

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

District: Cherwell

Application no: 14/01384/OUT

Proposal: Development comprising redevelopment to provide up to 2600 residential dwellings (Class C3), commercial floorspace (Class A1 - A5, B1 and B2), social and community facilities (Class D1), land to accommodate one energy centre, land to accommodate one new primary school (Up to 2FE) (Class D1) and land to accommodate the extension of the primary school permitted pursuant to application (reference 10/01780/HYBRID). Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure, ancillary engineering and other operations

Location: Bicester Eco Town Exemplar Site Banbury Road B4100 Caversfield

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

Annexes to the report contain officer advice and the comments of local members.

Overall view of Oxfordshire County Council:-

This application forms part of the strategic site allocation Bicester 1 within the emerging Cherwell Local Plan. Oxfordshire County Council support the principle of the North West Bicester site which has been the subject of ongoing joint working between OCC, Cherwell District Council and the Eco Bicester Strategic Delivery Board.

There are however technical issues that are raised in the officer responses below and gaps in the information that has been submitted. As a result, pending the submission of further information, Transport Development Control have raised an objection.

In addition, **OCC has serious concerns about the uncertainty of delivering key infrastructure across the wider masterplan site caused by the piecemeal nature in which applications are coming forward.** The funding and phasing of infrastructure across the site is dependent on if and when individual site applications come forward. For example, mitigation for this development is dependent on delivery of the secondary school which is part of Application 2. Further, with the absence of a Community Infrastructure Levy in Cherwell, it is unclear how the County will be able to seek contributions to county wide schemes such as Household Waste Recycling Centres, the Museum Resource Centre and the Central Library, all of which will be put under strain by this development. This puts the County Council at significant financial risk. **Until it is clear how infrastructure will be delivered across the masterplan site, OCC maintains a holding objection.**

Officer's Name: Lisa Michelson

Officer's Title: Locality Manager (Cherwell and West)

Date: 23 December 2014

ANNEX 1
OFFICER ADVICE

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

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Location: Bicester Eco Town Exemplar Site Banbury Road B4100 Caversfield

Transport Development Control

Recommendation:

Objection

Key issues:

- Traffic Generation and Local Impact
- Traffic Distribution and Modelling
- Construction Traffic Management Plan (CTMP)
- Access arrangements
- Accessibility (consideration must be given to planning application 14/01641/OUT and 10/01780/HYBRID)
- Layout comments (including Design Code requirement, parking levels, primary school drop etc)
- Transport Strategy issues
- Public Transport requirements
- Framework Travel Plan and need for supplementary plans
- Additional drainage information required
- Rights of Way requirements
- Off-Site Works Procurement Risk
- Head of Terms (Transport Financial contributions)

Legal Agreement required:

- Section 278 Highways Act 1980.
- Section 38 Highways Act 1980.
- Section 106 Agreement Town & Country planning Act.

Conditions:

1. Prior to the commencement of the development hereby approved, full details of the means of vehicular accesses 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 interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.
2. Prior to the first use of the access to be approved, the existing field accesses onto the A4095 and B4100 shall be permanently stopped up by means of full face kerbing, planting, and the reinstatement of the highway verge and shall not be used by any vehicular traffic whatsoever. Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.
3. Prior to the commencement of the development hereby approved, full details of the means of footway and cycleway links between the land and the local highway network, including, position, layout, construction, drainage and street lighting shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of footway and cycleway links shall be constructed and retained in accordance with the approved details. Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.
4. That prior to the implementation of the proposed development a Design Code must be submitted to and approved in writing by the Local Planning Authority (in consultation with the Local Highway Authority) prior to the commencement of development. Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.
5. No development shall commence on site for the development until a full drainage design for the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Oxfordshire County Councils Drainage Team). Reason - In the interests of highway safety and flood prevention and to comply with Policy NRM4 of the south East Plan 2009 and Government advice contained within the National Planning Policy Framework.
6. Prior to the commencement of the development hereby approved, full details of the bus stop locations between the land and the highway, including, position, layout, construction, drainage and shelter type shall be submitted to and approved in writing by the Local Planning Authority. Such works are to be completed prior to the first occupation of the development site. Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

7. No development shall commence on site for the development until a Construction Traffic Management Plan providing full details of the phasing of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Local Highway Authority) prior to the commencement of development. This plan is to include wheel washing facilities, a restriction on construction & delivery traffic during the peak traffic periods and an agreed route for HGV traffic to the development site. The approved Plan shall be implemented in full during the entire construction phases and shall reflect the measures included in the Construction Method Statement received. Reason – In the interests of highway safety and to safeguard the residential amenities of local residents in accordance with Government Guidance in the NPPF.

Informatives:

The off-site works will require a S278 Agreement with Oxfordshire County Council (OCC). If the proposed development is to be offered for adoption to the Local Highway Authority (LHA) a S38 Agreement will be required, alternatively if the development is to remain private a Private Road Agreement will be required between the developer and OCC. For guidance and information on road adoptions and S278 Agreement works please contact the County's Road Agreements Team on 01865815700 or email Road.Agreements@oxfordshire.gov.uk.

All the associated off-site highway works with NW Bicester will have to go through OCC's Direct Delivery process (attached) – if triggered.

The submitted Travel Plan for the site is to be included within the S106 Agreement for this planning application. A planning condition is not appropriate to secure monitoring fees etc.

Detailed Comments:

Introduction

The proposed site has been allocated as strategic site Bicester 1 within the current draft Cherwell Local Plan submission for development up to 2031 (dated January 2014). The number of dwellings allocated for this site is currently up to 5000. The submitted planning application is for up to 2600 dwellings and does not cover the whole of this allocated site. The remaining parts are expected to be subject to separate planning submissions, and are likely to total closer to 6000 dwellings.

The site is located to the north of Bicester, off the B4100 (Banbury Road) and A4095 (classified roads) and is currently arable farm land. The site is over 2.7km from the town centre. To the south of the site is the residential estate known as Bure Park, which is served by the A4095.

Summary of Transport Assessment (TA)

The proposed development will be located off the A4095 (classified A road). Access to the application site is to be taken via the realigned A4095. Within the submitted TA it has been stated (paragraph 12.8, page 72):

“That the provision of the mitigation measures and/or a proportionate contribution to measures will address the impacts of NW Bicester on the road network as well as support improvements to the town's infrastructure. The Application 2 development on land south of

the railway will support the measures in proportion to the scale and traffic impact of the development as part of the NW Bicester Master plan. The measures supported will assist the County Council in addressing a range of town wide transport issues which are identified in the LTP3.

