice on the likely transport and highways impact of development where necessary.

It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless, the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

At this stage in the process, I set out the main issues/information that will need to be considered with the proposal, and these are:

Legal agreement required to secure:

An agreement will be required under Section 106 of the Town and County Planning Act 1990 to:

- Mitigate the developments local highway impact under Section 278 of the Highways Act 1980 to enable completion of off-site highway improvements.
- Provide infrastructure and contributions in line with Bicester Policy 10
- Make payment towards a workplace travel plan monitoring fees of £1240

Informatives:

Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. For guidance and information on road adoptions etc. please email the County's Road Agreements Team at roadagreements@oxfordshire.gov.uk

Detailed Comments:

Comments below are in response to both the transport pre-application enquiry made directly to OCC and the CDC pre-application (Ref: 18/00287/PREAPP).

Policy

In the Cherwell Local Plan under Policy Bicester 10: Bicester Gateway it states:

“Infrastructure Needs...

Access and Movement – M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks, including safeguarding land for future highway improvements to peripheral routes on this side of the town.”

Under Key site-specific design and place shaping principles it states:

- “Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the north, and, further to the north, Bicester Village retail outlet and Bicester town centre.
- Provision and encouragement for sustainable travel options as the preferred modes of transport rather than the private car, and provision of a Travel Plan. Good accessibility to public transport services should be provided for.
- Provision for safe pedestrian and cyclist access from the A41 including facilitating the provision and upgrading of footpaths and cycleways that link with existing networks to improve connectivity generally, to maximise walking and cycling links between this site and nearby development sites and the town centre.
- Accommodation of bus stops to link the development to the wider town.
- Maximisation of walking and cycling links to the adjoining mixed-use development at South West Bicester as well as the garden centre to the north.
- Contribution to the creation of a footpath network around Bicester.
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities.”

In Oxfordshire County Council’s Local Transport Plan 4, Policy BIC1 in the Bicester Area Strategy states:

“BIC1 – Improve access and connections between key employment and residential sites and the strategic transport system by:

- Continuing to work with Highways England to improve connectivity to the strategic highway. We will continue to work in partnership on the A34 and A43 strategies, as well as Junctions 9 and 10 of the M40 to relieve congestion
- Delivering effective peripheral routes around the town.

Southern peripheral corridor: provide a South East Perimeter Road to support the significant housing and employment growth in Bicester. In the longer term, link capacity issues along Boundary Way are assessed as being a major transport issue for the town. Land is safeguarded at Graven Hill for the section of road to the south of this site, joining the A41 at the Pioneer Road junction – this prevents development on the land that would be required, but does not remove the need for full assessment, justification and planning processes to be undertaken. This will need extending westwards to join the A41 north of M40 Junction 9. The preferred alignment for this extension has been approved as a connection from the Little Chesterton junction across to Graven Hill. The solution will also include a new link through the South East

Bicester development site from the A41 Pioneer Road junction up to Wretchwick Way, providing connectivity through the site, in particular for buses.”

At present the western section of the proposed South East Perimeter Road is not fully funded and so contributions towards this are required for mitigating Bicester Gateway’s proposals. Other future developments in the area would also be expected to contribute, as did Phase 1 (16/02586/OUT) of development at Bicester 10. The contribution amount will be determined following guidance in the Cherwell Developer Contributions SPD (February 2018)

In terms of provision for Public Transport, Policy BIC 2 states:

“BIC2 – We will work to reduce the proportion of journeys made by private car through implementing the Sustainable Transport Strategy by: Improving Bicester’s bus services along key routes and providing improved public transport infrastructure considering requirements for and integrating strategic development sites.

Bus connectivity improvements may be required at anticipated pinch points within the town as future developments come forward. This will include connections between North West Bicester and the town centre and consider the need for bus lanes along the A41 to connect with the Park and Ride scheme.”

