

EWR Alliance

## **Planning Statement**

**Temporary use of land as a construction compound incorporating storage area, site offices and car parking.**

### **Compound A1: Land North East of Charbridge Lane**

April 2019



## Notice

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## Document History

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# Acronyms and abbreviations

Abbreviation	Definition
BAP	Biodiversity Action Plan
CoCP	Code of Construction Practice
EIA	Environmental Impact Assessment
ES	Environmental Statement
EWR	East West Rail
EWR2	East West Rail Phase 2
HGV	Heavy Goods Vehicle
IEF	Important Ecological Feature
LGV	Light Goods Vehicle
NPPF	National Planning Policy Framework
NR	Network Rail
OXD	Oxford Branch (Engineering Line Reference)
PRoW	Public Right of Way
TWAO	Transport and Works Act Order



# Glossary

Term	Definition
Amenity	The pleasantness or attractiveness of a place. Amenity may be affected by a combination of factors such as: sound, noise and vibration; dust/air quality; traffic/congestion; and visual impacts
Baseline	The conditions that exist without a development at the time an assessment or survey is undertaken
Biodiversity	The diversity of different types of life found on Earth. 'Biodiversity' usually refers to a measure of the variety of organisms present in different ecosystems. It can refer to genetic variation, ecosystem variation, or species variation (number of species) within an area, biome, or the planet
Code of Construction Practice	The document that outlines how the Project will avoid, reduce or mitigate construction effects on the environment (Appendix A of the Environmental Appraisal Report). It provides the framework of requirements for the Construction Environmental Management Plan.
Construction or Construction phase	The period when construction of the Project takes place
Culvert	A structure that allows water to flow under the railway from one side to the other
Designation (landscape)	Internationally or nationally valued landscape recognised on a formal statutory basis and through planning policy. Locally valued landscape recognised by local authorities through planning policy
Effects	An effect is the consequence of an impact to a receptor or resource. This is assessed by evaluating the sensitivity of the receptor or resource in the context of the nature and magnitude of the impact experienced by the receptor or resource
Effects (air quality)	The consequences of the changes in airborne concentrations and/or dust deposition for a receptor. These might manifest as annoyance due to soiling, increased morbidity or mortality due to exposure to PM <sub>10</sub> or PM <sub>2.5</sub> or plant dieback due to reduced photosynthesis
Emission	The direct or indirect release of substances, vibrations, heat or noise from individual or diffuse sources into air, water or onto land, e.g. pollution may be discharged into the atmosphere from a stack or vent
Environmental design	Measures proposed as part of the Project design that will avoid, reduce or compensate environmental effects. These are illustrated on the Environmental Design Drawings (Volume 4)
Environmental Impact Assessment	The process by which the anticipated effects on the environment of a proposed development or project are measured
Environmental Statement	The report setting out the process and findings of an Environmental Impact Assessment



Term	Definition
EWR	The name used for the proposed reinstated railway between Oxford and East Anglia, the proposed development of which is known as East West Rail
EWR Alliance	Collaborative partnership of project owner participant Network Rail along with three delivery partners Laing O'Rourke, VolkerRail and Atkins to design and build EWR2
EWR Phase 2 or EWR2	The second phase of the western section of EWR. This concerns the upgrade and reinstatement of the Bicester–Bletchley–Bedford and the Aylesbury–Claydon Junction railway lines to facilitate the operation of new passenger services between Oxford and Milton Keynes, Oxford and Bedford, and Milton Keynes and Aylesbury
Habitat	A place where an organism (e.g. human, animal, plant, micro-organism) or population of organisms live, characterised by its surroundings
Habitat of Principal Importance	These habitats of principal importance in England are published in a list by the Secretary of State under the Natural Environment and Rural Communities (NERC) Act, 2006, Section 41
Heavy Goods Vehicle	A truck that when laden has a total weight of more than 3500 kg
Local Plans	Plans prepared by a Local Authority, in accordance with National planning policy, which set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as providing a basis for safeguarding the environment, adapting to climate change and securing good design. As such, Local Plans are also a critical tool in guiding decisions about development proposals
Magnitude	Refers to the size of an impact (e.g. high, medium, low or no change)
Maintenance	Maintenance can comprise inspections, repair, adjustments or alterations, removal, refurbishments, reconstruction, replacements and improvements
Mitigation	Measures identified to reduce potential environmental impacts and effects arising from the construction or operation of the Project
National Policy Statement	Overarching legislative policy concerning the planning and consenting of NSIPs in the UK
Non-statutory designated site	Nature conservation sites with local policy protection (e.g. LWS, SSSI)
Operation or Operational phase	The period when the Project is in operation. Day to day functioning of the Project post construction
Overbridge	A bridge crossing over the railway
Project	All elements of the Scheme, plus the operational railway between Bicester, Bedford, Bletchley and Aylesbury on which EWR2 train services operate, up to the points at which they join the main existing rail network
Public Right of Way	Paths on which the public have legally protected rights to pass

Term	Definition
Rail	Linear steel support for train wheels. Two rails secured to sleepers make up the track
Railway	General term referring to the rail transport system as whole and the corridor in which it sits
Receptor	An identified aspect of the environment - e.g. a resident, protected species, heritage asset, controlled water - that may be affected by emissions during demolition, construction or operation. Human receptors include locations where people spend time and where property may be impacted. Ecological receptors are habitats that might be sensitive to changes in air quality
Risk	The likelihood of an adverse event occurring
Route Section	For reporting purposes, the Project has been split into six Route Sections based on geography, operation and construction programme and methods. The Route Sections are 2A, 2B, 2C, 2D, 2E and the HS2 Interface Area. These are shown on Figure 2.1, Volume 4
Satellite compound	Smaller compound from which construction for that section is managed, comprising small offices and welfare facilities, areas for the storage of plant and materials and some material processing
Scheme	The works authorised under the Order and permitted development rights are referred to in this ES as “the Scheme”
Significant effects	The term 'significant effect' has a specific meaning in EIA regulations. The opposite is an insignificant effect. Professional judgement is necessary to determine whether an effect is significant based on the evidence presented. Where the technical chapters identify significant adverse effects due to construction and/or operation of the Project, mitigation measures are proposed to avoid, reduce or compensate for these effects
Site compound	Working areas for individual structures such as highway bridges or footbridges
Stakeholders	Stakeholders include persons or groups who are directly or indirectly affected by a project and/or an offset, as well as those who are interested in a project and/or offset and have the ability to influence its outcome, for good or bad. They include persons or groups who hold rights over land and resources in the area of the project and offset. Stakeholders can include, but are not limited to, indigenous peoples, local communities, non-governmental organisations and members of scientific bodies such as university departments and research institutes, local and central government, customers, shareholders, management, employees and suppliers
Strategic compound	Larger, main compound from which construction and main project management is undertaken, providing main office space, main canteen areas, main welfare facilities and processing and storage of site materials
Surface Water	Water situated above ground level e.g. within rivers, ponds and lakes
the Order	The TWAO authorising the Scheme: the Network Rail (East West Rail Bicester to Bedford Improvements) Order

