

Residential-based development would be focussed in the western corner of the Site, with the remainder of the Site retained as green space in-line with planning policy including proposals for an orchard and allotment. It is expected that the new buildings would extend no more than three storeys in height.

It is anticipated that the Development will provide car and cycle parking provision in-line with CDC requirements.

Access to the Development would be achieved via the existing access road to the western boundary (Cranberry Avenue). An indicative masterplan for the Development is included in Figure 3.

Figure 3: Indicative Proposals



The Development is expected to come forward over a single-phased of between 18 to 30 months, with construction works likely to commence on-site in Quarter 4 (Q4) 2018 and, assuming a worst-case programme, completing in Q2 2021.

3) Proposed Scope of the ES

As highlighted by the online Planning Practice Guidance (PPG)¹, when considering the scope of EIAs, local planning authorities “should limit the scope of the assessment to those aspects of the environment that are likely to be significantly affected”.

Following a review of the EIA Screening Opinion, environmental sensitives, and the emerging Development proposals, the scope of the ES has been determined. Table 1 sets out the topics which would be included in the ES, and those which would be scoped out. Commentary on the approach to topics to be included in the ES is provided in Annex 1. Further justification on the topics to be scoped out is provided in Annex 2.

Table 1: EIA Topics

Topics to be included in ES	Topics to be Scoped out
Transport and Access	Socio-economics
Archaeology (within combined ES chapter)	Noise and Vibration
Built Heritage (within combined ES chapter)	Air Quality
Landscape and Visual Impact	Biodiversity
Cumulative Effects	Ground Conditions and Contamination
	Water Resources, Flood Risk and Drainage
	Soils and Agricultural Land
	Wind Microclimate
	Daylight, Sunlight and Overshadowing, Light Pollution and Solar Glare
	Arboriculture
	Risk of Accidents
	Risk to Human Health
	Climate Change
	Energy and Sustainability
	Waste

¹ Department of Communities and Local Government (DCLG), 2015, Planning Practice Guidance: Environmental Impact Assessment, April 2015

ANNEX 1

PROPOSED ES SCOPE

The table below sets out the proposed content of the ES and provides an overview of the approach and methodology for each assessment which would be included.

Volume 1 of the ES

ES Chapter	Scope of the Chapter
Chapter 1: Introduction	Introduces the ES, the Development, planning application and project team.
Chapter 2: Site Description	Context to Site, surrounding area and nearby environmental sensitivities.
Chapter 3: EIA Methodology	Sets out the general methodology of the EIA.
Chapter 4: Alternatives	Describes the reasonable alternatives studied by the developer and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.
Chapter 5: Description of Development	Describes the Development.
Chapter 6: Transport and Access	During construction of the Development, Heavy Good Vehicles (HGVs) and other vehicles and mobile plant will need to access the Site. Construction traffic routes, movements and associated effects such as driver disruption, dust and dirt would be dealt with through standard and widely used management measures and managed through adherence to a Construction Logistics Plan and a Construction Environmental Management Plan (CEMP). Due to the scale of development, the net increase in HGV flows and vehicle traffic on the local road network during the construction phase is not expected to be significant in the context of existing traffic flows on the surrounding highways. Whilst there may be some temporary effects, these would be localised and, as such, construction traffic effects are not expected to be significant, although commentary would be included.

Car and cycle parking will be provided in-line with CDC standards, to be finalised during detailed design. A single highway access would link the new residential development to the existing access road to the western boundary, with pedestrian and cycle access to be provided through the Site. Once complete and occupied, it is expected that the Development would result in a minimal uplift in the number of users and people using public transport near the Site. It is considered that the pedestrian infrastructure and existing public transport network has sufficient capacity to support the number of trips associated with the Development.

While the Development will generate residential vehicle traffic, the impact from up to 75 residential units on the local highway network is likely to be negligible in the context of background traffic. The volume of traffic is unlikely to have a significant impact on highway capacity and the Development will not necessitate any significant improvement works to the local highway network.

While it is not considered that the construction or operational effects of the Development would be significant, an assessment will be carried out within an ES chapter that would be supported by a Transport Assessment. This will assess the existing conditions of the local area and the proposed changes brought forward by the Development in respect of transport and access. The opening year (2021) and opening year +5 (2026) scenario will be assessed. It will also take into consideration residual traffic resultant from the adjacent cumulative schemes and assess the potential for cumulative effects, thus acknowledging issues raised in the EIA Screening Opinion. In addition, a Travel Plan will be provided that will set out traffic measures to be adopted for the completed and occupied Development to minimise effects on the local road network.

Chapter 7: Cultural
Heritage
*(Combined ES
chapter of
Archaeology and
Built Heritage
assessment)*

The Archaeological Desk-Based Assessment (DBA), prepared in support of the planning application, concludes that the Site has a negligible potential for significant remains of all periods. The DBA for the adjacent Exemplar site also concluded that there was a low potential for archaeological remains to exist – which was confirmed during the subsequent field evaluation. The planning archaeologist identified a potential area of earthworks within the Site and suggested that there may be an associated with Medieval settlement off-site. The site visit and map regression suggest strongly that the earthworks are modern and result from the creation of filter beds. Given the limited archaeological potential of the Site any requirement for geophysical survey and trenching could be secured by condition – but this is yet to be agreed with CDC. Should hitherto unexpected remains be present any intrusive/non-intrusive survey work would establish the need for and scope of further mitigation works. It can be concluded that significant archaeological effects on below ground heritage assets are unlikely, taking into account the above standard measures.

There are no buildings of historic value within the Site therefore the Development will have no direct physical impacts upon any built heritage assets. There are a number of built heritage assets within the local area including St Lawrence's Church (Grade II* listed), and Home Farmhouse (Grade II listed) and its associated curtilage. The Grade II* Church of St. Lawrence and Grade II listed Home Farmhouse, are located approximately

30m east and 75m south of the Site boundary respectively. The SER defines the church asset as having high heritage value, while the farm is a medium-low value asset.

The Development has the potential to affect the setting of these assets. As part of the emerging design, measures have therefore been put in place to minimise effects, including maintaining a sightline from St Lawrence's Church, screening the eastern edge of the Development through planting and the sensitive use of building style and materials. The setting of the Church of St. Lawrence and Home Farm are also at least partially shielded from the Site by an existing wall and hedgerow buffer between them and the Development respectively. The retention of these buffers along the Site boundary will help minimise adverse setting effects upon these built heritage assets.

Through adherence to standard and widely used management measures as set out in the CEMP, it is not considered that the effects on the setting of the buried or built heritage assets during the construction period would be significant. Furthermore, the scale and massing of the completed Development is not expected to lead to significant adverse effects on the aforementioned heritage assets once occupied. Notwithstanding, in acknowledgement of comments raised in the EIA Screening Opinion, a cultural heritage assessment of buried and built heritage assets will be carried out and be provided within an ES chapter. This will also include consideration of the potential for urbanising effects in relation to cumulative schemes in proximity to the Site.

Chapter 8:
Cumulative Effects

Cumulative effects can occur either when different effects from the Development interact to exacerbate effects on sensitive receptors, or, when the magnitude of an effect is exacerbated by other existing or future neighbouring developments, thus creating a more significant effect, on a receptor. Whilst the Site is located within the North West Bicester Eco-town, it is not considered that all other emerging development sites within Bicester are within sufficient proximity to the Site such as to have interactive effects to necessitate consideration for cumulative assessment. There is no EIA guidance on how to define an appropriate study area for considering cumulative effects. The following criteria have therefore been used to identify the schemes which should be considered.

- Those which are expected to be built-out at the same time as the Development and with a defined construction programme;
- Those sites that fall within the NW Bicester Eco-Town site allocation;
- Projects considered EIA development and for which an ES has been submitted with the planning application;
- Those subject to planning consents from Cherwell District Council (granted or resolution to grant); and
- Those which introduce new sensitive receptors close within close proximity to the Site boundary (but are not EIA development).

	<p>Figure A2 and Table A1 below set out the development schemes which meet the above criteria which would be considered in the context of the potential for in-combination cumulative effects. We invite the Council's views on this proposed approach.</p>
<p>Chapter 9: Summary of Mitigation, Monitoring and Residual Effects</p>	<p>Will provide a summary of mitigation, monitoring and residual effects described in each of the technical assessments provided within the ES.</p>
<p>Volume 2 of the ES</p>	
<p>Landscape and Visual Impact Assessment (LVIA)</p>	<p>The topography of the Site is relatively flat, with a gentle slope southwards to the tributary on the south-east Site boundary. Views to and from the Site are limited, with tree frontages bounding Home Farm to the south and lining the B4100 to the north-east. The immediate surrounding area shows a strong contrast between town and country with the outer limits of Bicester built in the late twentieth century ending abruptly at the A4095 to the south of the Site.</p> <p>The Site is not in a Conservation Area, with the closest being RAF Bicester, approximately 480m south-east of the Site boundary. There are no Registered Park and Gardens, Areas of Outstanding Natural Beauty or other landscape designations on or in the vicinity of the Site. The wider surroundings have a predominantly agricultural character, with urban fringe to the south. However, with emerging development to the west, the landscape and townscape is predicated to undergo significant transformation within the next 20 – 30 within the NW Bicester area as it becomes integrated into the urban fringe.</p> <p>The Development would reach a maximum height of three storeys, which would barely be visible over the tree boundaries to the south and north-east of the Site. Views from the emerging Exemplar site to the west may be affected, however this type of use will be in keeping with the developing suburban character of the area under the Policy Bicester 1 allocation and there will also be a commitment to high quality urban and landscape design for the Development. The Development would be in keeping with the emerging landscape character (taking into account the adjacent Exemplar development and will retain open space to the east with the inclusion of landscape planting. The majority of existing vegetation features would be retained. In views to the proposed Development, existing vegetation and planting proposals are therefore likely to be visible together with glimpses of the new homes. This would result in a minimal change to visual amenity.</p>

The Grade II* listed Church of St. Lawrence is visible from a narrow line of sight within the Site to the east, as illustrated on the Indicative Proposals figure in Annex 1. The SER states that *“the only point where the tower [of the Grade II* Church of St. Lawrence] is visible is along the sightline stretching from the church to the south west corner of the site. During the design of the Exemplar site, the efforts made to preserve the line of sight from the north east corner of the wooded area in the north-west corner of the site to St Lawrence’s Church be continued. This would significantly lessen the impact of the development of this area on this asset.”* The line of sight to the Church of St. Lawrence passes through the Site and the Applicant will seek to preserve this view through the detailed design.

Overall, and due to the established wider emerging context, including the lack of specific townscape or visual designations and scale of the proposed Development, the landscape and visual effects of the Development are not considered to be significant. Nonetheless, to acknowledge concerns raised by CDC in their Screening Opinion, a Landscape and Visual Impact Assessment (LVIA) will be carried out to identify the landscape character within the Site’s vicinity and provide analysis of the Development from a number of selected visual receptors, to describe these effects and assess the potential for cumulative effects of the Development in-combination with other nearby sites. The LVIA will be based on the methodology set out in:

- Guidelines for Landscape and Visual Impact Assessment)²; and
- An Approach to Landscape Character Assessment³.

A field survey viewpoint location plan is presented in Figure A2 below. The effects of the Development on the visual receptors will be considered using a series of wireline photomontages from representative viewpoints. It is currently proposed that the following representative viewpoints are considered an appropriate selection to test the Development:

- VP5 (St Lawrence Church);
- VP6 (View from northwest corner of Site);
- VP7 (junction of B4100 and Aunt Ems Lane); and
- VP10 (B4100 at bus stop adjacent to Exemplar site).

² Landscape Institute and Institute of Environmental Management and Assessment (2013) *Guidelines for Landscape and Visual Impact Assessment* (Third Edition)

³ Natural England (2014) *An Approach to Landscape Character Assessment Guidance*

Volume 3 of the ES

Appendices

Technical Reports supporting the various ES chapters

[Non-Technical Summary \(NTS\)](#) - a summary of the ES in non-technical language.

