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North West Bicester Eco Town - Outline Bid for Start up Growth Funding

Cherwell District Council
October 2009

NORTH WEST BICESTER'S ECO TOWN – OUTLINE BID FOR START UP GROWTH FUNDING

1. INTRODUCTION

We are pleased to introduce Cherwell District Council's outline bid for the allocation of £20m of the £60m eco town growth funding to North West Bicester. We summarise in this introduction the headlines of our outline programme of development and bid. Our Executive Committee will consider this whole document formally on Monday 2nd November. Our final submission, complete with substantial additional detail in a number of areas and commitments of partnership support, will follow on 13th November.

1.1 Bicester as an eco location

From its inception NW Bicester has been differentiated from other eco town proposals by our conviction that the building of an exemplar eco development on the edge of Bicester provides the opportunity to re-position the town *as a whole* as a place where new communities are built to high environmental standards and where people across the town enjoy more sustainable lifestyles. NW Bicester will become part of the extensive programme of development already underway in the town, including 2,000 other new homes, a new town centre scheme and new and enhanced road and rail infrastructure. This same development programme offers many opportunities to start the planned re-positioning of Bicester by working with private, public and third sector partners to deliver high environmental standards across this programme and to explore and test opportunities to influence travel and other lifestyle habits. This submission is full of examples of this.

Our 'Ten Point Plan' for Bicester recognises that current development is not enough to address the town's shortfalls in facilities, transport infrastructure and employment. The capacity constraints of Junction 9 of the M40, for example, are directly inhibiting much of the potential for employment growth at the proposed new Business Park and elsewhere. The town urgently requires a new cemetery and despite Bicester Town Council's huge efforts no realistic option has yet been identified. Nor does Bicester have enough sports and cultural facilities. In the same way as the town-wide development programme for Bicester features in this submission, so does the 'Ten Point Plan'.

1.2 The NW Bicester development proposal

We have been clear from the beginning that NW Bicester's designation as an eco location establishes it as a 'given' in our Local Development Framework. This position will be reinforced when our Executive Committee consider the draft Core Strategy on 11th January.

Cherwell District Council and its partners require the NW Bicester development to be a national exemplar, achieving the highest possible environmental standards and quality of life

for residents. We are committed to ensuring that all development on the site meets the Eco Town PPS standards in full. This outline submission focuses on the standards which are our particular priorities – homes, employment, transport, environmental infrastructure and waste.

Our preferred approach remains for the private sector to bring forward NW Bicester and to develop a masterplan for its delivery. We continue to work closely with P3Eco Limited, who are prepared to facilitate and fund the development through a comprehensive masterplanned approach. Two other potential developers have come forward in the last four weeks and we are in early discussions with them to understand their aspirations, particularly around the PPS standards.

We appreciate that we need to deliver some homes on NW Bicester quickly and we are confident of our ability to do this. However, we do think it is unrealistic to think that multiple land purchases will be achieved very quickly, given the number of landowners and the productive farmland that covers much of the site. Some landowners have been prepared recently to shift their positions significantly with regard to the sale of their land and we and P3Eco are focussed on continuing to work with them to bring these discussions to conclusions. In the meantime, our demonstrator schemes which include an early demonstration phase of up to 200 homes on NW Bicester will allow us to start trialling approaches and learning lessons right across the PPS standards.

1.3 Our early-win demonstrator schemes

We are committed to leading an ambitious programme of early-win demonstration schemes which is a mixture of on-site and off-site projects. We and our partners are convinced that these are important opportunities to trial and showcase technology and lifestyle choices that will lead directly to greater community engagement and more sustainable forms of eco development on NW Bicester and elsewhere. Our outline programme of demonstration schemes is summarised in this submission. Full details of each scheme, its timetable and approximate costs will follow in the full bid.

