

**CONTENTS**

<b>2.1</b>	<b>INTRODUCTION</b> .....	<b>2</b>
<b>2.2</b>	<b>APPLICATION SITE</b> .....	<b>3</b>
	Site Location.....	3
	Site Area and Physical Characteristics .....	3
<b>2.3</b>	<b>DEVELOPMENT PROPOSALS</b> .....	<b>4</b>
	Description of Development .....	4
	Parameter Plans .....	4
	Land Use.....	5
	Quantum of Development.....	5
	Scale .....	6
	Access Strategy.....	7
	Green Infrastructure and Open Space.....	7
	Affordable Housing .....	10
	“Production Processes” .....	10
	Residues and Emissions .....	11
<b>2.4</b>	<b>PHASING AND DELIVERY</b> .....	<b>19</b>
<b>2.5</b>	<b>CONSIDERATION OF ALTERNATIVES</b> .....	<b>20</b>
<b>2.6</b>	<b>CUMULATIVE EFFECTS</b> .....	<b>22</b>

## **2.1 INTRODUCTION**

2.1.1 This chapter provides a general description of the Application Site and its immediate context. Where required, more detailed descriptions of the Site, its surroundings and specific features are offered within relevant topic chapters.

2.1.2 The chapter also provides a description of the Proposed Development, reports construction stage assumptions, the alternatives to the Proposed Development that have been considered and the approach to the assessment of cumulative effects that has been adopted.

## **2.2 APPLICATION SITE**

### **Site Location**

- 2.1.1 In accordance with the 2017 EIA Regulations, the site is identified on the Site Boundary Plan included as Appendix 1.1. This is the Application Site.
- 2.1.2 The site is located in the south-eastern quarter of Bicester, bounded by Gavray Drive to the south, beyond which lies the residential area of Langford Village, the Birmingham to Marylebone rail line (Chiltern Line) to the north, the Oxford to Bletchley rail line to the west (East-West Rail) and Bicester's eastern bypass to the east (Charbridge Lane, A4421). North of the site is Bicester Distribution Park, which provides a large footprint of B8 distribution units. Bicester town centre is located approximately 1.3km to the west of the site offering a full range of retail, commercial, employment and residential uses.

### **Site Area and Physical Characteristics**

- 2.1.3 The site area extends to 22.49ha.
- 2.1.4 A water course, Langford Brook, flows through the middle of the site. Land to the east of the brook is largely covered by a Local Wildlife Site designation characterised by pasture, small linear field compartments and tall, mature boundary hedgerows. The dominant, physical elements within the site are the mature standard oak trees. In addition, a wider area falls within the River Ray Conservation Area. Land to the west of Langford Brook is agricultural in use. Two public rights of way cross the site, linking Langford Village with Launton and Bicester Distribution Park. There are no designated heritage assets within or adjoining the site and no built structures on the land.
- 2.1.5 References to the Site Area within topic chapters and appendices, as well as depictions of the Site on appended plans, may reflect a slight variation from the Site Area as now proposed.

## **2.3 DEVELOPMENT PROPOSALS**

### **Description of Development**

2.3.1 Outline planning approval is sought with detailed design of the proposed highway access points also being submitted for approval. All other matters are reserved at this time.

2.3.2 The description of development comprises:

***Residential development for up to 250 dwellings including affordable housing and ancillary uses including retained Local Wildlife Site, public open space, play areas, localised land remodelling, compensatory flood storage, structural planting and access.***

### **Parameter Plans**

2.3.3 As explained in Chapter 1, the spatial elements of the Proposed Development are set out in suite of Parameter Plans included in Appendix 2.1. These plans have evolved over time and have taken account of many of the opportunities and constraints identified through the design evolution, site assessment and public consultation processes.

2.3.4 The parameter plans comprise:

- **Land Use Parameter Plan** which includes information on the extent of built development, land use and amount of development proposed.
- **Access and Movement Parameter Plan** which provides a structure for the movement framework, route hierarchy and access proposals
- **Open Spaces Parameter Plan** which provides information on the structure of the landscape framework within the site to include the use and amount of open space proposed
- **Density Parameter Plan** which provides information on the assumed built density to fix density range
- **Building Heights Parameter Plan** which provides information on the assumed building heights to fix maximum building height parameters.

2.3.5 Detailed Access drawings are also included comprising two access points onto Gavray Drive:

- Proposed Site Access 1
- Proposed Site Access 2.

2.3.6 It is these plans that are submitted with the Outline Planning Application for formal approval; it is supplemented with additional indicative / illustrative supporting material to assist interpretation of the proposal. The detailed design of the Proposed Development will be in accordance with these parameters once fixed through any outline approval. This conformity will be secured by appropriate conditions and planning obligations attached to any grant of Outline Planning Permission.