The provision of high quality sustainable travel infrastructure, together with the travel planning measures to promote sustainable travel will ensure that the PPS1 targets are met. This will help make the vision for NW Bicester a reality.

It is concluded that there are no transport reasons why the development should not be granted consent”.

A review of the accident data for the area has been carried out, which found a number of incidents had occurred; looking at the information provided the incidents involved were down to driver error rather than the characteristics of the local highway network.

A review of public transport, pedestrian and cycle accessibility has been undertaken.

A Travel Plan for the site is proposed.

Traffic Generation and Local Impact

The trip generation figures that have been submitted as part of the TA (page 75 to 86 and appendix 5) appear to be reasonable; as consideration has been given to the TRICS database, the national travel survey data available, the agreed containment factor of 35% of trips to be within the NW Bicester site and the aspirations of PPS1: Eco Towns.

The issue of monitoring the 35% containment of traffic movements within the site is an item that does not appear to have been covered in the TA. However, looking at the submitted Framework Travel Plan (Chapter 6), this requirement (and others) is mentioned alongside remedial actions if the agreed travel plan targets are not met. These travel plan details will need to be included within a future S106 Agreement for this application.

In regard to the proposed remedial actions under paragraph 6.5 (page 59 of the Framework Travel Plan), these detail are unclear/are not identified which requires addressing with consultation (and agreement) with the Local Planning Authority (CDC) and OCC as the LHA (**further information required**).

Paragraph 11.10 of the submitted TA identifies a number of mitigation measures for the whole of the Bicester 1 (NW Bicester) site to provide. However, the TA does not provide any details of what measures are proposed to be delivered by planning application 14/01384/OUT, other than this application will represent a 39.5% impact (over 12 hour period) on the local highway network - and a proportionate contribution towards mitigation measures will be made.

This is a concern as a number of local junctions will be affected by the proposed development. Potential financial payment(s) to future mitigation schemes which are yet to be identified does not offer an acceptable mitigation package for this planning proposal. I would add that OCC would expect to see such directly related mitigation measures delivered and funded by the developer as part of a S278 Agreement instead of a financial payment(s). Such highway works would be considered as part of the overall S106 Agreement transport package being sought from this proposal, if these works also provide strategic transport improvements to Bicester.

In the absence of this information the Heads of Terms for this planning application cannot be identified fully or agreed. **Further information required, recommend a TA addendum is considered and submitted for consideration.**

A review of the accident data for the area has been carried out, and has highlighted a high number of incidents has occurred within the last 5 years. Looking through the information provided it appears that the majority of reported incidents were down to driver error rather than the characteristics of the local highway network. However, in light of this data it is important that the proposed development considers these identified areas (identified in paragraph 3.9.3 of the TA) as part of the detailed stage(s) of the off-site works and appropriate road safety audits.

Traffic Distribution and Modelling

This element of the submitted TA will require further attention, please see the Transport Strategy and Knowledge Management Centre (Traffic Signals) team's comments below. Construction Traffic Management Plan (CTMP)

The expected overall construction phase of Bicester 1 (NW Bicester) is around 20 years from the anticipated commencement date of 2019. Due to the significant size of the proposed development a high number of heavy goods vehicles (HGVs) are expected to be generated by this development. To ensure residential areas are avoided and protected during the build out periods of the development site a routing agreement for HGV construction vehicles is to be secured as part of a CTMP (**to be imposed as a condition**).

The HGV route to be used during the life of the construction period (to be reviewed annually until the whole of Bicester 1 is built out) is to be via the A41/Vendee Drive from J9 of the M40 and the new Howes Lane/Lord's Lane.

Access Arrangements

It is unclear from the transport submission where the specific locations of the vehicle access points to serve the application site are and how many of the 6 access points stated in the TA (page 63) are to be provided to serve this application proposal. **This needs to be confirmed.**

3 indicative drawings (Hyder references, 500/UA005241/01, 501/UA005241/01 and 502/UA005241/01) within the submitted Environmental Statement (ES): Volume 2 document show junction arrangements. However, without seeing how these access arrangements fit into the overall master plan and its movement framework it is not possible to comment on this aspect of the development proposal. I would add that the details provided on these indicative drawings require further attention i.e. no vision splays shown, no radii details, no road and footway dimensions shown, traffic signal controls to be provided? etc. **Further information and scaled access arrangement drawings are required.**

Accessibility

It is unclear what internal access arrangements (pedestrian and cycle routes arrangements) are proposed to link this application site with the Exemplar site (10/01780/HYBRID) and the recently submitted planning application 14/01641/OUT. A route has been indicated on the overall master plan for the NW Bicester site, but it is unclear when such an important piece(s)

of infrastructure are to be provided and by which planning application. **Further information required.**

Layout Comments

The proposed development has been submitted as an outline planning application, with all other matters reserved apart from access. The internal layout of this site will therefore be finalised as part of a detailed design stage, which is expected to establish a design code for the whole of application site. Such a design code is expected to include a street hierarchy, to be in line with MfS etc. Such a design code is considered essential for this development (and the remainder of the NW Bicester site). It is essential that the requirement for a design code for this site is imposed as a prior to commencement of work planning condition.

It is noted that within the submitted Design & Access Statement dated August 2014 (pages 88 to 91) that a proposed street hierarchy is proposed. At this time such a proposal cannot be agreed/approved by OCC as the LHA without further information i.e. internal layouts, location of land uses proposed within the development site etc. Please beware that any street hierarchy to be agreed/approved by the LHA must ensure the appropriate streets within the development are wide enough to accommodate a bus service route (minimum of 6m in width, 6.5m width on corners) and refuse vehicles.

Please note any future layout is expected to be in line with the guidance in MfS and the county council's Residential Design Guide (currently being updated). In addition scaled tracking plan(s) will be required to demonstrate refuse vehicles and cars can turn within the site.

The proposed parking levels for this planning application (stated in the submitted TA pages 65 and 66) are similar to the level accepted for 10/01780/HYBRID, but do differ slightly to the standards quoted in the Design & Access Statement (page 98). **Confirmation of what actual parking levels are to be provided is required.**

If the proposed development is to be offered for adoption to the LHA a S38 Agreement(s) will be required, alternatively if the development is to remain private a Private Road Agreement(s) will be required between the developer and OCC. For guidance and information on road adoptions etc. please contact the County's Road Agreements Team on 01865815700 or email Road.Agreements@Oxfordshire.gov.uk.