We have landowner and P3Eco commitment to an early demonstration phase of up to 200 homes on NW Bicester. The landowners have themselves identified a 20-acre site for this project which is well located in relation to the existing town and road and footpath/cycle path links. Not only will this demonstrator scheme (with, for example, its Code 6-ready homes and green infrastructure) deliver a significant number of the PPS standards, it will also provide an ideal opportunity for people in Bicester and from elsewhere to observe its construction and visit it when it's completed – if not live in it too! The separate travel planning demonstrator project to be led by Oxfordshire County Council with its focus on car sharing and car club membership, cycling, premium walking routes and premium bus routes will link in part to this on-site demonstration phase. The work to design this demonstration phase will be done in the context of the masterplanning for the entire site. Once the demonstrator site is contracted P3Eco are committed to funding the master plan for the whole site in advance of further land acquisitions if necessary. The construction and marketing of the homes in this demonstration phase will be an important and helpful factor in establishing construction costs and consumer demand for the homes which will follow in future phases. Terms are yet to be agreed with the landowner for this demonstrator site but we are very hopeful that we will be able to bring this scheme forward in 2010.

We know for certain that we can kick off all our other proposed demonstrator schemes in 2010 and complete them in 2011. This is not a portfolio of projects from which we will propose to make a final selection. If we secure the right funding we will deliver them all

- The redevelopment of Bryan House in the middle of Bicester by our partner Sanctuary into 23 new affordable homes and temporary accommodation units which meet a number of the PPS standards
- The construction by P3Eco of a new community hall for The Church of the Immaculate Conception in the heart of the town
- An extension by Oxfordshire County Council to Cooper School to accommodate a new sixth form
- The erection of an 'Exhibition House' in the town to showcase new technology
- A travel planning demonstrator project testing a series of measures to reduce residents' use of the private car, again to be run by Oxfordshire County Council
- A project to provide eco construction skills training to local businesses and residents.

1.4 Preparing the local community for eco development

We present in this document a portfolio of projects to help the existing community prepare for eco development, including retro fit schemes of registered social landlords' housing stock, residential energy saving measures, green infrastructure, waste reduction and electric buses for community transport. We need to do some further work over the next couple of months to develop these, explore alternative sources of funding and decide which would provide best value for money in delivering this objective.

1.5 Community infrastructure

These projects to provide community infrastructure are a particularly important part of our programme given how Bicester's infrastructure provision has lagged behind population growth for so long. The portfolio of projects presented in this document include the urgently needed cemetery, allotment provision, community health provision, a cultural/civic function venue and enhanced sports provision. We include here a project to explore in detail the feasibility of improved transport links from NW Bicester to the town's two railway stations.

1.6 On-site infrastructure

NW Bicester will require a significant amount of on-site infrastructure to support the development of a thriving community. Most infrastructure in major developments has traditionally been delivered by the private sector, but there are acknowledged higher costs associated with achieving many of the PPS standards, at least in the short-term, and some public sector contribution is likely to be required. Of course the 'normal' infrastructure required on NW Bicester will be provided through the normal development processes. The final details of the 'eco' infrastructure required will be identified through the consultation and masterplanning processes. At this stage we think that the provision of renewable energy, waste and green infrastructure and advance bio mass planting is particularly important and put these forward as the most likely candidates for public sector funding.

1.7 Local delivery mechanisms

The three local authorities – Cherwell District Council, Oxfordshire County Council and Bicester Town Council – are veterans at delivering together substantial projects in Bicester and our work together to deliver NW Bicester will build directly on this. Good local arrangements have contributed directly to the designation of NW Bicester as an eco location and the delivery of this outline bid. There is now clear political support for NW Bicester in each local authority. In light of this recent development we are now discussing more formal partnership and decision-making arrangements between Cherwell District Council, Oxfordshire County Council and Bicester Town Council and how to embrace other partners such as the Homes and Communities Agency (HCA) and Communities and Local Government (CLG) in this. Our intentions will be detailed in the full submission.

1.8 Outline bid for funding

While we welcome (and have pushed for!) early decisions around the allocation of the £60m growth funding, bidding now presents a particular challenge. The Minister's statement in July made it clear that there are a number of existing and planned funding streams also open to the designated eco locations and for some of which they will be treated as a priority. Continuing discussions with Government about the 'Ten Point Plan' include discussions about specific funded projects. But in many cases it is difficult to be clear at the moment about exactly the best source of funding for a project – whether it's part of the 'Ten Point Plan', eco infrastructure on NW Bicester, an early-win demonstrator project or a piece of community infrastructure. We have taken a view in this document about which projects are the clearest candidates for funding from this £60m 'pot' in light of the criteria and discussions with HCA and CLG. But we need a degree of flexibility to move funds between projects and to respond to the success or otherwise of bids into other funding streams. Our understanding is that the need for this flexibility is well understood and that it will be forthcoming.