Figure A1: Viewpoint Location Plan

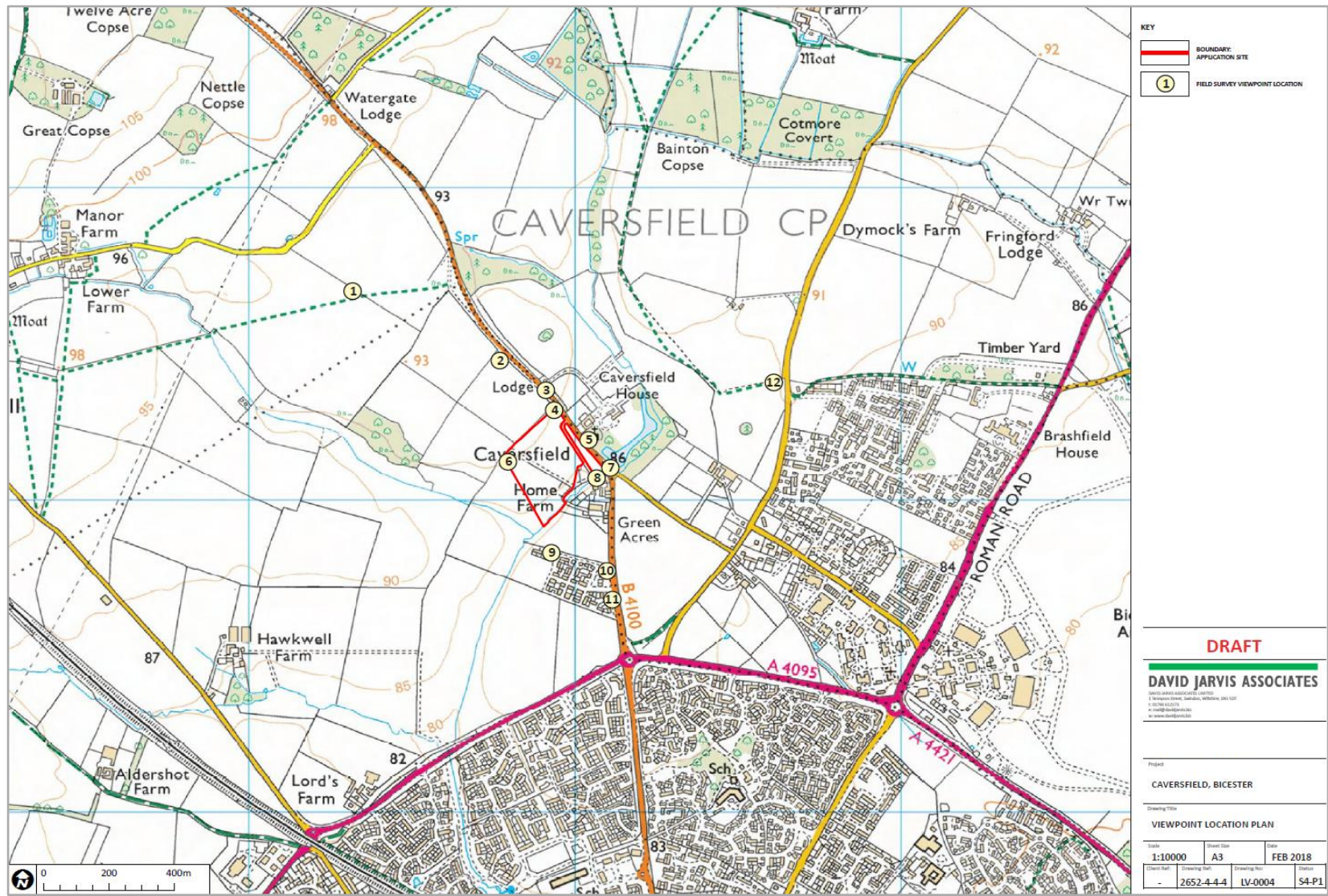


Figure A2: Map of Cumulative Schemes

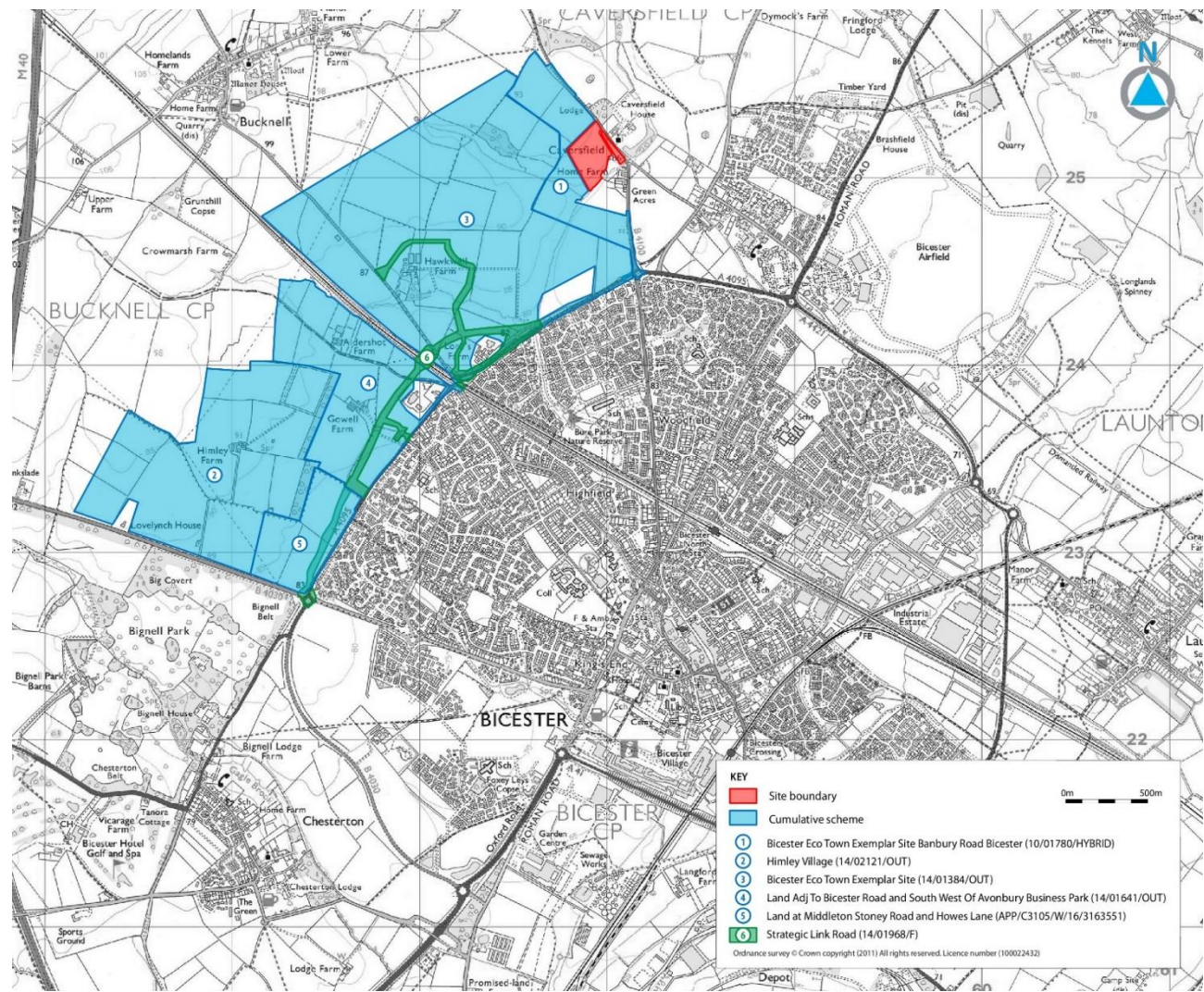


Table A1: Schedule of Cumulative Schemes

Scheme ID	Cumulative Scheme	Distance from Site Boundary	Construction Programme and Information
1	<p>Bicester Eco-Town Exemplar Site (Ref: 10/01780/HYBRID) – Development of Exemplar phase of NW Bicester Eco Town to secure full planning permission for 393 residential units and an energy centre, access, car parking, landscape, amenity space and service infrastructure and outline permission for a nursery of up to 350m² (use class D2), a community centre of up to 350m², 3 retail units of up to 770m² (use class A1)), an Eco-Business Centre of up to 1,800m² (use class B1), office accommodation of up to 1,100m² (use class B1), an Eco-Pub of up to 190m² (use class A4), and a primary school site measuring up to 1.34 hectares with access and layout to be determined. Approved July 2012.</p>	Adjacent to western boundary	<p>Construction: Construction commenced in 2014, with planned delivery of 50 units in year one, and 100 units per year thereafter.</p> <p>Operational: The date of completion and occupation is unavailable, however it is assumed that 2018 is year of completion based on the submitted project construction programme.</p>
2	<p>Himley Village (ref: 14/02121/OUT) – Outline proposal for development to provide up to 1,700 residential dwellings, a retirement village (Use class C2), flexible commercial floorspace (Use classes A1, A2, A3, A4, A5, B1, C1 and D1), social and community facilities (Use class D1), land to accommodate one energy centre and land to accommodate one new primary school (up to 2 Form Entry (FE)). Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure and other operations (including demolition of farm buildings on Middleton Stoney Road). Granted March 2017.</p>	1.7km south-west	<p>Construction: Construction was due to commence in 2016, with completion by 2031. However, this has been deferred due to the delay in planning approval. With permission granted in early 2017, it is assumed that construction would commence in 2018.</p> <p>Operational: It is assumed that the development will only be operational post-2031.</p>
3	<p>Bicester Eco-Town Exemplar Site ('SGR2' Site) (Ref: 14/01384/OUT) – Development comprising redevelopment to provide up to 2,600 residential dwellings (Class C3), commercial floorspace (Class A1 - A5, B1</p>	30m east (at closest point)	<p>Construction: According to the ES, the development has an estimated 25-year construction period, due to commence in 2018.</p>

Scheme ID	Cumulative Scheme	Distance from Site Boundary	Construction Programme and Information
	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. Resolution to Grant.		Operational: Based on the estimated construction period, the approximate date for when the development would be completed and occupied is 2044, provided approval is granted by CDC in 2018.
4	Land Adjacent To Bicester Road And South West Of Avonbury Business Park (ref: 14/01641/OUT) – Outline application to provide up to 900 residential dwellings, commercial floor space, leisure facilities, social and community facilities, land to accommodate one energy centre and land to accommodate one new primary school (up to 2 FE), secondary school up to 8 FE. Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure, ancillary engineering and other operations. Resolution to Grant.	1.3km south-west	Construction: According to the ES, construction works are anticipated to commence in 2018 with an estimated construction period of 20-years, based on approval in 2017. Operational: Based on the estimated construction period, the approximate date for when the development would be completed and occupied is 2038.
5	Land at Middleton Stoney Road and Howes Lane (APP/C3105/W/16/3163551) – Erection of up to 53,000 m ² of floor space to be for B1, B2 and B8 (use classes) employment provision within two employment zones covering an area of 9.45 ha; parking and service areas to serve the employment zones; a new access off the Middleton Stoney Road (B4030); temporary access off Howes Lane pending the delivery of the realigned Howes Lane; 4.5 ha of residential land; internal roads, paths and cycleways; landscaping including strategic green infrastructure; provision of sustainable urban systems	2km south-west	Construction: It is anticipated that the development will be built-out over an approximate 3 year period, with construction expected to commence in Q4 2018/Q1 2019 and completed by Q1 2022. Operational: It is expected that the development will be operational by early 2022.

Scheme ID	Cumulative Scheme	Distance from Site Boundary	Construction Programme and Information
	(SUDS) incorporating landscaped areas with balancing ponds and swales; associated utilities and infrastructure.		
6	<p>A4095 Strategic Link Road (SLR) (ref:14/01968/F) – Construction of new road from Middleton Stoney Road roundabout to join Lord's Lane, east of Purslane Drive, to include the construction of a new crossing under the existing railway line north of the existing Avonbury Business Park, a bus only link east of the railway line, a new road around Hawkwell Farm to join Bucknell Road, retention of part of Old Howes Lane and Lord's Lane to provide access to and from existing residential areas and Bucknell Road to the south and associated Infrastructure. Resolution to Grant.</p>	650m south-west	<p>Construction: According to the ES, construction is set to take an approximate 2-3-year period. The date of commencement was predicted to be 2016, however due to a delay in gaining planning consent this has been deferred. Therefore, a worst-case scenario is assumed where construction would commence in 2019 and the development built out at the same time as the Development.</p> <p>Operational: Based on a 2-3 year construction period, the development would be completed and operational no later than 2021.</p>

ANNEX 2

RATIONALE FOR EXCLUDING TOPICS FROM EIA

Technical Topic	Rationale for scoping out of EIA
Socio-Economics	<p>The Development would bring forward up to 75 new homes on the Site across a range of unit mixes. In the context of the region, the provision of new homes is considered to be beneficial, although it is not considered to be significant in EIA terms.</p> <p>Any additional demand for social infrastructure, particularly education and healthcare as a result of the increase in population on-site, would be mitigated through financial contributions made through the Community Infrastructure Levy and Section 106 agreement as part of the planning application. New provision is also anticipated to come forward within the Eco-Town area. Significant effects are therefore not anticipated.</p>
Noise and Vibration	<p>The Site is an undeveloped site, adjacent to a minor arterial road, a converted farm (for light industrial and office uses) and an emerging residential-led development currently in the early phases of construction. Construction noise and vibration will be mitigated as far as practicable through good site practice and construction measures (CEMP).</p> <p>The nearest existing sensitive receptors that have potential to be impacted by the Development are Home Farm and the parish church of St. Laurence, located within 50m of the Site boundary. Both of these have elements that are designated as listed buildings. New residential receptors are also being introduced adjacent to the west of the Site boundary associated with the emerging Exemplar site.</p> <p>The Development would be constructed over a relatively short term period (between 18 and 30 months) such that any effects would be short term. There is likely to be increased noise during the construction works, including noise resulting from construction plant and vehicles. These are considered to be temporary and would be controlled by industry standard good practice measures including acoustic screening/site hoardings, the selection of appropriate construction techniques, implementation of a Construction Logistics Plan, and the restricted operation of certain plant and activities to agreed hours or durations. These measures would form part of the CEMP. It is not considered that there are likely to be significant vibration effects during this period. Given the existing ambient noise environment, the proposed mitigation to be employed on-site, and the</p>

Technical Topic	Rationale for scoping out of EIA
	<p>temporary, short-term nature of effects, it is not considered that construction works will result in significant effects on existing or future sensitive receptors as a result of the Development.</p> <p>The volumes of road traffic are not likely to increase significantly such that a perceptible increase in overall traffic noise would result from the completed and occupied Development.</p> <p>Notwithstanding, a standalone Noise Assessment will be submitted with the planning application. This will verify that the Development will not result in unacceptable levels of noise and vibration on sensitive receptors. The findings of this assessment will be appended to the EIA Methodology chapter of the ES to re-confirm that road traffic noise would not be significant.</p>
Air Quality	<p>The Site is not located within an Air Quality Management Area (AQMA). The nearest AQMA is that designated for Kings End, Queens Avenue, Field Street and St Johns in Bicester town centre on the basis of exceedances of the annual mean nitrogen dioxide (NO₂) Air Quality Objective, approximately 2km to the south of the Site boundary.</p> <p>During the demolition and construction works, the greatest potential air quality effects relate to dust nuisance. Best practice measures will be implemented to minimise and control dust at source during construction which will be implemented as part of the CEMP. These will be detailed through the use of method statements and include measures such as hoarding, water suppression and covering of transport vehicles. Method statements will be based on industry standard guidance published by the Institute of Air Quality Management (IAQM)⁴. Given the implementation of such measures, dust during the demolition and construction phase is not expected to give rise to significant adverse effects on sensitive receptors. Car parking provision will be in-line with CDC standards, but due to the scale of development, the vehicular emissions associated with road traffic from the operational Development are not likely to have a significant effect.</p> <p>The energy strategy is still to be confirmed although, due to the limited scale of development, it is not considered that it would have a significant air quality effect.</p>

⁴ IAQM, (2014). Assessment of dust from demolition and construction.