Access and connectivity

Vehicular and principal pedestrian/cycle access is proposed to come off Wendlebury Road with a formation of a new 4-arm roundabout. The new roundabout would serve the Wendlebury Road (North and South arms), site access and the Vendee Drive roundabout link will form the east and west arms respectively.

The proposed Master Plan Site Layout illustrated by Drwg no. **18022-SK-002 Rev B**, which is indicative only shows footpaths alongside the development internal roads right up to the site access and frontage of the site along Wendlebury Road. Details of the infrastructure such as crossing points will be required at subsequent applications.

Although provision has been provided for those walking immediately out and into the site, the application needs to provide continuous pedestrian facilities/routes from the existing highway: directly towards the bus stops on the A41, and northwards along Wendlebury Road to its junction with the A41.

Wendlebury Road is a Sustrans cycle route (NCN51) and consideration will need to be given to how the development proposals would tie into the existing cycle and pedestrian infrastructure without compromising safety and operation of the NCN51, taking into account the increased volume of traffic. I suggest that the application considers a cycle infrastructure provision along the site frontage to mitigate for the increased traffic. A cycle and pedestrian link should also be provided directly into the proposed John Lloyd centre from Wendlebury Road, to minimise walking and cycling distance for users and staff, thereby encouraging sustainable travel.

For more information about the layout of developments, please see Oxfordshire County Council’s Walking and Cycling Design Standards which can be accessed at: <https://www.oxfordshire.gov.uk/cms/content/transport-development-control-tdc>

Conveniently located and secure cycle parking, catering for both staff and customers, should be incorporated into the design: These should be in accordance with OCC cycle parking standards for the different class uses as shown below.

Table 2		Cycle Parking Standards - Minimum Levels									
	Residential	Food Retail	Non Food Retail	A2 - Banks and Professional	B1 -Offices	B2 - General Industry	B8 Warehousing	D2 Assembly and Leisure	Cinema & Conference	Hotel and Guest Hse	Ho
Long stay/ employee/ resident	1 bed - 1 space; 2+ beds - 2 Spaces ***	1 stand per 12 staff *	1 stand per 6 staff *	1 stand per 12 staff **	1 stand per 150 sqm	1 stand per 350 sqm	1 stand per 500 sqm	1 stand per 12 staff **			
Visitor	1 stand per 2 units where more than 4 units	1 stand per 200sqm	1 stand per 200sqm	1 stand per 100sqm	1 stand per 500 sqm	1 stand per 500 sqm	1 stand per 1000 sqm	1 stand per 20 sqm	1 stand per 20 sqm	1 stand per 10 beds	1 stand per 10 beds
Notes											
a) where number of staff is not known:-											
* 1 staff per 50 sqm											
** 1 staff per 7 sqm											
*** b) Garages should be designed to allow space for car plus storage of cycles in line with the District Council's design guides where appropriate											
c) 1 stand = 2 spaces : The number of stands to be provided from the calculations to be rounded upwards. The preferred stand is of the 'Sheffield' type											

Traffic Impact

The scale of the proposed development will require a full transport assessment and travel plan to accompany any outline or full application. The traffic impact on the local network should be assessed within a full Transport Assessment, considering travel by all modes. Guidance on what to include in this can be found in Oxfordshire County Council's guide "Transport for new Developments: Transport Assessments and Travel Plans," that can be found in the following link: <https://www.oxfordshire.gov.uk/cms/content/travel-plans-statements-and-advice>.

A Transport Assessment Scoping Note – Additional Information (TASN-AI) document has been submitted in support of this pre-application. The TASN-AI aims to provide a forecast of the developments traffic on the local highway network where assessment is undertaken to predict trip generation and distribution, including access strategy.

TASN-AI

Paragraph 3.1 of the TASN-AI estimates the development to cover 37,000 sqm of employment floor area. It is reasonable to assume that 25 percent of the floorspace would be office ancillary to the principle use. However, I have failed to understand how this section has derived the 34,500 sqm and 2,500 sqm of B1(c) and B1(a) respectively from the initial 37,000 sqm. Clarification on this is required.