Cherwell District Council is confident that a developer-led approach to delivery will be successful and our outline bid for £20m assumes this. Our bid covers a five year period to take account of the likely lead times given the current status of land negotiations and masterplanning and is split across four funding categories: capacity; infrastructure; demonstration schemes; and land acquisition/equity stake. But we do recognise that a public sector-led approach might be needed to this development – in part or in whole – although we believe we are a long way from having to contemplate this. We have a contingency plan in the event of developer interest being withdrawn, which begins with negotiated land acquisition by the public sector. We have always said that, in the event of the delivery of the development being hindered by a landowner we would be prepared, as a last resort, to consider using our powers of compulsory purchase to unlock the development. This remains our position. In recognition of this potential situation we present an alternative bid to support the contingency plan of £20.2m, again split across four funding categories.

1.9 Our commitment to NW Bicester

In closing this Introduction, we want to state how committed this Council remains (across all parties) to delivering the planned 5,000 home eco development at NW Bicester. We believe our commitment to this development was clear and understood in the run-up to the site's designation as an eco town location in July. It remains as strong as ever.

We are very clear about our leadership role and are ready to deliver it. But at the same time we recognise the critical role of our lead public sector partners locally – Oxfordshire County Council and Bicester Town Council – as well as that of Government and agency partners such as the Homes and Communities Agency and Communities and Local Government. We have worked closely with these and other partners in the development of this bid and in doing this have laid the ground for close joint working going forward.

We hope both this and the following full submission will speak clearly enough for themselves. However, we would be very happy to talk in person about either this or the final document at any point that this might be helpful to the assessment team.

Cllr Barry Wood

Leader

Mary Harpley

Chief Executive

30th October 2009

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Figure 1 Site location and plan of key sites

Appendix 1 Growth Fund Bid – Developer Led approach

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1. BICESTER AS AN ECO LOCATION

From its inception NW Bicester has been differentiated from other eco town proposals by our conviction that the building of an exemplar eco development on the edge of Bicester provides the opportunity to re-position the town as a *whole* as a place where new communities are built to high environmental standards and where people across the town enjoy more sustainable lifestyles. The building of an exemplar eco development on the edge of the existing town, just 1.5 km from the town centre, is an important catalyst for this with its national profile and funding available to test and showcase approaches to place-shaping, community engagement, green technologies and changing lifestyles.

1.1 A town-wide programme of development

Bicester is an historic market town. It has grown substantially over the last 50 years and now has a population of approximately 30,000. This represents growth of 50% since 1981 and further growth of up to 30% (to approximately 40,000) is projected by 2026. A substantial programme of continuing development in the town is already in place and the eco extension at NW Bicester will become an important part of this. The map at Figure 1 shows the key development areas and sites.

FIGURE 1 A Map of the location showing key sites and areas for development, including existing and proposed key infrastructure schemes within and around the eco-town location including green infrastructure.

Much of the planned development in Bicester will bring further residential development and the facilities directly associated with this. Planning permission has been granted for a strategic housing site of 1,500 homes at 'South West Bicester', including a health village, sports provision, employment land, including a hotel, a new secondary school, a community hall and a local centre. A new perimeter road will also be built to serve the development and to assist in removing through traffic from the town centre. Planning permission has also been granted for another site of 500 homes at Gavray Drive, including a new primary school, open space and a county wildlife site.

Other development seeks to address the fact that the provision of facilities and employment in Bicester has lagged behind the expansion in homes and population. This has had a direct impact on the extent of out-commuting from the town and unacceptable levels of traffic congestion. Planning permission has been granted for a £50m redevelopment of the town centre including a Sainsburys supermarket, other retail premises, a cinema, a library and a new civic building. Cherwell District Council has resolved to grant planning permission for a new Business Park comprising 60,000m² of B1 employment space and a hotel (although the full build out of this will be subject to improvements to Junction 9 of the M40).

NHS Oxfordshire is currently tendering for the provision of new health facilities to replace Bicester's existing community hospital. Bicester's rail connections to London and Birmingham are already good and have contributed to the willingness of new residents to live in the town. Chiltern Railways' ambitious Evergreen Project will improve these connections and also deliver a much-enhanced service between Bicester and Oxford.