Technical Topic	Rationale for scoping out of EIA
	<p>Notwithstanding, a standalone Air Quality Assessment will be submitted with the planning application. This will verify that the Development will not result in unacceptable levels of air quality on sensitive receptors. The findings of this assessment will be appended to the EIA Methodology chapter of the ES.</p>
Biodiversity	<p>There are no ecological designations on the Site. The nearest statutory or non-statutory ecologically designated site is Bure Park LWS located approximately 810m south-west of the Site boundary. Ardley Cutting and Quarry Site of SSSI is located approximately 1.8km west of the Site boundary. The on-site habitat is predominantly arable land, with mature and semi-mature trees on the boundaries and within the Site, and a small watercourse is present on the on the southern Site boundary which would not be directly affected by the Development.</p> <p>An Extended Phase 1 Habitat Survey has been carried out on the Site, which incorporated site visits and a review of both desk-study information provided by the local biological records centre, as well as that in relation to the wider Exemplar site. In conclusion from this review, the Site is considered to have low ecological value does not contain significant ecological features. As such, it is not considered that any further surveys are necessary on the Site to inform the planning application for the Development. The Phase 1 Habitat Survey Report will be provided with the planning application.</p> <p>Appropriate measures will be adopted during the construction phase to limit the occurrence of adverse effects on sensitive ecological receptors, including noise, dust and lighting effects. Details of these measures will be set out in the CEMP. As set out previously, a significant proportion of the Site would be retained as green space in-line with planning policy with the potential for ecological enhancement measures including proposals for an orchard and allotment. Consequently, the Development is unlikely to result in a significant ecological effects.</p>
Ground Conditions and Contamination	<p>British Geological Survey (BGS) maps for the area show the Site is underlain by the Cornbrash and Forest Marble Formations, designated as secondary A aquifers. Historical maps demonstrate that the Site has always been in agricultural use, and such the risk of contamination is low.</p> <p>Construction works would be undertaken in-line with standard practice and legislative requirements to minimise any pollution risks to human health of construction workers. As there is no evidence of contamination on the Site, construction works represent a low risk to ground or surface water receptors and human health. Any previously unidentified contamination hotspots that are identified during earthworks will be investigated and, if necessary, remediated prior to construction of the Development. A verification and monitoring programme will also be employed if required. As such, significant environmental effects are not considered likely to occur likely during construction.</p>

Technical Topic	Rationale for scoping out of EIA
	<p>On completion of the Development, much of the Site will be covered with new buildings and hardstanding, with additional mitigation measures such as petrol interceptors and bunding in place where appropriate to minimise the potential for accidental spills and contamination. As such, the risk to receptors is considered to be low. Therefore, there will be no significant effects as a result of the operation of the Development.</p>
<p>Water Resources, Flood Risk and Drainage</p>	<p>The Site is located in a Groundwater Vulnerability Zone, with a secondary aquifer present below the Site but is not located in a Groundwater Protection Zone. The southern boundary of the Site is bordered by a small tributary which flows in a south-westerly direction to the River Bure and would not be directly affected by the Development.</p> <p>The majority of the Site is located in Flood Zone 1 (less than 0.1% annual probability of flooding), although the southern boundary of the Site is located within Flood Zone 3 (1% or greater annual probability of fluvial flooding). The area within Flood Zone 3 will not be subject to built development as this will be retained as open space /allotments. As such, all development will be located within the areas of low risk.</p> <p>The Development is therefore not expected to have a significant impact on groundwater and flood risk. Standard mitigation measures will be put in place to protect the adjacent tributary from sediment run-off and accidental spillages. These will be maintained through adherence to the CEMP and may include such measures as bunding, appropriate handling measures and site storage, and spill response procedures.</p> <p>The Development will lead to an increased demand for potable water and foul water discharge as a consequence of the proposed residential use, although this is not considered to be significant.</p> <p>A Flood Risk Assessment and Drainage Strategy will be submitted as part of the planning application and will give further consideration to flood risk issues and drainage. This will outline the drainage control measures incorporated within the design proposals, which will include the use of Sustainable Urban Drainage Systems (SuDS).</p>
<p>Soils and Agricultural Land</p>	<p>The Site is currently an undeveloped site in agricultural use. Whilst no Agricultural Land Classification is available for the site, the ES for the adjacent Exemplar site identified that approximately 95.1% were classed as Grade 3b land, with the remainder (4.9%) classed as Grade 3a. Grade 3 agricultural land is subdivided into two classifications, namely Grade 3a considered good quality Best and Most Versatile (BMV) agricultural land and Grade 3b considered moderate quality agricultural land. Assuming a worst case, and given the minimal area of BMV land affected by permanent development, it is considered that the Development would have no more than a minor adverse effect on agricultural land which would not be significant.</p>
<p>Wind Microclimate</p>	<p>The proposed scale and height of the Development is unlikely to generate wind effects within the Site and the surrounding area. On this basis, it is assumed that the Development is not likely to give rise to significant effects. Therefore, further assessment is not considered necessary.</p>

Technical Topic	Rationale for scoping out of EIA
Daylight, Sunlight and Overshadowing, Light Pollution and Solar Glare	<p>There only potentially sensitive developments to daylight, sunlight and overshadowing effects in the vicinity of the Site are the Parish Church of St. Laurence (and rectory) and Home Farm to the east and south of the Site respectively. However, given the distance of these properties from the new houses there would be no effects which would be significant. The relationship between the new houses and adjacent Exemplar scheme will be carefully considered at detailed design stage to avoid impacts wherever possible, although given the heights of the proposed buildings no significant effects are anticipated.</p> <p>Cladding details for the design proposals are currently unconfirmed, but they will not have a significant reflective value and solar glare is therefore unlikely to be an issue. Similarly, the design would incorporate best practice of lighting design and will be sensitive to the nearby properties and habitats. As such, significant light pollution effects are not anticipated. Details of lighting will be submitted for agreement with CDC as part of reserved matters.</p>
Arboriculture	<p>There are individuals and groups of trees located within and along the perimeter of the Site which would be retained. None of the trees lie under the designation of a Tree Protection Order or are classified as Veteran Trees.</p> <p>A Tree Survey will be submitted in support of the planning application, with an Arboricultural Impact Assessment to be submitted under a planning condition. This will be carried out in-line with BS5837:2012⁵ and incorporate an evaluation of tree constraints and a tree retention and removal plan. Details of landscaping and tree and root protection will be provided to ensure that and potential effects on trees during construction works are adequately mitigated. As such, it is not predicted that there will be significant effects on arboriculture.</p>
Risk of Accidents	<p>There are no Control of Major Accidents Hazards (COMAH) registered activities within or in close vicinity to the Site. Construction of the Development will be undertaken in accordance with current health and safety regulations and guidance, in order to minimise the risk of accidents. The operation of the Development will not include the use of particularly hazardous substances or technologies, and therefore the risk of accidents is not significant.</p>
Risks to Human Health	<p>The most significant risks to human health relate to poor ambient air quality and noise conditions. As set out above, these issues are capable of being addressed through design. The Development is not expected to introduce any activities that would affect the health of the local population. As such, no significant effects are anticipated.</p>

⁵ British Standards Institute, 2012. BS5837:2012: Trees in relation to Design, Demolition and Construction – Recommendations. April 2012

Technical Topic	Rationale for scoping out of EIA
Climate Change	It is not considered that the Development will give rise to a significant effect on greenhouse gases as there would be no significant uplift in road traffic associated with the Site. The Development will incorporate appropriate climate change adaption measures and will also address potential issues such as overheating and increased rainfall through design.
Energy and Sustainability	The planning application will be supported by a separate and standalone Sustainability and Energy Statement. All technical assessments will therefore test all sustainable design features sought as part of the planning application.
Waste	It is assumed that a CEMP will be developed by the Principal Contractor detailing how construction waste will be managed and disposed of and include measures to reduce waste generation and minimise associated impacts of waste handling and removal to nearby sensitive receptors. Opportunities to minimise the amount of waste going to landfill would be sought by the contractor in-line with best practice, so that construction materials will be used efficiently on Site and re-useable wastes will be recovered, re-used or recycled wherever possible. Secondary effects associated with waste production, e.g. spoil removal and vehicle movement, are not considered likely to cause significant effects. Therefore, it is considered unlikely the Development will result in significant effects relating to production of waste.

From: Caroline Ford
To: [Alistair Walker](#)
Cc: [Sean Bashforth](#); james.baker@resolutionproperty.com; Helen Rodger; Elin Fradgley
Subject: RE: Plot SGR1, Bicester - Informal Scoping Note
Date: 26 February 2018 14:37:41

Alistair,

Please accept that this email does not represent a formal scoping opinion of the Local Planning Authority and represents informal Officer comments only.

I have however reviewed your note and have the following comments:

- In respect of transport and access, reference should be made to the impact of development in advance of the proposed new strategic infrastructure and tunnel and how this proposal relates to the level of traffic identified as being permissible in advance of the new infrastructure being completed and opened to vehicular traffic.
- I note you have suggested where landscape viewpoints will be assessed from – I have not sought a view from the Council's Landscape Team at this stage.
- Ecology – The screening opinion noted ecological effects in respect of a significant effect from the development of the site at NW Bicester of which this site is a part. As such, I am minded to request that ecology be scoped into the EIA including then being considered through the cumulative section.
- Cumulative effects – Whilst I note that you intend to focus on the other schemes at NW Bicester and I tend to agree with this in respect of most ES issues (for this particular site), the one area that wider growth across the town is likely to impact upon is transport and traffic impacts. A consideration of cumulative transport impacts with other planned development at Bicester would be beneficial. In respect of the Exemplar site, I would advise that this will not be complete in line with your assumption of 2018 – development on phases 3 and 4 have not yet commenced therefore construction periods are likely to overlap between that adjacent site and the proposed site if the timescales you have provided are met.
- In respect to the topics to be excluded from the EIA, I understand from the letter that these matters will still be considered in respect to cumulative impacts.
- I would refer you to the list of matters that must be considered through an EIA at regulation 4(2) and Schedule 4 to the 2017 Regulations in respect to this development. In particular, I note you propose to scope out climate change, however this is a specific characteristic that this particular development will need to respond to in order to meet Policy requirements and therefore this may need further consideration.
- You note under 'daylight, sunlight and overshadowing' in Annex 2 that the only potentially sensitive development... in the vicinity of the site are the Parish Church of St Lawrence (and rectory) and Home Farm.... I would have thought that the properties on the Exemplar would also be in the vicinity for the purpose of considering this topic. Whilst I note the relationship would be considered to avoid impacts at the later detailed stage, the Exemplar development should be considered in my view.

I trust this is of assistance at this stage. Again, please accept this is provided at Officer level and without prejudice to any formal decision the Local Planning Authority may make.

Kind regards
Caroline

Caroline Ford BA. (Hons) MA MRTPI
Principal Planning Officer – Major Projects Planning Team
Development Management Division
Place and Growth Directorate
Cherwell District Council and South Northamptonshire District Council

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From: Alistair Walker [<mailto:alistair.walker@quod.com>]
Sent: 20 February 2018 10:38
To: Caroline Ford
Cc: Sean Bashforth; james.baker@resolutionproperty.com; Helen Rodger; Elin Fradgley

Subject: Plot SGR1, Bicester - Informal Scoping Note

Dear Caroline,

Please find enclosed an informal EIA Scoping Note in relation to the development proposals for Plot SGR1, Bicester.

This note is not a request for a formal scoping opinion from the Council under Regulation 15 of the EIA Regulations and therefore does not require Cherwell District Council to consult with statutory bodies. Rather, we invite the Council's informal views on the scope of the Environmental Statement (ES) that is to be submitted with the forthcoming planning application.

Should you have any comments on the proposed scope of the ES, please do not hesitate to get in touch.

Kind Regards,

Alistair



Alistair Walker
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Appendix 3.5

Supplementary Scoping Correspondence

From: Charlotte Watkins
To: [Sian Mitchell](#)
Subject: RE: Land North and Adjoining Home Farm, Banbury Road, Caversfield - Ecology
Date: 22 February 2018 22:40:39
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Dear Sian

With regard to the email below from your colleague Kerry, apologies that I did not manage to speak with her last week. I will discuss this site with the Planning Officer to ensure I have caught up on the history and get back to you as soon as possible. Certainly from the table below I think further targeted surveys are not necessary at this stage.