School drop off/pick up requirements have and continue to be an issue for proposed and existing school sites around the county. Due to the significant size of this application (and the overall Bicester 1 site) it is important to identify the potential transport related requirements for the primary school site included in this planning application. Below is a list of the standard LHA requirements for a primary school site:

- *Primary school(s) site located near local centre site(s) to ensure linked journeys for school run and deter on-street parking where appropriate by design.*
- *A coach layby (possibly 2 spaces) is required.*
- *On-site parking for staff at an operational level with some visitor parking.*
- *Excellent footway and cycleway connections to school and surrounding areas.*
- *Future school travel plan will need to accord with the overall NW Bicester Travel Plan framework.*
- *No specific/formal parent drop areas are to be provided on the highway due to the nature of this eco site.*

Transport Strategy Comments

“Given the scale of the master plan development area and its impact on key transport corridors of Bicester the developers agreed to make use of the county council’s SATURN model which was developed to test land use options and road schemes for the Local Plan process. This model was re-based in 2012, and officers have accepted that it is a suitable tool for these assessments. Officers have been closely involved with technical work for the proposed development as it has evolved.

The transport strategy for Bicester has since 2000 been based around maximising use of the peripheral routes and minimising the amount of traffic travelling through the central corridor which is not visiting the town centre. The recently revised area strategy in the Local Transport Plan (LTP3) states that the county council will seek opportunities to improve access and connections between key employment and residential sites and the strategic transport system; work with strategic partners to develop the town’s walking, cycling and bus networks and links between key development sites and the town centre and railway stations, and will work to get the most out of Bicester’s transport network by investigating ways to increase people’s awareness of the travel choices available in Bicester. Each of these principles is vital for this development, given the overall scale and also the eco-principles that need to be met.

Delivering a strategic perimeter route around the town is the key component of the area transport strategy. County council officers and Members voiced concerns through the master plan process recently about the Howes Lane realignment proposals and in particular the speed limit proposed and the impact of this on other routes in the town. The Transport Assessment (TA) for this current application goes a long way to address these concerns by explaining how the corridor will maintain its strategic function (section 11.2 in the transport assessment) however the speed limit remains a concern and needs further verification through the planning application for the realigned road.

Of concern to the county council is the impact on the northern and eastern sections of the peripheral routes and on the central corridor. The TA demonstrates how the development of 2,600 houses north of the railway has a minor impact on the eastern peripheral route (Table 10.1 suggests only a 4% impact from the development at the A4421/Skimmingdish Lane junction), but a high impact through the central area, albeit in combination with other growth within the town (section 11.4.2). These two matters are intrinsically linked. Traffic will only switch to using the peripheral routes if these are functioning effectively. Therefore it is essential that the development contributes towards schemes to address capacity problems on the northern/north-eastern sections of the peripheral routes as well as schemes to improve the central area for bus passengers, cyclists and pedestrians. This can be dealt with through S106 negotiations”.

The combined effect of additional growth and changing the nature of Howes Lane raise concerns about the long term impact on peripheral routes around Bicester. Work looking beyond the Local Plan period suggests that there could be a need for a north-west link road. Land within the northern redline boundary of this application should therefore be dedicated for this purpose.

OCC contact officer is Jacqui Cox (Jacqui.Cox@Oxfordshire.gov.uk).

Knowledge Management Centre (Traffic Signals) comments

The LINSIG model data submitted to OCC 12/11/14 is currently being assessed by the Traffic Signal Team within OCC's Knowledge Management Centre. The team had previously raised concerns with the transport submission for this application stating that not enough information had been provided for them to comment on.

Based on the information that was submitted with the application, it appears that the cycle times used were incorrect. For example the junction identified as 21 with 2031 flows used a 176 second cycle time. Such a cycle time is not considered acceptable by OCC as the maximum cycle time allowed is 120 seconds. This is considered an important issue where there are pedestrian crossings involved.

OCC contact officers are Ruth Anderson (Ruth.Anderson@Oxfordshire.gov.uk) and Tim Atkinson (Tim.Atkinson@Oxfordshire.gov.uk).

Public Transport Comments

The developer is required to provide a new bus service, linking the site with Bicester Town Centre and the rail stations. Onwards connections by bus and rail to other destinations will be available from these destinations.

There is an understanding that the NW Bicester site will require two separate bus services, one for each side of the railway line. Therefore the public transport response to this application will deal only with that part of the site in this planning application to the North East of the railway line, taking into account the already consented Exemplar site.

OCC does not have any access to general revenue funding to provide, or contribute towards, bus services to and from this site. The developer is required to deliver an attractive, but commercially viable, bus service, which will operate without any form of subsidy, once the period of time of agreed financial support, or amount of money made available by the developer, has been exhausted.

The eventual service level for this development site of 2600 dwellings (which would also incorporate the Exemplar site of 397 dwellings) has been assessed as requiring 4 buses to fulfil the stated eventual service level. This is based on the delivery of a 10 minute frequency (6 buses per hour) with a round-trip journey time from Bicester Town station, around the development and back to Bicester Town, of between 30 and 40 minutes.

The initial bus service from the first completion would commence with a single vehicle and then the frequency of the service would be increased at agreed trigger-points, to a two-bus service, a three-bus service and eventually a four-bus service. There would also be specified levels of service for evenings, Sundays, public holidays.

The cost of each additional bus inserted into the service level for NW Bicester is calculated as requiring £720k of financial support over a period of 8 years from the start of service for each of these buses.

This amount is calculated from a declining financial support profile of £160,000 in the first year, £140,000 in the second year, £120,000 in the third year, £100,000 in the fourth year, £80,000 in the fifth year, £60,000 in the sixth year, £40,000 in the seventh year and £20,000

in the eighth year. In this calculation, each bus is assumed to reach commercial viable from the ninth year onwards.

The trigger points for service enhancement would approximately be:

- 1 bus service from first occupation
- 2 bus service from 401st occupation
- 3 bus service from 1000th occupation
- 4 bus service from 2000th occupation

This level of service would subsume the Service Level Agreement for the Exemplar site.

A S106 contribution of **£2.88 million** (index linked at October 2014 prices) is required to fund the delivery of a bus service which will increase as the development site builds out. The council would require a contribution profile for the bus service to be paid on an annual basis, rather than solely on the basis of completed units.

An alternative option that OCC may consider is that the developer will via the S106 Agreement procure and provide an agreed level of bus service to serve this site, which would increase as the development builds out. This agreement would specify the minimum size of bus, frequency at different times of day at different trigger points as the development builds out and the contingencies/incentives imposed should such a bus service fail.

