

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

**District:** Cherwell

**Application no:** 21/01224/OUT

**Proposal:** Outline planning application for Automotive Experience Quarter comprising Commercial, Business and Services uses (Class E), Light Industrial (Class B2), Local Community and Learning Uses (Class F) and vehicle circuits (Sui Generis) with all matters reserved aside from that of access).

**Location:** Land at former RAF Bicester, Bicester, Oxfordshire

**Response date:** 26th May 2021

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

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## **General Information and Advice**

### **Recommendations for approval contrary to OCC objection:**

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

### **Outline applications and contributions**

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

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

### **Where a S106/Planning Obligation is required:**

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

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

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

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

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

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### **Strategic Comments**

The site falls within an area of land allocated as Strategic Development: Bicester 8 – Former RAF Bicester, in the Adopted Cherwell Local Plan 2011-2031. It also lies within the Stratton Audley Neighbourhood Plan Area, designated June 2013.

Policy Bicester 8 supports heritage tourism uses, leisure, recreation, employment and community uses, as well as the development of hotel and conference facilities. The application should accord with the approved Planning Brief for the site and take account of the Bicester Masterplan.

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

**Officer's Name: Jacqui Cox**

**Officer's Title:** Infrastructure Locality Lead

**Date:** 24 May 21

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**Application no: 21/01224/OUT**

**Location:** Land at former RAF Bicester, Bicester

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## **Transport Schedule**

### **Recommendation:**

Objection for the following reasons:

- The application fails to demonstrate that safe and suitable access will be provided for all users as required under the NPPF.
  - Vehicle tracking is required to demonstrate the safety and suitability of the proposed access arrangements.
  - Further information is required of the nature of the proposed use of the secondary Experience Centre access from Bicester Road to demonstrate the arrangements are suitable.
  - The proposed facilities for pedestrian and cycle access to the Brand Experience Centre are substandard and are lacking entirely for access to the lake.
- OCC Public Rights of Way raise an objection on the basis that the proposals do not make provision for improved public rights of way or public access within the site.

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

### S106 Contributions

<b>Contribution</b>	<b>Amount £</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Highway works 1	TBC		Baxter	Upgrade to the B4100 Banbury Road / A4095 Southwold Lane / A4095 Lords Lane roundabout junction
Highway works 2	£386,098	February 2021	Baxter	Improved connections between the site, Bicester's train stations and the town centre.
Strategic Transport Contribution	£283,201	February 2021	Baxter	Strategic Transport Infrastructure improvements outlined under Policy BIC 1 of the

				Local Transport Plan 4 – Dualling of Eastern Perimeter Route, Skimmingdish Lane section.
Public transport services	£900,000	May 2021	RPI-x	‘Bus failure’ style arrangement <b>to be used only if the bus service to Buckingham Road falls below twice- hour within the first 10 years of opening.</b>
Traffic Reg Order (if not dealt with under S278/S38 agreement)	£6,380 (£3,190*2)	April 2020	RPI-x	<ul style="list-style-type: none"> <li>– For the mandatory left-turn egress at the site access junction</li> <li>– For a 40mph speed restriction on Buckingham Road up to Bicester Road</li> </ul>
Travel Plan Monitoring	£2,379	December 2020	RPI-x	To enable the Framework Travel Plan to be monitored for a period of 5 years following occupation.
Public Rights of Way	£10,000	May 2021	Baxter	Improvements to the public rights of way in the vicinity of the development <ul style="list-style-type: none"> <li>– in the ‘impact’ area connecting to the site</li> </ul>
<b>Total</b>				

### **Key Points:**

- The proposals for pedestrian and cycle access to the site are inadequate, do not meet standards of the LTN 1/20 and would not serve to encourage sustainable travel to the development.
- The development is likely to lead to an increase in visitors to the lake area, however there are no pedestrian facilities along Bicester Road where access to the lake is to be taken. This could potentially be overcome through improved public access route(s) through the site.
- It is unclear exactly what level of usage of the secondary ‘servicing and emergency’ access from Bicester Road is expected. Should this access be the

primary servicing access and / or used for larger vehicles, it is likely that further improvements to the access junction would be required.

- Vehicle tracking is required at all junctions to demonstrate that the largest vehicles anticipated to require access to the site can safely and easily enter and exit.
- In light of the points above, it is not considered that the current proposals demonstrate safe and suitable access for all users at this time.
- The proposals are leisure-based with visitors likely to travel to and from the site from Bicester's rail stations. Improved connections to these stations and Bicester town centre are required.
- The mitigation schemes put forward are required to partly offset the vehicle traffic impact of the development, which would generate fairly significant volumes of additional traffic onto a network that is nearing capacity. There also needs to be a focus on enhancing sustainable transport connections to the site.
- The proposal provides no assessment or provision for public rights of way and public access in a way that helps deliver public access benefit to address the impacts of the cross-site public rights of way stopped up pre-war. The site should be made part permeable by reconnecting Public Rights of Way.
- A Construction Traffic Management Plan would be required.
- A Travel Plan monitoring fee would be required.
- Financial contributions are sought towards strategic highway improvements, and the Banbury Road roundabout junction improvement scheme.
- A financial contribution is sought towards pedestrian and cycle improvements between the site and Bicester town centre / rail stations.
- OCC Public Rights of Way request that the site be made part-permeable through the reinstatement of Public Rights of Way connection that was cut off pre-war.

### **Comments:**

#### **Policy**

It is considered that the following policies (not exclusive) are particularly relevant to this application:

#### **National Planning Policy Framework (NPPF)**

Revised NPPF para 108:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

(a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

(b) safe and suitable access to the site can be achieved for all users; and

(c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

Revised NPPF para 103:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

### Cherwell District Council

Cherwell Local Plan Policy SLE 4: Improved Transport and Connections:

“The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections... New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development.

All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development, and which have a severe traffic impact will not be supported.”

The Cherwell District Council Infrastructure Development Plan supporting the Cherwell Local Plan states that, for Skimmingdish Lane dualling and signalisation of junctions, the improvements to strategic highway capacity are prioritised as critical in the medium to long term.