Kind regards

Charlotte

Dr Charlotte Watkins

Ecology Officer

Tel: 01295 227912

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Office hours: Monday and Friday mornings

From: Kerry Elliott [mailto:kelliott@peterbrett.com]
Sent: 19 February 2018 15:22
To: Charlotte Watkins
Cc: Sian Mitchell; Alistair Walker; Helen Rodger; Adam Rickenbach
Subject: Land North and Adjoining Home Farm, Banbury Road, Caversfield - Ecology

Dear Charlotte

Myself and my colleague, Sian Mitchell (copied in above), have been working on the ecological elements of the forthcoming planning submission for the above Site.

A pre-app meeting was held in January, during which is was advised by your colleague, Louise Sherwell, that the planning submission be informed by an Extended Phase 1 habitat survey and further detailed surveys (if required) (email from Caroline Ford, Principal Planning Officer, to Helen Rodger at Quod dated 17th January 2018). It was also requested during the pre-app that the planning submission demonstrates net gains in biodiversity, using the DEFRA metric produced by Warwickshire County Council as a tool.

We completed an extended Phase 1 habitat survey of the Site earlier this month. This was also informed by a desk study, which included a review of data provided by the local biological records centre, as well as a review of ecology reports relating to the adjacent Exemplar site (currently under construction). Following completion of the extended Phase 1 habitat survey and desk study review, and taking into account the draft masterplan (see attached), we do not consider further ecology surveys to be required to inform the planning submission. Further details and a rationale for this approach are provided in the table below:

Species/Species group	Findings from 2018 Desk Study Data and Previous Survey	Findings from 2018 Extended Phase 1 Habitat Survey	Conclusion / Recommendations
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	Data (ARUP, 2010).		
Bats	Data obtained through survey work undertaken by ARUP in 2010 identified three roosts to be present in the vicinity of the Site. These were in St Laurence Church to the north, a farm building to the east and a willow tree to the south. The activity transect surveys identified the treeline along the eastern boundary of the Site (adjacent to the watercourse) to be a valuable commuting and foraging feature for bats present in the local area.	No trees or structures with features having the potential to be used by roosting bats were present on Site. The hedgerows along the north and north-western boundaries are linear features likely to be of some value to commuting bats, however, the tree line and watercourse adjacent to the eastern boundary and in the south-eastern corner of the Site is likely to be of greater value. It is also possible that bats forage over the grassland covering the Site when cattle are present and invertebrate populations (beetles and flies in particular) increase. The masterplan allows for the eastern half of the Site to be kept as open space. Keeping this important commuting corridor unlit will also prevent / minimise adverse impacts to foraging and commuting bats.	Given potential adverse impacts are likely to be minimal (given the incorporation of the aforementioned greenspace along the eastern boundary of the Site) and considering the survey data gathered previously, it is felt that further targeted survey information would not provide any additional useful data in this instance that would otherwise assist in assessing the impacts of the scheme and / or informing scheme design.
Great crested newts	The closest most recent record of great crested newts was from approximately 1.15 km to the south of the Site in 2011. Great crested newt survey work undertaken by ARUP in 2010 did not reveal the presence of great crested newts in any waterbodies within a 500 m radius of the Site. The small waterbodies offsite to the east were assessed as having below average suitability to support great crested newts (one of which is online with the watercourse), with no newts found in follow-up survey work. A large waterbody is present offsite to the north within the	The two waterbodies offsite to the east were again assessed during the February 2018 field survey. These waterbodies do not appear to have changed in condition since previous surveys were undertaken by ARUP in 2010. Discussion with the farm manager confirmed that the waterbodies dry out annually in the summer and are filled in the winter via the adjacent watercourse. The farm manager also confirmed that in flood events large fish from the waterbody in Caversfield House are often washed into these small waterbodies. The grassland covering the majority of the Site is regularly managed/grazed and as such does not provide sheltering	Further survey in relation to great crested newts is not considered necessary to inform the planning submission, and species is highly unlikely to be present within the Site.

	<p>grounds of Caversfield House which is known to support a large population of fish and as such was deemed unsuitable to support breeding great crested newts.</p>	<p>opportunities to newts. The rubble/spoil pile in the east of the Site would provide optimal sheltering/overwintering habitat for this species, however, given a lack of suitable aquatic habitat in the vicinity of the Site, the presence of the watercourse to the east (a barrier to newt migration for at least part of the year), the presence of poor quality terrestrial habitat on the remainder of the Site and the presence of the Exemplar scheme construction site along the south-western boundary, it is considered extremely unlikely that this species is present.</p>	
<p>Otters</p>	<p>No records of otters were provided in the results of the desk study and no field signs of otters were identified during the field surveys undertaken by ARUP in 2010.</p>	<p>The watercourse adjacent to the eastern Site boundary could be used by otters as a commuting corridor on occasion with the large waterbody within the grounds of Caversfield House offsite to the north also providing a possible foraging resource for this species. The Site itself is likely to be of negligible value to this species with limited sheltering/laying up opportunities.</p>	<p>In light of the previous survey findings and the current status of the Site, it is considered that further survey for otters is not required.</p>
<p>Hazel dormice</p>	<p>No records of hazel dormice were provided in the results of the desk study and surveys undertaken between May-September 2010 revealed no signs of dormice to be present.</p>	<p>The hedgerow on the north-eastern boundary is poorly connected to other suitable habitat in the local landscape, with the hedgerow being fragmented to the south and east. The species-rich hedgerow with trees in the north-west leads into the Exemplar development and is also isolated from other more suitable habitat and substantive woodland parcels present to the south-west.</p>	<p>Given a lack of previous findings during targeted survey effort and the isolation of the boundary hedgerows and associated small pockets of scrub, the Site is considered to be of negligible value to dormice and further survey is not considered necessary.</p>
<p>Water voles</p>	<p>No records of water voles were provided in the results of the desk study and no signs of this species were recorded in the</p>	<p>The watercourse on the south-eastern boundary and offsite to the east is known to dry in the summer months and as such is considered to be</p>	<p>The Site is considered to be of negligible value to this species in its current state and further survey is therefore not</p>

	surveys undertaken by ARUP in 2010.	suboptimal for this species. Given the limited extent of suitable habitat on Site and the layout of the Proposed Development (the watercourse to be retained and protected and included within open space) impacts upon habitat with the potential to be used by this species are not anticipated.	considered to be required.
Badgers	The closest record of a badger from the results of the desk study was approximately 450 m to the west of the Site in 2010. A field survey and bait marking survey were undertaken in May 2010. An active main sett was identified 130 m to the south-west of the Site, with an annexe sett 340 m to the west and a number of outlier setts the closest being 45 m to the south of the Site.	Two badger paw prints were noted in the north-west of the Site, showing that badgers do move through/forage on Site. No signs of setts were identified during the field survey either on or within a 30 m radius of the Site. It is possible (albeit unlikely) that an outlier badger sett is present within the patch of dense bramble scrub in the north-west of the Site (which could not be searched fully during the site visit). The grassland covering the majority of the Site is however, likely to be used as a foraging resource by a local badger clan.	Given the search for signs/setts undertaken during the survey and the limited number of signs found it is considered that a further survey for this species would not provide any additional information. Instead precautionary clearance of the scrub will be undertaken in the presence of an ecologist to avoid impacts upon badgers.
Breeding birds	A total of 9 records of bird species were provided in the results of the desk study. The majority of these were from 1.3 km to the south-east of the Site. Breeding bird surveys undertaken between May and July 2010 identified an assemblage of 19 probable/confirmed breeders in the Site, including the barn owl.	The tall ruderal vegetation, scattered trees, dense scrub and hedgerows have the potential to provide nesting habitat for common and widespread bird species. However, given the small footprint of the Site, the small areas of suitable nesting habitat present provide only very limited opportunities and are only likely to be of Site value given the abundance of suitable habitat in the surrounding area (particularly to the north in the grounds of Caversfield House).	Further survey with respect to breeding birds is not considered necessary and precautionary working methods will be put forward to protect nesting birds and active nests.
Reptiles	A recent record (2017) of common lizard was provided in the results of the desk	The majority of the Site comprised recently managed grassland which, in its current state, was of	In light of the lack of suitable habitat within the Site, a further survey is not

	<p>study from approximately 1.3 km to the south-east of the Site. The dedicated reptile surveys undertaken by ARUP in 2010 revealed the presence of two common lizards and one grass snake from 425 m to the north-west and 280 m to the west of the Site, respectively.</p>	<p>limited value to this species group. Hedgerows on the Site periphery also do not have dense marginal growth, further restricting likely use of the edges of the Site by this species group. However, the large rubble/spoil pile in the east has the potential to provide a sheltering and overwintering resource for common reptiles. This is most likely to be grass snakes that have the potential to forage along the adjacent watercourse and in the small offsite waterbody.</p>	<p>considered necessary and instead a precautionary working method with regard to clearance of the rubble pile will be put forward to safeguard reptiles.</p>
Invertebrates	<p>Desk study records have not revealed any protected invertebrate species within or in close proximity to the Site. ARUP found the field margins were also of limited invertebrate value; however, two notable invertebrate species: the Nationally Scarce Shaded Pug moth and the Nationally Notable Roesel's bush cricket were identified in the margins of one of the northern hedgerows.</p>	<p>The grassland, scrub, ruderal and hedgerow habitats on Site support common and widespread plant species that are capable of supporting a range of invertebrate species. However, these habitats are limited in extent in the context of the availability of suitable habitat retained in the wider landscape. Unmanaged field margins within the Site were absent at the time of survey and therefore the presence of the nationally scarce and nationally notable invertebrate species recorded by ARUP is unlikely. It is possible that the small heath butterfly (recorded in 2010) uses the Site on occasion. This species is common and widespread in England and feeds on a number of grasses during its larval stage (bents and fescues) and a range of shrubs including bramble as an adult (all of which were present on Site) (UK Butterflies, 2018).</p>	<p>Given the management, grazing regime and presence of common and widespread plant species on Site, the Site is considered to be of limited value to invertebrates. No further surveys for this species group is consideration necessary to inform the planning submission. The provision of open space as part of the proposed development in the east, and an orchard/allotment in the north-east, is likely to enhance the Site such that it will be of similar if not greater value to invertebrates post development.</p>

As you can see from the attached draft masterplan, the comments raised during the pre-app relating to the need to main a buffer and dark corridor adjacent to the eastern stream have been taken on board, allowing for the continued movement of wildlife through the site following its development.

Taking into account the above information, please could you confirm whether you are happy for us to

progress on the basis that the planning submission need only be supporting by the findings of the update extended Phase 1 habitat survey and desk study review, and that no further targeted surveys are necessary?

We understand that the planning submission may also need to be supported by an Environmental Statement, and that provisionally ecology has been scoped into the EIA, primarily because of the potential for cumulative effects. Given the Site's existing ecology value, we would not anticipate any of the Site's ecological features being valued at more than Local level, such that they would not then be taken through the assessment process in the context of an Ecology chapter. In addition, the scheme design has already responded to the findings of the Masterplan Ecological Work for the wider adjacent developments, through incorporating a wide swathe of greenspace along the eastern boundary of the Site and allowing for an appropriate buffer distance from the stream corridor. We understand the scheme will also need to contribute to a strategic off-site farmland bird mitigation area, with tariff to be based on the area of the Site.

Given the scheme design, as well as findings from the extended Phase 1 and desk study, we think it is appropriate to scope ecology out of the ES, and instead prepare an ecological assessment report (EAR) to inform the planning submission. The EAR will include an assessment of the likely impacts of the scheme in terms of habitats, protected and priority species and nearby designated areas, and will include details on mitigation and enhancement measures to be delivered through scheme design. As requested at the pre-app, a biodiversity impact assessment calculation will also be undertaken using the DEFRA metric, and provided with the planning submission. Again, I would be grateful for your feedback on this point, and confirmation that you are happy for ecology to be scoped out of the EIA.

I will be heading off on maternity this coming Friday, and Sian will be finalising our inputs in relation to ecology. It would be great if we could have a quick chat about the scheme before Friday if there's a time that suits you? Please could you let me know a convenient time to call (and your contact number) and hopefully we can speak later this week.

I look forward to hearing from you and thank you in advance for your advice on this scheme.