### **Land Use**

2.3.7 The application proposals comprise residential development, areas of open space, together with flood attenuation measures. The proposed development will create a sustainable local community, forming part of the wider Langford Village. The development layout and structure has been influenced by the landscape context and topographical features of the site.

2.3.8 Two distinct residential areas are proposed, both outside of the Local Wildlife Site (LWS) and Conservation Target Area (CTA). The larger residential element is located west of Langford Brook with a smaller lower density development located east of Langford Brook fronting Gavray Drive. This ensures no development within the LWS and CTA, whilst also seeking to deliver close to the 300 homes as required by CDC's policy.

### **Quantum of Development**

2.3.9 In order to ensure that the environmental assessment for the Proposed Development is rigorous and robust, the development parameters reflect a "worst case scenario" in terms of the quantum of development tested. The development parameters adopted for the purposes of Environmental Assessment are based on the schedule of accommodation as presented below:

**Table 2.1 Land Use Schedule**

<b>Land Use</b>	<b>Size (sqm)/Units</b>	<b>Site Area (ha)</b>
Residential (C3):	Up to 250 dwellings	4.8 ha
Green space including existing vegetation and areas reserved for attenuation	N/A	17.51 ha
Highway Access	N/A	0.18 ha
	<b>TOTAL</b>	<b>22.49 ha</b>

### **Scale**

2.3.10 The scale of the Proposed Development has regard to the existing context of the Site, its relationship to the local and wider landscape, its gentle topography, views and the nature of existing development. The existing development context is domestic in scale, with building heights generally ranging between two, two and a half storey and three in height.

2.3.11 As shown on Building Heights Parameter Plan, the Proposed Development will be up to a maximum of 3.5 metres per storey with the buildings across the Site being between 7 metres (2 storey), 2.5 Storey and 10.5 metres (3 storey). Building height will be measured against AOD across the Site.

2.3.12 As shown on the Density Parameter Plan, the development will have graduated densities with higher density closest to the town centre and along the railway line west of the Langford Brook (up to 100 dph). This is an appropriate response to the site specifics whilst providing 1-2 bedroom apartment units in the most accessible location to town centre and train stations. The built form of apartments can be used to mitigation noise impact associated to the railway without detriment to those residents. Lower density development (up to 30 and 40 dph) is more appropriately located at the edges of the CTA and LWS creating a softer edge and outlook to this area.

### **Layout**

2.3.13 The Proposed Development comprises of a walkable residential neighbourhood. The area will benefit from access to key open space. The Proposed Development will ensure the provision of clear and accessible links within and between the wider development area and to Bicester town centre.

2.3.14 The precise layout of the Proposed Development will be determined at Reserved Matters stage. However the key principles of the layout include:

- The establishment of a high quality public realm and open space network promoting active and vibrant spaces, opportunity for play space, sustainable drainage features and general amenity;
- Provision of an attractive green setting to the Proposed Development with retention of pedestrian and cycle connections through the site to the wider area, utilising the new footbridge to improve pedestrian accessibility;
- Layout of housing to overlook streets and public open spaces; and
- Good quality existing landscape features to be retained within a publicly accessible network of open spaces as a community asset.

2.3.15 In order to create a sense of place a network of green spaces with new leisure routes has been designed which integrates with the dwellings to provide an attractive outlook and setting. Fundamental to the layout is the protection and enhancement of the LWS and CTA.

2.3.16 The internal roads have been designed to inform, and through the use of materials, to reduce car speeds to a minimum. The layout facilitates pedestrian and cycle movement, and accessibility.

### **Access Strategy**

2.3.17 The key components of the movement network are identified on the Access and Movement Parameter Plan which demonstrates a connected movement network for the site which will support and facilitate sustainable travel through accessible bus, bicycle, and walking links with a clear aim to reduce reliance on private vehicular use.

2.3.18 Vehicular traffic from the development will use Gavray Drive and its roundabout connection with A4421 Charbridge Lane to access the rest of Bicester and beyond. Footpath and cycleway connections are designed to connect the development with the town centre. Routes connect to the new footbridges across the East-West rail line – one at Tubbs Lane and the other in the northwest corner of the site. These will allow residents pedestrian access to the wider area.

2.3.19 An existing public right of way runs through the site and will be retained on its current alignment.

2.3.20 All properties within the Proposed Development are served by the internal access arrangements of the Site. Safe and satisfactory access and egress for the Site will be provided via three T junctions off Gavray Drive.