Table 1 is a summary of trip rates obtained after TRICS interrogation and Table 2 is the corresponding vehicular trip generation based on 35,000 sqm floor space. I am nonetheless concerned by the absence of the TRICS output in the appendix where the tables referenced above have been derived.

Cross references to Tables 7 and 8 need to be checked as they have been applied incorrectly in Para 3.7 and 5.1 of the TASN-AI.

Also, the trip generation has not given an estimation of the modal split of trips to the development site. This needs to be done, taken from 2011 Census journey to work data for workers of MSOA (Cherwell 015). It is agreeable to use census data for trip distribution for the site and we would suggest that the same is applied to the David Lloyds development for consistency especially if the argument of linked trips, diverted and pass-by trips is upheld.

Para 5.3 refers to a survey undertaken on similar David Lloyds establishments for which we shall require supporting evidence to be submitted. More clarity is also sought for the basis of assumptions made in Para 5.4.

- I do not think that 10 per cent of people would rather drive from within Bicester 10 allocation to yet again park at David Lloyds rather than leave their vehicles parked at work and walk if it is nearby.
- Also, the assumption that 14% of trips would be diverted from Bicester 4 allocation needs justification – as these would be additional trips onto Vendee Drive roundabout
- Is this 25% of the 54% mentioned in para 5.3? This would need to correlate with the distribution in terms of the origin of trips to work at the site. If 25% of all trips this is really high, as I expect a large proportion of people would be coming from Bicester itself.

Para 8.4 suggests that the proposed roundabout that would form access onto Wendlebury Road has already been capacity tested which has confirmed that traffic can be accommodated at the roundabout. Modelling results are hence required for this roundabout.

Scoping note

The pre-application planning report by Quod describes the development as provision of circa 37,000sqm of employment (Use Classes B1/B2/B8) floorspace, comprising circa 16,000 sqm of Use Class B1 floorspace. This is at odds with the Transport Scoping note, which describes it as 34,500m² B1(c) with ancillary office and 2,500m² B1(a). It must be shown in the Transport Assessment that a robust worst case for traffic generation can be accommodated on the network.

Wendlebury Road is part of the local rural road network and so access along it for traffic generated should be carefully investigated. The model appears to be utilising the A41 junction with Wendlebury Road for access to the site from traffic from the north via the LILO junction, past Bicester Avenue. Wendlebury Road from the A41 does not appear suitable to accommodate likely trips generated by this scale of development due to its width and apparent construction. For this to be acceptable, an upgrade of Wendlebury Road will be required between the A41/Wendlebury junction and the proposed site access. The upgrade shall be required to make it suitable for the increased traffic and also provision for pedestrian and cycle access.

The A41 from which the site is accessed is heavily trafficked. This was recognised by Bicester Village in their application for Phase 4 of their development, where they have proposed major highway improvements at and between the Esso roundabout and Pingle Drive junctions, as well as the provision of a Bicester Park and Ride facility.

Vendee Drive junction with A41 is nearing, if not at capacity, and so will be a key junction to assess and provide appropriate mitigation for. A stage 3 safety audit has recently been carried out for the junction now that the P&R is operational. Indeed, there have been a number of accidents at the A41/Vendee Drive roundabout in the last 5 years, mainly minor and near misses. Northbound vehicles appear to occasionally fail to give way to vehicles on the roundabout circulatory. Bicester Gateway is likely to generate up to 3,500 jobs, putting further pressure on this junction. The proposals for this phase are to deliver up to circa 1,070 jobs, in addition to the employment opportunities generated by the health and fitness centre, and so it is unclear whether there will be any further phases in the future, which will need to be clarified.

At our meeting on 14th December, we sought that the TA should have 2031 as the assessment year, with modelling scenarios to include an interim year as 2026. This would make us understand the situation in 2026 because it could be that some level of mitigation shall be required prior to the 2031 assessment year.