This extensive programme of development offers many opportunities to start the planned re-positioning of Bicester as an eco location by working with developers across this wider programme to deliver high environmental standards and opportunities to influence travel and other habits from now onwards.

1.2 NW Bicester site

Land to the north west of Bicester was identified in 2008 as a potential Eco Town site (and subsequently has been referred to as NW Bicester). A site of approximately 345 Ha (800 acres) in size, it is located adjacent to the existing built up area of Bicester between the Middleton Stoney Road (B4030) and the Banbury Road (B4100). The village of Bucknell is located to the north of the site. The site's boundaries are formed by the Banbury Road to the east, Howes Lane and Lords Lane (B4095) to the south, and the Middleton Stoney Road to the west.

The site is predominantly in agricultural use with several farmsteads dispersed throughout the site. There are some existing commercial uses in converted buildings on Lords Lane and at Avebury Business Park adjacent to the Thames Valley Police facility at the Howes Lane/Bucknell Road junction. The site is dissected by the Bucknell Road and the London Marylebone to Birmingham Snow Hill railway line which runs along an embankment north-south through the site. The topography slopes gently upwards towards the northern part of the site although the site is relatively flat. Access to the site can be provided by and from the surrounding road network. Chapter 2 of the Halcrow Study contains a summary of the site constraints and opportunities.

The site's location makes the town centre and other existing or proposed facilities very accessible. The site is approximately 1.5 km from the town centre and its facilities and both of Bicester's railway stations are accessible from it.

1.3 The 'Ten Point Plan' for Bicester

Our 'Ten Point Plan' for Bicester recognises that current development is not enough to address the town's shortfalls in facilities, transport infrastructure and employment. The capacity constraints of Junction 9 of the M40, for example, are directly inhibiting much of the potential for employment growth at the proposed new Business Park and elsewhere. The town urgently requires a new cemetery and despite Bicester Town Council's huge efforts no realistic option has yet been identified. Nor does Bicester have enough sports and cultural facilities. The 'Ten Point Plan' also recognises the importance of the Ministry of Defence's presence in Bicester and the importance of the best possible understanding by the local authorities and others of the MoD's evolving plans for their operations and land-holdings.

2. THE NW BICESTER DEVELOPMENT PROPOSAL

2.1 Relationship to key strategies

Our ambitions for NW Bicester sit very comfortably in relationship to our key strategies and we focus here on the South East Plan, the Cherwell Sustainable Community Strategy and the Cherwell Local Development Framework.:

- The **South East Plan** was adopted in May 2009 and provides the regional planning framework for development, replacing the Oxfordshire County Structure Plan. Bicester is identified as a focus for growth within the Central Oxfordshire sub region and the South East Plan encourages Bicester to maximise its location on the evolving Cambridge to Oxford arc and rail connections. The South East Plan also looks for improvements to Bicester's self-containment and to the local transport network and community infrastructure.
- The new **Cherwell Sustainable Community Strategy**, *Cherwell – Our District Our Future*, will be adopted in November by the Cherwell Local Strategic Partnership after extensive pre- and post-development consultation. It includes the following specific pledges for Bicester, each of which is encompassed in our planned approach to Bicester as an eco location:
 - Address the deficiencies in community facilities (for example open and green space for sport pitches, play areas and local walks)
 - Reduce out commuting and develop innovative ways to reduce carbon impact
 - Implement the redevelopment proposals for Bicester town centre, including bringing forward the environmental improvement programme for Market Square
 - Support improved transport links
 - Bicester to demonstrate exemplary environmental and social practice in managing growth
- The emerging **Cherwell Local Development Framework** will be informed directly by NW Bicester's designation as an eco location in the PPS. We have been clear since we have been promoting NW Bicester that its designation as an eco location would establish this site as a 'given' in our Local Development Framework. As a result we delayed the completion of our work to identify the options for growth in Bicester until the Minister's decision in July. The draft Core Strategy will be considered by our Executive Committee at their meeting on 11th January, after which the Core Strategy will be published for consultation. We anticipate receiving a planning application for NW Bicester before we formally adopt our Local Development Framework Core Strategy, but if a planning application has not been submitted we will produce an Area Action Plan setting out development and infrastructure requirements for the site.