### **Green Infrastructure and Open Space**

2.3.21 An inter-connected, multi-functional network of landscape and green infrastructure is proposed. Within this network, environmental enhancement, outdoor recreation, pedestrian and access, surface water attenuation, biodiversity habitats. The key principles are that both the hard and soft landscaping are designed to define the boundary between the public and private realm.

2.3.22 The retention and provision of green infrastructure is a fundamental principle of the proposals. There will be no built development in the Local Wildlife Site and the River Ray Conservation Target Area. Both are retained as part of the proposals.

2.3.23 Public access will be provided to the least sensitive northern fields of the LWS with the creation of a circular pedestrian route linking on-site and off-site green infrastructure and PRow.

2.3.24 The network also supports improvements to pedestrian, cycle and PRow network, to provide a series of connected routes that provide for active travel and promote healthy active living.

2.3.25 A wide development buffer to the west of Langford Brook is proposed, in part due to flood plain constraints, but which also enables conversion of the current arable land in this area to informal open space of potentially greater ecological value.

2.3.26 The primary means by which the restoration and enhancement of habitat within the site (including areas covered by River Ray CTA and Gavray Drive Meadows LWS) will be delivered is through the preparation, funding and implementation of a Landscape and Ecological Management Plan (LEMP).

2.3.27 Further key landscape principles are to:

- Establish a high quality landscape using appropriate native and ornamental species displaying strong colour and form for year-round interest, to soften the new build development and connect and contain spaces;
- Retained hedgerows to create a strong landscape framework to define the extent of development and provide appropriate transition between the development and adjacent residential areas and Local Wildlife Site;
- Existing trees along the boundary hedgerows will add height and structure as well as offering shade, particularly within the public open space;
- Encourage the enhancement of biodiversity within the area is a key part of the Proposed Development and will be achieved through the provision of suitable native species; and
- Design for ease of maintenance; the soft landscaping would be managed in conjunction with a monitoring programme to ensure the long term beneficial impact for wildlife and ecological habitats.

2.3.28 Local standards of Provision for Outdoor Recreation are set out under Local Plan Policy BSC 11. This sets out standards based on a population multiplier of 2.4 people per dwelling and is calculated against the application proposal for up to 250 dwellings. The calculations for this site are set out below.



Provision type	Area (ha/1000 people)	Notes	Threshold for on-site provision	REQUIRED (ha) (based on <b>250 dwellings</b> with 2.4 people occupancy per dwelling)
General green space	2.4	min. 200m <sup>2</sup>	10 urban dwellings	1.44
Play space	0.78	LAP-100sqm activity zone; 400sqm including buffer LEAP-400sqm activity zone; 3600sqm including buffer NEAP-1000sqm activity zone; 8500sqm including buffer	10 dwellings (for a LAP) 50 dwellings (for a LEAP and LAP) 100 dwellings for a NEAP and LEAPs/LAPs	0.47
Outdoor sports	1.13	min. 0.12ha	65 dwellings	0.68
Allotments	0.37	min. 0.2ha	275 dwellings	0.22
			<b>TOTAL</b>	<b>2.81</b>

2.3.29 Discussions on the previous appeal scheme had resulted in an agreement for a contribution towards offsite allotments and play space. It is assumed a financial contribution remains the most appropriate method of delivering offsite outdoor sports and allotment provision. Policy BIC 13 makes reference to the need for a contribution towards offsite outdoor sports.

2.3.30 As a result, the total open space required using these standards would be 1.91 ha. This application is submitted within an Open Space Parameter Plan. This includes:

- Ecological Restoration Zone = **13.3ha**
- Attenuation basins = **0.46ha**
- Informal/natural green space = **1.86ha**
- Formal/amenity green space = **1.89ha**

2.3.31 The open space provision across the site is substantially in excess of the standard providing 17.51 ha of open space and green infrastructure with associated management. This is equivalent to 78% of the entire application area being set aside for open space.

2.3.32 In the appeal decision, the Inspector was critical of the multi-functionality of the open space proposed. In particular, he questioned the opportunities for expansive opportunities for dog walking and ball games. In response, the Open Space Parameter Plan submitted with this application includes indicative routes for recreational footpaths to form a circular route around the site and which would connect into the existing footpath network leading beyond the application site.

2.3.33 The Ecology Mitigation and Management Strategy (EMMS) submitted with this application proposes that the routes within the LWS would be fenced to ensure protection of the ecology. The EMMS sets out the opportunities for limited public access without ecological detriment.