For 2031, OCC has provided traffic flows and turning movements from the recently updated Bicester highway model excluding Bicester 10 phase 2. This scenario does not include the SEPR and Eastern Perimeter dualling. (Previous versions did have 2031 scenario with SEPR/EPR dualling in place but they are not up to date).

It is also thought that using traffic flows and turning movements from a 2031 scenario that does include the SEPR and Eastern perimeter dualling should also be explored. For both of these scenarios, a model run without Bicester 10 phase 2 would need to be run, to produce traffic flows and turning movements for you to add your own traffic onto.

Depending on the site layout and position of buildings, it is likely that some part of the development shall be beyond the recommended walking distance to bus stops from new developments. The development will have to consider provision of a bus stop so that it can be served by a new bus service (preferably as an extension/link with the proposed new bus service to serve Bicester Office Park. This would only be possible if a single bus layby can be created on the southern side of the link road between the Vendee Drive/A41 roundabout and the proposed roundabout from which access shall be taken.

Other comments based on the indicative layout are:

- Vehicle swept path analysis will be required to demonstrate that delivery vehicles can enter and exit each individual unit in forward gear.
- Sufficient car parking will need to be provided to ensure that there is no overspill parking onto the adjacent roads or inappropriate parking into the Park and Ride site.
- The size of the parking spaces should be 2.5m x 5m. There should be 6m between rows of parking. There is no indication of circulation direction for larger units – there needs to be sufficient space for vehicles to pass one another.
- The proposals have not made any reference to the provision of cycle parking facilities. This must be included in subsequent applications in recognition of the potential for sustainable travel.

- The layout cannot be confirmed as acceptable until the drainage strategy is established, and therefore the size of any SUDS areas can be confirmed as acceptable. The site must not drain onto highway land.

Drainage

Oxfordshire County Council as the Lead Local Flood Authority (LLFA) would strongly object to the proposals if they were submitted as part of a full or outline application.

The majority of the site is shown to be in flood zone 3 and is also shown to be at risk of surface water flooding. A scheme to provide flood compensation is proposed which will need approval from the Environment Agency.

However the LLFA have significant concerns to the proposals as the compensation is being provided by significantly lowering the existing ground levels which are likely to be below existing groundwater levels.

Sustainable Drainage Systems (SuDS) are a requirement from the National Planning Policy Framework (NPPF) where proposed development is located in an area at risk of flooding; Development must only be considered in areas at risk of flooding if *“it gives priority to the use of sustainable drainage systems”* (NPPF Paragraph 103)

Therefore we will expect a surface water management strategy to be submitted to support the application which gives priority to an adequate sustainable drainage scheme in line with the CIRIA SuDS Manual C753.

To maximise the benefits of SuDS, C753 expects surface water management to be considered from the beginning of the development planning process and throughout – influencing site layout and design. The proposed drainage solution should not be limited by the proposed site layout and design.

Wherever possible, runoff should be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required. The proposed drainage should mimic the existing drainage regime of the site. Therefore we will expect existing drainage features on the site to be retained and they should be utilised and enhanced wherever possible.

The current proposals show existing ditches and an existing well established pond to be removed. The LLFA cannot support the removal of these features. The ditch that flows west to east through the site from the Wendlebury Road is likely to provide a drainage function for the highway drainage and potentially other offsite land. The existing drainage regime needs to be fully understood.

With the removal of the existing pond and ditches there will be a significant loss of existing biodiversity habitat which cannot be supported.

We will expect source control measures to be incorporated within the development wherever possible. The current proposals are proposing limited source control features and the attenuation is mainly being provided by a deep swale adjacent to the proposed flood plain. The proposed level is significantly below exiting flood levels and therefore will not be acceptable.

As well as addressing the above, the Surface Water Management Strategy will need to be developed in line with the Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire which can be found at the following link;

<https://www.oxfordshirefloodtoolkit.com/wp-content/uploads/2018/12/LOCAL-STANDARDS-AND-GUIDANCE-FOR-SURFACE-WATER-DRAINAGE-ON-MAJOR-DEVELOPMENT-IN-OXFORDSHIRE.pdf>

However, we cannot support the application until an adequate flood compensation scheme has been provided and approved by the Environment Agency, which demonstrates the development and proposed attenuation will be outside of the proposed flood plain and will not be compromised by the fluvial flood levels.