Term	Definition
Track	Rail system consisting of two rails, secured on sleepers, on which trains run
Trackout	The transport of dust and dirt from the construction/demolition site onto the public road network, where it may be deposited and then re-suspended by vehicles using the network. This arises when vehicles leave the construction/demolition site with dust materials, which may spill onto the road, and/or when vehicles transfer dust and dirt onto the road having travelled over muddy ground on site
Transport and Works Act Order (TWAO)	The mechanism by which authorisation is given for the construction and operation of certain transport systems, such as railways. An order gives the promoter the necessary powers to put such a scheme into practice
TWAO Application	An application for a Transport and Works Act Order





# 1. Introduction

## 1.1. Purpose of the Planning Application

- 1.1.1. On 27th July 2018 a Transport and Works Act Order application was submitted for the construction, operation and maintenance of an upgraded and reinstated rail link between Bicester-Bletchley- Bedford and Aylesbury-Claydon Junction, as well as the construction of new railway infrastructure (including new overbridges, footbridges, a new station and station platforms) and improvements to existing infrastructure (such as platform extensions). Without prejudice to the formal determination of this application by the Secretary of State, the East West Rail Alliance proposes to set up some of the strategic and satellite construction compounds in advance to help ensure that the Project can be constructed in a timely and cost-effective manner.
- 1.1.2. Planning applications will be submitted for each of the eleven compound sites in Route Sections 2A, 2B and 2C. This is because they are at the start of the construction programme and require the existing trackside and adjacent vegetation to be cleared before construction work can begin on upgrading the railway track bed to the required width and standard. This Planning Statement has been prepared by the East West Rail Alliance on behalf of Network Rail in respect of the planning application for the creation of a main works compound (Compound A1) at the site known as Land North East of Charbridge Lane. This compound would be used for preliminary activities in advance of the Transport and Works Act Order and should the Order be granted, it will then be used to facilitate the main works. A temporary planning permission is sought, because once the construction works have been completed the site can revert to its previous use and condition.

**Figure 1-1 Aerial View of Site A1 in Context**



- 1.1.3. The early establishment of the eleven main works construction compounds and undertaking preliminary activities from them will bring forward significant time benefits from the timely construction of EWR2, once the TWAO is made. The proposed preliminary activities will enable a cost-effective transition to the further phases of construction that are the subject of the TWAO, such as the track works and works to platforms and stations.
- 1.1.4. The proposed preliminary activities (see para 2.2.5) from the compounds will not require formal planning approval and could take place subject to obtaining other requisite consents. These preliminary activities would include repair and maintenance works to various bridges and culverts, involve re-lining of existing culverts, brickwork repairs or other non-invasive techniques, to improve the structural integrity of these assets. However, it is not proposed to undertake any replacement or extension of culverts or structural alterations to the bridges, such as the installation of walkways or raising of parapets, which are subject to the TWAO.
- 1.1.5. Some of the proposed environmental mitigation works, such as the planting of hedgerows, creation of badger setts and provision of barn owl boxes, would be undertaken from the compounds. These mitigation measures will provide replacement habitats and improve biodiversity; early establishment will enable them to be completed in the appropriate season to ensure their effectiveness.
- 1.1.6. The early provision of the construction compounds will enable the preliminary activities and highway improvements to be undertaken from managed sites and access routes, which will ensure that the potential transport and amenity impacts are kept to acceptable levels.
- 1.1.7. If the TWAO is not made, then a scheme of restoration would apply to those elements that are not repair or maintenance works, i.e. the main works construction compounds and related highway improvements.
- 1.1.8. Overall, the establishment of the compounds and undertaking preliminary activities from them would assist in the public benefits being realised as soon as possible, including improving the east-west public transport connectivity through rail links and providing a sustainable transport solution to support economic growth in the area. These public benefits are supported by national and local planning policy, including the National Policy Statement for National Networks (2014), National Infrastructure Delivery Plan (2016) and Buckingham Thames Valley Strategic Economic Plan (2014).

## 1.2. Consultation

- 1.2.1. EWR has carried out three formal rounds of public and stakeholder consultation on the Project between August 2014 and March 2018 (including the construction compounds) and is summarised as follows:
  - Round One Consultation presented initial scheme design,
  - Round Two Consultation presented findings of the draft Environmental Statement and included the location and size of the construction compounds, and
  - Round Three Consultation presented changes in design that had taken place since Round Two and included details of traffic volumes for the construction compounds.
- 1.2.2. As well as the formal consultation, the main works construction compounds have been the subject of a process of design evolution, informed by discussions with stakeholders and the iterative environmental assessment process.
- 1.2.3. Through the development of the scheme, the key changes to compounds have been as follows:
  - Compound A4 Claydon Junction was relocated to north side of railway – now called A4 Green Lane.

- Compound E5 Akeman Street was relocated to Fleet Marston on south side of the railway.
- Compound E6 was removed due to presence of Roman settlement and decrease in the scope of works to the station.
- Location of maintenance access point at OXD11 was altered.
- Works removed south of Aylesbury Vale Parkway Station, and therefore compound E7 is no longer required.
- Compound at Rabans Close was removed.
- Compound at Verney Junction: new compound proposed with access from Sandhill Road.

## 1.3. Contents of the planning submission

1.3.1. The application for the Transport and Works Act Order is accompanied by an Environmental Statement as the Project falls within Annex II of the Environmental Impact Assessment (EIA) Directive. As part of the EIA process the construction and operational phases were considered and likely significant affects identified and where necessary mitigated. For the construction phase, the assessments were based on the worst-case scenario in terms of construction workers and vehicle movements. From the environmental assessment as reported in the Project ES and from additional work carried out in relation to this application, no significant adverse residual effects are anticipated from this advance works compound proposal. Therefore, an Environmental Appraisal Report (EAR) accompanies this application and not an Environmental Statement.

1.3.2. On this basis and in line with the national and local requirements, this planning application submission comprises the following documentation and drawings:

Drawing/Document Title	Reference
Planning Application Form & Certificate B	
Covering letter	
Planning Statement (this document)	133735-EWR-REP-EEN-000188
Site Location Plan	133735_2A-EWR-OXD-XX-DR-L-019009
Site Layout – Existing	133735_2A-EWR-OXD-XX-DR-L-019010
Site Layout – Design (Proposed)	133735_2A-EWR-OXD-XX-DR-L-019011
Elevations	
Environmental Appraisal Report	133735-EWR-REP-EEN-000176
Construction Traffic Management Plan	133735-EWR-PLN-MPM-000011

## 1.4. Planning Statement Structure

1.4.1. This Planning Statement is structured as follows:

- Chapter 1 – Introduction
- Chapter 2 – Descriptions of site context and details of the proposed development
- Chapter 3 – Relevant planning policy
- Chapter 4 – Planning considerations (assessment of impact of the scheme and policy compliance/departure)
- Chapter 5 – Conclusion.