### Oxfordshire Local Transport Plan 4 (LTP4)

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 04:



“Oxfordshire County Council will prioritise the needs of different types of users in developing transport schemes or considering development proposals, taking into account road classification and function/purpose, the characteristics and function of the place and the need to make efficient use of transport network capacity.”

Policy 17:

“Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport”

The [Active & Healthy Travel Strategy](#) within OCC’s [Connecting Oxfordshire: Local Transport Plan 2015-2031](#) states that:

“Developers must demonstrate through master planning how their site has been planned to make cycling convenient and safe, for cyclists travelling to and from major residential, employment, education, shopping and leisure sites within 5-10 miles, and also within and through the site.” (paragraph 3.28, p.12)

Further to this, the [Bicester Area Strategy](#) refers to the [Bicester Sustainable Transport Strategy](#), which recommends pedestrian and cycling improvement schemes for the town.

Any walking and cycling schemes developed should follow the [LTN 1/20](#) and guidelines in the [Oxfordshire Walking and Cycling Design Standards](#) and [Residential Road Design Guide](#).

Oxfordshire County Council’s Local Transport Plan 4 Bicester Area Strategy includes proposals for improvements to the Eastern Peripheral Corridor to which the site connects. 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... ..delivering effective peripheral routes around the town.

Eastern peripheral corridor: upgrade to dual carriageway on the A4421 between the Buckingham Road and Gavray Drive to complement the transport solution at the railway level crossing at Charbridge Lane and facilitate development in the area. This scheme will improve the operation of this section of the eastern perimeter road and enhance the integration of the North East Bicester Business Park site with the rest of the town. This will include improvements to the Buckingham Road / A4221 junction to provide the necessary capacity for the additional trips generated from nearby

employment and residential development, as well as support the heritage tourism development of the neighbouring Former RAF Bicester site.”

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.”

Bicester Area Strategy Policy Bic 4:

“To mitigate the cumulative impact of development within Bicester and to implement the measures identified in the Bicester area transport strategy we will secure strategic transport infrastructure contributions from all new development”

The Bicester Area Strategy also focuses on active travel within Bicester and how a greater emphasis will be placed on walking and cycling as the town continues to grow:

“Complementary investment in the town’s bus, walking and cycling network will have an essential role in accommodating growth, encouraging sustainable travel choices, and raising the quality of the environment ... need for a significant increase in the proportion of trips to be made by public transport, cycling and walking if the anticipated level of growth is to be accommodated”.

[Bicester Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#) was adopted in 2020 and provides a comprehensive vision for active travel in Bicester. It builds on the Bicester Area Strategy and strengthens the Council’s position when seeking external funding sources (including developer contributions) for new walking and cycling improvements.

The Bicester LCWIP sets out that in order to accommodate all of the forecast growth in and around the town, significant improvements to walking and cycling infrastructure are required to allow for at least a 200% increase in cycling trips and a 50% increase in walking. Without such a modal shift away from single occupancy car use, the network in and around Bicester would not be able to accommodate the cumulative impact of the forecast growth.

## **Accessibility**

The TA acknowledges that the proposals will constitute a major employment and leisure site of strategic scale within a short distance to Bicester and numerous other large-scale schemes coming forward throughout the town. The TA references that Bicester has been awarded 'Healthy New Town' status and outlines that the site is within close proximity to a significant housing supply within Bicester, making sustainable travel to the site far more likely.

However, the existing cycle facilities to the site are substandard particularly between the development site and town centre, and in some places are lacking altogether. This does not serve to exploit opportunities for sustainable travel to the site.

In this context and that of the numerous policies outlined above, OCC has previously stated that for a development of this scale and impact, we would expect to see significant improvements to walking and cycling routes between the site, Bicester town centre and the rail stations. Cycle facilities between the site and the town centre, along Buckingham Road, are lacking and this is an area that has been highlighted as needing improvement in order to accommodate this development.

Given that the proposed development is leisure-based and with a proportion of visitors likely to arrive by train or combining a visit with other attractions in the town, it is vital that the development is well connected with the town and its stations. This major impact site will bring with it an increased demand on transport links between the site and Bicester town centre, mainly via Buckingham Road. Good quality pedestrian and cycle infrastructure is therefore essential to offer a genuine and attractive alternative to car travel for many staff and also for a number of visitors.

Other recent strategic-scale development sites within and around Bicester have all been required to significantly improve sustainable transport connections to the site in order to ensure that the development sites are sustainable and that walking, and cycling are made as convenient and safe as possible.

The county council considers that, for a development of this scale, it must be demonstrated how sustainable transport connections between the site and the town centre and stations will be improved, leading to an increase in walking and cycling to the site, as required under planning policy SLE 4.

The primary link between the application site and the town centre is via Buckingham Road, and this forms part of Bicester's 'central corridor' as well as LCWIP Category C 'high traffic route' BR10. Category C scheme are considered the bare minimum of what must be achieved for active travel in Bicester and as such the applicant would be expected to contribute towards improvements along this key route.

Should the Local Planning Authority be minded to grant planning permission, the county council seeks a contribution of £386,098 (February 2021 prices) towards improved pedestrian and cycle connections between the site, Bicester's train stations and the town centre.

### Access

The primary access to the development site is proposed to be taken from Buckingham Road, with a secondary emergency and servicing access taken from Bicester Road, and a third access for lake users also to be taken from Bicester Road - to the east of the secondary access.

Recently permitted developments on the wider Bicester Motion site are to provide sections of footway / cycleway on the eastern side of Skimmingdish Lane, up to the Bicester Motion Hotel site access.

However, this proposal does not propose a continuation of that footway / cycleway up to the new access. The only pedestrian connection proposed for this development is a short section of footway to the north of the access junction and a tactile crossing to take visitors to the western side of Skimmingdish Lane. This does not follow the desire line towards Bicester or the nearest bus stops and requires visitors to cross what is currently a 50mph road. This would also require visitors to cross three junctions in order to access the southbound bus stop, with the location of crossing points requiring pedestrians to take an inconvenient detour.

Pedestrian and cycle infrastructure must be direct and continuous in order to increase walking and cycling mode shares and infrastructure requirements must be provided in line with latest standards set out in the OCC walking and cycling design guides and the LTN 1/20. Good quality pedestrian and cycle infrastructure would serve to offer a genuine and attractive alternative to car travel for many staff and also for some visitors.