Kind regards,

Kerry Elliott

Associate

For and on behalf of Peter Brett Associates LLP - [Reading](#)



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Appendix 3.6

Rationale for Scoping out Non-Significant Topics

Appendix 3.6: Rationale for Scoping Out Non-Significant Topics

Table A0.1: Non-Significant Topics (Scoped out of EIA)

Topic	Rationale for Scoping Out
Socio-economics	<p>The Development would bring forward up to 75 new homes on the Site which would comprise a range of unit mixes to be determined at the detailed design stage. In the context of the region and the wider EcoTown, the provision of up to 75 new homes is considered to be beneficial, although it is not considered to be significant in EIA terms.</p> <p>Any additional demand for social infrastructure, particularly education and healthcare, as a result of new residents at the Development would be mitigated through financial contributions made through the Community Infrastructure Levy and Section 106 agreement. New social infrastructure provision is also anticipated to come forward within the Eco-Town area (see Chapter 8: Cumulative Effects for further information). Significant effects are therefore not anticipated.</p>
Noise and Vibration	<p>The Site is in agricultural use adjacent to a minor arterial road, a converted farm (for light industrial and office uses) and an emerging residential-led development currently in the early phases of construction. The nearest existing sensitive receptors that have potential to be impacted by noise from the Development are Home Farm and the parish church of St. Laurence, located within 50m of the Site boundary. Both of these receptors have elements that are designated as listed buildings. New residential receptors are also being introduced adjacent to the west of the Site boundary associated with the emerging Exemplar site.</p> <p>The Development would be constructed over a relatively short term period (up to 30 months) such that any effects would be short term and temporary. There is likely to be increased noise during the construction works, including noise resulting from plant and vehicles. Construction noise and vibration effects would be localised and would be mitigated as far as practicable through industry standard good practice construction measures, which would form part of a Construction Environmental Management Plan (CEMP). These would include including acoustic screening/site hoardings, the selection of appropriate construction techniques, implementation of a Construction Logistics Plan, and the operation of certain plant and activities to agreed hours or durations. It is therefore considered that there are not likely to be any significant noise or vibration effects during this period.</p> <p>The volumes of road traffic are not likely to increase significantly such that a perceptible increase in overall traffic noise would result from the completed and occupied Development.</p> <p>A Noise Impact Assessment has been submitted with the planning application which confirms that background noise levels are such that no specific acoustic mitigation measures are deemed necessary.</p>

Topic	Rationale for Scoping Out
Air Quality	<p>The Site is not located within an Air Quality Management Area (AQMA). The nearest AQMA is Kings End, Queens Avenue, Field Street and St Johns in Bicester town centre (2km south) which has been designated on the basis of exceedances of the annual mean nitrogen dioxide (NO₂) Air Quality Objective. The nearest existing sensitive receptors that have potential to be impacted by air quality effects from the Development are Home Farm and the parish church of St. Laurence, located within 50m of the Site boundary. Both of these receptors have elements that are designated as listed buildings. New residential receptors are also being introduced adjacent to the west of the Site boundary associated with the emerging Exemplar site.</p> <p>During the demolition and construction works, the air quality effects relate to dust nuisance. Best practice measures will be implemented to minimise and control dust at source as part of the CEMP. These will include measures such as water suppression and covering of transport vehicles. Method statements will be based on industry standard guidance published by the Institute of Air Quality Management (IAQM)¹. Given the implementation of such measures, dust during the demolition and construction phase is not expected to give rise to significant adverse effects on sensitive receptors. This is confirmed by the findings of the Air Quality Assessment which accompanies the planning application. Levels of construction traffic are not likely to be significant, as such air quality effects from vehicle emissions are not considered significant.</p> <p>Car parking provision will be in-line with CDC and Oxfordshire County Council standards, but due to the scale of development, the vehicular emissions associated with road traffic from the operational Development are not likely to have a significant effect on local air quality with the moderate impacts predicted in Bicester town centre unlikely to occur in practice. Reductions in vehicle emissions are likely to outweigh the impact of Development traffic. No mitigation measures are therefore required to mitigation air quality effects associated with operations traffic from the Development.</p> <p>Due to the limited scale of Development, it is not considered that it would have a significant air quality effect. While aspects of the energy strategy is still to be confirmed, there will be no energy centre on-site and, in-line with local policy, there will be provision to connect to the District Heating Network once it is operational. As such, it is not considered that there will be significant effects on air quality as a result of the Development.</p>
Biodiversity	<p>The Site has been subject to an Ecological Assessment Report comprising a desk based study and Phase 1 habitat survey and this accompanies the planning application. There are no ecological designations on the Site and the nearest such designation is Bure Park Local Wildlife Site (LWS) located approximately 800m south-west of the Site boundary. Ardley Cutting and Quarry Site of Special Scientific Interest (SSSI) is located approximately 1.95km west of the Site boundary and Bicester Airfield Local Wildlife Site (LWS) is located approximately 1.15km to the</p>

Topic	Rationale for Scoping Out
	<p>east. The on-Site habitat is predominantly arable land, with mature and semi-mature trees on the boundaries and within the Site, and the River Bure is present on the south-eastern Site boundary which would not be directly affected by the Development.</p> <p>The Ecological Assessment Report concludes that the Site has a low ecological value and does not contain significant ecological features. As such, it is not considered that any further surveys are necessary on the Site to inform the planning application for the Development. This approach was agreed with the County Ecologist on 22nd February 2018 (see Appendix 3.5). Given the low ecological value of the Site, construction of the new homes and access arrangements is not expected to give rise to significant ecological effects.</p> <p>Appropriate standard measures will form part of the CEMP to protect sensitive ecological receptors, including the timing of vegetation removal, the selection of appropriate construction techniques, minimising of construction lighting and spoilage onto key habitats, and the operation of certain plant and activities to agreed hours or durations.</p> <p>A significant proportion of the Site (approximately 3.15 ha) would be retained as green space in-line with planning policy with the potential for ecological enhancement measures including proposals for an orchard and allotment. Consequently, the Development is unlikely to result in significant ecological effects and, it is predicted that there are likely to be some beneficial effects on some species as a result of the proposed habitat enhancement measures.</p>
Ground Conditions and Contamination	<p>British Geological Survey (BGS) maps for the area show the Site is underlain by the Cornbrash and Forest Marble Formations, designated as secondary A aquifers. Historical maps demonstrate that the Site has always been in agricultural use, and such the risk of contamination is low. Construction works would be undertaken in-line with standard practice and legislative requirements to minimise any pollution risks to human health of construction workers. As there is no evidence of contamination on the Site, construction works represent a low risk to ground or surface water receptors and human health. Previously unidentified contamination hotspots that are identified during earthworks will be investigated and, if necessary, remediated prior to construction of the Development. A verification and monitoring programme will also be employed if required. As such, significant environmental effects are not considered likely to occur likely during construction.</p> <p>On completion of the Development, much of the Site will be covered with new buildings and hardstanding, with additional mitigation measures such as petrol interceptors and bunding in place where appropriate to minimise the potential for accidental spills and contamination. As such, the risk to receptors is considered to be low. Therefore, there will be no significant effects as a result of the operation of the Development.</p>

Topic	Rationale for Scoping Out
Water Resources, Flood Risk and Drainage	<p>The Site is located in a Groundwater Vulnerability Zone, with a secondary aquifer present below the Site but is not located in a Groundwater Protection Zone. The River Bure runs along the south-eastern boundary and an unnamed tributary of the Bure is located in close proximity to the south-western Site boundary, flowing in a southerly direction.</p> <p>The majority of the Site is located in Flood Zone 1 (less than 0.1% annual probability of flooding), although the southern boundary of the Site is located within Flood Zone 3 (1% or greater annual probability of fluvial flooding). The area within Flood Zone 3 will not be subject to built development as this will be retained as open space/allotments. As such, all development will be located within the areas of low risk. The Development is therefore not expected to have a significant impact on groundwater and flood risk. Standard mitigation measures will be put in place to protect the adjacent watercourse from sediment run-off and accidental spillages during construction. These will be maintained through adherence to the CEMP and may include such measures as appropriate handling and site storage of materials, and spill response procedures.</p> <p>The Development will lead to an increased demand for potable water and foul water discharge as a consequence of the proposed residential use, although this is not considered to be significant.</p> <p>A Flood Risk Assessment accompanies the planning application and sets out the principles of the drainage control measures, which include the use of Sustainable Urban Drainage Systems (SuDS), and would be approved as part of Reserved Matters.</p>
Soils and Agricultural Land	<p>The Site is currently an undeveloped site in agricultural use. Whilst no Agricultural Land Classification is available for the Site on Defra's online Magic map service (www.magic.defra.gov.uk), the ES for the adjacent Exemplar site identified that approximately 95.1% of the neighbouring fields were classed as Grade 3b land, with the remainder (4.9%) classed as Grade 3a. Grade 3 agricultural land is subdivided into two classifications, namely Grade 3a considered good quality Best and Most Versatile (BMV) agricultural land and Grade 3b considered moderate quality agricultural land. Assuming a worst case, and given the minimal area of BMV land affected by permanent development, it is considered that the Development would not have a significant effect on the loss of agricultural land, primarily due to the small site area.</p>
Wind Microclimate	<p>The proposed scale and height of the Development is unlikely to generate wind effects within the Site and the surrounding area. On this basis, it is assumed that the Development is not likely to give rise to significant effects.</p>
Daylight, Sunlight and Overshadowing,	<p>There only potentially sensitive receptors to daylight, sunlight and overshadowing effects in the vicinity of the Site are the Parish Church of St. Laurence and Home Farm to the east and south of the Site respectively. However, given the distance of these properties from the new houses there would be no such effects. The relationship between the new houses and adjacent Exemplar scheme will be carefully considered at</p>

Topic	Rationale for Scoping Out
Light Pollution and Solar Glare	<p>detailed design stage to avoid impacts wherever possible, although given the heights of the proposed buildings no significant effects are anticipated.</p> <p>Cladding details for the design proposals are currently unconfirmed, but they will not have a significant reflective value and solar glare is therefore not expected to be an issue. Similarly, the design would incorporate best practice of lighting design and will be sensitive to the nearby properties. As such, significant light pollution effects are not anticipated. Details of lighting will be submitted for agreement with CDC as part of reserved matters.</p>
Arboriculture	<p>There are individuals and groups of trees located within and along the perimeter of the Site which would be retained. None of the trees lie under the designation of a Tree Protection Order or are classified as Veteran Trees. A Tree Survey and Arboricultural Implications Assessment are submitted in support of the planning application. These have been carried out in-line with BS5837:2012² and incorporate an evaluation of tree constraints on the Site. Details of landscaping and tree and root protection are provided, with further details to be provided during detailed design. As such, it is not predicted that there will be significant effects on arboriculture.</p>
Risk of Accidents	<p>There are no Control of Major Accidents Hazards (COMAH) registered activities within or in close vicinity to the Site. Construction of the Development will be undertaken in accordance with current health and safety regulations and guidance, in order to minimise the risk of accidents. The operation of the Development will not include the use of particularly hazardous substances or technologies, and therefore the risk of accidents is not significant.</p>
Risk to Human Health	<p>The most significant risks to human health relate to poor ambient air quality and noise conditions. As set out above, these issues are not significant and the Development is not expected to introduce any activities that would affect the health of the local population. As such, no significant effects on human health are anticipated.</p>
Climate Change	<p>It is not considered that the Development will give rise to a significant effect on greenhouse gases as there would be no significant uplift in road traffic associated with the Site and it is not of a large enough scale and massing to have significant effects on climate change by virtue of its built form and carbon footprint. It will also not include an energy centre and, in-line with local policy, it is envisaged that it will connect to the District Heating Network once it is operational in the future. The Development will incorporate appropriate climate change adaption measures and will also address potential issues such as overheating and increased rainfall through design.</p>
Energy and Sustainability	<p>The planning application is accompanied by a standalone Sustainability Statement and an Outline Energy Statement. All assessments included in the ES, take account of measures where relevant.</p>
Waste	<p>The CEMP will include standard measures setting out how construction waste will be managed and disposed and will also include measures to reduce waste generation. Some top soil stripping will be required to facilitate the built element of the Development, although it is unlikely that</p>

Topic	Rationale for Scoping Out
	significant volumes of waste would need to be removed off site. It is therefore considered unlikely the Development will result in significant effects relating to production of waste.

REFERENCES

¹ IAQM, (2014). *Assessment of dust from demolition and construction*

² British Standards Institute, 2012. BS5837:2012: *Trees in relation to Design, Demolition and Construction – Recommendations*. April 2012

Appendix 5.1

Development Specification



DEVELOPMENT SPECIFICATION

SGR1 (BICESTER 1) LIMITED

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1 Introduction

- 1.1 This Development Specification has been prepared by Quod on behalf of SGR (Bicester 1) Limited (the 'Applicant') in support of its outline planning application to Cherwell District Council (CDC) for the development of Plot SGR1, adjoining Home Farm, Caversfield (the 'Site') for up to 75 dwellings.
- 1.2 The Site comprises approximately 5.03 hectares (ha) of uncultivated agricultural land. The Bicester Exemplar scheme lies to the south west and north west of the Site. It is under construction and once complete will comprise 394 residential units, primary school and other uses, and which is currently under construction. The north eastern boundary of the Site is bounded by the B4100 which link Bicester with junction 10 of the M40. To the south east of the Site lies Home Farm (Grade II listed building).
- 1.3 The Site lies within the North West (NW) Bicester Eco-Town, allocated by Policy Bicester 1 of the Cherwell Local Plan Part 1 (2015), with further details set out within the NW Bicester Masterplan Supplementary Planning Document (SPD). The Eco-Town is intended to deliver 6,000 new homes over the plan period as part of a mixed use development.
- 1.4 The principle of developing the Site for residential use is therefore accepted by CDC through the Site's allocation.
- 1.5 The submission of this planning application follows pre-application consultation with the CBC, Oxfordshire County Council (OCC), other key stakeholders, as well as a public consultation exercise with local stakeholders at the Church of St Laurence.
- 1.6 This application seeks permission for development of the Site for residential, providing up to 75 residential unit laid out to the western corner of the Site (adjacent to the exemplar site), extensive areas of open space, pedestrian and cycle routes, vehicular access leading from the exemplar site, play space, parking, associated works (the 'Proposed Development').
- 1.7 The application is an outline planning application, with the matters of, appearance, landscaping, layout and scale being reserved for approval under subsequent reserved matters applications. Details of access to the Site are submitted in full.
- 1.8 The primary purpose of this Development Specification is to define and describe the principal components of the Proposed Development, including the form and content of the planning application, as well as the parameters for the subsequent design and submission of reserved matters applications.
- 1.9 The remaining sections of the Development Specification are structured as follows:
 - Section 2 explains the form of the planning application; and
 - Section 3 explains the matters for approval of the planning application (i.e. the principal components of the Proposed Development).
- 1.10 A full list of documents which are submitted to LBH in support of the planning application is provided in the cover letter.
- 1.11 This Development Specification should be read in conjunction with the application drawings and other documents that support the planning application, in particular the Design and Access Statement (DAS) (including Design Guidelines), the Parameter Plans, and the Planning Statement.