## 2. Site Context and Proposed Development

### 2.1. Site Context

- 2.1.1. The application site is 4.1ha in area. It is located on Land North East of Charbridge Lane.
- 2.1.2. The site is located immediately to the north of Section 2A of the EWR route, which is currently active railway. The application site comprises a pasture field bound by hedgerow. There are three mature trees within the field. The site is currently accessed from the highway (Bicester Road) either by a gated field entrance to the west of the site or from the Charbridge Lane/Bicester Road roundabout. The land to the east of the Site is predominantly arable and pasture land crossed by a network of hedgerows and mature scattered trees and boundary ditches. To the south east of the site is the village of Launton and to the west of the Site is the town of Bicester. There are allotments located opposite the site to the west of Bicester Road that are accessed from Charbridge Lane.
- 2.1.3. The site is not located within any statutory or non-statutory land designations. The closest non-statutory designated site to the Site is the Bicester Airfield Local Wildlife Site (LWS), located 685m north at its closet point. There is one further LWS located within 1 km of the Site, Gavray Drive Meadows LWS, located 740m south west at its closest point. There are no designated heritage assets within the site, though there are a number of listed buildings within 1km.
- 2.1.4. There are no Public Rights of Way (PROW) within the site. A PROW passes north of the site in an adjoining parcel of land.
- 2.1.5. A watercourse lies approximately 80m from the north-western boundary of the site. The site is within Flood Zone 1 (low probability of flooding).

### 2.2. Proposed Development

- 2.2.1. A summary description of the proposals is provided in this section, which should be read in conjunction with the plans accompanying this application and section 2.2 of the Environmental Appraisal Report.
- 2.2.2. This statement supports an application for planning permission to create a construction compound that comprises the following main elements:
- A three storey site accommodation block
  - Boundary fencing measuring 2.4m in height to Network Rail's specification to ensure the site is secure
  - Security measures, including gatehouse and access barrier
  - Compound lighting outside daylight hours between 7am and 6pm (8am and 4pm on Saturdays); security lighting overnight.
  - Laydown/storage area
  - Water Treatment Tank
  - Internal access roads
  - Tree protection fencing
- 2.2.3. The proposed layout of the compound has been designed to maximise the efficiency of the compound's operation while minimising impact upon the local environment and surrounding land



uses. The design and proposed method of operation of the site includes various environmental impact mitigation measures, including those related to air quality, ecology, geology & soils, and water quality. These are set out in detail within the EAR and the Code of Construction Practice (CoCP).

- 2.2.4. Compound A1 is proposed to be constructed between September 2019 and December 2019, prior to the making of the TWAO. Any other construction activities associated with East West Rail in the local area would be staggered to avoid peaks in activity and vehicle movements, thereby minimising the potential for adverse effects on local communities and the local road network, except for where construction related vehicle trips can be minimised through efficiencies of serving multiple compounds.
- 2.2.5. Once the compound has been set up, it will be used for activities that do not require formal planning approval or form the main works that are the subject of the TWAO submission but are preparatory works or mitigation works for the Project:
- Materials import and storage (including materials and plant to do the early works and storage of topsoil from the compound site);
  - Vegetation clearance along the railway if seasonally appropriate and in accordance with licences
  - Environmental mitigation works where required (e.g. badger sets, hedgerow planting)
  - Repair works to culverts
  - Track and ballast removal
- 2.2.6. Site access will be from Bicester Road, via the A4421. A new access will be created onto the highway and an existing farm access at this location which will be formalised and retained as an emergency access point. The compound will be served from the minor arm of new signal-controlled junction onto Bicester Road, to the southeast of the A4421/Charbridge Lane.

**Table 2.1: Daily trip generation for compound A1 (two-way vehicle trips)<sup>1</sup>**

Activity	Daily Two-Way Vehicle Trips			
	Cars (Staff and Operatives)	LGVs	HGVs	Total
Main compound set up	127	60	36	223
Preliminary works	87	40	12	139

- 2.2.7. It is envisioned that vehicle movements will comprise daily operative access and initial access for plant / equipment. The numbers of vehicles accessing site has been minimised where possible. It is envisioned that vehicle movements will comprise of daily operative access and initial access for plant / equipment. All deliveries will be scheduled to avoid peak traffic hours. All deliveries will be marshalled off the public highways and will be unloaded within the compound site footprint.
- 2.2.8. The construction compound will be a temporary land use and will be removed as part of the last phase of construction. The land will then be restored and returned to its previous use unless otherwise agreed.

<sup>1</sup> Assuming 1.5 passengers per vehicle for staff and operatives in line with TA methodology (Appendix 14.1 of the ES). Values for HGV and LGV trips have been rounded to nearest even number, assuming all vehicles arrive and depart within the same hour.

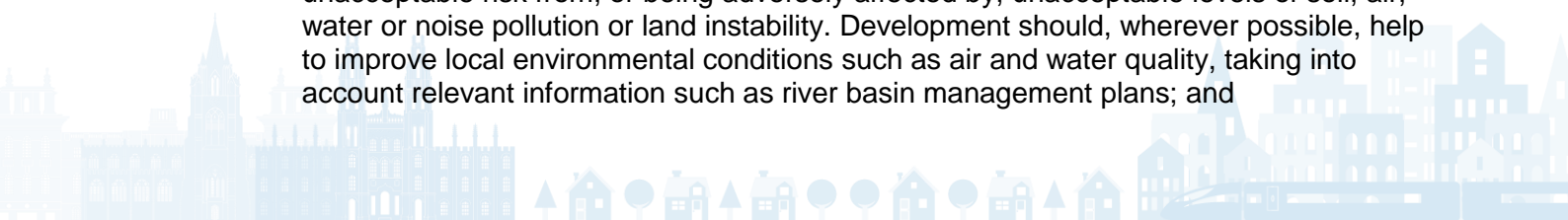
# 3. Planning Policy Context

## 3.1. Overview

- 3.1.1. This chapter reviews the planning policy framework against which the proposed development is to be considered. This includes relevant planning policy and guidance at the national level, as well as adopted policies in the local development plan and those in the submission version of the emerging local development plan.

## 3.2. National Planning Policy Framework

- 3.2.1. The National Planning Policy Framework (NPPF) was updated on 19th February 2019 and provides the Government's planning policies for England and sets out how these are expected to be applied.
- 3.2.2. A fundamental principle of the NPPF (paragraph 11) is the presumption in favour of sustainable development, which states that development proposals are approved that accord with an up-to-date development plan without delay. The NPPF sets out national policy on a number of areas, against which proposals are to be considered. Those of relevance to this application are summarised below.
- 3.2.3. **Section 9: Promoting Sustainable Transport** – This section of the NPPF seeks to avoid and mitigate any adverse effects and maximise net environmental gains relating to traffic and transport infrastructure. It is also specified in this section that planning policies should identify and protect sites and routes that could be critical in developing wider transport infrastructure choice.
- 3.2.4. **Section 14: Meeting the challenge of climate change, flooding and coastal flooding** – This section of the NPPF seeks to avoid inappropriate development in areas at risk of flooding and direct it to where it is necessary to ensure that it is safe without increasing flood risk elsewhere (paragraph 155). The NPPF also seeks to ensure flood risk is not increased elsewhere by inappropriate development (paragraph 163).
- 3.2.5. **Section 15: Conserving and enhancing the natural environment** – This section of the NPPF emphasises the need for the planning system to contribute to and enhance the natural environment.
- 3.2.6. NPPF paragraph 170 outlines the need to enhance the natural environment through achieving the following:
- protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
  - recognising the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land and of trees and woodland;
  - minimising impacts on biodiversity and providing net gains in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
  - preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and



- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate’.