2.2 Meeting the eco town standards

Cherwell District Council and its partners require the NW Bicester development to be a national exemplar, achieving the highest possible environmental standards and quality of life for residents We are committed to ensuring that all development on the site meets the PPS standards in full.

Each of the PPS requirements has been considered again and the current plans to meet each of them will be laid out in the full bid, recognising that these will be further refined through the work of Bio Regional, forthcoming government seminars on technology, and the site specific masterplanning which will integrate the standards into the development. This document focuses on the PPS standards which are particular priorities for NW Bicester -- homes, employment, transport, environmental infrastructure and waste.

2.2.1 Homes

Homes contribute significantly to carbon production and climate change and it is important that in providing more homes the impact on the environment is addressed. The PPS identifies a range of standards that dwellings should meet. We intend that all of these are met in NW Bicester. 30% of the dwellings will be affordable housing and we will achieve lifetime homes. This is consistent with the approach we are already taking across Cherwell for the provision of affordable housing. We will ensure development meets requirements for Building for Life to at least Silver Standard and are capable of meeting Level 6 of the Code for Sustainable Homes.

All housing will be built as Code for Sustainable Homes Level 6 'ready', but will operate as Level 4 (Level 5 for water) until the site's proposed energy centre is in operation. Energy efficient homes will be achieved through building to passivhaus standards. High speed broadband to facilitate energy monitoring, real time public transport information, assisted living, managed homes and facilitated home working will be important components in assisting the reduction in energy use and supporting new ways of living.

2.2.2 Employment

Bicester suffers from high levels of out commuting, It is therefore particularly important that employment on NW Bicester and elsewhere comprises a range of local job opportunities. The district-wide Economic Development Strategy forms a key part of the Cherwell Sustainable Community Strategy, and reflects the broader ambitions of the Regional Economic Strategy and the Oxfordshire Economic Strategy. The Economic Development Strategy identifies the expectation of Bicester to become a significant location in the Oxford to Cambridge Arc, with an increase in science and technology businesses, exploiting innovations and spin-outs from academic research. An example is in the motorsport engineering strengths of Oxford & Cherwell Valley College in Bicester and connections to local industry and Oxford Brookes University in leading green technology research.

Bicester's industrial estates have nurtured manufacturing employment since the 1960s but are not entirely suited to modern employment requirements. Some redevelopment has occurred but there is great scope for the NW Bicester development to support clusters of innovative 'eco-regeneration' on-site and elsewhere in the town, supporting the development of skills and expertise. We are talking to Oxford Innovation with a view to setting up an Eco Innovation Centre in Bicester on or close to the NW Bicester site.

The Halcrow concept study identifies more specifically an Employment Strategy for the site, creating:

- A centre for innovation capitalising on the location within a world class sub region
- A sub regional service centre within a buoyant part of the sub region

- Employment opportunities for the eco development's population

This seeks to capitalise on the sub-region's strengths as a science and technology destination and benchmark location for high tech activity. Additionally, a 40% emphasis on non high-tech businesses will support the creation of a balanced economic base with opportunities requiring a broad spectrum of skills.

There are also prospects for capitalising on the specialised construction of environmentally sensitive structures, new technologies and materials that will be required to meet the standards in the PPS. P3 Eco has highlighted the potential for Bicester to benefit from the green economy and become a hub for new technologies and the use of materials made from recycled waste. The demonstration projects include a project to support skills training to ensure the local community can take advantage of the eco construction employment opportunities on the site. We will also explore the prospect of community supported agriculture and bio fuel production in connection with the development.

The masterplanning of the site will take account of the land required to deliver the employment, while work with partners such as SEEDA and Oxfordshire Economic Partnership will seek to promote the site to established and new businesses.

2.2.3 Environmental infrastructure

The provision of environmental infrastructure is fundamental to the eco town concept and a priority for delivery and innovation at NW Bicester. The Council is committed to ensuring that biodiversity and habitat creation remains a cornerstone of the masterplanning of the site and that, with partners, we maximise the potential biodiversity gains from the development.