2 The Form of the Planning Application

Introduction

2.1 This section of the Development Specification describes the principal components of the development for which permission is sought at this time, including the parameters that will apply to applications for reserved matters and other approvals that are expected to be required under the planning permission sought in this application. Details of appearance, landscaping, layout and scale are reserved for future approval under subsequent reserved matters applications.

2.2 Planning Permission is sought for the following description of development:

Outline planning permission with all matters reserved (excluding access) for up to 75 homes, pedestrian and cycle routes, creation of new access point from Charlotte Avenue, provision of open space, play space, allotments, orchard, parking and associated works.

2.3 The Town and Country Planning (Development Management Procedure) (Order) 2015 (DMPO) sets out the requirements and information that needs to be provided in support of both outline and full planning applications. Further guidance is also provided in the National Planning Policy Guidance (NPPG) (published by the Government in March 2014).

2.4 Article 4(1) of the DMPO explains that “where an application is made to the local planning authority for outline planning permission, the authority may grant permission subject to a condition specifying reserved matters for the authority’s subsequent approval”.

2.5 In accordance with the DMPO, the following matters will be reserved for future approval:

Layout

2.6 As defined in the DMPO, “the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development” is reserved. The planning application will seek approval of parameters associated with key development parcels and routes as set out in the Parameter Plan. The Design Requirements/Guidelines within the DAS will provide more detailed guidance on how buildings should be provided.

Scale

2.7 As defined in the DMPO, “the height, width and length of each building proposed within the development in relation to its surroundings” are reserved. At this stage, the application seeks approval for the maximum building heights shown on the Parameter Plans.

Appearance

2.8 As defined in the DMPO, “the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture” are reserved. The DAS will explain the proposed design evolution and sets out the design principles and concepts application proposals, along with Design Requirements/Guidelines to provide further guidance to be incorporated at the reserved matters stage.

Landscaping

- 2.9 As defined in the DMPO, the following is reserved “the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes—
- (a) screening by fences, walls or other means;
 - (b) the planting of trees, hedges, shrubs or grass;
 - (c) formation of banks, terraces or other earthworks;
 - (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
 - (e) the provision of other amenity features.”
- 2.10 Design Requirements/Guidelines to provide further guidance to be applied at the reserved matters stage.

Means of Access

- 2.11 As defined in the DMPO, “the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network; where “site” means the site or part of the site in respect of which outline planning permission is granted or, as the case may be, in respect of which an application for such a permission has been made” is reserved. Whilst the locations for the principal means of vehicular and pedestrian access are demonstrated on the Parameter Plans, the detailed designs are reserved for future approval at reserved matters stage.

3 Matters for Approval

Parameter Plans

- 3.1 A series of Parameter Plans are submitted as part of the outline planning application and provide the parameters for future reserved matters approval. The Parameter Plans define and regulate a separate aspect of the development which are to be fixed.
- 3.2 The Parameter Plans submitted in support of the outline planning application are listed below:
- Site Location Plan (drawing reference: RPC001-001 Rev A);
 - Land Use Parameter Plan (drawing reference: RPC001-LPP-001);
 - Built Form and Storey Heights Parameter Plan (drawing reference: RPC001-BPP-002); and
 - Access and Movement Parameter Plan (drawing reference: RPC001-APP-003).
- 3.3 Those matters regulated by each of the Parameter Plans are described below. This text should be read alongside the Parameter Plans themselves.
- 3.4 In combination within the DAS and Design Guidelines, the Parameter Plans will inform the detailed design which is to be progressed at the reserved matters stage.
- 3.5 An Illustrative Masterplan has also been submitted, for information purposes only.

Application Boundary

- 3.6 The Site Location Plan (drawing reference: RPC001-001 Rev A) establishes the extent of the Site across which outline planning permission is sought, comprising 5.03ha, and includes all land required in association with the development including built form as well as areas of landscaping/open space.

Land Use

- 3.7 The Land Use Parameter Plan (drawing reference: RPC001-LPP-001) shows the maximum boundary of the built residential development zone. The yellow shaded area shows the maximum residential building footprint permissible. Not all of this area will be covered by buildings. Within the residential development zone there will be streets, building curtilages (including front and rear gardens), areas of incidental and strategic landscaping and open space, access routes and car parking.
- 3.8 The residential development zone will incorporate up to 75 homes, over a range of tenures, types and mix. The development will seek to achieve 30% on-site affordable housing provision, to be secured within the Section 106 agreement.
- 3.9 The parameter Plan also shows the maximum open space zone providing the strategic green infrastructure which will be clear of any built development. This includes the indicative location of the Sustainable Urban Drainage System (SUDS) to the south of the Site. The DAS confirm this will meet the 40% of the total gross site area to comprise open green space space requirement as required by CLP Policy Bicester 1.
- 3.10 The location of play space is shown to the north of the Site. The DAS confirms this will provide for 0.16ha of play space. The precise location and detailed design of the play space will be reserved for future approval.
- 3.11 A community orchard is located along the eastern boundary, situated between Banbury Road and the private access road to Home Farm.

- 3.12 Finally, the Land Use Parameter Plan shows the location of the allotments and informal car parking area to the northern boundary of the Site.

Built Form and Storey Heights

- 3.13 The Building Heights Parameter Plan (drawing reference: RPC001-BPP-002) confirms that heights will slightly vary across the Site, with a maximum of 3 storeys (13m to ridge height) along the residential avenue through the middle of the Site. Homes would comprise terraced homes or townhouses, provided a consistent building line and continuous street frontage, framing this 'vista'. The remainder of the Site will comprise 2 storey homes (8.5m to ridge height), largely comprising detached or semi-detached homes, generally at a lower density, providing an appropriate transition into the surrounding open space.
- 3.14 The final design of all proposed buildings within each Development Zone will adhere to the maximum parameters shown on this Parameter Plan. Further guidance for the detailed designs of the homes are included within the Design Guidelines within the DAS.

Access and Movement

- 3.15 The Access and Movement Parameter Plan (drawing reference: RPC001-APP-003) shows the location of the vehicular access to the Site within the western corner, proposing to link to the existing T-junction at Charlotte Avenue construction as part of the Exemplar site. Full planning permission for this vehicular access connection to this T-junction is sought for in detail. This indicates the zone within which vehicular access to the residential development will be taken.
- 3.16 Vehicular access to the informal car park to the north of the Site will be taken from the existing access route leading to Home Farm. Full planning permission for this vehicular access connection is sought for in detail.
- 3.17 The access taken at Charlotte Avenue leads into the main residential avenue through the Site. The detailed design of the residential avenue, and design, location and alignment of other secondary roads through the residential component of the Site will be defined at the reserved matters stage. The Design Guidelines contained within the DAS provided further guidance for the detailed design of these aspects.
- 3.18 The Plan indicates pedestrian and cycle routes through the Site, providing key connections into the neighbouring Exemplar site. An additional pedestrian route is also proposed, continuing the 'vista' through the Site from Charlotte Avenue towards the Church of St Laurence, and safeguarding the area to ensure that a pedestrian crossing to the Church can be delivered separately.

Appendix 6.1

Transport Assessment



Plot SGR1
Transport Assessment
Section 1 of 4

On behalf of **SGR (Bicester 1) Ltd**


Project Ref: 41436/5501 | Rev: V1.2 | Date: March 2018

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Document Control Sheet

Project Name: Plot SGR1
Project Ref: 41436/5501
Report Title: Transport Assessment
Doc Ref: V1.2
Date: March 2018

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For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
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V1.2	March 2018	For Outline Planning Submission	AH / AB	NC	NC

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1 Introduction

1.1 Overview

- 1.1.1 This Transport Assessment (TA) has been prepared by Peter Brett Associates LLP (PBA) on behalf of SGR (Bicester 1) Ltd to support an outline planning application for the development of up to 75 residential units on Plot SGR1.
- 1.1.2 A formal pre-application scoping meeting between PBA and Oxfordshire County Council, in their capacity as local highway authority, was held on Thursday 25 January 2018 to discuss the development proposals from a transport and highways perspective and to scope the transport technical work required to support an outline planning application. Cherwell District Council, in their capacity as local planning authority, were also in attendance to provide the planning context for the development proposals and additional support to Oxfordshire County Council.
- 1.1.3 A Travel Plan has also been prepared by PBA (Ref: 41436/5502, March 2018) to support the outline planning application alongside this TA. It demonstrates how the design of the development will encourage sustainable travel choices by future residents.

1.2 Site Location and Description

- 1.2.1 The site is bound by B4100 Banbury Road to the north-east, a farm with light-industrial and office use tenancies in its outbuildings and arable land to the south-east and emerging residential development associated with the consented Exemplar development scheme (10/01780/hybrid) to the west. It is currently in arable use and extends to approximately 5.03 hectares in size.
- 1.2.2 The location of the site is shown by the red line boundary on the plan included in **Appendix A**.

1.3 North West Bicester Eco Town

- 1.3.1 The application site forms part of the wider North West Bicester Eco Town scheme. The North West Bicester Eco Town is a zero carbon sustainable development which will provide a new community of up to 6,000 homes as well as new employment opportunities and attractive amenities on 390 hectares of land to the north-west of Bicester.
- 1.3.2 The overall Eco Town scheme is guided by the North West Bicester Masterplan and Supplementary Planning Document which sets out the key principles of the development such as land use distribution and the overall access strategy by all modes of transport. It provides a guide for all future planning applications across the site and establishes a framework against which these planning applications will be judged by the local planning authority.
- 1.3.3 In summary, the Eco Town will provide through the North West Bicester Masterplan:
- Up to 6,000 “true” zero carbon homes;
 - Employment opportunities providing at least 4,600 new jobs;
 - Up to four primary schools and one secondary school;
 - 40% green space, half of which will be public open space;
 - Pedestrian and cycle routes;
 - New links under the railway line and to the existing town;

- Local centres to serve the new and existing communities; and
 - Integration with existing communities.
- 1.3.4 Phase 1 of the Eco Town scheme, Exemplar (10/01780/hybrid), known as *Elmsbrook*, was given planning permission in July 2012 for 394 residential units on land adjacent to the application site. The development is under construction at the time of writing and it is understood based on the development webpage that it will be complete by the end of 2018.
- 1.3.5 Following the Exemplar development, a further two outline planning applications have been submitted to Cherwell District Council which represent additional phases of the Eco Town scheme. Outline Application 1: Bicester Eco Town Exemplar Site (SGR2 Site) (14/01384/OUT) is for 2,600 units on 155 hectares of land to the north of the railway line while Outline Application 2: Land Adjacent to Bicester Road and South West of Avonbury Business Park (14/01641/OUT) is for 900 units on 51 hectares of land to the south of the railway line. Both of these outline planning application have a resolution to grant subject to the agreement of S.106 contributions.
- 1.3.6 Outline Application 1 & Outline Application 2, combined with the proposals for the re-alignment of the A4095 Strategic Link Road (14/01968/F) through the Eco Town and the Exemplar development scheme under construction, provide the supporting transport infrastructure and associated mitigation measures that will help underpin the delivery of the wider North West Bicester Masterplan and Supplementary Planning Document.

1.4 Development Proposal

- 1.4.1 The proposal is to provide up to 75 residential units with a single point of vehicular access along Charlotte Avenue, which is under construction at the time of writing, and provides for footpath / cycle connections to the adjacent development areas. The development proposal makes provision for extensive open space including an orchard and allotments where an informal parking area is provided for these users and St Laurence Church parishioners, accessible via the existing Home Farm access from B4100 Banbury Road.
- 1.4.2 The indicative masterplan for the development is included in **Appendix B** with development parameter plans set out as part of the supporting Environmental Statement prepared by Quod under separate cover. A Design and Access Statement prepared by David Lock Associates under separate cover provides further information in respect of the design of the development proposal.

1.5 Objective of the Transport Assessment

- 1.5.1 The overall objective of this TA is to demonstrate that the development proposal follows the same principles and methodology that has been established for the North West Bicester Masterplan and supports the movement and access strategy of the Supplementary Planning Document. It recognises that the development sits within an overall framework and should not be considered in isolation.
- 1.5.2 To achieve this objective, the TA demonstrates that:
- The development proposal conforms with national and local transport policy;
 - The site access strategy will encourage sustainable travel choices; and
 - The predicted traffic generation of the development, in the context of the wider Eco Town scheme, will not have a significant impact on the local highway network.

1.6 Structure of the Report

1.6.1 The structure of the TA is as follows:

- **Chapter 2:** reviews national and local policy and guidance documents relevant to the application site as well as the North West Bicester Eco Town scheme as a whole;
- **Chapter 3:** defines the context of the application site and describes the opportunities to access the site by sustainable modes of transport;
- **Chapter 4:** describes the development proposals and outlines the vehicular and sustainable transport access strategy for the development;
- **Chapter 5:** provides an overview of the predicted travel demand from the proposed residential development by all modes of transport;
- **Chapter 6:** outlines the traffic modelling work undertaken to assess the impact of the development proposal on the local highway network; and
- **Chapter 7:** provides an overall summary and conclusion to the report.

2 Policy Context

2.1 Overview

2.1.1 This chapter of the TA reviews the following national and local policy and guidance documents relevant to the application site as well as transport and movement as a whole across the North West Bicester Eco Town scheme.