3.2.7. **Section 16: Conserving and enhancing the historic environment** – This section of the NPPF seeks to ensure that applications are assessed for their impact on heritage assets and to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal (paragraph 189).

### 3.3. Local Planning Policy

3.3.1. The Site is located within the administrative boundary of Cherwell District Council. Local planning policy documents of relevance to this planning application are therefore as follows:

- Cherwell Local Plan 1996 (Saved Policies)
- Non-Statutory Cherwell Local Plan 2011
- Cherwell Local Plan 2011 – 2031 Part 1
- Connecting Oxfordshire: Local Transport Plan 2015 – 2031 (Volume 1: Policy & Overall Strategy)

#### Cherwell Local Plan 1996 (Saved Policies)

3.3.2. The Council adopted the Local Plan in November 1996 for the purpose of assessing development proposals. A number of policies within the Local Plan were saved by the Secretary of State in September 2007 and these continue to form part of the local development plan.

3.3.3. **TR7: Development attracting traffic on minor roads** - This policy seeks to limit the impact of traffic on minor roads, including large commercial vehicles and be expected to have good access to the major through routes or county inter-town routes.

3.3.4. **TR10: Heavy goods vehicles** - This policy seeks to limit the impact of development that would generate frequent heavy-goods vehicle movements through residential areas or on unsuitable urban or rural roads. The council encourages the use of major roads as far as possible and discourages proposals from using unsuitable minor roads.

3.3.5. **C2: Development affecting protected species** – This policy states that development which would have an adverse impact on any species protected by Schedule 1, Schedule 5 and Schedule 8 of the 1981 Wildlife and Countryside Act, as well as the EC Habitats Directive 1992, will not normally be permitted.

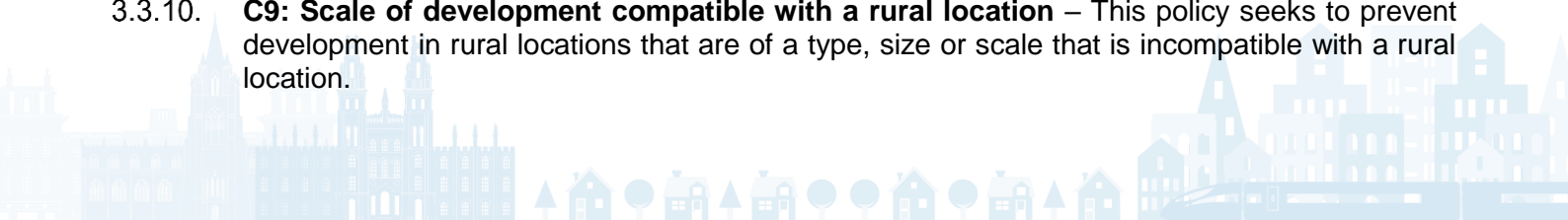
3.3.6. **C4: Creation of new habitats** - This policy supports the creation of new habitats and will assist with the establishment of ecological and nature conservation areas.

3.3.7. **C5: Protection of ecological value and rural character of specified features of value in the district** - This policy seeks to protect the ecological value and rural character of (vi) Otmoor and the flood plain of the River Ray.

3.3.8. **C7: Landscape Conservation** – This policy seeks to protect the character and appearance of local landscape by preventing development that would cause demonstrable harm to the topography and character of landscape.

3.3.9. **C8: Sporadic development in the open countryside** - This policy resists sporadic development in the open countryside including developments in the vicinity of motorway or major road junctions.

3.3.10. **C9: Scale of development compatible with a rural location** – This policy seeks to prevent development in rural locations that are of a type, size or scale that is incompatible with a rural location.



- 3.3.11. **C13: Areas of high landscape value** - This policy seeks to conserve and enhance the designated areas of high landscape value at North Ploughley, Muswell Hill and Otmoor.
- 3.3.12. **C25: Development affecting the site or setting of a schedule ancient monument** - This policy has regard to the desirability of maintaining overall historic character, including protection, enhancement and where appropriate preservation for development which would affect the site or setting of a scheduled ancient monument, other nationally important archaeological sites and monuments of special local importance.
- 3.3.13. **ENV1: Development likely to cause detrimental levels of pollution** - This policy seeks to limit the impact of development which is likely to cause materially detrimental levels of noise, vibration, smell, smoke, fumes or other type of environmental pollution.
- 3.3.14. **ENV7: Development affecting water quality** - This policy seeks to limit the impact of development which will adversely affect to a material level, the water quality of surface or underground water bodies, including rivers, canals, lakes and reservoirs, as a result of directly attributable factors.
- 3.3.15. **ENV11: Proposals for installations handling hazardous substances** - This policy resists proposals for installations handling hazardous substances in close proximity to housing and other land uses which might be incompatible from a safety viewpoint.

### Non-Statutory Cherwell Local Plan 2011

- 3.3.16. The Non-Statutory Cherwell Local Plan was published by the Council in December 2004. The Plan is not part of the statutory development plan but has been approved as interim planning policy and therefore it is necessary for development proposals to consider policies within the document.
- 3.3.17. **TR1: Transport and Development** - This policy seeks that traffic generating development must contribute to achieving the objectives of the local transport plan.
- 3.3.18. **TR5: Road Safety** - This policy seeks to minimise conflict between vehicles and pedestrians, cyclists and people with sensory and mobility impairments is minimised and ensure that development does not compromise the safe movement and free flow of traffic or use by others.
- 3.3.19. **TR8: Cycling and Walking** - This policy seeks to limit development that would prejudice pedestrian and cycle circulation or provision.
- 3.3.20. **TR10: Rail Transport** - This policy supports proposals that facilitate the provision or enhancement of rail infrastructure, stations and services will be permitted.
- 3.3.21. **TR11: Parking** - This policy seeks development likely to attract vehicular traffic to: (i) accommodate within the site the necessary highway safety requirements relating to access, turning and servicing. (ii) include appropriate measures to minimise the visual impact of vehicles and parking areas. (iii) comply with maximum standards for car parking. (iv) provide parking for people with disabilities in accordance with the council's standards. (v) provide cycle parking in accordance with the council's standards.
- 3.3.22. **TR16: Accommodating Large Vehicles** – This policy seeks to limit development that would generate frequent heavy goods vehicle movements through residential areas or on unsuitable roads.
- 3.3.23. **EN1: Conserving and enhancing the environment** – This policy states that the Council will take into account the likely impact of a proposal on the natural and built environment and will seek to enhance the environment wherever possible. Development that has an unacceptable impact on the environment is not to be permitted.
- 3.3.24. **EN3: Pollution Control** – This policy seeks to limit development that would cause materially detrimental levels of noise, vibration, smell, smoke, fumes or other type of environmental pollution.