Furthermore, there are no existing footways or cycleways up to and along Bicester Road which would provide safe and suitable pedestrian and cycle access for lake users and nor are any proposed in this application. The application is likely to result in an increase in visitors to the lake and therefore safety improvements are required. This could potentially be overcome through the provision of improved public access / public rights of way, potentially around the perimeter of the site as per the Public Rights of Way comments below.

Vehicle tracking has not been provided for any of the proposed / reinstated junctions and this is required in order to demonstrate that the largest vehicles likely to require access to the site can safely and easily enter and exit the site. These details are also required in order to demonstrate safe and suitable access.

Vehicle tracking may well show that the proposed accesses from Bicester Road, which appear to be vehicle crossovers, may need further improvements.

It is not clear what the servicing requirement for the site is to be, how frequently the access from Bicester Road is going to be used, or whether all servicing vehicles will be required to use that access. However, should this access be used for significant servicing requirements and for larger vehicles, a full bellmouth junction may be required. These details should be provided.

In light of the comments above, the Highway Authority considers that the application does not demonstrate safe and suitable access to the site for all users, as required under the NPPF and objections to the application as it currently stands.

The main site access junction is again proposed to accommodate all movements in, but only left-turners out. This means that those leaving the site wishing to head north on the A4421 would need to turn at the Skimmingdish Lane roundabout, c.675m to the south. It is unclear whether a junction allowing all movements has been considered and if so, why this has been discounted. A TRO would be required to enforce the left-turn exit from the site and the junction would need to be designed to prevent right-turns.

The recent Bicester Motion hotel application has an obligation to pay a TRO fee for the reduction of the speed limit along the stretch of Buckingham Road between the Skimmingdish Lane roundabout and the Bicester Road junction. This would also be required for this current application. Therefore, a TRO fee is sought from this development should it progress ahead of the hotel development.

I note that visibility splays extend over Bicester Motion land. Non-highway land within these visibility envelopes will need to be dedicated as highway land.

### Public Transport

The site access is c.250m as the crow flies from the nearest bus stops, which are to be installed under the Bicester Heritage Hotel application. However, as there is no connecting footway proposed on the eastern side of Buckingham Road, and since the proposed crossing point from the site access is c.135m to the north of the site access, accessing those bus stops involves a 270m detour to cross Buckingham Road. Furthermore, in order to access the southbound bus stop, visitors would need to cross Buckingham Road twice as well as Thompson Drive. This further evidences why a connecting footway on the eastern side of Buckingham Road is required.

Service X5 currently operates once per hour, seven days per week, between Bedford, Milton Keynes, Buckingham, Bicester and Oxford. The service no longer operates to/from Cambridge.

Discussions with the operator has identified the operator's intention to restore the 30-minute frequency service with effect from June 2021. However, as a long distance inter-urban service, its future cannot be guaranteed – particularly with the forthcoming provision of the new East West Rail service on a comparative corridor.

As detailed in section 5.2 of the TA, the trip generation to/from this site is likely to be significant with an estimated 400,000 visitors per annum (equivalent to 1,095 per day), and that approximately 200 FTE staff will work on the site. As Table 5.2 states, visitors are likely to arrive and depart throughout all daytime hours and therefore it is important that an effective public transport service is available.

The minimum level of service that should be available to this development is every 30 minutes, seven days per week, during the hours of operation of the site. It is anticipated that this would be the case currently, however the Council wishes to have some certainty over this going forward.

Consequently the Council seeks an undertaking that should the bus frequency fall below every 30 minutes at any time during the hours of operation at the site, funds will be made available to restore that level of service up to a maximum of £900,000 (which is the cost of one additional vehicle for 8 years). This could be for restoration of a 30-minute frequency on service X5 or for provision of a dedicated additional bus between the site and Bicester town centre.

This may also include additional journeys at certain times of day where the centre is open and the 30-minute frequency is not provided.

The daily trip rates for the Bicester Motion site as a whole are considered to be broadly equivalent to that of a substantial new residential community and this should be reflected in the public transport provision to be offered. It is merely good fortune that a reasonable level of service currently exists, and this contribution will seek to ensure that this can be maintained.

The period during which the Council can call on the additional funds should be up to 10 years from the date the facility opens to the public.

### Traffic Impact

The TA sets out that the proposed development is likely to generate a fairly significant amount of additional peak-hour traffic (201 additional two-way movements in the AM peak and 195 in the PM peak). The methodology used for predicting the number of trips and their origins / destinations (trip distribution) is accepted.

The TA has highlighted that mitigation schemes at three junctions will be required in order to achieve a 'nil-detriment' scenario. These mitigation schemes are over and

above those schemes already committed from previous applications at the Bicester Motion site.

The proposed mitigation scheme at the Skimmingdish Lane / Buckingham Road roundabout junction does not offer significant benefit and some arms of the mitigated junction still operate slightly worse than under the reference case (without development) scenario, albeit not by an amount that would be considered 'severe'.

It is noted that there is a prerequisite for mitigation works at this junction as a result of previously consented schemes at the wider Bicester Motion site. The county council therefore considers that the additional mitigation works proposed under this application can be delivered at the same time as those works in order to limit the number of works taking place at these same junctions to avoid unnecessary disruption to the highway network.

An agreement is therefore required on an approach to delivering the required mitigation required for all these developments while limiting the impact of works at these junctions.

The mitigation works will be required prior to the occupation of the development at the Skimmingdish Lane / Buckingham Road roundabout and at the Buckingham Road (A4421) / Bicester Road junction (to Stratton Audley).

As noted in the TA, the county council is collecting developer funding contributions towards a mitigation scheme for the B4100 Banbury Road / A4095 Southwold Lane / A4095 Lords Lane roundabout junction. Therefore, rather than the developer implementing a smaller scale 'nil-detriment' mitigation scheme, it is considered fair that a financial contribution to the equivalent value of the cost of the proposed mitigation scheme is made towards the larger-scale mitigation scheme that OCC is collecting towards.