- 2.3.34 Footpaths are also proposed west of the brook, some through areas of meadow which is not to be fenced and will be accessible for dog walking. The 1.89 ha of formal/amenity space outside of this area would meet the opportunities for more expansive play and exercise. It falls just short of the 1.91 ha required by the standard but should be considered against the wider substantial open space gain provided across the application site.
- 2.3.35 Two play areas are included within the proposals; one in the south east corner of the site adjacent to the eastern smaller residential parcel. The second would be located within the formal/amenity play space west of the brook.
- 2.3.36 Private gardens will provide additional private amenity space and biodiversity enhancement.

### **Sustainable Urban Drainage**

- 2.3.37 Due to the introduction of impermeable surfaces as a result of the Proposed Development, appropriate drainage arrangements are required to manage the increased surface water arising from the Site. A range of sustainable urban drainage solutions will be incorporated into both the built and green environments. SuDS (Sustainable Drainage Systems) will be implemented in order to reduce flood risk, minimise pollution and provide landscape and wildlife benefits. Attenuation SuDS will be required to limit surface water runoff to current rates.

### **Affordable Housing**

- 2.3.38 Provision will be made for affordable housing, providing a mix of tenure to ensure delivery of a balanced community. The amount, type and tenures of affordable housing will be subject to subject of negotiation and discussions with Cherwell District Council and agreed in the light of the wider requirement for infrastructure delivery and other planning and design objectives. Local Plan Policy BSC 3 seeks a target of up to 30% affordable homes, 70% of which to be social rented affordable dwellings and 30% as other forms of intermediate affordable homes.

### **“Production Processes”**

- 2.3.39 The EIA Regulations require the main characteristics of any “production processes” to be described. The Proposed Development will not include any light industrial uses within (Class E), nor general industrial (Class B2) uses. As such, no “production processes” are proposed by the Proposed Development.

### **Residues and Emissions**

2.3.40 The Regulations also require any residues and emissions to be identified and quantified. They would be limited to nitrogen dioxide, particulate matter and noise arising from construction of the Proposed Development and from road traffic and other activity it would generate once operational. These matters are assessed in detail in chapters 4, 9, 10 and 11.

### **Iterative Process and Built-in Mitigation**

2.1.1 The EIA has been iterative in that particular measures to mitigate significant adverse effects, as identified during the course of the design evolution of the Proposed Development by topic assessors, have been incorporated into the design of the Proposed Development. These are set out in the Table of Mitigation Measures (Table 2.2) and have been taken into account in the assessments of the scheme's potential effects. The assessment of potential impacts of the Proposed Development is based upon the Parameter Plans, which includes mitigation through design.

2.1.2 Further mitigation measures are proposed in topic chapters to avoid, reduce and if possible, remedy particular potential significant adverse effects. The assessments of the residual effects of the Proposed Development take account of those further mitigation measures. Built-in mitigation relevant to each technical discipline is set out as part of the 'Potential Effects' section of each chapter as well as summarised in Table 2.2 below.

Table 2.2: Table of Mitigation Measures

Topic	Mitigation measures	Designed into the scheme	Delivery via condition (outline/REM)	Delivery via legal obligation	Paragraph Reference in the ES	Proposed Monitoring Arrangements?
		Incorporated into Parameter Plans				
<b>Chapter 4 Transport</b>	Travel Plan to encourage the use of sustainable travel modes.		X		4.6.4	To be stipulated TP
	Construction Environmental Management Plan to include a Construction Traffic Management Plan (CTMP)		X		4.6.1	CEMP secured by condition and monitored as appropriate
<b>Chapter 5 Ecology</b>	Retention, and buffering from development, of important habitat features and areas, including the entirety of Gavray Drive Meadows LWS and other non-designated habitats including semi-improved neutral grassland in field F3, hedgerows, ponds and mature trees.	X			5.5.1	
	Limiting public access provision within Gavray Drive Meadows LWS to the least sensitive northern fields (F5, F6 and F10) whilst creating a circular pedestrian route linking on-site and off-site green infrastructure.	X			5.5.1	
	A wide development buffer to the west of Langford Brook, primarily due to flood plain constraints, enabling conversion of the current arable land in this area to informal open space of potentially greater ecological value.	X			5.5.1	
	Street lighting – to be designed to avoid impacts on nocturnal wildlife where in close proximity to retained		X		5.6.4	

	habitats					
	Surface water drainage system – to be designed to maintain/improve water quality and maintain existing run-off rates, and provide additional wetland habitat		X		5.6.4	
	A CEMP will be prepared and implemented during the entirety of the construction stage to ensure appropriate management and operational systems are in place to avoid or minimise adverse pollution effects		X		5.6.5	
	Ecological Construction Method Statement (ECMS) will set out in detail the measures to avoid or reduce effects.		X		5.6.7	
	Ecological Management Plan (EMP) to set out a package of restoration and enhancement measures and suitable ongoing management to deliver a range of benefits for wildlife. It also includes measures to manage access in the Ecological Restoration Zone by existing and new local residents, so it can be enjoyed by the public without detracting from its primary objective of ecological protection enhancement.			X	5.6.9 – 6.6.10	
	A detailed Soft Landscape Scheme (SLS) will be prepared at the detailed design/reserved matters stages, which will be accompanied by a Landscape Management Plan (LMP) detailing measures to establish and the maintain the new habitats/landscape features	X	X		5.6.11	
	Arboricultural Method Statement to set		X		5.6.7	