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 07 January 2019

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

District: Cherwell

Application No: 19/00069/PREAPP

Proposal: Follow UP Outline for Employment development (Use Classes B1/B2/B8) and Leisure Club (use class D2)

Location: Land Adj to promised Land farm Wendlebury rd Chesterton

Response date: 17th April 2019

Purpose of document

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a strategic response (if appropriate) and technical team response(s).

Where possible these comments contain:

- Advice on the feasibility of the location.
- Advice on what to include in a full application.
- Advice on the need for any pre-application surveying to be undertaken.

Disclaimer

Please note this advice represents the opinion of an Officer(s) of the Council only, which is given entirely without prejudice to the formal consideration of any planning application which may be submitted.

Application no: 19/00069/PREAPP

Location: Land Adj to promised Land farm Wendlebury rd Chesterton

Transport Development Control

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It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

At this stage in the process, I set out the main issues/information that will need to be considered with the proposal, and these are:

Legal agreement required to secure:

An agreement will be required under Section 106 of the Town and County Planning Act 1990 to:

- Mitigate the developments local highway impact under Section 278 of the Highways Act 1980 to enable completion of off-site highway improvements.
- Provide infrastructure and contributions in line with Bicester Policy 10
- Make payment towards a workplace travel plan monitoring fees of £1240

An agreement under Section 278 of the Highways Act 1980 would be required to enable the applicant to complete off-site highway works relating to the above mitigation measures.

Should the applicant wish to offer the access road leading from its junction with the A41 Oxford Road into the proposed car park for adoption as public highway, an agreement will be required under Section 38 of the Highways Act 1980 to enable the Local Highway Authority to adopt the access road.

Conditions:

Suitable planning conditions would be attached to subsequent planning applications which relate to the following areas:

- Vehicular and pedestrian access
- Drainage
- Accesses, layout, turning area and vehicular parking
- Turning area for service vehicles
- Cycle parking
- Travel plan

Detailed comments:

Access and connectivity

The site is accessed off Wendlebury Road which in turn is accessed via a left turn only in and out junction from the A41 Oxford Road, a strategic distributor road connecting Bicester with the A34 and M40.

A new 4-arm roundabout was agreed as part of the Bicester Gateway Phase 1 development and will form the main site access for both vehicles and pedestrians. Development of the new roundabout would however be carried out by Phase 2 development. Being mindful that this roundabout shall play an important role in gaining access to Phase 2 (as part of the access arrangement), its detailed layout and design must be agreed to prior to considering the development layout at outline application.

The new roundabout would serve the Wendlebury Road (North and South arms), site access and the Vendee Drive roundabout link will form the east and west arms respectively.

Wendlebury Road is a Sustrans cycle route (NCN51) and consideration will need to be given to how the development proposals would tie into the existing cycle and pedestrian infrastructure without compromising safety and operation of the NCN51, taking into account the increased volume of traffic. Development shall be expected to consider provision of cycle infrastructure along the site frontage to mitigate increased traffic. A cycle and pedestrian link should also be provided directly into the proposed John Lloyd centre from Wendlebury Road, to minimise walking and cycling distance for users and staff, thereby encouraging sustainable travel.

Options 7 and 8 have seen an introduction of another access off Wendlebury Road, to the north of the site to serve only the David Lloyd centre. This access has not made provision for pedestrians and none has been suggested other than expecting pedestrians wishing to visit/work at the facility to walk across the car park. It is suggested that a direct and safe walking facility is created off Wendlebury Road, between the DDA parking spaces and the racquet courts west of the centre.