It is noted that the mitigation proposed in the TA is focused on mitigating the impact of the development that would primarily be faced by motor vehicles, rather than any significant improvement for those who travel sustainably. It is clear that even with the proposed mitigation schemes these nearby junctions are nearing, or are at, capacity.

While I agree that the development does need to mitigate its impact on these junctions, as stated above, there also must be a focus on providing for improved alternatives to car travel which would go further toward mitigating the impact of the development for all road users and increasing accessibility to the site.

### Strategic Transport Contributions

Provision of strategic transport infrastructure for Bicester, as set out in the Cherwell Local Plan and Local Transport Plan 4 is necessary to satisfactorily accommodate the increased demand on highway infrastructure arising from proposed development.

Without improvement of infrastructure the severe congestion impacts of cumulative development would not be appropriately mitigated.

A core principle of the Bicester transport strategy for many years has been to have functioning peripheral roads to encourage cars and other motorised vehicles to use these roads to drive around the town or to external destinations, rather than through the central corridor. The pattern of movement over the years and distribution of growth has increasingly put pressure on the Eastern Peripheral Route. Future year assessments show that without measures to increase link and junction capacity along this corridor, there will be severe congestion with an impact on the overall transport strategy.

As part of this strategy, it is proposed to dual Skimmingdish Lane past the site and this has undergone a high-level study to understand its benefits and justify the requirement for delivering Local Plan Growth. However, an options appraisal of the potential alignment of the dual carriageway has not been undertaken and so it is not yet understood what the extent of third-party land take will be in order to deliver the scheme.

Traffic from this site would contribute directly to the severe cumulative congestion impact on the Eastern Peripheral Route around Bicester. A Strategic Transport Contribution is requested towards the delivery of the dualling of the Skimmingdish Lane section, in addition to the delivery of the interim mitigation schemes proposed. Any direct local mitigation requirement should be considered separate from this strategic mitigation contribution required for dualling Skimmingdish Lane by 2031. It is not a case of one or the other, due in part to the development opening year likely being in advance of the strategic scheme.

It has been established through traffic modelling, including that undertaken for the Transport Assessments supporting these applications, that the Eastern Peripheral Route is forecast to increasingly operate over capacity in future year assessments. Any additional traffic generated from development along this route will therefore contribute directly towards the established severe impact of cumulative traffic growth along this corridor. Indeed, the modelling undertaken in support of these applications has highlighted the need for local highway schemes to provide safe and suitable access to the site due to local highway capacity constraints. These schemes do not address the developments' contribution towards the strategic impacts of cumulative traffic growth in Bicester.

All development at this allocation site therefore is, and will be, required to contribute towards strategic transport improvements to mitigate the cumulative impact of this growth.

A cost per peak hour trip was used in order to determine the level of strategic transport contribution recently secured from the Bicester Heritage New Technical Site and Hotel applications (£631.15 per peak hour trip). It is considered fair and reasonable to apply



the same formula in determining the level of contribution sought from this current application. Applied to the 396 peak hour trips generated by the proposed development, this equates to a contribution of £283,201 (index linked to February 2021).

### Parking

The number of car parking spaces proposed appears appropriate for the development. It is noted that the application is in outline and that the exact number of spaces is to be determined and agreed at the reserved matters stage. I also note that the site appears to have sufficient space to accommodate any overspill parking that may be required for special events.

10% of the overall parking provision will be allocated for disabled users, which is in line with OCC's parking standards.

While a relatively low number of spaces will be equipped with EV charging points, I note that underground ducting and space will be safeguarded for additional equipment in the future. The usage of the EV charging points is to be monitored through the Travel Plan.

I note that the layout, location and exact number of cycle parking spaces to be provided on the site will be determined at a reserved matters stage and that shower, changing and locker facilities are to be provided.

I would also recommend that bikes could be made available for staff to use for travel to, from and within the site.

### PROW

Please see comments from OCC Public Rights of Way Access Strategy below. The public access routes suggested below could overcome the objection related to pedestrian access to the lake:

*This development makes no attempt at assessment or provision for public rights of way and public access in a way that helps deliver public access benefit to both address the impacts of the cross-site public rights of way stopped up pre-war when it became an operational airfield (Fig 1 below), nor does it address modern pedestrian and cycling access needs.*

*The Access and Movement Parameter Plan shows no ped/cycle provision using reconnected public rights of way through the site and onwards to Stratton Audley and the wider countryside. An objection should be lodged, and the site should be made part-permeable for walkers and cyclists. Suggestions are provided in Fig 2, and could*

*be complemented by an on/off road cycle route to connect the site to Bicester/ Stratton Audley*

*In addition, a s106 contribution of £10,000 will be sought for mitigation measures on other public rights of way outside of the site and ownership boundaries. The contribution would be spent on improvements to the public rights of way in the vicinity of the development – in the ‘impact’ area connecting to the site. Primarily this is to improve the surfaces of all routes to take account of the likely increase in use on a reconnected*