	out measures to protect retained vegetation					
<b>Chapter 6 Cultural Heritage</b>	Retained open space and vegetation resulting in low sensitivity to heritage assets	X			6.5.2-6.5.14	Secured by condition and monitored as appropriate
	A Specification for Archaeological Mitigation to set out the method for monitoring and recording.		X		6.5.2-6.5.14	
<b>Chapter 7 Water Resources</b>	Flood Risk - the layout of the Proposed Development avoids, as far as possible, those areas of the Application Site assessed to be at risk of flooding from Langford Brook. The proposed layout also provides in excess of an 8.0m stand-off of new development to the top-of-bank of the Brook	X			7.5.1	
	A scheme of floodplain compensation is to be undertaken as part of the Proposed Development. Such works comprise the lowering of ground levels elsewhere within the Application Site to provide an equal volume of floodplain storage to that lost as a result of the proposed ground raising.		X		7.5.1	
	A surface water drainage system will be constructed as part of the Proposed Development. The proposed system entails the discharge of surface water run-off to Langford Brook (for the western portion of the Application Site) and the existing Thames Water public surface water sewer system (for the eastern portion of the Application Site). The proposed system will incorporate water quality treatment chains through implementation of		X		7.5.1	Through CEMP

	SuDS based mitigation methods in series, resulting in high levels of water treatment and quality at discharge.					
	A foul water drainage system will be constructed as part of the Proposed Development. The proposed system provides for the discharge of foul water from the Application Site to the existing Thames Water public foul water sewer system along Gavray Drive, parallel to the southern boundary of the Application Site		X		7.5.1	
	The proposed layout which largely locates the Proposed Development outside those areas of the Application Site assessed to be at risk of flooding from Langford Brook, and the proposed floodplain compensation scheme) however will reduce the likelihood and mitigate the adverse effects posed by ground raising and the construction of permanent structures, within the floodplain of Langford Brook.	X			7.5.3	
<b>Chapter 8 Landscape &amp; Visual</b>	CEMP to mitigate construction impacts.		X		8.6.4	CEMP by condition
	Retention of vegetation and adoption of an AMS	X	X		8.6.13- 8.6.24; 8.5.1	
	The adoption of an approved topsoil and earthworks management plan (Soil Management Plan) including dust control measures				8.5.1	
	The use of visual screening, such as hoardings for more sensitive visual receptors in proximity to the				8.5.1	

	development site, including residential receptors that have the greatest potential to be affected by the proposed development					
	The design of the masterplan to establish 3 storey dwellings along the northern boundary, with 2.5 storey dwellings within the core of the site and 2 storey dwellings around the outer edge and the southern parcel of the proposed development, formation of green corridors, mitigation landscaping	X				
<b>Chapter 9 Air Quality</b>	Air quality mitigation measures to offset the real-world impact of emissions from the Proposed Development. Such mitigation measures could include, but are not limited to reducing demand for private car use through Travel Plans; Provision of Electric Vehicle Charging Infrastructure; Car Club / Car Sharing scheme to reduce reliance on single occupancy vehicles; designate parking spaces for low emission vehicles; provide electric bikes / scooters; provide secure cycle storage; encouraging / facilitating modal shift toward more sustainable travel options through scheme design such as; ease of access to reliable public transport; designated cycling routes, particularly avoiding congested/busy roads; and pedestrianised areas and designated footpaths				9.6.6	
	Travel Plan measures				9.6.7	
	Dust Management Plan				9.6.2	