The developer will contribute towards the cost of establishing an effective bus priority route into the Town Centre along the Bucknell Road, especially at the junction with Field Street and St Johns Road. This intervention will be critical, to deliver attractive journey times.

The developer must provide bus stops around the site, comprising hard-standing areas, shelters, electronic information, pole/flag/information units, in agreed locations which reflect the proposed footway layout. Ideally all residential units should be within 400 metres walk distance of bus stops and certainly no further than 500 metres.

OCC contact officers are Jacqui Cox (Jacqui.Cox@Oxfordshire.gov.uk) and David Taylor (David.Taylor@Oxfordshire.gov.uk).

Travel Plan Team Comments

“Outline Application, NW Bicester Planning Application 1: Framework Travel Plan (July 2014) was submitted with the application documentation. This document sets out the overarching objectives and targets for the site and is acceptable. However, it will need to be updated as the site builds out to take into account any future changes of the site’s land uses.

Detailed supplementary travel plans will need to be produced for each of the land uses in accordance with the OCC’s Travel Plan Guidance – Transport for New Developments: Transport Assessments and Travel Plans (March 2014) and submitted to the Travel Plans Team for approval prior to occupation. These plans will need to reference the site wide framework travel plan objective and outline how the end occupiers will implement the actions in their plans to achieve the overall objectives for the whole site.

The target for the site is to have 50% all trips originating from the site by non-car modes. This is an ambitious target and will need to be carefully monitored as part of the on-going site-wide travel plan monitoring requirements. The developer will be expected to carry out bi-annual surveys (years 1, 3 and 5 post first occupations) to show that the travel plan

objectives are being achieved and that any identified actions have been updated to take in to account the survey results.

A travel plan monitoring fee will be required for each of the supplementary travel plans over the threshold set out in OCC's guidance document. The on-going monitoring of the travel plan for a period 5 years post final occupation. Further monitoring fees may be required if the 50% target is not achieved.

To support sustainable travel to and from the site the developer is expected to contribute towards:

- The running cost if they chose to use Oxfordshire Lift share or set up their own lift share programme.
- The setting up and running of car clubs in the town will be required. (2 central parking spaces for a car club and membership for the first year provided to new residents – costing can be obtained from Co-Wheels).
- Measures to support and encourage cycling.

The layout of the site should be set out to provide direct walking and cycling links across the site and should be linked in to the existing walking and cycling networks, the Access statement supplied with the application set out how the developer will achieve this. Housing on the site should be within 400m of a high frequency bus stop with good direct walking access to them”.

OCC contact officer is Mark Gregory (Mark.Gregory@Oxfordshire.gov.uk)

Drainage Team Comments

“The developer needs to adhere to the requirements of the Flood and water Management Act 2010 when considering the drainage options for the site. Greenfield run-off rate or better from the site will be a requirement on this development.

Please supply the following information:-

- A full geotechnical report is required due to high ground water problems
- Existing Surface water flood flow map
- Flood Routes on the proposed development
- I have concerns regarding the downstream villages if this development's sewerage is piped to Bicester Sewerage Works due to out of catchment water discharge to the local streams
- An onsite sewerage works should be considered as the flows from these works can be controlled to green field run off discharge”

OCC contact officers are Gordon Hunt and Gordon Kelman (Gordon.Hunt@Oxfordshire.gov.uk and Gordon.Kelman@Oxfordshire.gov.uk).

Rights of Way Comments

The Environmental Statement (ES) considers impacts on public rights of way and appears adequate. The TA and master plan includes a reasonable range of on-site access, recreation/open space and green infrastructure measures, but it is noted that the TA audit of external walking and cycling routes did not include access to the wider countryside. The applicant should also consider and make onsite provision for the 25% of households that are

likely to have one or more pet dogs (Pet Food Manufacturer Association figures) and who will need access to exercise areas.

On this basis financial contributions (index linked at October 2014 prices) are requested for the following off-site improvements:

1. *Contribution/action to implement the railway under bridge with Network Rail and connect this to Bicester Bridleway 9 (Aldershot Farm),*
2. *Contribution of £65,000 to improve Bicester bridleway 9/Bucknell Bridleway 4 outside of the development site as key strategic link*
3. *Contribution of £140,000 for improving surface of Bicester Footpath 12 (alongside railway line) to enable commuting cycling*
4. *Contribution of £85,000 towards creation of two new off road bridleway links to west and east Bucknell*
5. *Contribution of £35,000 towards surrounding rights of way network through new links, spot surfacing, furniture and other measures to mitigate increased levels of use*

OCC contact officer is Paul Harris (Paul.Harris@Oxfordshire.gov.uk).

Off-Site Works Procurement Risk

There is a significant risk that the associated off-site works (S278 Agreement) required for the proposed development will be above the EU procurement threshold of £4,340,350. If this is the case, I understand the tendering process for **all** of the off-site works will have to go through OCC's Direct Delivery process (attached), which was approved by OCC cabinet on 18th June 2013. It should be noted that in line with the direct delivery procedures for a S278 Agreement, the associated S106 Agreement with this application site must be **completed at the same time**. This additional work will add significant time to the overall legal agreement drafting/work (estimate extra 3 to 5 months).

To assess if the EU procurement threshold will be triggered or not the developer/applicant has been requested to provide OCC with a breakdown of the estimated design and construction costs for all the off-site works. This information is yet to be received.

The estimated breakdown of the off-site works is also required to enable OCC officers to seek formal political approval to endorse the use of any existing transport monies (developer contributions) held towards providing highway improvements works within the local area. Until the estimated costs are provided no further progress can be achieved on this issue

Heads of Terms (Transport Financial Contributions)

In the absence of identified off-site mitigation measures for this planning application and a breakdown of the estimate costs for all the mitigation works associated with the Bicester 1 (NW Bicester) site it is not possible to calculate an appropriate transport strategy contribution.

In regard to the provision of a new bus service to serve the proposed site a phased contribution of payments totalling **£2.88m** (index linked at October 2014 prices) is required to enable OCC to arrange and provide this service. The developer has the option to procure their own service to an agreed service specification with OCC. However, this option will generate a significant amount of legal drafting and officer time to arrange which will be time consuming and may delay the completion of the S106 Agreement associated with this planning application (if approved by CDC).