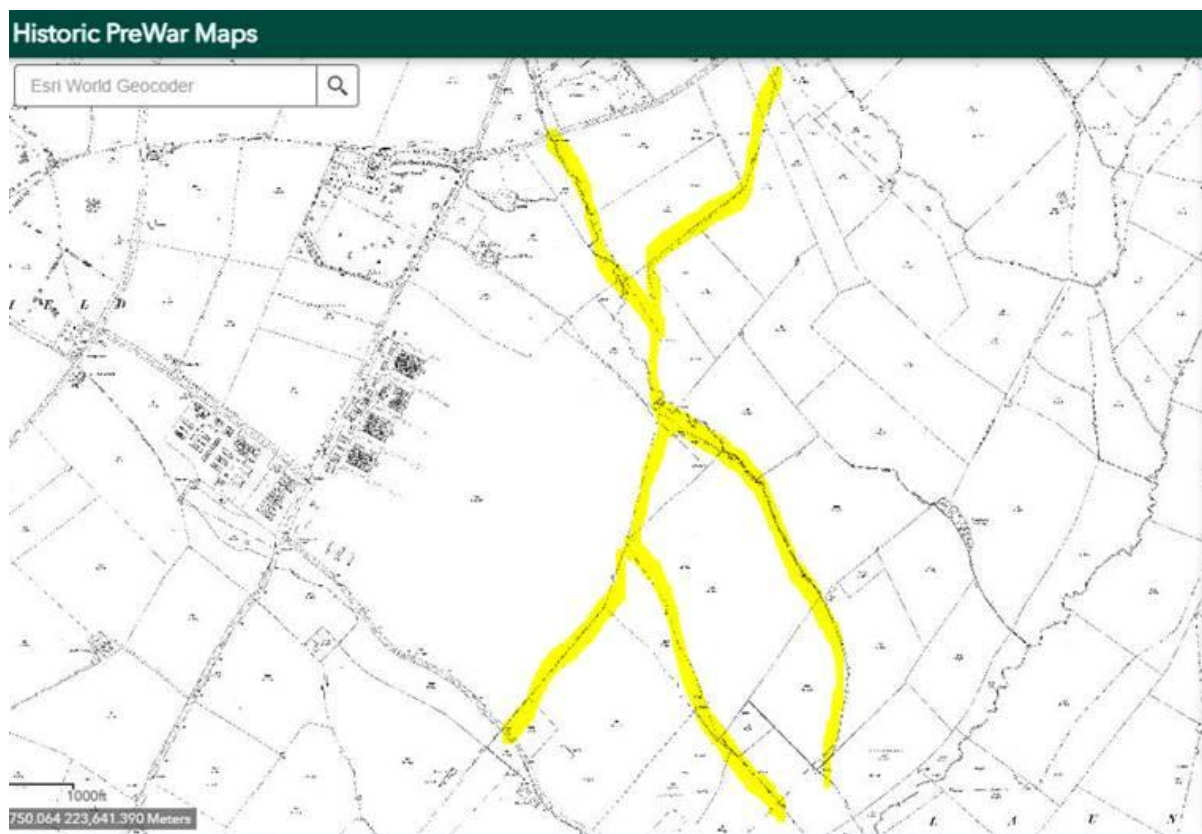
*network as well as new or replacement structures like gates, bridges and seating, sub-*

*surfacing and drainage to enable easier access, improved signing and protection*

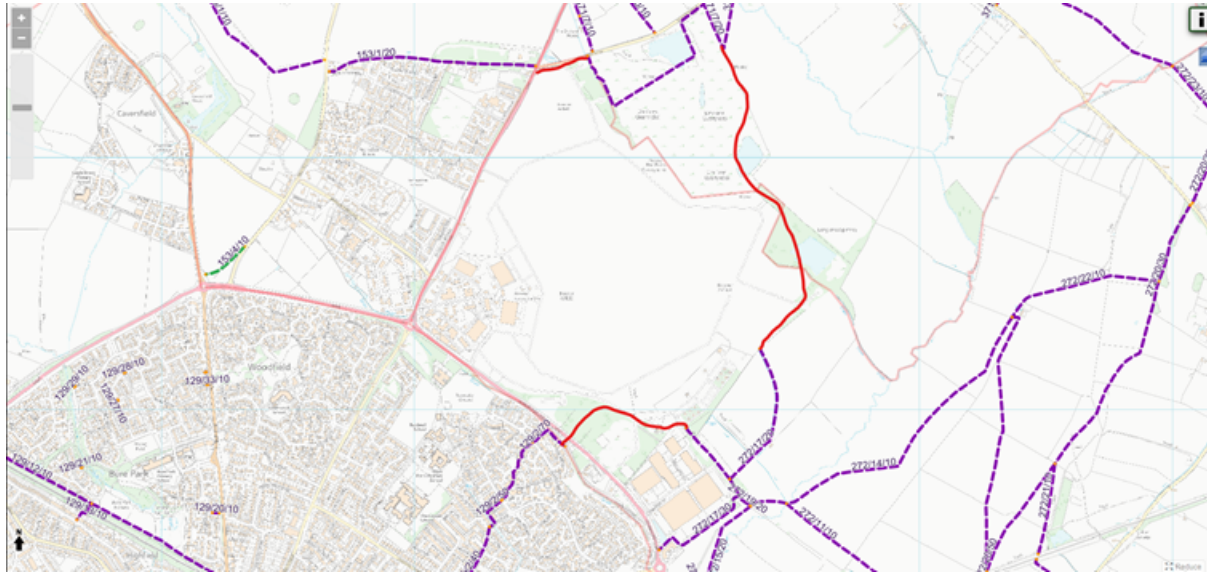
*measures such as anti-motorcycle barriers. New short links between existing rights of*

*way may also be included.*

**Fig 1, highlighted historical paths from pre-war period**



**Fig 2: Suggested on/offsite PRow connections**



## Travel Plan

It is not clear from the information submitted what exactly the final use, size or occupants will be and so it is hard to outline a definitive travel plan requirement. However, a Framework Travel Plan for the site will be required and an associated monitoring fee (£2,379 RPI index linked).

A Framework Travel Plan has been submitted with this application; however, it is missing elements of information which has probably occurred as a result of the early stage of submission. It is advised that the applicant revisits the document closer to occupation, when further information is available to ensure that all of the criteria contained within appendix 7 of the OCC guidance document 'Transport for New Developments, Transport Assessments and Travel Plans has been met before revising and resubmitting for approval.

Subsidiary travel plans and associated monitoring fees are likely to be required based on final sizes.

It is advised that the applicant consult the OCC guidance document 'Transport for New Development – Transport Assessments and Travel Plans March 2014' for further clarification, once final uses and sizes are determined.

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

## **£TBC Highway Works Contribution 1** indexed using Baxter Index

### **Towards:**

Junction capacity mitigation scheme at the Banbury Road / B4100 / A4095 roundabout junction.

### **Justification:**

Baseline future year assessments of the operation of this junction have shown that the junction is forecast to operate above capacity in those future years. Consequently, the county council has sought developer contributions and alternative sources of funding for capacity enhancements at this junction.

The traffic impact assessment undertaken in the Transport Assessment for this application demonstrates that the proposed development is forecast to have an additional significant detrimental impact upon the operation of this junction. Accordingly, a nil-detriment mitigation scheme has been proposed by the applicant. This proposed scheme would mitigate the development's impact but would not bring the junction back within capacity.