	Low emission gas fired boilers				9.6.8	In accordance with EPUK/IAQM guidance.
<b>Chapter 10 Noise</b>	Restricted construction to daytime hours (i.e. between 08:00 and 18:00 hours Monday to Friday and 08:00 to 13:00 hours on a Saturday, with no work on Sunday and Bank Holidays).		X		10.5.3	
	The construction works would follow the guidelines in BS5228-1 and the guidance in BRE Controlling particles, vapour and noise pollution from construction sites, Parts 1 to 5, 2003. Measures will be put in place to minimise noise emissions and be implemented via a Construction Environmental Management Plan (CEMP)		X		10.6.2	
	The layout of the site has been optimised to attenuate noise across most of the site through the use of higher density "barrier blocks" close to the railway which provide shielding to homes and gardens further back. However, these barrier blocks in particular will require considered layout and building envelope sound insulation measures to provide suitable internal acoustic conditions	X	X		10.5.7	
<b>Chapter 11 Climate Change</b>	The Proposed Development will be designed to meet the Building Regulations Part L 2013 standards		X		11.5.11	
	A Site Waste Management Plan (SWMP) will be prepared in order to reduce general construction waste arising and limit GHG emissions				11.6.2	
	The CEMP is inclusive of measures to				11.6.3	

	reduce GHG emissions during construction, including the monitoring, management and dissemination of energy consumption tracking emissions.					
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## **2.4 PHASING AND DELIVERY**

2.4.1 The EIA assumes that the construction stage of the Proposed Development has a 4 year duration. Following reserved matters applications and discharge of conditions applications, it is likely that construction could begin in 2023/24. It is assumed that construction would be complete in 2026/27.

2.4.2 The Application Site is identified as an allocation within Cherwell's adopted Local Plan for up to 300 homes. Cherwell's Annual Monitoring Report (2020) sets out supply assumptions for up to 300 homes starting in 2023 and ending in 2028. As explained in the Planning Statement, site constraints results in capacity being reduced to up to 250 dwellings.

2.4.3 The assumed timetable for construction of the Proposed Development is set out below:

<b>Year (Financial)</b>	<b>Number of Units (built)</b>
<b>2020/21</b>	0
<b>2021/22</b>	0
<b>2022/23</b>	0
<b>2023/24</b>	25
<b>2024/25</b>	75
<b>2025/26</b>	100
<b>2026/27</b>	50

2.4.4 The above trajectory tests the 250-dwelling number against an appropriately conservative annual build out rate.

2.4.5 A Construction Environmental Management Plan (CEMP) is proposed to mitigate potential adverse environmental effects during the construction stage. Provision of the CEMP is expected to be secured by a condition on any grant of outline permission, requiring the submission and approval of the CEMP prior to the commencement of development. Relevant details of the prospective CEMP are referred to in pertinent topic chapters. Application of measures in the CEMP is assumed in the assessment of effects in this EIA.

## **2.5 CONSIDERATION OF ALTERNATIVES**

- 2.5.1 The EIA Regulations require that reasonable alternatives studied by the applicant, which are relevant to the Proposed Development and its specific characteristics are set out along with an indication of the main reasons for the option chosen, including a comparison of the environmental effects, taking into account the effects of the Proposed Development on the environment
- 2.5.2 The Regulations do not require a detailed assessment of the potential environmental effects of all notional alternatives to the Proposed Development, including those that have not been studied by the Applicant.
- 2.5.3 This section of the ES addresses the main alternatives to the Proposed Development as a whole. Alternatives in relation to particular aspects of the Proposed Development are addressed in relevant topic chapters. The likely effects of these alternatives are described in the topic chapters.

### **Alternatives Considered by the Applicant**

- 2.5.4 The Proposed Development has been planned on an iterative basis taking account of the site information, identified constraints, input from technical stakeholders and engagement with the community.
- 2.5.5 The Proposed Development relates to the land which is subject to Policy Bicester 13 of the Cherwell Local Plan Part 1 2011-2031 which was re-adopted in 2016. The development of Gavray Drive site represents a substantial element of the growth proposed within the Local Plan. Through its process to select its development strategy, the Council has given consideration to a range of alternative locations for development at the scale of the Proposed Development and has selected the site of the Proposed Development.
- 2.5.6 As set out in the Design Evolution section of the *Design and Access Statement* submitted with the application, the form, amount and land use of the Proposed Development has evolved through consultation and technical assessment.
- 2.5.7 The key changes that resulted through the assessment process during 2020 and 2021 are set out below.
- No built development proposed within the LWS;
  - No built development within the CTA;

- Setback from the PRow to retain its alignment
- Setback from hedgerows to ensure their retention and Root Protection Areas;
- Identification of a 'no-build' buffer between the built development and railway line with an identified setback;
- Location of SuDs features within the buffer;
- Higher density and taller buildings located along the northern edge with a built form to assist in mitigating noise impacts from the railway line;
- Application of higher density development and built form within areas adjacent closest to the Town Centre.

2.5.8 Therefore, through this process of engagement and iteration, reasonable alternative options have been considered and discounted. Collectively these design changes are embedded in the development parameters assessed and can therefore be secured through conditions attached to any grant of planning permission.