- National Planning Policy Framework
- National Planning Practice Guidance
- Planning Policy Statement: Eco Towns – A Supplement to Planning Policy Statement 1
- Oxfordshire Local Transport Plan 4 (LTP4)
- Cherwell Local Plan 2011-2031 – Part 1
- North West Bicester Supplementary Planning Document

2.2 National Policy and Guidance

National Planning Policy Framework (March 2012)

2.2.1 The National Planning Policy Framework (NPPF) sets out the economic, environmental and social planning policies for England and articulates the vision of sustainable development. It recognises the importance that transport has in enabling development while also contributing towards wider sustainable and health objectives.

2.2.2 In paragraph 17, the NPPF identifies core planning principles to actively manage “*patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable*” and to “*take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs*”.

2.2.3 Additionally, in promoting sustainable transport, paragraph 31 states that “*local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development*” while paragraph 32 states that “*all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- i. the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- i. safe and suitable access to the site can be achieved for all people; and*
- ii. improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

2.2.4 The NPPF at paragraph 34 states that “*plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised*” while paragraph 35 states that “*developments should be located and designed where practical to:*

- *Accommodate the efficient delivery of goods and supplies;*
- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *Consider the needs of people with disabilities by all modes of transport.”*

2.2.5 The NPPF recognises that a key tool to facilitate this will be through a Travel Plan such that all developments which generate significant amounts of movements should be required to provide a Travel Plan.

National Planning Practice Guidance (March 2014; and subsequent updates)

2.2.1 Planning Practice Guidance (PPG)¹ provides links to the NPPF and identifies the following with regards to Travel Plans: *‘Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development. (Paragraph: 005, Reference ID: 42-005-20140306)’*

2.2.2 Travel Plans are important as they:

- promote and encourage sustainable travel;
- create *‘accessible, connected, inclusive communities’*;
- reduce the impact of trip generation;
- reduce the impact on the environment through reducing carbon emissions;
- improve quality of life, health and road safety; and
- reduce *‘the need for new development to increase existing road capacity or provide new roads’*.

2.2.3 With regard to Travel Plans, PPG states that *‘The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes (Paragraph: 005, Reference ID: 42-005-20140306)’*. Travel Plans are *‘long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling) (Paragraph: 003, Reference ID: 42-003-20140306)’*.

2.2.4 Travel Plans should evaluate and consider:

- benchmark travel data including trip generation databases;

¹ First published as an online document in March 2014, this is a live document which is updated periodically. Any relevant updates since publication are also considered here.

- information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
- relevant information about existing travel habits in the surrounding area;
- proposals to reduce the need for travel to and from the site via all modes of transport; and
- provision of improved public transport services.

Planning Policy Statement: Eco Towns

2.2.5 Planning Policy Statements (PPS) set out the national policies on different aspects of spatial planning in England before all, inclusive of the PPS on Eco Towns, were superseded by the NPPF in 2012.

2.2.6 The PPS on Eco Towns supplements PPS1 which outlines the overarching planning policies on the delivery of sustainable development through the planning system. It sets out the objectives for sustainable development in the form of large-scale development providing more homes while responding to the impact of climate change as well as a wide range of standards for the delivery of zero carbon development, homes, transport, jobs and other components of an Eco Town.

2.2.7 The objectives for planning set out in the PPS1 supplement were:

- *To promote sustainable development by ensuring that eco-towns achieve sustainability standards significantly above equivalent levels of development in existing towns and cities by setting out a range of challenging and stretching minimum standards for their development, in particular by:*
 - *providing a good quantity of green space of the highest quality in close proximity to the natural environment*
 - *offering opportunities for space within and around the dwellings*
 - *promoting healthy and sustainable environments through 'Active Design'2 principles and healthy living choices*
 - *enabling opportunities for infrastructure that make best use of technologies in energy generation and conservation in ways that are not always practical or economic in other developments*
 - *delivering a locally appropriate mix of housing type and tenure to meet the needs of all income groups and household size, and*
 - *taking advantage of significant economies of scale and increases in land value to deliver new technology and infrastructure such as for transport, energy and community facilities.*
- *To reduce the carbon footprint of development by ensuring that households and individuals in eco-towns are able to reduce their carbon footprint to a low level and achieve a more sustainable way of living.*

2.2.8 The PPS1 supplement states that Eco Towns should develop unique characteristics by responding to the opportunities and challenges of their location and community aspirations and that all Eco Town proposals should meet the standards as set out in the PPS1 supplement or any standards in the development plan which are of a higher standard. The document identifies at Appendix A that the North West Bicester site allocation will be required to meet the Eco Town standards.

- 2.2.9 Policy ET11 – Transport in the PPS1 supplement identifies the standards for transport in an Eco Town. It states that *“travel in eco-towns should support people’s desire for mobility whilst achieving the goal of low carbon living. The town should be designed so that access to it and through it gives priority to options such as walking, cycling, public transport and other sustainable options, thereby reducing resident’s reliance on private cars, including techniques such as filtered permeability. To achieve this, homes should be within ten minutes’ walk of (a) frequent public transport and (b) neighbouring services. The provision of services within the eco-town may be co-located to reduce the need for individuals to travel by private car and encourage the efficient use of the sustainable transport options available.”*
- 2.2.10 PPS1 states that Travel Plans are required to be included with any planning application with respect to Eco Town development and should demonstrate:
- *How the town’s design will enable at least 50% of trips originating in eco-towns to be made by non-car means, with the potential for this to increase over time to at least 60%;*
 - *Good design principles, drawing from Manual for Streets, Building for Life, and community Travel Planning principles;*
 - *How transport choice messages, infrastructure and services will be provided from “day one” of residential occupation; and*
 - *How the carbon impact of transport in the eco-town will be monitored, as part of embedding a long-term low-carbon approach to travel within plans for community governance.*
- 2.2.11 PPS1 also states that where an Eco Town is close to an existing higher order settlement, in this case Bicester, planning applications should also demonstrate:
- *Options for ensuring that key connections around the eco-town do not become congested as a result of the development, for example by extending some aspects of the Travel Plan beyond the immediate boundaries of the town; and*
 - *Significantly more ambitious targets for modal share than the 50% (increasing to 60% over time) for the use of sustainable transport.*
- 2.2.12 Eco Towns should also be *“designed in a way that supports children walking or cycling to school safely and easily. There should be a maximum walking distance of 800m from homes to the nearest school for children aged under 11.”*

2.3 Local Policy and Guidance

Oxfordshire Local Transport Plan 4 2015-2031 (Updated 2016)

- 2.3.1 The Oxfordshire Local Transport Plan (LTP4) ‘*Connecting Oxfordshire*’ includes objectives and policies for improving transport in Oxfordshire to 2031. These objectives and policies look at, in addition to other issues, minimising the need to travel and encouraging active travel.
- 2.3.2 The focus of the LTP4 is to attract and support economic investment and growth, deliver transport infrastructure, tackle congestion and improve quality of life. In *Connecting Oxfordshire Volume 1*, it also sets out policy priorities for parts of Oxfordshire less affected by the Knowledge Spine; therefore, it provides a basis for securing transport improvements to support development across the whole of Oxfordshire.
- 2.3.3 LTP4 has been developed with 3 over-arching transport goals in mind:
- **Goal 1** – To support jobs and housing growth and economic vitality;

- **Goal 2** – To reduce emissions, enhance air quality and support the transition to a low carbon economy
- **Goal 3** – To protect and enhance Oxfordshire’s environment and improve quality of life

2.3.4 To achieve these transport goals, 10 objectives for transport have been developed:

Objectives Against Goal 1

- 1) ***“maintain and improve transport connections to support economic growth and vitality across the county;***
- 2) ***make most effective use of all available transport capacity through innovative management of the network;***
- 3) ***increase journey time reliability and minimise end-to-end public transport journey times on main routes;***
- 4) ***develop a high quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment;***

Objectives Against Goal 2

- 5) ***minimise the need to travel;***
- 6) ***reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive;***
- 7) ***influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment;***
- 8) ***reduce per capita carbon emissions from transport in Oxfordshire in line with UK government targets;***

Objectives Against Goal 3

- 9) ***mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment; and***
- 10) ***improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties, and enabling inclusive access to jobs, education, training and services.”***

2.3.5 A number of policies in the LTP4 are important to Eco Town development:

- Policy 03 – Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and / or by public transport;
- Policy 19 – Oxfordshire County Council will encourage the use of travel associated with healthy and active lifestyles;
- Policy 20 – Oxfordshire County Council will carry out targeted safety improvements on walking and cycling routes to school, to encourage active travel and reduce pressure on school bus transport;

- Policy 22 – Oxfordshire County Council will promote the use of low or zero emission transport, including electric vehicles and associated infrastructure where appropriate; and
- Policy 23 – Oxfordshire County Council will work to reduce the emissions footprint of transport assets and operation where economically viable, taking into account energy consumption and the use of recycled materials.

2.3.6 *Connecting Oxfordshire Volume 8 Part ii* outlines the strategies for particular local areas within Oxfordshire. The Bicester Area Strategy outlines 4 key aims for Bicester with respect to the county:

- ***BIC1 – Improve access and connections between key employment and residential sites and the strategic transport system by:***
 - *Continuing to work with Highways England to improve connectivity to the strategic highway;*
 - *Investigating a new motorway junction as part of the Garden Town work;*
 - *Reviewing key county road links out of Bicester, including those that cross the county boundary;*
 - *Investigating options for infrastructure improvements and bus priority;*
 - *Delivering effective peripheral routes around the town;*
 - *Investigating solutions to East-West Rail Phase 2 challenges; and*
 - *Supporting the proposals to secure a potential freight interchange at Graven Hill and working with the district and developers to achieve this.*
- ***BIC2 – We will work to reduce the proportion of journeys made by private car through implementing the Sustainable Transport Strategy by:***
 - *Significantly improving public transport connectivity with key areas of economic growth within Oxfordshire, through access to high-quality, high frequency services on the core network between Bicester, Oxford, Banbury, Witney and Science Vale, operating on a ‘turn up and go’ basis throughout the day; integrated connections between local bus services and services on the core network; and flexible, cashless payment, with the ability to switch between modes of travel without penalty or the need to make separate payments.*
 - *Where possible we will encourage and support bus operators’ proposals to develop innovative bus services and alternative routes, especially more direct and express services; for example, a strategic bus link between south-east of Bicester and Oxford Eastern Arc.*
 - *Improving Bicester’s bus services along key routes and providing improved public transport infrastructure considering requirements for and integrating strategic development sites. Working with Bicester Town Council we will also enhance passenger information at strategic locations. The aim is to connect residential areas and transport hubs with existing and future employment centres including, but not limited to:*
 - *Graven Hill;*
 - *North West Bicester;*
 - *Launton Road Industrial Estate;*

- *Bicester Business Park;*
 - *South-East Bicester;*
 - *North-East Bicester;*
 - *Town centre; and*
 - *Bicester Village.*
- *Bus connectivity improvements may be required at anticipated pinch points within the town as future developments come forward. This will include connections between North West Bicester and the town centre and consider the need for bus lanes along the A41 to connect with the Park and Ride scheme.*
 - *This will be supported using funding from development to enhance the quality and frequency of existing services, with the aim of services reaching full commercial viability;*
 - *Enhancing pedestrian, cycle and public transport links to the Bicester Village Station, Bicester North Station and key employment sites.*
 - *Securing green links will be considered between proposed development sites on the outskirts of town and existing Public Rights of Way, providing a series of leisure / health walks. We will also pursue opportunities to join a number of missing links in the Public Rights of Way network through working with developers;*
 - *Implementing Bicester town centre highway modifications. In combination with improvements to peripheral routes, highway restrictions in Bicester Town Centre will be considered on through routes in order to reduce through traffic in the town centre;*
 - *The Bicester Sustainable Transport Strategy has identified a number of new sections of urban pedestrian and cycle routes to better connect residential developments with the town centre and key employment destinations; and*
 - *Progressing a Wayfinding Project for Bicester with the aim of improving signage across the town.*
- ***BIC3 – We will increase people’s awareness of the travel choices available in Bicester, which should improve public health and wellbeing, by:***
 - *Undertaking travel promotions and marketing measures;*
 - *Developing a coordinated parking strategy in partnership with Cherwell District Council;*
 - *Discourage undesirable routing of traffic by developing a signage strategy;*
 - *Providing coordinated information and advance notice of construction closures and traffic related issues; and*
 - *Providing new approaches to transport through the North-West Bicester development site, including a heavy emphasis on sustainable modes and travel choice advice, as well as early provision of bus services and cycle routes. This may unlock opportunities for wider travel choice options.*
 - ***BIC4 – To mitigate the cumulative impact of development within Bicester and to implement the measures identified in the Bicester Area Transport Strategy we will:***
 - *Secure strategic transport infrastructure contributions from all new development;*

- *Secure sustainable transport measures through all major new development. For large new or expanded housing development sites, the following principles for cycle provision apply:*
 - a. *Developers must demonstrate through masterplanning how their site has been planned to make cycling convenient and safe for cyclists travelling to, from, within and through the site*
 - b. *Site road network and junctions must be constructed with cycling in mind, including providing space for cycling on main / spine roads through the provision of, as a minimum, advisory cycle lane*
 - c. *We will ask developers to fund cyclability audits, so that the local user view is incorporated into new cycle facilities; and*
- *Secure strategic public transport contributions for new or improved public transport services as well as bus stop infrastructure to support sustainable development.*

2.3.7 The wider North West Bicester site is indicated on the indicative map of transport infrastructure and proposed growth in Bicester as 'Local Plan Mixed Use Areas Comprising Residential and Employment' in the context of the Eco Town. A proposed secondary school and the Western Peripheral Corridor transport scheme (*realigning the A4095 Howes Lane, including a new tunnel under the railway*) are also indicated on the map within the wider site area.