It is therefore considered fair that, in order to mitigate the development's immediate impact and mitigate against the impact of cumulative traffic growth, to which the development would contribute, a financial contribution to the same value of the cost of the works proposed by the applicant is made to the county council towards the cost of the OCC scheme.

This would limit the disruption caused by works on the highway and avoid the short-term implementation of smaller-scale works which would ultimately prove to be abortive.

### **Calculation:**

The level of contribution sought is to the same value of the cost of implementing the mitigation scheme proposed by the applicant in the Transport Assessment. A cost estimate is required for that proposed scheme.

## **£386,098 Highway Works Contribution 2** indexed using Baxter Index

### **Towards:**

Improvements to pedestrian and cycle connections between the site, Bicester town centre and Bicester's rail stations, primarily along Buckingham Road.

### **Justification:**

Revised NPPF para 108 sets out that, in assessing applications for development it should be ensured that:

“(a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

(b) safe and suitable access to the site can be achieved for all users; and  
(c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

The proposed leisure-based development is expected to attract significant numbers of new visitors every year. In order to accommodate this level of development and mitigate the development’s traffic and transport impacts, improved sustainable transport connections between the site, town centre and train stations are required so that suitable and attractive alternatives to car travel are readily available.

Improvements along the Buckingham Road corridor relate directly to the development and would provide improved and safe pedestrian and cycle connections to the site, better connecting the site with the wider town.

**Calculation:**

Oxfordshire County Council undertook a feasibility study for pedestrian and cycle enhancements to the Buckingham Road corridor in 2015. The feasibility study identified a preferred option for improvements to Buckingham Road with a cost estimate of £331,500 (@ January 2015 prices). Uplifted to February 2021 price base is £386,098.

The level of contribution is considered fair and proportionate to a development of this scale. This funding would be pooled with alternative sources of funding to provide facilities which meet the latest standards.

**£283,201 Strategic Transport Contribution** indexed from February 2021 using Baxter Index

**Towards:**

Local Transport Plan Bicester Area Strategy Policy BIC 1 scheme:

*‘Upgrade link to dual carriageway on the A4421 between the Buckingham Road and Gavray Drive to complement the transport solution at the railway level crossing at Charbridge Lane and facilitate development in the area.’*

The contribution would be used towards the dualling of the Skimmingdish Lane section of the above scheme.

**Justification:**

Bicester Area Strategy Policy BIC 4 in the County Council’s Local Transport Plan 4 states that:

*“To mitigate the cumulative impact of development within Bicester and to implement the measures identified in the Bicester area transport strategy we will secure strategic transport infrastructure contributions from all new development”*

Cherwell Local Plan Policy SLE 4: Improved Transport and Connections states:

*“The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections... New development in the District will be required to provide financial and / or in-kind contributions to mitigate the transport impacts of development.”*

Local Transport Plan 4 Bicester Area Strategy Policy BIC1 identifies the scheme to:

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

*“Upgrade link to dual carriageway on the A4421 between the Buckingham Road and Gavray Drive to complement the transport solution at the railway level crossing at Charbridge Lane and facilitate development in the area. This scheme will improve the operation of this section of the eastern perimeter road and enhance the integration of the North East Bicester Business Park site with the rest of the town.”*

*“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... ..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.”*

This clearly demonstrates that the Strategic Transport Contribution for Bicester Heritage is well supported in policy terms and is required to make the development acceptable in planning terms.

Strategic transport infrastructure for Bicester is needed to support the Cherwell Local Plan (2011-31) allocation in Bicester and is set out in the Local Transport Plan 4. Without strategic capacity measures and improvement of infrastructure the detrimental cumulative impacts of the local plan growth, including the Bicester Heritage development, would be severe. It is therefore justified, and established in policy, that local plan allocated sites should contribute towards elements of this strategic infrastructure package, where their individual impacts on congestion are not large enough to require them to provide the elements of the package in full. This is in addition to local, direct mitigation required specifically to mitigate a severe impact arising from each site in isolation - in this case the junction capacity improvements at the Buckingham Road / Skimmingdish Lane roundabout and at the Launton Road / A4421 roundabout.

The Bicester Heritage development application submission has proposed a scheme to provide suitable access to the site locally but does not address the development's part in the strategic implications of cumulative growth in Bicester as a whole. Indeed, the Transport Assessment shows that the network along the Skimmingdish Lane corridor on which the development site sits is under strain from the cumulative impact of growth. This strain will continue to grow until a trigger point when the Eastern Peripheral Route scheme will be required before 2031, in order to provide relief to that route.

The mitigation schemes proposed to be delivered directly under a Section 278 agreement are considered 'nil detriment' schemes and are relatively minor in nature. These works are required to provide safe and suitable access to the development and ensure that those junctions operate at a similar level post-development and in the years prior to strategic transport improvements being implemented. These schemes do not provide significant additional capacity and do not address the clear need for strategic transport improvements along the Eastern Peripheral Route which is required to accommodate cumulative traffic growth as a result of planned development.

The development at Bicester Heritage will contribute directly to the severe cumulative congestion on the eastern peripheral route around Bicester and therefore a contribution is required towards Local Transport Plan Bicester Area Strategy Policy BIC 1 scheme to provide relief to the eastern peripheral route.

### **Calculation:**

The most recent cost estimate for the dualling scheme from December 2016 is £9.563m based on a concept scheme. Oxfordshire County Council will be progressing with design work for the capacity enhancement of the Skimmingdish Lane section of the Eastern Peripheral Route scheme over the next financial year.

It has been considered that the fairest method of calculating a proportionate strategic transport infrastructure contribution from these Bicester Heritage applications has been to apply the same cost per peak hour trip figure that has been applied to secure developer contributions this scheme from a number of recently permitted development, including those recently permitted at Bicester Motion.

This is a figure of £631.15 per peak hour trip @ September 2016 prices. Applied to the 396 peak hour trips generated by the proposed development, this equates to a contribution of £249,935 (index linked to September 2016). The Strategic Transport Infrastructure contribution amounts have been uplifted to a February 2021 price base. This revises the Highways Contribution to £283,201 as of February 2021.