## 2.6 CUMULATIVE EFFECTS

2.6.1 Interactive effects, in the sense of particular impacts affecting other environmental dimensions/topics, are considered in relevant topic chapters and in the concluding chapter (12) of this ES.

2.6.2 The assessments of cumulative effects generally focus on those arising from the Proposed Development in combination with the planned developments nearby or allocated sites within a close geographical relationship to the site where there are likely to be significant effects. This has taken into account the following (as informed by IEMA guidance).

- projects benefiting from planning permission but not yet implemented;
- projects allocated in an adopted local plan but not yet implemented;
- other “reasonably foreseeable” projects, including those that are the subject of a current planning application likely to be permitted or the subject of a proposed allocation in an emerging local plan likely to form part of the adopted version of that plan.

2.6.3 Existing and past developments are not included in the cumulative effects assessment as the view is taken that these are already included within the ‘baseline’ conditions and should not therefore be ‘double counted’ in the cumulative assessment. Bicester is however notable for a number of large phased developments currently being built out.

2.6.4 A list of “reasonably foreseeable” development proposals that have been taken into account in the cumulative assessment in the EIA are listed below, parts of which are currently under construction so are already included within the baseline.

2.6.5 All chapters have considered the following housing schemes based on Cherwell’s Annual Monitoring Report 2020 (December 2020):

<b>Development Name</b>	<b>Description</b>
Graven Hill (adopted Local Plan Key Policies Map Bicester 2)	A strategic allocation in the adopted Local Plan 2011-2031 for 2,100 homes and with planning permission for 1900 homes, with completion at 31/3/20 at 195 dwellings.
Kingsmere SW Bicester Phase 1	Planning permission for 1,799 homes (06/00967/OUT, 14/010207/OUT, 11/01840/F, 13/00433/OUT, 17/01849/F and 18/01721/OUT, with completions at 31/3/20 at 1,434 dwellings.
NW Bicester (adopted Local Plan Key Policies Map Bicester 1)NWB	A strategic allocation in the adopted Local Plan 2011-2031. Full approval for 393 homes (10/01780/HYBRID) with completions of 225 at 31/3/20.

Eco-town Exemplar	
NW Bicester (adopted Local Plan Key Policies Map Bicester 1) Phase 2	A strategic allocation in the adopted Local Plan 2011-2031 for 6,000 homes in total with 393 in Phase 1 (above) and at least a further 3,293 to be delivered in phase 2 by 2031. Consent for 150 homes (17/00455/HYBRID) and 1700 dwellings (14/0121/OUT), resolution to approve 14/01641/OUT for 900 dwellings and 14/01384/OUT for 2600 dwellings. No completions at 31/3/20.
South East Bicester (Wretchwick Green) (adopted Local Plan Key Policies Map Bicester 12)	A strategic allocation in the adopted Local Plan 2011-2031 with planning approval for 1,500 dwellings (16/01268/OUT). No completions at 31/3/20.
South West Bicester Phase 2 (adopted Local Plan Key Policies Map Bicester 3)	A strategic allocation in the adopted Local Plan 2011-2031. Application 13/00847/OUT for 709 dwellings was approved in 2017. 12 completions at 31/3/20.
Cattle Market	40 dwellings. Granted outline planning permission subject to S.106 (01/00073/CDC) but also granted temporary change of se to car park (14/00461/CDC) following consent in 2004 and 2009. A 5 year management plan retaining the car park to 2022 was recently signed.

2.6.6 All chapters have considered the following employment schemes based on Cherwell's Annual Monitoring Report 2020 (December 2020):

<b>Development Name</b>	<b>Description</b>
NW Bicester (adopted Local Plan Key Policies Map Bicester 1)	<ul style="list-style-type: none"> <li>- A new zero-carbon mixed use development totalling 390 ha of land. 10 ha of total land allocated expected to provide for employment uses within the Plan period.</li> <li>- Outline planning permission for employment development was allowed at appeal in November 2017 (14/01675/OUT) and was varied by 19/00347/OUT, granted in July 2019.</li> <li>- Reserved matters pursuant to 19/00347/OUT were granted in July 2019 for Phase 1 of the employment development and earthworks for Phase 2 (19/00349/REM). The Phase 1 development comprises a total of 12 units over plots 3 and 4 (the plots are as defined through the outline permission).</li> <li>- All 10 ha of the land allocated for employment development has planning permission and construction of Phase 1 has started on site</li> </ul>
Graven Hill (adopted Local Plan Key Policies Map Bicester 2)	<ul style="list-style-type: none"> <li>- This predominantly brownfield site is proposed for a mixed use development totalling 241 ha of land. 26 ha of total land allocated expected to provide for employment uses within the Plan period.</li> <li>- Planning permission (11/01494/OUT) for all 26 ha employment provision was granted in August 2014 and this was subsequently amended by a section 73 application (19/00937/OUT), approved in January 2020.</li> <li>- Reserved matters, pursuant to 19/00937/OUT relating to a parcel within the employment land were granted in January 2020 for an office and warehouse (RUBB building).</li> </ul>