- Green infrastructure – Cherwell District Council has been working with Chris Baines, a leading environmental consultant, and nature conservation bodies to assess the biodiversity and habitat creation opportunities at NW Bicester. An initial walkover survey was carried out in early 2009 and this is informing the emerging masterplanning process. The masterplanning for the site will identify the 40% open space, at least half of which will be publicly accessible for the site. A network of open spaces will be formed incorporating river corridors and linking both to existing space within the town but also the wider countryside. The open space will incorporate existing wildlife and landscape features and provide for measures to enhance them. A range of other functions and activity will be incorporated within the open areas, including networks for walking and cycling, opportunities for formal and informal sport, play and recreation, opportunities for growing food and bio mass crops for energy generation and sustainable drainage and flood alleviation measures. The Council has a good track record of working with developers to provide multi-functional green infrastructure that incorporates footpaths and cyclepaths, recreation, play, ecological enhancement, sustainable urban drainage and flood alleviation.
- Biodiversity – The development at NW Bicester will retain and enhance existing habitats and, through the interconnection of green spaces, create wildlife corridors where possible incorporating existing features such as hedgerows and streams. Opportunities for new wetland areas, particularly in connection with sustainable drainage will be explored as well as creation of local BAP priority habitats such as calcareous grassland.

Features can also be incorporated in buildings such as green walls and roofs, bat tubes and swift boxes to support priority species. Features such as shelter belts that will enhance the range of habitats and provide for micro climates to provide urban cooling will be explored.

- Ecology – A desk-based assessment of the NW Bicester site has not revealed significant ecological interest. Nevertheless it is acknowledged that there is a need for phase 1 ecological surveys to establish the current position on the site and as a basis for site and green infrastructure planning. At this stage it is proposed that phase 1 surveys will be carried out to inform masterplanning and for any early demonstration phase, prior to a planning application being made. This will then form the basis of work with biodiversity stakeholders to plan biodiversity enhancements. It is also recognised that there will be a need to manage land for biodiversity in the long term and also to undertake review of measures once they are provided, established and managed to ensure they are delivering the agreed enhancements and biodiversity gains. Where measures are not a success it will be necessary to ensure the flexibility to adjust the approach to meet the aim. To ensure the success of measures to support wildlife it is likely that an ecological management plan will be necessary to secure the provision and management of the bio diversity.
- Landscape and historic environment – The Halcrow concept study looked at landscape character, topography and archaeological and historical resources of the site. There are two listed buildings within the site and small areas of BAP habitat. Generally the site is flat, although the railway runs on embankment across the site, and the site has relatively few constraints to development. Masterplanning will ensure that the landscape character of the surrounding area is protected and reinforced and that the development is satisfactorily integrated into the landscape through the proposed development. The listed buildings will be retained and their settings protected through the design and layout of the site.
- Water -- A water cycle strategy will be produced for the site with the advice and support of the Environment Agency. The aim will be to achieve water neutrality. It is likely that a range of measures will need to be incorporated to reduce water use and incorporate grey water recycling. Sustainable urban drainage will ensure that existing water courses are maintained and to treat contaminants within surface water.
- Flood risk management -- All built development will be in flood zone 1 and measures will be incorporated to ensure that run off from the development does not introduce flood risk elsewhere. There is also the opportunity to seek to address flood risk downstream within the town through the incorporation of measures on site. The use of allowances for climate change will ensure a robust approach to flood risk and sustainable drainage provides the opportunity to provide new habitats and improve water quality.

2.2.4 Transport and the transport implications of growth

Improvements to the local transport network are required as part of the existing and ongoing development of Bicester, even before the eco development is taken into account. There are already a number of important requirements and projects underway including:

- Discussions with the Department for Transport and the Highways Agency to provide improvements to Junction 9 of the M40 sufficient to unlock the employment growth potential of the town
- Provision of a perimeter road as part of the housing development proposals at 'South West Bicester' to relieve congestion in Bicester and rat running through surrounding villages
- Chiltern Railways' proposals for improvements to the Bicester to Oxford line and services to London under their Evergreen Project
- Consideration of sustainable locations for development and highway improvement schemes as part of the Bicester Integrated Transport and Land Use Study commissioned by Oxfordshire County Council in partnership with Cherwell District Council

The PPS sets an ambitious target for travel by means other than the car. A transport strategy outlining a package of transport measures to address transport impacts from the proposed development was included in the Halcrow concept study. The masterplanning will take account of the need to reduce reliance on the private car through building to densities which support walkable neighbourhoods and by the provision and location of services locally. There will also be improved links to facilities and priority given to walking, cycling and use of public transport. Other measures being considered include high quality cycle parking and storage. Car clubs to reduce the reliance on private cars and the use of electric vehicles and supporting infrastructure are also being investigated as part of discussions with Oxfordshire County Council transport officers to reduce reliance on private cars.