Cherwell Local Plan 2011-2031 (Updated December 2016)

2.3.8 The Cherwell Local Plan 2011-2031 Part 1 sets out how Cherwell will grow and change in the period up to 2031. It identifies the long term spatial vision for Cherwell and includes policies to help deliver that vision.

2.3.9 It demonstrates the importance of the North West Bicester Eco Town to Cherwell as a whole through Policy Bicester 1. It states that *"an Eco Town development of 6,000 homes will be developed on land identified at North West Bicester in accordance with the standards set out in the former Eco Towns PPS."* The policies map as well as the inset map for Policy Bicester 1: North West Bicester Eco Town both identify the location and the area of the Eco Town scheme and development proposals.

2.3.10 Any development proposals as part of the Eco Town scheme should ensure the below.

- *A zero-carbon development as defined in the Eco Towns PPS and Eco Bicester One Shared Vision.*
- *Delivery of a high quality local environment.*
- *Climate Change Adaptation: Eco Town standards are met on water, flooding, green infrastructure and biodiversity.*
- *Homes that achieve at least Level 5 of the Code for Sustainable Homes.*
- *Employment: at least 3,000 jobs within the plan period (approximately 1,000 jobs on B use class land on the site within the plan period). An economic strategy will be required and there should be local sourcing of labour, including providing apprenticeships during construction.*
- *Transport: at least 50% of trips originating from the development to be made by means other than the car.*

- *Promotion of healthy lifestyles.*
- *Provision of local services and facilities.*
- *Green Infrastructure and Biodiversity: 40% of the total gross site area will be provided as green space of which at least half will be public open space.*
- *Sustainable management of waste.*

2.3.11 Policy Bicester 1 also states that *“a masterplan for the North West Bicester site will be required to demonstrate how proposals will achieve the standards set out in the Eco Towns PPS and Eco Bicester One Shared Vision. Development will be considered on the basis of a masterplan for the whole development area, to ensure that development takes place in an integrated, coordinated and planned way, whilst recognising that phasing of development within the overall masterplan strategy will be required. It will integrate with and complement the function and urban form of Bicester and reinforce the role of Bicester town centre as the primary retail and service centre.”* Policy Bicester 1 ensures that the Eco Town scheme will be designed as an exemplar which incorporates best practice and provide a showcase for sustainable living.

2.3.12 Policy Bicester 1: North West Bicester Eco Town

- *Development Area: 390 hectares*
- *Development Description: A new zero carbon mixed use development including 6,000 homes will be developed on land identified at North West Bicester.*
- *Planning permission will only be granted for development at North West Bicester in accordance with a comprehensive masterplan for the whole area to be approved by the Council as part of a North West Bicester Supplementary Planning Document.*

2.3.13 The council will expect the North West Bicester Masterplan and applications for planning permission to meet the following requirements which relate to transport and movement:

- *Proposals should enable residents to easily reduce their carbon footprint to a low level and live low carbon lifestyles;*
- *Layout of development that enables a high degree of integration and connectivity between new and existing communities;*
- *A layout that maximises the potential for walkable neighbourhoods;*
- *New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel;*
- *A layout which makes provision for and prioritises non-car modes and encourages a modal shift from car use to other forms of travel;*
- *Infrastructure to support sustainable modes of transport will be required including enhancement of footpath and cycle path connectivity with the town centre, employment and rail stations.*
- *Measures to ensure the integration of the development with the remainder of the town including measures to address movement across Howes Lane and Lords Lane;*

- *Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site;*
- *Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network, consistent with the requirement of the Eco-Towns PPS to reduce reliance on the private car, and to achieve a high level of accessibility to public transport services, improvements to facilities for pedestrians and cyclists and the provision and implementation of a Travel Plan to maximise connectivity with existing development;*
- *Provision of a Transport Assessment;*
- *Measures to prevent vehicular traffic adversely affecting surrounding communities; and*
- *Significant green infrastructure provision, including new footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre and Bicester Village Railway Station, and adjoining developments.*
- *Public open space to form a well-connected network of green areas suitable for formal and informal recreation.*

2.3.14 All proposals for development across the Eco Town site will be required to meet the Eco Town development standards set out in Policy Bicester 1: North West Bicester Eco Town and make a degree of contribution towards transport mitigation measures.

North West Bicester Supplementary Planning Document (2016)

2.3.15 The North West Bicester Supplementary Planning Document (SPD) expands upon Policy Bicester 1 of the adopted Cherwell Local Plan 2011-2031 Part 1. The SPD provides further detail to Policy Bicester 1 and a means of implementing the strategic allocation at North West Bicester. The Access & Movement Framework and Masterplan Framework for the Eco Town from the SPD are included in **Appendix C**.

2.3.16 The SPD sets out the minimum standards to be achieved by proposed development across the Eco Town. It is encouraged that developers exceed these standards where possible and will be expected to apply new higher standards that arise during the life of the document and reflect up to date best practice and design principles.

2.3.17 The key elements of the SPD are:

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

2.3.18 It is recognised that the SPD supports the implementation of Policy Bicester 1 of the Cherwell Local Plan 2011-2031 Part 1 and will be a material consideration in determining planning applications on the North West Bicester site.

- 2.3.19 The SPD will ensure that the vision for the Eco Town will be successfully delivered; it has taken key elements from the North West Bicester Masterplan and vision documents. The Masterplan illustrates the key components of the development strategy for the site and includes the landscape framework that underpins the masterplanning providing connectivity and structure to the site.
- 2.3.20 The SPD sets a number of development principles and requirements for the Eco Town.
- 2.3.21 Development Principle 6 – Transport, Movement & Access states that walking and cycling will be encouraged and supported to be the first choice of transport in new developments and that a higher priority should be given to pedestrian and cycle movement. It also states that development proposals must show an understanding of existing routes and provide a considered response that enhances existing access and connections and seeks to improve / remove barriers to movement on and off-site.
- 2.3.22 Development Requirement 6 – Transport, Movement & Access states that the following key considerations for movement should be addressed in planning applications:
- Reducing car dependency;
 - Prioritising walking and cycling;
 - Generating activity and connectivity;
 - Highway and transport improvements; and
 - Bus priority and links and infrastructure including RTI.
- 2.3.23 The SPD states that planning applications are required to illustrate the permeability of the site.
- 2.3.24 A key consideration of the SPD is that all planning applications for development in the Eco Town should include a Travel Plan which demonstrates how the design of the development will enable at least 50% of all trips from the development to be made by non-car modes of travel with a potential increase to 60% by 2020. The SPD also states that all planning applications need to be supported by a Transport Assessment which addresses the guidance in the SPD.

Additional Local Design Guidance Used to Inform the Proposals

- 2.3.25 The following local design guidance has also been considered in the preparation of this TA and the design of the masterplan:
- Oxfordshire County Council “Residential Road Design Guide” (2015)
 - Oxfordshire County Council “Parking Standards for New Residential Developments” (2011)
 - Oxfordshire County Council “Oxfordshire Walking Design Standards” (2017)
 - Oxfordshire County Council “Oxfordshire Cycling Design Standards” (2017)

2.4 Summary

- 2.4.1 This TA demonstrates that the development proposal for Plot SGR1 is in accordance with national and local policy and guidance documents as well as the design principles set out in the North West Bicester Masterplan and Supplementary Planning Document for the wider Eco Town.
- 2.4.2 It demonstrates that:

- A safe and suitable access to the development is achievable for all people;
- The proposed access strategy for the development gives priority to pedestrian and cycle movements as well as access to high-quality public transport facilities;
- A frequent public transport service is within a 10-minute walk of the site;
- New pedestrian and cycle infrastructure for the development will connect with the existing network of the adjacent developments; and
- The predicted peak period development travel demands by all modes and the percentage impact of the peak hour development traffic generation across a local study area, informed by 2026 forecast traffic flows derived from the Oxfordshire County Council 'Bicester Transport Model'.

2.4.3 The layout of the development and the location of the site as part of the wider Eco Town scheme will promote travel by sustainable modes of transport and will seek to ensure that at least 50% of all trips from the site are made by non-car modes in accordance with the wider objectives of the North West Bicester Masterplan and supporting documentation including the SPD.

3 Site Context and Access Opportunities

3.1 Overview

3.1.1 This chapter of the TA sets out the context of the application site with regards to its access opportunities. It provides an overview of the infrastructure proposed for the wider Eco Town scheme through the North West Bicester Masterplan and describes how the infrastructure provided and further proposed as part of the Exemplar development scheme will provide the opportunity to access Plot SGR1 by sustainable modes of transport.

3.1.2 The chapter has been prepared through reference to a range of data sources including:

- review of the North West Bicester Masterplan and Supplementary Planning Document;
- desktop review of a range of publicly available information sources;
- Personal Injury Collision data sourced from Oxfordshire County Council; and
- observations made by PBA during a single site visit undertaken in January 2018.

3.2 Site Location and Description

3.2.1 Plot SGR1 is bound by B4100 Banbury Road to the north-east, a farm with light-industrial and office use tenancies in its outbuildings and arable land to the south-east and emerging residential development associated with the consented Exemplar development scheme (10/01780/hybrid) to the west.

3.2.2 It is currently in arable use and extends to approximately 5.03 hectares in size.

3.2.3 The location of the site is shown by the red line boundary on the plan included in **Appendix A** and the indicative masterplan is included in **Appendix B**.

3.3 North West Bicester Masterplan Strategic Access Objectives

3.3.1 The existing context of Plot SGR1 is being shaped by the delivery of the wider Eco Town development proposals and accordingly the delivery of this wider scheme is directly informative to the future access and movement provision at the application site. The broader North West Bicester Masterplan and Access and Movement Framework proposals are illustrated in plans included in **Appendix C**.

3.3.2 Plot SGR1 is located in the northern half of the Eco Town scheme. The North West Bicester Masterplan sets out the following with respect to transport development principles across the Eco Town:

“The overall design is centred around four urban and four rural areas interconnected through green ‘lanes’ which include both direct and leisure routes, so everyone can get from home to work, and play, in no time at all.

There will be plenty of opportunities to reduce travel by car and minimise CO₂ emissions, because every home will be within 400 metres of a bus stop and within an easy ten-minute walk of local shops and primary schools. With so many beautiful and spacious green lanes, it will be easy for everyone to cycle to work in and around NW Bicester. And for those who travel a little further, there will also be improved cycle and bus routes into Bicester that can connect into improved rail connections to Oxford and beyond. Real time travel information in every home will make use of public transport more accessible.

The network of rural footpaths and cycleways and a series of bus only road links will mean public transport is more rapid and frequent; enabling people to make sustainable travel choices. With a car club and network of charging points for electric vehicles, for those that do still require cars for longer journeys, we will inspire the use of hybrid or electric vehicles”.

- 3.3.3 The North West Bicester Masterplan sets out the following strategic access objectives for the wider site:
- *Ensure future access and connectivity works with the surrounding area and the new proposed development;*
 - *Ensure there are good connections within the development between all facilities;*
 - *Ensure the development is well connected to the rest of Bicester;*
 - *Enable a frequent and high-quality bus service to be provided;*
 - *Give priority to strong walking, cycling and bus connections; and*
 - *Minimise traffic going through existing communities.*
- 3.3.4 The North West Bicester Masterplan outlines that walking and cycling routes through the Eco Town will be of a high-quality with all-weather surfacing, well-lit and easily maintained. Where possible, these will be segregated from the carriageways and cyclists and pedestrians will also be segregated to avoid conflicts. Safety will be ensured by providing routes of appropriate widths and with numerous crossing points.
- 3.3.5 It is proposed that walking and cycling routes across the Eco Town will be split into two distinct categories: ‘Direct Routes’ will act as commuting routes to enable direct and fast access to key local employment areas, schools, local centres and hubs; while ‘Leisure Routes’ will be introduced which will consist of longer meandering paths which will be more rural in nature.
- 3.3.6 The North West Bicester Masterplan states that bus routes through the Eco Town will be designed to take residents in the most direct route possible to key destinations in Bicester including local centres, employment sites and public transport interchanges. A bus service is to be provided with frequent and direct links to the town centre and local facilities to encourage bus travel over car use.
- 3.3.7 The Eco Town will have two bus routes: Bus Route 1 will serve the southern half of the Eco Town while Bus Route 2 will serve the northern half where the application site is located. Both routes will loop within the side of the Eco Town that they serve and then travel along Bucknell Road towards the town centre.
- 3.3.8 There are plans for a form of bus priority on Bucknell Road included in the North West Bicester Masterplan, as well as improvements to bus priority in the town centre. This will give advantage to buses on routes with heavy traffic flow therefore improving journey times and making bus travel a more attractive option.

3.4 Sustainable Access Opportunities

- 3.4.1 The opportunities to access the application site by sustainable modes of transport are intrinsically linked to the Exemplar development scheme and the wider infrastructure proposed through the North West Bicester Masterplan. *Elmsbrook* is under construction at the time of writing and while some of the phases of the development are complete, the remaining phases are expected to be complete in advance of the application site; therefore, this section makes reference to existing provision at the time of writing and proposed delivery underway as part of the *Elmsbrook* proposals, when considering access opportunities for Plot SGR1. This section should be read in conjunction with **Figures 3.1 & 3.2**.