	<ul style="list-style-type: none"> <li>- No significant employment development has started on site</li> </ul>
<p>Bicester Business Park (adopted Local Plan Key Policies Map Bicester 4)</p>	<ul style="list-style-type: none"> <li>- 29.5 ha of land to the south west of Bicester proposed for employment generating development.</li> <li>- Part of the site was granted outline planning permission in 2010 for the construction of a B1 business park and a hotel (07/01106/OUT).</li> <li>- The northern part of the allocation, adjacent to the A41 has been developed for a superstore and petrol filling station (12/01193/F and minor material amendment 15/01651/F) and a drive-thru restaurant (17/00889/F). Part of this completed development is on land consented as part of the earlier business park permission. The completed superstore and drive-thru restaurant development represents 4.2 ha of the allocated land.</li> <li>- Outline planning permission was granted in May 2020 for office development and research and development floorspace (17/02534/OUT) on a 13.1 ha parcel of land to the south and east of the A41 and Oxford Road, adjacent to the Tesco superstore. The land is within the boundaries of Policy Bicester 4 and there is some overlap between this site and that originally granted permission by 07/01106/OUT.</li> </ul>
<p>Bicester Gateway (partly within adopted Local Plan Key Policies Map Bicester 10)</p>	<ul style="list-style-type: none"> <li>- A strategic development site totalling 18 ha of land for the provision of business uses.</li> <li>- The allocation has been brought forward in parts.</li> <li>- The land to the west of Wendlebury Road comprises two parcels of land with outline permission having been granted (16/02586/OUT). Reserved matters consent (17/02557/REM) has been granted for the hotel which is now under construction on the northern parcel – phase 1a. The southern parcel (phase 1b) has outline permission for B1 employment development and includes a small area of unallocated land to the south outside of the Bicester 10 allocation.</li> <li>- An alternative proposal for phase 1b has a resolution to approve (20/00293/OUT). The application includes residential and employment development and ancillary retail, café and gym facilities. 37% of the proposal site is included within the Bicester 10 allocation whilst the southern portion of the site is located adjacent to the allocation. Approximately 1.17 ha of land being located within the allocation.</li> <li>- Phase 2 comprising the remainder of the Bicester 10 allocation, located to the east of Wendlebury Road was granted planning permission for B1 development and a health and racquets club on 15.8 ha of land in September 2020 (19/01740/HYBRID)</li> <li>- At 31/03/2020, 14.21 ha of land were remaining without planning permission as 19/01740/HYBRID was approved outside the monitoring period (i.e. in 2020/21).</li> </ul>



<p>SE Bicester (Wretchwick Green) (adopted Local Plan Key Policies Map Bicester 12)</p>	<ul style="list-style-type: none"> <li>- A mixed use site for employment and residential development totalling 155 ha of land. 40 ha of total land allocated expected to provide for employment uses within the Plan period.</li> <li>- Units A1, A2 and B (16/00861/HYBRID and 18/00091/F) to the south east of the allocation adjacent to the A41 are complete and cover 11.01 ha of land. A further 5.47 ha of land has planning permission for the development of Unit C (19/00388/F).</li> <li>- There is a resolution to approve 7 ha employment provision (16/01268/OUT) to the north of Units A1, A2, B and C.</li> <li>- The remaining employment land without planning permission is 23.52 ha.</li> </ul>

2.6.7 In addition, any cumulative impacts in relation to East-West rail works have been considered. The line east from Bicester Village station will be dualled with works to crossings at Jarvis Lane and Charbridge Lane

2.6.8 These development projects have been identified on the basis of their proximity to or inter-visibility with the site. Whilst geographical relationship to the application site has been taken into account in determining the focus of the cumulative effects assessment as set out above, the various technical disciplines may take into account a wider sphere. For example, the transport assessment has taken account of a wider range of reasonably foreseeable projects included in relevant strategic transport models. Equally, the noise and air quality assessments, insofar as they are underpinned by data arising from the transport assessment, have also taken account of that wider range of projects. Where technical disciplines have taken into account further sites and developments in addition to those listed above, this is set out in their respective chapters.

2.6.9 For the avoidance of doubt and to avoid 'double counting' in terms of cumulative effects, any sites that have been included in the transport modelling work are not re-assessed from a cumulative effects perspective as they have already been taken into account as 'baseline' or 'future baseline' projects.