- 3.3.25. **EN6: Light Pollution** – This policy seeks to avoid unnecessary light pollution, proposals for any external lighting scheme should show: (i) the minimum required for its intended use, (ii) light pollution is minimised, and (iii) limit impact on residential amenity, landscape, nature conservation or highway safety.
- 3.3.26. **EN14: Flood Defence** – This policy states that proposals located in areas at risk from flooding will not be permitted if it would result in a net loss of flood plain storage, impede the flow of flood water or increase the risk of flooding elsewhere.
- 3.3.27. **EN24: Protection of Sites and Species** – This policy seeks to promote the interests of nature conservation and states that proposals that would result in damage to or loss of a site of ecological or geological value will not be permitted unless it can be demonstrated that the benefits outweigh such impact.
- 3.3.28. **EN25: Protection of Sites and Species** – This policy states that development which would adversely affect any species protected by Schedule 1, Schedule 5 and Schedule 8 of the 1981 Wildlife and Countryside Act, and by the EC Habitats Directive 1992, or its habitat is not to be permitted.
- 3.3.29. **EN31: Countryside Protection** – This policy states that development outside of the settlement limits of Banbury and Bicester will be refused if it is of a type, size or scale that is incompatible with a rural location.
- 3.3.30. **EN34: Landscape Character** – This policy seeks to conserve and enhance the character and appearance of the landscape. Proposals will not be permitted if they would:
- Cause undue visual intrusion into the open countryside;
  - Cause undue harm to important natural landscape features and topography;
  - Be inconsistent with local character;
  - Harm the setting of settlements, buildings, structures or other landmark features; or
  - Harm the historic value of the landscape.
  - EN47: Archaeology and the Built Heritage: Applications - Promotes the conservation, protection and enhancement of archaeological heritage.

### Cherwell Local Plan 2011 – 2031 Part 1

- 3.3.31. The Cherwell Local Plan 2011-2031 Part 1 was formally re-adopted by Cherwell District Council in December 2016. The Local Plan forms part of the statutory development plan and sets out strategic planning policies for the district against which all development proposals are to be assessed.
- 3.3.32. **PSD 1: Presumption in Favour of Sustainable Development** – Seeks a proactive approach in the consideration of proposals to reflect the presumption in favour of sustainable development, as set out in the National Planning Policy Framework. This means that planning applications that accord with policies in the Local Plan are to be approved without delay unless material considerations indicate otherwise.
- 3.3.33. **SLE 4: Improved Transport and Connections** - The Council supports the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift. Key transport proposals are supported including transport improvements associated with East-West rail at Bicester in accordance with the County Council's Local Transport Plan and Movement Strategies.
- 3.3.34. **ESD 1: Mitigating and Adapting to Climate Change** - Seeks to mitigate the impact of development on climate change in the district, this will include delivering public transport development, minimising the risk of flooding and making use of sustainable drainage methods

and taking into account the known physical and environmental constraints when identifying locations for development.

- 3.3.35. **ESD 3: Sustainable Construction** - Encourages proposals to seek high quality design and environmental standards, demonstrating sustainable construction methods.
- 3.3.36. **ESD 6: Sustainable Flood Risk Management** – Seeks to manage and reduce flood risk through the use of a sequential approach to development and locating vulnerable development in areas at lower risk of flooding. Proposals are to be assessed according to the sequential approach and where necessary the exceptions test as set out in the NPPF. Development is only to be permitted in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and the benefits of the development outweigh the risks from flooding. The policy states that site specific flood risk assessments will be required to accompany development proposals of 1 hectare or more in Flood Zone 1.
- 3.3.37. **ESD 7: Sustainable Drainage Systems (SuDS)** – Sustainable drainage should be provided for, including the use of SuDS in developments. In considering SuDS solutions, the Council's Strategic Flood Risk Assessment and a site-specific flood risk assessment should include consideration of whether infiltration SuDS techniques are suitable or whether attenuation techniques would be appropriate, informed by a site geological investigation.
- 3.3.38. **ESD 8: Water Resources** - Seek to maintain water quality, ensure adequate water resources and promote sustainability in water use.
- 3.3.39. **ESD 10: Protection and Enhancement of Biodiversity and Natural Environment** – Seeks to protect and enhance biodiversity and the natural environment through achieving a number of objectives, including the following of relevance to this application:
- In considering proposals for development, a net gain in biodiversity will be sought by protecting, managing, enhancing and extending existing resources, and by creating new resources;
  - The protection of trees will be encouraged, with an aim to increase the number of trees in the District;
  - The reuse of soils will be sought;
  - Development proposals will be expected to incorporate features to encourage biodiversity and retain and where possible enhance existing features of nature conservation value within the site. Existing ecological networks should be identified and maintained to avoid habitat fragmentation, and ecological corridors should form an essential component of green infrastructure provision in association with new development to ensure habitat connectivity;
  - Relevant habitat and species surveys and associated reports will be required to accompany planning applications which may affect a site, habitat or species of known or potential ecological value;
  - Planning conditions/obligations will be used to secure net gains in biodiversity by helping to deliver Biodiversity Action Plan targets and/or meeting the aims of Conservation Target Areas. Developments for which these are the principal aims will be viewed favourably;
  - A monitoring and management plan will be required for biodiversity features on site to ensure their long term suitable management'.
- 3.3.40. **ESD 13: Local Landscape Protection and Enhancement** – Seeks to enhance the character and appearance of the landscape. This is to be achieved through the restoration, management or enhancement of existing landscapes, features or habitats and where appropriate the creation of new ones, including the planting of woodlands, trees and hedgerows. Development that would have an adverse impact on landscape is to be prohibited.

- 3.3.41. **ESD 15: The Character of the Built and Historic Environment** - seeks to conserve, sustain and enhance designated and non-designated heritage assets, including their setting.

### **Connecting Oxfordshire: Local Transport Plan 2015 – 2031**

- 3.3.42. **Connecting Oxfordshire: Local Transport Plan 2015-2031** states that strategic rail priorities include supporting the East West Rail Consortium and Network Rail in the design and delivery of East West Rail Phase 2.



# 4. Planning Considerations

## 4.1. Overview

4.1.1. Section 38 (c) of The Town and Country Planning Act 1990, as well as paragraph 11 of the NPPF, confirm that planning applications should be determined in accordance with the Development Plan unless material circumstances indicate otherwise. The relevant planning considerations raised by the proposed development are summarised and assessed against the prevailing planning policy framework below. The appraisal is broken down by environmental discipline and mirrors the reporting structure of the EAR.

## 4.2. Principle of development

4.2.1. As described in the introductory section of this report, proposed temporary construction compound A1 is intended to facilitate preliminary activities that do not require planning permission, such as vegetation clearance and maintenance work, associated with the East West Rail project. The establishment of this compound in advance of the main works will allow timely and efficient construction of the main work once the Transport and Works Act Order (TWAO) is made. This would result in the public benefits of the scheme being realised as soon as possible, including improving the east west public transport connectivity through rail links and providing a sustainable transport solution to support economic growth in the area. The site will be subject to a scheme of restoration if the main works do not receive consent or once construction of the main works is complete. The principle of development for the site compound is therefore tied to the principle for the wider EWR project.