This is the same cost per trip calculation that has recently been used to determine the level of contribution secured from the New Technical Site and Hotel developments recently permitted on the wider Bicester Heritage / Bicester Motion site and is considered fair and reasonably related in scale and kind to the proposed development.

**Up to £900,000 Public Transport 'Bus Failure' Contribution** indexed from May 2021 using RPI-x

**Towards:**

Maintaining a twice hourly level of service to the site from Buckingham Road. This obligation would only ever be invoked if the level of service fell below a twice-hourly / every 30 minute frequency.

**Justification:**

The twice-hourly / 30 minute level of service that the Stagecoach X5 route currently provides to the site from Buckingham Road is likely to be sufficient to serve the proposed development.

However, there is some concern that the East-West Rail project may impact on the viability of this inter-urban route in particular once opened. This may result in a reduction of the current level of service.

As detailed in section 5.2 of the TA, the trip generation to/from this site is likely to be significant with an estimated 400,000 visitors per annum (equivalent to 1,095 per day), and that approximately 200 FTE staff will work on the site. As Table 5.2 states, visitors are likely to arrive and depart throughout all daytime hours and therefore it is important that an effective public transport service is available.

The minimum level of service that should be available to this development is every 30 minutes, seven days per week, during the hours of operation of the site. It is anticipated that this would be the case currently, however the Council wishes to have some certainty over this going forward.

Consequently the Council seeks an undertaking that should the bus frequency fall below every 30 minutes at any time during the hours of operation at the site, funds will be made available to restore that level of service up to a maximum of £900,000 (which is the cost of one additional vehicle for 8 years). This could be for restoration of a 30-minute frequency on service X5 or for provision of a dedicated additional bus between the site and Bicester town centre.

The period during which the Council can call on the additional funds should be up to 10 years from the date the facility opens to the public.

**Relevant Policies:**

**National Planning Policy Framework**

Paragraph 108



In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

## **Connecting Oxfordshire: Oxfordshire County Council's Fourth Local Transport Plan 2015-2031 (LTP4) [adopted in September 2015]**

### i. Policy 3

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.

### ii. Policy 17

Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport.

### iii. Policy 34

Oxfordshire County Council requires the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:

- secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective travel plans, financial contributions from developers or direct works carried out by developers;
- identify the requirement for passenger transport services to serve the development, seek developer funding for these to be provided until they become commercially viable and provide standing advice for developers on the level of Section 106 contributions towards public transport expected for different locations and scales of development...

## ***The Adopted Cherwell Local Plan 2011-2031***

### Policy SLE 4

Identifies that new development will be required to provide contributions towards transport impacts of development and recognises that development should facilitate the

use of sustainable modes of transport to make the fullest possible use of public transport etc.

***The Adopted Developer Contributions Supplementary Planning Document (SPD) (February 2018)***

Para 4.143: All new developments in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of the development. This will support delivery of the infrastructure and services needed to facilitate travel by sustainable modes. It will also enable improvements to be made to the local and strategic road and rail networks.

Para 4.146: Direct infrastructure provision, financial and other contributions (including those for bus services) towards mitigating measures will be included in a planning obligation.

**£6,380 Traffic Regulation Order Contribution** indexed from April 2020 using RPI-x

**Towards:**

- An amendment to the Traffic Regulation Order to lower the speed restriction to 40mph along the stretch of Buckingham Road between the A4421 / A4095 junction and the Stratton Audley turn (unless otherwise delivered under planning ref: 18/01253/F (Bicester Motion Hotel)).
- A Traffic Regulation Order for the mandatory left-turn egress from the site.

**Justification:**

The reduction of the speed limit along this stretch of Buckingham Road is directly related to the alterations proposed at the site access, including the provision of a pedestrian crossing.

The Traffic Regulation for the mandatory left-turn egress from the site is directly related to the formation of the site access and is required in order to make the left-turn only arrangement enforceable.

**Calculation:**

The contribution is calculated on a standard charge which applies for administrative costs for TROs throughout Oxfordshire. This charge also includes the costs for public consultation required for the proposed TRO.

The County Council's costs for new or amended TROs is £3,190 for each instance.

The County Council considers that its TRO fee is fairly and reasonably related in scale and kind to the development.

**£10,000 Public Rights of Way Contribution** indexed from May 2021 using Baxter Index

Statement to follow.

**£2,380 Travel Plan Monitoring Fee** indexed from December 2020 using RPI-x

**Justification:**

Travel plans aim to encourage and promote more sustainable modes of transport with the objective of reducing dependence upon private motor car travel and so reducing the environmental impact and traffic congestion. A framework travel plan, residential travel plan and school travel plan is required to make this development acceptable in planning terms.

A travel plan is a 'dynamic' document tailored to the needs of businesses and requires an iterative method of re-evaluation and amendment. The county council needs to carry out biennial monitoring over five years of the life of a Travel Plan which includes the following activities:

- review survey data produced by the developer
- compare it to the progress against the targets in the approved travel plan and census or national travel survey data sets
- agree any changes in an updated actions or future targets in an updated travel plan.

Government guidance, 'Good Practice Guidance: Delivering Travel Plans through the Planning Process' states that: 'Monitoring and review are essential to ensure travel plan objectives are being achieved. Monitoring for individual sites should ensure that there is compliance with the plan, assess the effectiveness of the measures and provide opportunity for review. Monitoring must be done over time – it requires action and resources.'

In accordance with this Guidance, it is the view of the county council that without monitoring travel plans they are likely to be ineffective. Therefore, monitoring of the travel plans is required to make the development acceptable in planning terms.

**Calculation:**

The figure for travel plan monitoring is based on three monitoring and feedback stages (to be undertaken at years 1, 3 & 5 following first occupation), and assumes officer time at an hourly rate of £40. Please note that this is considered a fair rate, set to include staff salary and overheads alone.