For more information about the walking and cycling facilities within developments, please see Oxfordshire County Council's Walking and Cycling Design Standards which can be accessed at: <https://www.oxfordshire.gov.uk/cms/content/transport-development-control-tdc>

In summary, the following are required to provide safe and suitable access to the development:

- Detail of the roundabout including Wendlebury Road realignment must be agreed to prior to approving site layout.
- Upgrading of Wendlebury Road along the Bicester Avenue Garden centre frontage northwards. The carriageway narrows and there is no footway. The upgrading needs to include the following:
 - Carriageway strengthening and widening which currently is not suitable for the volume of traffic, even without HGV's.
 - Provision of continuous shared pedestrian /cycle infrastructure along Wendlebury Road as mitigation for the increased traffic impact on the national cycle routes.
- Public Transport – Agreement to contribute towards provision of a bus service to serve the site which shall include provision of a bus stop along the southern side of Vendee Drive (between Wendlebury Road and Vendee Drive roundabout)
- Parking restrictions on Wendlebury Road – signed S278 agreement prior to commencement, delivery prior to occupation of any part of the development.

- A direct pedestrian link between the DL site and Wendlebury Road

Other comments based on the indicative layouts are:

- Vehicle swept path analysis will be required to demonstrate that delivery vehicles can enter and exit each individual unit in forward gear.
- Careful balance in parking provision will have to be shown, between ensuring that the development has sufficient car parking so as not to overspill onto adjacent roads and provision of the right amount so as discourage car usage. Guidance of our parking standards must be utilised for the respective land uses.
- The size of the parking spaces should be 2.5m x 5m. There should be 6m between rows of parking. There is no indication of circulation direction for larger units – there needs to be sufficient space for vehicles to pass one another.
- The proposals have not made any reference to the provision of cycle parking facilities. This must be included in subsequent applications in recognition of the potential for sustainable travel.

Public Transport

Although the site access does not appear far from the nearest bus stop along the A41, it is thought that the lack of direct walking route would take parts of the site to distances beyond which are recommended. Demand for travel to/from work on-site can be expected to be almost entirely in the morning and peak hours.

It is thus thought that a need to extend a local bus service to/from this site during the major peak times is reasonable to which a contribution towards the service shall be sought. The additional service would directly benefit employees and visitors by providing direct bus services from parts of Bicester closer to the site. Contributions are therefore required to cover the estimated cost of extending a local bus service from at least one residential area (for example from the North West) to/from this site during the main journey to work times.

To make the service sufficiently attractive, a single bus stop is considered necessary to be positioned along the southern side of Vendee Drive (between the proposed new roundabout and Vendee Drive roundabout).

Transport Assessment

The scale of the proposed development will require a full transport assessment and travel plan to accompany any outline or full application. The traffic impact on the local network should be assessed within a full Transport Assessment, considering travel by all modes. Guidance on what to include in this can be found in Oxfordshire County Council's guide "Transport for new Developments: Transport Assessments and Travel Plans," that can be found in the following link: <https://www.oxfordshire.gov.uk/cms/content/travel-plans-statements-and-advice>.

For robustness, OCC's preference would have been that a single TA for the full site (Bic 10 allocation site including the additional land currently occupied by the poultry farm) is carried out to consider the traffic impacts of the entire site rather than assessing them separately. However, should application for development on the poultry farm site be presented separately and at a later date, then a Full Transport Assessment shall be required to accompany its application and will have to consider the Bic 10 site as committed development.

The proposed mix of B1 uses on site, with or without the class use D2 facility will give rise to a range of traffic generation scenarios based on the preferred option which shall be reviewed at outline/full application.

Should the application consider options that include the D2 facility, then the access to David Lloyds from Wendlebury Road shall require capacity assessment too.

Policy

The development falls within the policy area of Bicester Policy 10 within Cherwell District Council's Local Plan, which states, relative to this site:

“Infrastructure Needs...

Access and Movement – M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks, including safeguarding land for future highway improvements to peripheral routes on this side of the town.”