4.2.2. National Policy Statement for National Networks sets out the Government's vision and strategic objectives for the national networks. It states that:

4.2.3. The Government will deliver national networks that meet the country's long-term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system. This means:

- Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs.
- Networks which support and improve journey quality, reliability and safety.
- Networks which support the delivery of environmental goals and the move to a low carbon economy.
- Networks which join up our communities and link effectively to each other.

4.2.4. Although EWR2 is not classified as a nationally significant infrastructure project (projects which are consented via a Development Consent Order under the Planning Act 2008), the nature and scale of the project is closely allied to such projects, and EWR will help to meet the country's needs and support the Government's ambitions in this regard.

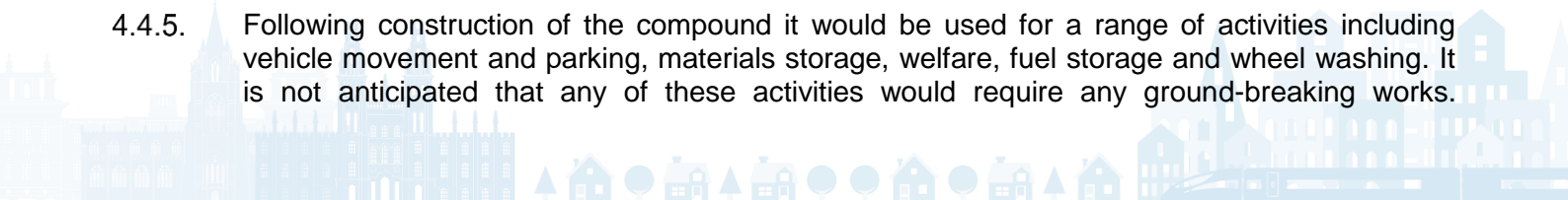
4.2.5. Policy SLE 4 of Cherwell Local Plan 2011 – 2031 Part 1 and Policy TR10: Rail Transport of Non-statutory Cherwell Local Plan 2011 supports the development of East West Rail.

4.2.6. Connecting Oxfordshire: Local Transport Plan 2015 – 2031 states that strategic rail priorities include supporting the East West Rail Consortium and Network Rail in the design and delivery of East West Rail Phase 2. Approval of the compound sites would enable preliminary works and highway improvements to be undertaken from managed sites in sustainable locations where the access routes ensure that the potential transport and amenity impacts are kept to acceptable levels. The compounds will facilitate the future delivery of East West Rail, which has strong policy support.

## 4.3. Land use and agriculture

- 4.3.1. The proposed temporary compound would result in temporary loss of agricultural land. The impact of this loss is assessed within the EAR. The construction of compound A1 would result in the land take of approximately 4.1 ha of mainly Sub-grade 3b land with a small portion of non-agricultural land. The temporary land take of less than 50 ha of Sub-grade 3b land is of negligible magnitude and significance.
- 4.3.2. Compound A1 would result in the temporary land take of approximately 4.1 ha of land from Farm 2A-1, which represents approximately 0.98% of the farm holding. Initially compound A1 extended over the whole of the agricultural field but the compound size has been reduced at the request of the landowner to enable them to use the northern portion of the field. Access is provided around the compound to the fields to the east of the compound. Therefore, the compound is unlikely to cause new severance. A comprehensive Soil Management Plan (SMP) will be developed and implemented to protect soils affected by the construction of compound A1. The SMP will be supported by a soil resource survey to assist in the categorisation of soils. The effect of compound A1 on the farm holding is considered to be of negligible magnitude and negligible significance.
- 4.3.3. The use of the compound for preliminary works would be controlled through the Code of Construction Practice (CoCP) so that the effects on adjacent agricultural land would be of negligible magnitude and negligible significance.
- 4.3.4. Following the construction of the Project, the temporary land take would be reinstated to agriculture in accordance with an SMP.
- 4.3.5. Therefore, this proposal does not present a conflict with Section 15 of the NPPF which requires the recognition of the benefits of best and most versatile agricultural land. The proposed land take is temporary and of grade 3b land with a small portion of none agricultural land. Best and most versatile agricultural land applies to grade 3a but not 3b. The impacts of the loss of sub-grade 3b are considered to be of negligible magnitude and significance.

## 4.4. Cultural heritage

- 4.4.1. The EAR reports the results of a search for designated assets within a 1km Study Area and non-designated assets within a 250m Study Area within data obtained from local authority Historic Environment Records (HER's) and in consultation with Historic England and local planning authorities. The search found records of Iron Age to Roman Pottery and Features (MOX12267) recorded on Bicester Perimeter Road, and a windmill mound (MOX5020) located to the west of the Site.
  - 4.4.2. Given the extent of the known medieval landscape within the Study Area, there is a moderate to high potential for undiscovered medieval archaeological remains to be encountered within the Scheme Area. These remains are likely to comprise evidence for medieval agricultural activity or land division and would likely be of low value.
  - 4.4.3. No designated are likely to be significantly impacted by works on the Site.
  - 4.4.4. The Iron Age/Romano-British features (MOX12267), which are non statutory and of low value, will be lost as a result of the compounds construction. There is the potential for previously unrecorded buried archaeology from the prehistoric to the modern period to be present within the site. Construction works could potentially truncate any buried remains and therefore an Archaeological Fieldwork Strategy will be produced in consultation with local authority archaeological advisors.
  - 4.4.5. Following construction of the compound it would be used for a range of activities including vehicle movement and parking, materials storage, welfare, fuel storage and wheel washing. It is not anticipated that any of these activities would require any ground-breaking works.
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Consequently, no impacts upon cultural heritage assets are anticipated from the use of the Compound for preliminary works

- 4.4.6. On the basis that receptors of note are likely to be substantially affected by the proposed compound, the proposal accords with the aims of NPPF Section 16 which seeks to conserve historical environment. The proposal also complies with Policy C10 of the Cherwell Local Plan 1996 (Saved Policies) which seeks to limit development that will have a detrimental effect on the character and appearance of historic landscapes and Policy ESD15 of the Cherwell Local Plan 2011-2031 which seeks to conserve heritage assets and their settings.