A travel plan monitoring fee will be required from this planning application and is to be secured as part of a future S106 Agreement. The amount to be secured cannot be confirmed at this time due to the absence of the proposed travel plan remedial schemes linked to this planning application.

A contribution of **£325,000** (index linked at October 2014 prices) is required towards rights of way improvements in the local area.

For non-highway SUDS, a future maintenance scheme and fund for such infrastructure is to be included within the associated S106 Agreement for this development. This is to ensure such drainage features are designed, constructed and maintained to an adoptable standard in the absence of the Flood & Water Management Act coming into force. Other details such as easement areas to SUDS features may also need to be included within this part of a S106 Agreement.

For any off-site works i.e. new access, footway etc a Section 278 Agreement(s) will be required between the developer/applicant and OCC to work upon the public highway. In addition to this legal agreement(s) a bond will be required to cover the construction costs of the any works as well as there being a supervision fee of 9%. This agreement will be part of a S106 Agreement for this development.

Summary

There are a number of transport related items that require further information to be submitted to CDC and OCC as the LHA for assessment. Until this information is submitted for consideration, the LHA objects to this planning application.

If CDC is minded to approve the submitted application, I would recommend the conditions quoted above are imposed alongside the required financial contributions quoted and the appropriate off-site highway mitigation works being secured by legal agreement.

Officer's Name: Michael Deadman

Officer's Title: Principal Engineer

Date: 22 December 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/01384/OUT

Proposal: Development comprising redevelopment to provide up to 2600 residential dwellings (Class C3), commercial floorspace (Class A1 - A5, B1 and B2), social and community facilities (Class D1), land to accommodate one energy centre, land to accommodate one new primary school (Up to 2FE) (Class D1) and land to accommodate the extension of the primary school permitted pursuant to application (reference 10/01780/HYBRID). Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure, ancillary engineering and other operations

Location: Bicester Eco Town Exemplar Site Banbury Road B4100 Caversfield

Archaeology

Recommendation:

No objection subject to conditions

Key issues:

The site is located in an area of archaeological interest as identified by a desk-based assessment, a geophysical survey and a trenched evaluation. A further programme of archaeological investigation and mitigation will need to be undertaken ahead of any development. This can be secured through a condition on any resultant planning permission.

Legal Agreement required to secure:

None

Conditions:

- a** Prior to any demolition on the site, the commencement of the development and any archaeological investigation, a professional archaeological organisation acceptable to the Local Planning Authority shall prepare a first stage archaeological Written Scheme of Investigation, relating to the application area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording and inspection of matters of archaeological importance on the site in accordance with Policy BE6 of the South East Plan 2009 and Government guidance contained within the National Planning Policy Framework.

- b** Prior to any demolition on the site and the commencement of the development and following the approval of the first stage Written Scheme of Investigation referred to in condition [a], a programme of archaeological evaluation, investigation and recording of the application area shall be carried out by the commissioned archaeological

organisation in accordance with the approved first stage Written Scheme of Investigation.

Reason - In order to determine the extent, character and significance of the surviving remains of archaeological interest and to safeguard the recording and inspection of matters of archaeological importance on the site in accordance with Policy BE6 of the South East Plan 2009 and Government guidance contained within the National Planning Policy Framework.

Informatives:

None.

Detailed Comments:

The site is located in an area of archaeological interest as identified by a desk-based assessment, a geophysical survey and a trenched evaluation. The geophysical survey and evaluation identified a number of areas of surviving archaeological features including a Neolithic Pit, an area of Bronze Age activity including two possible 'burnt mound' deposits, a number of areas of Iron Age activity and a number of areas of Roman activity. This development will therefore disturb these surviving features and a further programme of archaeological investigation and mitigation will need to be undertaken ahead of any development.

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of a staged programme of archaeological investigation to be maintained during the period of construction. This can be ensured through the attachment of a suitable negative condition as suggested above.

If the applicant makes contact with us at the above address, we shall be pleased to outline the procedures involved, provide a brief upon which a costed specification can be based, and provide a list of archaeological contractors working in the area.

Officer's Name: Richard Oram
Officer's Title: Planning Archaeologist
Date: 08 September 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/01384/OUT

Proposal: Development comprising redevelopment to provide up to 2600 residential dwellings (Class C3), commercial floorspace (Class A1 - A5, B1 and B2), social and community facilities (Class D1), land to accommodate one energy centre, land to accommodate one new primary school (Up to 2FE) (Class D1) and land to accommodate the extension of the primary school permitted pursuant to application (reference 10/01780/HYBRID). Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure, ancillary engineering and other operations

Location: Bicester Eco Town Exemplar Site Banbury Road B4100 Caversfield

Economy and Skills

Recommendation:

No objection

The Economy and Skills Team have been involved in the development of the Economic Development Strategy for the Bicester Eco Town and are satisfied that employment and training opportunities will be made available to local people during the construction and end user phase of the development.

Officer's Name: Dawn Pettis

Officer's Title: Economic Development Strategy Officer

Date: 28 August 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/01384/OUT

Proposal: Development comprising redevelopment to provide up to 2600 residential dwellings (Class C3), commercial floorspace (Class A1 - A5, B1 and B2), social and community facilities (Class D1), land to accommodate one energy centre, land to accommodate one new primary school (Up to 2FE) (Class D1) and land to accommodate the extension of the primary school permitted pursuant to application (reference 10/01780/HYBRID). Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure, ancillary engineering and other operations

Location: Bicester Eco Town Exemplar Site Banbury Road B4100 Caversfield

Education

Recommendation:

No objection subject to conditions

Key issues:

This section of the eco-town development is estimated to generate 567 primary school pupils, 534 secondary school pupils, and 10.1 pupils attending special educational needs provision (SEN).

This section of the eco-town development is to include a primary school, and to contribute towards the cost of primary, secondary and SEN school provision. The mechanism for apportioning costs towards these services between the separate applications which comprise the eco-town development is to be agreed.

Legal Agreement required to secure:

- An acceptable site of 2.22ha for a 2 form entry primary school, adjoining an additional 0.8 ha playing field to accommodate possible future expansion to 3 form entry size.
- Financial contributions towards the necessary primary and secondary school capacity; the mechanism for apportioning these costs across the separate applications is to be decided.
- £309,626 Section 106 developer contributions towards the expansion of permanent Special Educational Needs school capacity by a total of 10.1 pupil places. This is index linked to 1st Quarter 2012 using PUBSEC Tender Price Index. We are advised to allow £30,656 per pupil place to expand capacity in special educational needs schools.