Under Key site-specific design and place shaping principles it states:

- “Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the north, and, further to the north, Bicester Village retail outlet and Bicester town centre.
- Provision and encouragement for sustainable travel options as the preferred modes of transport rather than the private car, and provision of a Travel Plan. Good accessibility to public transport services should be provided for.
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Southern peripheral corridor: provide a South East Perimeter Road to support the significant housing and employment growth in Bicester. In the longer term, link capacity issues along Boundary Way are assessed as being a major transport issue for the town. Land is safeguarded at Graven Hill for the section of road to the south of this site, joining the A41 at the Pioneer Road junction – this prevents development on the land that would be required, but does not remove the need for full assessment, justification and planning processes to be undertaken. This will need extending westwards to join the A41 north of M40 Junction 9. The preferred alignment for this extension has been approved as a connection from the Little Chesterton junction across to Graven Hill. The solution will also include a new link through the South East Bicester development site from the A41 Pioneer Road junction up to Wretchwick Way, providing connectivity through the site, in particular for buses.”

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Officer's Name: Rashid Bbosa
Officer's Title: Senior Transport Planner
Date: 4th April 2019

Application no: 19/00069/PREAPP

Location: Land Adj to promised Land farm Wendlebury rd Chesterton

Archaeology Schedule

Recommendation:

Comments

Comments:

The site is located in an area of considerable archaeological interest immediately north of the scheduled monument of Alcester Roman Town (SM18). The line of the Roman Road heading north out of the Roman Town towards Towcester (Margaery Road 160a, forms the western boundary of the proposed site. An area of Middle Iron Age through to Roman settlement was recorded 80m west of the site during roadworks for the A41 in the 1990s. Further evidence of Iron Age and Roman settlement was recorded immediately west of the proposed development site during an archaeological evaluation ahead of Phase 1 of this project. This area of settlement has been preserved in situ.

An archaeological evaluation was undertaken ahead of the construction of the Chicken Farm which recorded a series of Roman drainage ditches. These deposits were waterlogged and contained well preserved organic remains including rare preserved wooded artefacts. A series of earthworks identified across the site from aerial photographs and Environment Agency Lidar images follow the alignment of these Roman ditches and could therefore be of Roman date.

We previously gave archaeological advice for an earlier pre-application request for this site under the reference number 18/00287/Preapp where we recommended that an archaeological evaluation would be required ahead of the determination of any planning application. This archaeological evaluation has now been undertaken for the site which did record a number of archaeological deposits. This evaluation was however constrained by the ingress of ground water. The results of this evaluation have only just been submitted to us for our comments.

Once agreed the report should be incorporated into a desk based assessment which will need to examine the significance of these archaeological features identified on the site and in context of features recorded within its environs. The desk based assessment will also need to assess the impact of this development on the significance of these assets and on the setting of the scheduled monument.

Both of these reports will need to be submitted along with any planning application for the site in order that the significance of any impact on surviving heritage assets can be assessed as set out in the National Planning Policy Framework (2018).

Officer's Name: Richard Oram

Officer's Title: Planning Archaeologist

Date: 15 April 2019

Application no: 19/00069/PREAPP

Location: Land Adj to promised Land farm Wendlebury rd Chesterton

Minerals & Waste Planning Schedule

Recommendation:

No Objection but the following comments should be taken into account.

Comments:

This site is within 400m of Bicester Sewage Treatment Works (STW). This is a safeguarded waste management site in the adopted Oxfordshire Minerals and Waste Local Plan: Part 1 Core Strategy, 2017 (policy W11 and Appendix 2). This safeguarding should be taken into account in the preparation and determination of any planning application for the proposed development, to ensure that the operation of and any further waste management development at the existing sewage treatment works are not prejudiced by the proposed development. This is also in accordance with the NPPF, paragraph 182 regarding new development that could have a significant adverse effect on an existing business or community facility.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached: None

Officer's Name: Peter Day

Officer's Title: Principal Minerals & Waste Policy Officer

Date: 27 March 2019