## 4.5. Air Quality

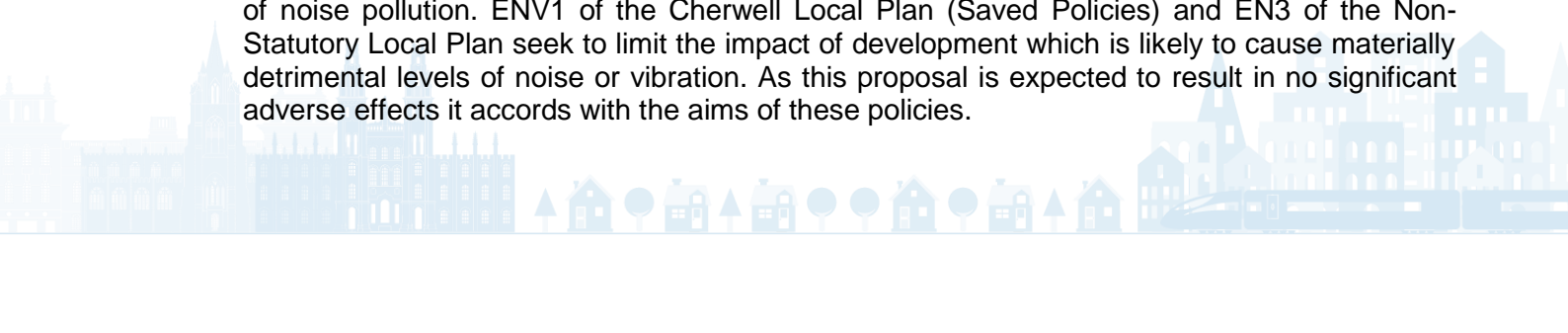
- 4.5.1. The air quality around Compound A1 is good. There are fewer than 10 receptors within 100m of the Site boundary and the nearest properties are located approximately 125m to the south west.
- 4.5.2. Construction traffic flows have been reviewed and do not change the affected road network that was assessed as part of the Project ES (Vol.2i Chapter 8). No significant residual effects on local air quality are expected during construction or use of Compound A1.
- 4.5.3. The dust mitigation measures set out within the Project CoCP (ES. Vol.3 Appendix 2.1) will be supplemented with medium to high risk measures during peak flow for trackout as set out in Appendix 8.2 to the CoCP. The addition of a jet wash at the site exit during compound construction will be applied to limit the trackout of dust. Crushing and screening of material will be carried out in accordance with DEFRA's Process Guidance Note 3/16(12) and a permit obtained as necessary.
- 4.5.4. With effective mitigation in place, there are not expected to be any significant residual air quality effects associated with the construction or use of Compound A1 and as such the aims the following policies have been met by this proposal: Section 15 of the NPPF, policy ENV1 of the Cherwell Local Plan 1996 (saved policies) and EN3 of the Non-Statutory Cherwell Local Plan 2011. These policies seek to prevent unacceptable levels of pollution.

## 4.6. Ecology

- 4.6.1. The EclA assesses the impact of the construction and operation of Compound A1 on Ecology. The means of access to the Site will be via an access point to the west via an existing gap in the hedgerow which will need to be widened by the removal of small section of hedgerow to facilitate access to the Site and the access to the railway to the south will require the removal of a section of hedgerow (approximately 100 m in total). Following the completion of the Scheme, the compound will be removed and any hedgerow and scrub lost will be reinstated with a mix of native species of local prominence. Considering these mitigation measures, the construction of the Site is not expected to result in a significant residual effect on these habitats.
- 4.6.2. The proposed compound is considered unlikely to result in a negative effect on the conservation status of terrestrial invertebrates. No operational impacts are predicted on terrestrial invertebrates.
- 4.6.3. In order to mitigate the effects of the construction and use of the compound for preliminary works, a detailed lighting plan will be produced and the trees within the site that have potential to support roosting bats will be retained during the works. Prior to the works surveys will be completed on these trees to identify if there are roost present and if there are then a Natural England licence will be required for the works.
- 4.6.4. During construction and operation, measures will be employed through the application of Code of Construction Practice (CoCP) in Appendix A of the EAR. Considering the agreed mitigation measures to be implemented it is not expected that construction or operation of compound A1 will have a significant residual effect on any ecological features.

- 4.6.5. Section 15 of the NPPF seeks to minimise impacts of development on biodiversity and Policy C1 of the Cherwell Local Plan 1996 states that development that has an adverse impact on protected species will not normally be permitted. As this proposal is deemed to have no significant residual effects on any ecological features it accords with the aims of these policies. The Non-Statutory Cherwell Local Plan Policy EN1 states that development that has an unacceptable impact on the environment is not to be permitted and EN25 states that development which would adversely affect any protected species, or its habitat, is not to be permitted. The aims of these policies are met as there are no expected residual adverse impacts on protected species or other ecological features. Policy ESD10 of the Cherwell Local Plan (2011-2031 Part 1) seeks the retention and enhancement of features of biodiversity and avoidance of habitat fragmentation. The mitigation measures proposed are considered to fulfil the requirements of these policies.
- 4.6.6. Moreover, the Department for Transport has confirmed that wider EWR scheme will deliver net biodiversity gain, though the mechanism for this has not yet been fixed. As such it is considered that the aims of these policies are met by the proposal.

## 4.7. Noise and Vibration

- 4.7.1. Referring back to the assessment contained within the EWR2 ES, the EAR reports that compound construction is expected to generate noise levels of 81dB LAeq at 10m and that the use of the compound may give rise to 75 dB LAeq at receptors within 21m of the compound and may give rise to 65dB LAeq at receptors within 52m of the compound.
- 4.7.2. A potential cumulative noise effect from Reasonably Forseeable Future Project (RFFP) ID no. CH1 is identified for the use of compound A1 (Section 10.6 of Chapter 10, Volume 2ii of Compound Section 2A). RFFP ID no. CH1 constitutes the development of up to 48,308m<sup>2</sup> of employment floorspace (Class B1c, B2, B8 and ancillary B1a uses), the siting of buildings to the south of the site, servicing and circulation areas, vehicular and pedestrian access from Skimmingdish Lane. No other adverse impacts or significant impacts are identified from the use of Compound A1.
- 4.7.3. Volume 2i, Chapter 10 of the ES indicates that construction traffic would be below the threshold for adverse effects at most receptors (paragraph 10.5). Receptors are considered when within 100m of haul routes or directly adjacent existing roads used by construction traffic. No impacts were reported for construction traffic near Compound A1.
- 4.7.4. To verify the assessment undertaken for the ES, the distances to the nearest receptors have been measured. Similarly, receptors near to haul routes within 1km of compound locations have been identified.
- 4.7.5. The closest receptor to Compound A1 is The Tythe Barn, Bicester Road, approximately 130m from the compound. This distance is significantly greater than the distances identified in paragraphs 7.2.6 and 7.2.10, confirming that adverse noise effects are not expected from the construction or use of Compound A1.
- 4.7.6. Construction traffic on the road network including Bicester Road will have a negligible effect compared to existing traffic noise (less than 1dB). This confirms adverse noise effects are not expected from construction traffic near Compound A1.
- 4.7.7. Noise levels from the construction and use of compound A1 are expected to be below the thresholds for significant adverse effects.
- 4.7.8. Section 15 of the NPPF seeks to prevent development from contributing to unacceptable levels of noise pollution. ENV1 of the Cherwell Local Plan (Saved Policies) and EN3 of the Non-Statutory Local Plan seek to limit the impact of development which is likely to cause materially detrimental levels of noise or vibration. As this proposal is expected to result in no significant adverse effects it accords with the aims of these policies.
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## 4.8. Geology, soils and land contamination