Conditions:

Planning permission to be dependent on a satisfactory agreement to secure the resources required for the necessary expansion of education provision. This is in order for Oxfordshire County Council to meet its statutory duty to ensure sufficient pupil places for all children of statutory school age.

Detailed Comments:

Demand for Bicester primary school places has risen rapidly in recent years. Bicester secondary schools currently have spare capacity, but this will be filled as the higher numbers now in primary school feed through. A strategic approach to expanding primary and secondary school capacity across the town will be required to meet the demands of the local population and housing growth. For the eco-town development at NW Bicester, this includes up to 4 new primary schools and a new secondary school.

This section of the eco-town development is estimated to generate 567 primary school pupils, 534 secondary school pupils, and 10.1 pupils attending special educational needs provision (SEN).

Primary school provision will in the first instance be through the new primary school being built on the exemplar development. In time, this will grow to accommodate 420 pupils age 4-11, plus nursery pupils. This school will also be serving the needs of the exemplar development.

In the longer term, another new primary school is expected within the area covered by this application. The timing and details of this school will be subject to further discussion. A 2.22ha site is required at zero cost from this development for a 2 form entry school, plus an additional 0.8 ha playing field to accommodate possible future expansion to 3 form entry size.

The estimated cost of a 2 form entry primary school, delivering 420 places, is £8.334m, equivalent to £19,843 per pupil place. A proportionate share of the cost of primary school provision for 567 pupils would therefore be £11,250,981.

Secondary school provision will be through the new secondary school planned as part of the southern section of the eco-town development. This application should make a proportionate contribution towards this school. To allow phasing of the school construction, in the first instance, a 600-place secondary school is expected to be built, the cost of which is estimated to be £14,205,000. A proportionate share of this cost for 534 pupils would therefore be £12,642,450.

The mechanism for apportioning costs towards primary and secondary school provision between the separate applications which comprise the eco-town development is to be agreed.

For SEN provision, across Oxfordshire 1.11% of pupils are taught in special schools and all housing developments are expected to contribute proportionately toward expansion of this provision.

Officer's Name: Barbara Chillman

Officer's Title: Pupil Place Planning Manager

Date: 15 September 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/01384/OUT

Proposal: Development comprising redevelopment to provide up to 2600 residential dwellings (Class C3), commercial floorspace (Class A1 - A5, B1 and B2), social and community facilities (Class D1), land to accommodate one energy centre, land to accommodate one new primary school (Up to 2FE) (Class D1) and land to accommodate the extension of the primary school permitted pursuant to application (reference 10/01780/HYBRID). Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure, ancillary engineering and other operations

Location: Bicester Eco Town Exemplar Site Banbury Road B4100 Caversfield

Property

Recommendation:

No objection subject to conditions

Key issues:

- The County Council considers that the impacts of the development proposal (if permitted) will place additional strain on its existing community infrastructure.
- The following housing development mix has been used in the following contribution calculations
 - 234 no. x One Bed Dwellings
 - 899 no. x Two Bed Dwellings
 - 876 no. x Three Bed Dwellings
 - 341 no. x Four Bed Dwellings
 - 250 no. x ECH units (ECH Village)

It is calculated that this development would generate a net increase of:

- **6240 additional residents including:**
- 4605 residents aged 20+
- 792 resident/s aged 65+
- 518 resident/s aged 13-19

Legal Agreement required to secure:

- | | |
|-------------------------------------|-----------|
| • Bicester new Library | £ 274,872 |
| • Waste Management | £ 390,000 |
| • Museum Resource Centre | £ 31,200 |
| • Adult Health & Wellbeing Day Care | £ 155,833 |
| • Central Library | £ 107,014 |

- **Total*** **£ 958,919**

Contributions are to be index-linked to the relevant price bases (detailed below).

- Administration & Monitoring £25,000

The County Councils legal fees in drawing up and/or completing a legal agreement will need to be secured.

Conditions:

- The County Council as Fire Authority has a duty to ensure that an adequate supply of water is available for fire-fighting purposes. There will probably be a requirement to affix fire hydrants within the development site. Exact numbers and locations cannot be given until detailed consultation plans are provided showing highway, water main layout and size. We would therefore ask you to add the requirement for provision of hydrants in accordance with the requirements of the Fire & Rescue Service as a condition to the grant of any planning permission

Informatives:

- Fire & Rescue Service recommends that new dwellings should be constructed with sprinkler systems

Detailed Comments:

Education site requirements: Guidance Provided by Jane Farrow, Principal Strategy Officer

The housing developer is to provide off-site parking capacity prior to the completion of the Primary School. Off-site parent parking facilities to be provided for 50 vehicles or such other number as required by the Highways Authority based on a verifiable 'drop-off' assessment provided by the developer, suitable for dropping off and collecting children attending the Primary School which is freely available for such use and which affords safe, convenient and free flowing access to the Primary School Site [and where this is not reasonably practicable in time for the opening of the school to use reasonable endeavours to provide temporary drop off facilities as aforesaid and which are freely available for such use and which afford safe and convenient and free flowing access to the Primary School Site until the permanent area is available}. NB No parent drop will be permitted within the school site itself.

An offsite 2 coach drop-off/pick up layby facilities will be required adjacent to the entrance to the school; this facility can be utilised for parental drop-off and pick-up at the start and end of the school day and be utilised for other purposes outside the school day.

Primary schools

- No dead end roads should be situated adjacent to schools and the road layout should allow for circular routes to prevent the need to reverse in the road.
- To encourage sustainable travel initiatives schools should be accessible from at least two sides of the school site.
- Ideally there will be 3 vehicular entrances located strategically around the perimeter
- Noise generation around school sites should be minimal. For example proximity to the railway, major roads, energy centres etc. should be avoided. The noise level on the boundary of a school playing field should not exceed 50 dB LAeq, 30 min.
- Sites should generally be rectangular with the minimum site frontage being 110m. This may need to be increased, as might the site area, if the site is irregular in shape.
- The design of school sites is bespoke such that the location of buildings or proximity of buildings to the boundary cannot be unreasonably constrained. However, the school would

ideally be at the front of the site to ensure that each area of the site is fully utilised, has a defined function and meets OCC educational, safeguarding and management requirements.

- Hedgerows/ditches across sites should be avoided as they have the potential to compromise the economical layout of the school site, restrict supervision and restrict long term site flexibility (for example expansion).
- School sites should be as level as possible to limit the need for Abnormal cost
- No existing services are to cross the site and overhead high voltage power lines [ie greater than 1000 V (1000 V = 1 kV)] are not to be within 200 metres of any school site.