**S278 Highway Works:**

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- Junction mitigation scheme at the A4421 Skimmingdish Lane / Buckingham Road / A4095 roundabout junction as shown indicatively in Drawing No. J32-3684-PS-205
- Junction improvement scheme at the A4421 Buckingham Road / Bicester Road (to Stratton Audley) priority junction as shown indicatively in Drawing No. J32-3684-PS-008
- Site access junction from the A4421 Buckingham Road as shown indicatively in Drawing No. J32-3684-PS-201. Pedestrian and cycle facilities, connections and crossings at the site access junction to be agreed with OCC.
- Improvements to / reinstatement of the site access junctions along Bicester Road (to Stratton Audley) including safe pedestrian and cycle access. To be agreed with OCC.

**Notes:**

This is secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into. The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

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

S278 agreements include certain payments that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

**Planning Conditions:**

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

**Construction Traffic Management Plan**

A Construction Travel Management Plan (CTMP) will be needed for this development, given the traffic sensitive nature of the potential approach routes on the wider strategic road network in and around Bicester. We would expect the CTMP to incorporate the following in detail:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.

- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

*Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times.*

### **Travel Plans**

The submitted framework travel plan will be revised in line with comments received and resubmitted for approval by the Local Planning Authority before first occupation of the site.

*Reason: In the interests of sustainability and to ensure a satisfactory form of development, in accordance with the Government guidance contained within the National Planning Policy Framework.*

### **Access**

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays shall be submitted to and approved in writing

by the Local Planning Authority. Thereafter, the means of access shall be constructed and retained in accordance with the approved details.

*Reason: In the interest of highway safety.*

### **Turning Area Details**

Prior to the commencement of the development hereby approved, full specification details (including construction, layout, surface finish and drainage) of the turning areas which shall be provided within the curtilage of the site so that motor vehicles, including HGVs, refuse vehicles and fire tenders may enter, can turn and leave the site in a forward direction, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the turning area shall be constructed in accordance with the approved details and shall always be retained for the manoeuvring of motor vehicles thereafter.

*Reason: in the interest of highway safety and in accordance with planning policy.*

### **Car Parking**

Prior to the commencement of the development hereby approved, a plan showing a car parking provision for an agreed number of spaces to be accommodated within the site to include layout, surface details, and drainage, shall be submitted to and approved in writing by the Local Planning Authority. The number of spaces to be provide shall be based on an indicative breakdown of the GFA between the proposed land uses and in line with the County Council's car parking standards. Thereafter, and prior to the first occupation of the development, the parking spaces shall be laid out, surfaced, drained and completed in accordance with the approved details and shall be retained for the parking of vehicles at all times thereafter.

*Reason: in the interest of highway safety and in accordance with planning policy.*

### **Cycle Parking**

Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details which shall be firstly submitted to and approved in writing by the Local Planning Authority. Thereafter, the covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

*Reason: In the interests of sustainability and to ensure a satisfactory form of development, in accordance with the Government guidance contained within the National Planning Policy Framework.*

**Officer's Name:** Tim Peart

**Officer's Title:** Senior Transport Planner

Date: 14 May 2021

**Application no: 21/01224/OUT**

**Location:** Land at former RAF Bicester Bicester

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## **Lead Local Flood Authority**

### **Recommendation:**

Objection

### **Key issues:**

LLFA appreciates the extensive information provided. However, an objection has been decided based on the following:

- Infiltration rates have been provided in the report; however, evidence has not been provided to support the data. Evidence could be infiltration testing report, along with location plan of trial pits and any other relevant information related to the trial location.
- Report states “buildings and road will drain via below ground drainage system, which discharge to the shallow infiltration basin”, but no calculations for existing and proposed run off rates have not been proposed.
- No calculations have been provided for infiltration basin or the storage facility.
- No maintenance schedule or exceedance plan provided.
- Ditches and swales have been mentioned in drawing “Surface Water Drainage Strategy”, but they are not clearly visible on the plan.

Please refer to “[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)”. More information on what needs to be submitted for outline applications can be found on there.

**Officer’s Name: Sujeenthan Jeevarangan**

**Officer’s Title:** LLFA Planning Engineer

**Date:** 14 May 2021

**Application no: 21/01224/OUT**

**Location:** Land at former RAF Bicester Bicester

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## **Archaeology**

### **Recommendation:**

Objection

### **Key issues:**

The results of an archaeological evaluation will need to be submitted with this planning application in line with paragraph 189 of the NPPF.

### **Legal agreement required to secure:**

### **Conditions:**

### **Informatives:**

### **Detailed comments:**

The site is located in an area of archaeological interest immediately adjacent to the line of the Roman Road from Alchester to Towcester road (Margary Road 160a). A possible Bronze Age barrow cemetery has been recorded within the area of the airfield and seven ring ditches have been recorded from aerial photographs in the vicinity.

The archaeological background has been set out in an archaeological desk-based assessment. This was however undertaken in 2018 for the wider site and does not assess the impact of this specific development.

The proposed development would also have an impact on the site of Hungerhill Farm, shown on the 1<sup>st</sup> edition OS map and presumably demolished to make way for the airfield. The date of this farmhouse is unknown but it is possible that it could date from the late medieval/early post medieval period. This area has not been subject to any major truncation and therefore the remains of this farmhouse could be relatively well



preserved. A well preserved medieval or early post medieval farmhouse would be of significance.

The development of the airfield would have had an impact on a number of areas within the airfield and the former quarries to the northern edge of this proposal would have also removed any heritage assets. Lidar images however show that a number of areas within the airfield were not heavily disturbed and so archaeological deposits related to these sites could survive within these areas.

In accordance with the National Planning Policy Framework (NPPF, paragraph 189), we would therefore recommend that, prior to the determination of any planning application for this site the applicant should therefore be responsible for the implementation of an archaeological field evaluation.

This must be carried out by a professionally qualified archaeological organisation and should aim to define the character and extent of the archaeological remains within the application area, and thus indicate the weight which should be attached to their preservation. This evaluation must be undertaken in line with the Chartered Institute for Archaeologists standards and guidance for archaeological evaluation including the submission and agreement of a suitable written scheme of investigation.

This information can be used for identifying potential options for minimising or avoiding damage to the archaeology and on this basis, an informed and reasonable decision can be taken.

**Officer's Name: Richard Oram**  
**Officer's Title: Lead Archaeologist**  
Date: 13 May 2021