- 4.8.1. An assessment has been undertaken of the effects of the Project on ground conditions, geology as a valuable resource, ground contamination, soils reuse and waste. This assessment is presented in the EAR.
- 4.8.2. With the proposed incorporated mitigation measures (as identified in the Environmental Appraisal Report), negligible and minor beneficial effects are generally predicted during construction. These are not significant. With appropriate mitigation measures incorporated within design, negligible or minor beneficial effects are anticipated during the operation of the Project. These effects are also not significant.
- 4.8.3. NPPF Section 15 seeks the protection of soils; the prevention of development contributing to or being at risk from unacceptable levels of soil pollution or land instability; and the remediation and mitigation of despoiled, degraded, derelict, contaminated and unstable land where appropriate. This proposal accords with this policy during construction through proposed migration measures e.g. prevention of soil erosion and compaction, dust suppression measures, pollution incident control, and implementation of a watching brief during site clearance and excavation works. It is expected that during operation that the compound will be operated in accordance with the relevant regulations and best practice guidance in applying BAT<sup>2</sup> and pollution prevention<sup>3</sup> and early works will be conducted in accordance with mitigation/management measures as set out in the CoCP. Therefore, with the proposed incorporated mitigation measures, this proposal accords with the aims of relevant national policy. Local policy does not address geology, soils and land contamination.

## 4.9. Landscape and visual impact

- 4.9.1. Compound A1 is located across the boundary of the Othmoor Lowlands Landscape Character Area (LCA). As well as rural area, this LCA incorporates the urban area of Bicester. The Site is situated in a relatively enclosed location on a greenfield site.
- 4.9.2. The magnitude of impact on landscape character of the area is therefore judged to be Negligible, resulting in slight adverse effect, primarily as a result of vegetation removal and the presence of office facilities and construction activity.
- 4.9.3. Both the construction and use of Compound A1 will have a limited influence on the landscape character of the area beyond its local environs.
- 4.9.4. From properties along the northern edge of Launton, vegetation alongside the railway corridor and on intervening field boundaries will screen potential views towards the Compound. The magnitude of impact on these visual receptors is therefore judged to be Negligible, resulting in a neutral effect.
- 4.9.5. Identified impacts would be temporary in nature and wholly reversible once Compound A1 has fulfilled its function and the site has been restored to its baseline condition. Mature field trees within the site will be protected for the duration. In this respect the proposal accords with policies ESD13 of the Cherwell Local Plan (2011-2031 Part 1), EN34 of the Non-Statutory Cherwell Local Plan (2011) and C7 of the Cherwell Local Plan 1996 which seek to conserve local landscapes.

<sup>2</sup> CIRIA, Publication C736 Containment Systems for the Prevention of Pollution: Secondary, tertiary and other measures for industrial and commercial premises, 2014.

<sup>3</sup> Environment Agency (2017) The Environment Agency's approach to groundwater protection; Guidance: Protect groundwater and prevent groundwater pollution; and Guidance: Groundwater protection technical guidance.



## 4.10. Water quality and flood risk.

- 4.10.1. Compound A1 is in Flood Zone 1 and will not impact on floodplain areas. Compound design and Drainage Strategy shall seek to ensure that any adverse impacts will be avoided or minimised as far as practicably possible.
- 4.10.2. Measures to protect the water environment during construction are included within the CoCP and will include the prevention of pollution, procedures in case of accidental spillages and monitoring.
- 4.10.3. The impacts will be direct and temporary, as the construction compound will be removed on completion of the works and ground levels restored to pre-development conditions. Consequently, allowing for the proposed mitigation measures there are anticipated to be no permanent residual adverse effects.
- 4.10.4. The Flood Risk Assessment (FRA) which accompanies this application provides more information relating to flood risk issues.
- 4.10.5. Section 14 of the NPPF seeks to prevent inappropriate development in areas of flood risk and prevent development that increases flood risk. Although this development will have a direct, temporary adverse impact on flood risk, mitigation measures will be implemented to avoid and minimise this risk where possible. In addition, these effects are temporary as the land will be returned to pre-development conditions.
- 4.10.6. Section 15 of the NPPF seeks to prevent development from contributing to or being put at risk by unacceptable levels of water pollution. As pollution prevention measures are included within the CoCP, this proposal accords with the relevant policy.
- 4.10.7. Local policies EN14 of the Non-Statutory Cherwell Local Plan 2011 and ESD6 of the Cherwell Local Plan 2011-2031 (Part 1) seek to prevent development that will contribute to flood risk and Policies ENV7 of the Cherwell Local Plan 1996 (saved policies) and ESD8 of the Cherwell Local Plan 2011-2031 seek to protect water quality and prevent water pollution. The proposed mitigation measures and procedures ensure that the proposal is also in accordance with these local policies.

## 4.11. Traffic and transport

- 4.11.1. The Transport Statement (TS) submitted in support of this application concludes that there are no specific existing road safety concerns within the study area.
- 4.11.2. The assessment has demonstrated that these advance works will generate fewer trips during peak periods and occur over a shorter time period than the main construction works. Therefore, it is concluded that the additional trips generated by the advance works are not forecast to have an adverse impact on the highway network and that therefore, physical mitigation works are not required.
- 4.11.3. The compound would be served from the minor arm of new signal-controlled junction onto Bicester Road, to the southeast of the A4421/Charbridge Lane. Given the revised access arrangements to Compound A1 since the submission of the TWAO, junction capacity analysis has been provided. It is not considered that the provision of a signalised site access on Bicester Road would have an impact on the local highway network.
- 4.11.4. It is concluded within the TS that the construction trips generated by the advance works can be accommodated in transport terms, and that the proposals accord with the requirements of national and local policy.



## 4.12. Other planning matters

- 4.12.1. The proposed development would be for a temporary period and accordingly is considered to be exempt from Community Infrastructure Levy (CIL) contributions as it is categorised as *'buildings for which planning permission was granted for a limited period'*.



## 5. Conclusion

- 5.1.1. This planning statement is submitted in support of an application for temporary use of land as a construction compound, incorporating: storage area; site offices; and car parking at Land North East of Charbridge Lane.
- 5.1.2. It has been demonstrated within the supporting information to this planning application that the proposed development is compliant with the relevant national and local planning policies intended to ensure that development is appropriate for its location. The technical details included in the EAR, as summarised in this planning statement, show that any adverse impacts as a result of the development will be temporary in nature and wholly reversible and as such the development broadly meets the requirements of national and local planning policy.
- 5.1.3. The need for the development is set out in section 1.1. The establishment of the main works construction compound and the undertaking of preliminary activities from them will help to bring forward the public benefits arising from the timely construction of EWR2, once the TWAO is made.
- 5.1.4. Section 38 (c) of The Town and Country Planning Act 1990, as well as paragraph 11 of the NPPF, are clear that planning applications should be determined in accordance with the Development Plan unless material circumstances indicate otherwise. The proposed development is supported by the Development Plan and there are no material considerations or adverse impacts that outweigh this. The NPPF is unequivocal that sustainable development should be approved without delay and as such planning permission should be granted.



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