The above comments are by no means exhaustive. Once we received more detailed information we can visit the sites and then assist with proving layouts which may help to underwrite, or otherwise, the locations of the schools.

A full brief for school design and access to *The Providers Manual* will be made available at the appropriate stage.

Specialist Housing

25 units of Specialist Housing is required across the Ecotown. The breakdown across the development per application is to be confirmed with the District.

Local Library

Oxfordshire County Council has an adopted standard for publicly available library floor space of 23 m² per 1,000 head of population, and a further 19.5% space is required for support areas including staff workroom, totalling 27.5 m². The Bicester library provision is significantly under-size in relation to its catchment population and this development will therefore place additional pressures on the library. A new library is planned for Franklins Yard development and contributions are required from all development in the locality to fund this community infrastructure with £487,205 still to be secured from the total £1.2 M capital cost at 3rd Quarter 2013 price base index.

Population forecasts show a population increase of 20,257 to 2026 for the Bicester Library Service catchment area.

Current contribution requirement is £487,205 ÷ by 20,257 = £24.05 x 6240 people = £150,079

The development proposal would also generate the need to increase the core book stock held by the local library by 2 volumes per additional resident. The price per volume is £10.00 = £20 per person.

The full requirement for the provision of library infrastructure and supplementary core book stock in respect of this application is: **£ 44.05 x 6240 (the forecast number of new residents) or £105.72 per dwelling = £274,872**

In addition a *library link* model 25 m² fitted out as a part dedicated part flexible space as part of the new community centre is required. This will function in conjunction with the Oxfordshire Central Library in Oxford utilising its resources and also work in conjunction with the new Bicester Library once delivered and implemented as part of the District Council development at Franklins Yard.

Central Library

Central Library in Oxford serves the whole county and requires remodelling to support service delivery that includes provision of library resources across the county.

Remodelling of the library at 3rd Quarter 2013 base prices leaves a funding requirement still to be secured = £4.1 M

60% of this funding is collected from development in the Oxford area. The remainder 40% is spread across the four other Districts. 40% of 4.1M = £1,604,000.

Population across Oxfordshire outside of Oxford City District is forecast to grow by 93,529 to year 2026. £1,604,000 ÷ 93,529 people = £17.15 per person
£ 17.15 x 6240 (The forecast number of new residents) or £41.16 per dwelling = £107,014

Strategic Waste Management

Under Section 51 of the Environmental Protection Act 1990, County Councils, as waste disposal authorities, have a duty to arrange for places to be provided at which persons resident in its area may deposit their household waste and for the disposal of that waste.

The proposed residential development will increase demand for recycling facilities in the area. The nearest household waste recycling centre (HWRC) we provide is Ardley HWRC.

The HWRC strategy, which included a proposal to close Ardley HWRC and open a new site at Kidlington, was agreed by Cabinet on 19 April 2011 following a formal consultation. However, in light of wider changes our countywide plans for the long-term future of HWRCs are currently under review while we consider a number of factors. These include significantly higher levels of planned growth in Bicester as well as the decision not to go ahead with a new recycling centre based at Kidlington. The outcome of reuse trials currently underway at Alkerton and Stanford HWRCs will also play a significant part in defining future plans for the service.

Regardless of the review of HWRC provision, in view of the additional demand that would be generated by the proposed development for reuse, recycling and composting facilities in Bicester we will seek contributions towards meeting the increased demand.

A new site serving 20,000 households costs in the region of £3,000,000; this equates to £62.50 per person at 1st Quarter 2012 price base

**£62.50 x 6240 (the forecast number of new residents) or £150 per dwelling =
£390,000**

County Museum Resource Centre

Oxfordshire County Council's museum service provides a central Museum Resource Centre (MRC). The MRC is the principal store for the Oxfordshire Museum, Cogges Manor Farm Museum, Abingdon Museum, Banbury Museum, the Museum of Oxford and the Vale and Downland Museum. It provides support to these museums and schools throughout the county for educational, research and leisure activities.

The MRC is operating at capacity and needs an extension to meet the demands arising from further development throughout the county. An extended facility will provide additional storage space and allow for increased public access to the facility.

An extension to the MRC to mitigate the impact of new development up to 2026 has been costed at £460,000; this equates to £5 per person at 1st Quarter 2012 price base.

£5 x 6240 (the forecast number of new residents) or £12 per dwelling = £31,200

Integrated Youth Support Service

The Early Intervention Service offers high quality early intervention and specialist services to children, young people and families with additional complex needs, both through county council staff and across partner agencies.

All community partner agencies are actively involved in service delivery to ensure integrated and inclusive solutions to best improve outcomes for children and young people from birth to 19 years (up to 25 years where there are special educational needs).

The Bicester Early Intervention Hub is currently operating at capacity in the delivery of specialist services.

The proposed development and other planned development in and around Bicester will generate further demands on the Early Intervention Service. This proposal is forecast to generate 518 residents aged 13-19.

To adequately address the increased needs, the County Council requires 15sqm of storage for youth kit to be designed into the community hall. This storage space should be able to be accessed internally and externally.

Adult Learning

The Adult Learning Service offers a wide range of educational and recreational courses to cater for all ages and abilities. The Adult Learning Service in Bicester is currently based at Bicester Community College.

The proposed development and other planned development in and around Bicester will generate further demands on the Adult Learning Service. This proposal is forecast to generate 4605 residents aged 20+.

To adequately address the increased needs, the County Council requires 40sqm of space which is suitable for adult learning to be designed into the community hall.

Health & Wellbeing Resource including Day Care Facilities

To meet the additional pressures on Health & Wellbeing provision the County Council is planning to expand day care facilities at Bicester Health & Wellbeing Resource Centre. Current demand is above service provision capacity of 40 places per day at the current site accounting for ward – based catchment areas in terms of population. This proposal will increase pressures on the current service.

Contributions are based upon a 230 m² expansion providing an additional 10 places to the existing service at Launton Road. Cost of expansion at 3rd Quarter 2013 price base is £787,000. Secured contributions amount to £242K, with the remainder, £542,000 outstanding. Population forecasting to 2026 based on build out since 2011 census and allocated housing projections including the SHMA within the catchment wards for this Health and Wellbeing Resource = 21,704 people
£542,000 divided 21,704 = £24.97 x 2.4 average house occupancy in Bicester area = £ 59.92
£59.92 x 2,600 (the number of new dwellings) = £155,833

Other Services

Changing places Toilet

If this application is given permission The County Council would support provision of a Changing places Toilet in Bicester Town centre to help meet the needs of this new community's use of the Bicester town's central amenities.

Highways Depots

The development will bring maintenance pressures upon highways depots as a consequence of the increased highway network. The provision of highways depots is under review in order to meet the increased demands which could result in the need for contributions.

Administration

Oxfordshire County Council requires an administrative payment of £25,000 for the purposes of administration and monitoring of the proposed S106 agreement, including elements relating to Education.

Indexation

Financial contributions have to be indexed-linked to maintain the real values of the contributions (so that they can in future years deliver the same level of infrastructure provision currently envisaged). The price bases of the various contributions are covered in the relevant sections above.

Security/Bonds

Given the scale of the contributions, where the triggering of payment of financial contributions is deferred to post implementation of the development, it will be necessary for the S106 agreement to include provisions for appropriate security by the landowner/developer for such payments.

General

The contributions requested have been calculated where possible using details of the development mix from the application submitted or if no details are available then the County Council has used the best information available. Should the application be amended or the development mixed changed at a later date, the Council reserves the right to seek a higher contribution according to the nature of the amendment.

The contributions which are being sought are necessary to protect the existing levels of infrastructure for local residents. They are relevant to planning the incorporation of this major development within the local community, if it is implemented. They are directly related to this proposed development and to the scale and kind of the proposal.

Officer's Name: Oliver Paul Spratley

Officer's Title: Asset Strategy Support Officer

Date: 24 September 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/01384/OUT

Proposal: Development comprising redevelopment to provide up to 2600 residential dwellings (Class C3), commercial floorspace (Class A1 - A5, B1 and B2), social and community facilities (Class D1), land to accommodate one energy centre, land to accommodate one new primary school (Up to 2FE) (Class D1) and land to accommodate the extension of the primary school permitted pursuant to application (reference 10/01780/HYBRID). Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure, ancillary engineering and other operations

Location: Bicester Eco Town Exemplar Site Banbury Road B4100 Caversfield

Ecology

Key issues:

- The applicant has used a recognised biodiversity metric which demonstrates how the development should deliver a net gain in biodiversity (in line with NPPF).
- Appropriate management and monitoring of the site could be crucial to whether the proposed development would be able to deliver a net gain in biodiversity. The applicant proposes that a LHMP (Landscape & Habitat Management Plan) would be produced for each reserved matters application. The LHMPs would contain both management and monitoring proposals.
- I support the principle of off-site mitigation for farmland birds. However, I have some comments and suggestions on the details of the method of achieving this.

Detailed Comments:

Off-site farmland bird mitigation

- Section 5.2 of the Biodiversity Strategy (Appendix 6J) gives the proposals for off-site farmland bird mitigation. I support the principle of off-site mitigation in this case, because it is not possible to mitigate for these species on site, due to their breeding and habitat requirements. The model proposed by the applicant here is similar to a scheme in operation relating to a development in Buckinghamshire. However, that scheme includes a substantial contribution towards administration costs. If this approach is followed I consider that there should be a contribution towards the time for an officer to work with farmers. I am concerned that, without someone working in this role the project would be unsuccessful with too few farmers taking up the scheme to provide enough additional habitat for farmland birds compared with the habitat lost as a result of the development. The proposed approach should bring nature conservation benefits in the 25 years it is funded, but after funding ceases it might well be that the

land management changes and no longer benefits farmland birds, whereas the development site is no longer suitable for these species either.

- An alternative approach, that might be much simpler to set up and provide much longer-term biodiversity benefits, is for funds to be used for the purchase of land in an agreed area and then the management of this land for nature conservation. Funds should provide for management for the initial 25 years (as proposed in Biodiversity Strategy), but the conservation organisation managing the land should then continue on-going management at its own cost and management could continue in perpetuity.
- I understand that previous information had suggested that farmland bird scheme would be in the Ray Valley, is this still the proposed location?

Monitoring & Management

- Appropriate management and monitoring of the site could be crucial to whether the proposed development would be able to deliver a net gain in biodiversity. Section 9 of the Biodiversity Strategy explains that a LHMP (Landscape & Habitat Management Plan) would be produced for each reserved matters application which would contain both management and monitoring proposals and that the management may need to be modified according to the results of the monitoring work.
- The public areas of the site would need to be managed for biodiversity in perpetuity to avoid the loss of potential benefits from the mitigation and enhancement measures. Ecological monitoring is important to ensure that the management is successful in meeting its objectives for biodiversity and to enable remedial action to be identified, if necessary.
- The LHMPs should include enhancements in biodiversity built into the design from an early stage on various scales, from individual house design to the masterplanning work. Features for biodiversity within the site should be planned to link up to habitats and features in the surrounding landscape. The applicant should ensure that they follow best practice, as suggested in the Oxfordshire Biodiversity & Planning Guidance (<https://www.oxfordshire.gov.uk/cms/content/planning-and-biodiversity>).
- Green Infrastructure should be designed to ensure that it would provide a network of interconnected habitats to enable dispersal of species across the wider environment. Open spaces within developments should be linked to biodiversity in the wider countryside, including on designated sites, priority habitats and CTAs. Green Infrastructure should also be planned to provide ecosystem services such as flood protection, microclimate control and filtration of air pollutants.
- The District Council should be seeking the advice of their in-house ecologist on the current application, who may be able to provide more detailed comments on the proposed scheme.

Clarification on the impact on SSSIs

- Please ask the applicant to confirm that there would be no impact on SSSIs in terms of both water quality and quantity.

Officer's Name: Tamsin Atley
Officer's Title: Ecologist Planner
Date: 19 September 2014

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 14/01384/OUT

Proposal: Development comprising redevelopment to provide up to 2600 residential dwellings (Class C3), commercial floorspace (Class A1 - A5, B1 and B2), social and community facilities (Class D1), land to accommodate one energy centre, land to accommodate one new primary school (Up to 2FE) (Class D1) and land to accommodate the extension of the primary school permitted pursuant to application (reference 10/01780/HYBRID). Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure, ancillary engineering and other operations

Location: Bicester Eco Town Exemplar Site Banbury Road B4100 Caversfield

Extra Care Housing**Recommendation:**

No objection

Key issues:**Legal Agreement required to secure:****Conditions:****Informatives:****Detailed Comments:**

Officer's Name: Nigel Holmes

Officer's Title: Commissioning Manager

Date: 04 September 2014