Travel planning will help secure the required modal shift and schemes and initiatives to promote sustainable travel planning set out in the DfT's Sustainable Travel Towns document will be developed in more detail for Bicester. There is scope for the on-site demonstrator, working with the Office of Low Emission Vehicles (OLEV), to include innovative approaches to personal travel, including low emission vehicles. As more details emerge from work on the measures we will use to reduce use of the private car and encourage modal shift they will be included in our final bid.

A Public Transport Corridor Study was undertaken for Cherwell District Council and Oxfordshire County Council by Halcrow in 2009. The study looks at the feasibility of a direct route, adjacent to the existing rail line, between NW Bicester and Bicester North railway station. The study concludes that there is potential to construct a public transport system in a dedicated corridor to the north of the existing rail line which would provide a journey time of 3-4 minutes from the site to the rail station. The use of some form of Bus Rapid Transport technology is likely to be the most cost effective, reliable and flexible. However further feasibility work is required to confirm that this 1.3 km link is a viable option. The estimated consultancy costs will be set out in the full bid for funding. Further work is also required to establish the most effective public transport link to Bicester Town railway station, which by 2013 will be providing a frequent and fast service to Oxford.

2.2.5 Waste

The Council has taken a lead in providing recycling collections as well as domestic waste disposal. The eco town provides the opportunity to provide for further recycling of waste including sewerage and food waste to feed into an anaerobic digestion plant to provide bio gas for the proposed energy centre.

This will be an important innovation within Bicester where the existing sewerage treatment works are at capacity and therefore a new approach for dealing with foul drainage is required. Buildings will include storage for recyclable materials to facilitate reduction in waste. Measures to reduce construction waste will be explored.

2.3 Masterplanning

Masterplanning will identify the content and layout of the development, its integration with the town and the provision of facilities both on- and off-site. The Halcrow concept study identified possible approaches to the development of the site. Farrells, on behalf of P3Eco, have given further consideration to the approach to the development of the site. These studies will now be taken forward into public consultation. It is anticipated that P3 Eco will play a key role in progressing masterplanning in partnership with the Council. If this is not the case, and another developer is not prepared to take this on, the Council will take a lead.

At this stage a consultation strategy for NW Bicester has not been finalised but the importance of involving a wide range of stakeholders, local interests and the public is recognised to achieve a fully integrated plan that is right for Bicester and the change in lifestyles that the eco development will seek to achieve. Initial discussion is currently taking place with national stakeholders including CLG, HCA, Cabe, Bio Regional and Chris Baines. Locally stakeholders include Oxfordshire County Council, Bicester Town Council, Bicester Vision, the Environment Agency and NHS Oxfordshire. We recognise that there are other local organisations that will not yet have had a chance to contribute to this discussion.

In the late autumn Cherwell District Council and Bicester Vision are holding a 'Summit' in Bicester and this will be an appropriate opportunity to undertake wider public consultation on the future form of development in the town. We anticipate that a draft strategy for community consultation will be available by the Summit and that following discussion there and elsewhere the strategy will be finalised. Consultation will commence early in 2010. We anticipate that this will be through stakeholder workshops and public exhibitions followed by 'planning for real' exercises to progress a masterplan. Masterplanning events will be supported by a communications strategy to ensure everyone interested is aware of the opportunities to contribute.

2.4 A private sector-led approach to development

Our preferred approach remains for the private sector to bring forward NW Bicester and to develop a masterplan for its delivery. We continue to work with P3Eco Limited, who are prepared to facilitate and fund the development through a comprehensive masterplanning approach. Two other potential developers have come forward in the last four weeks and we are in early discussions with them to understand their aspirations, particularly around the PPS standards.

A series of meetings with landowners have taken place and there is now a constructive dialogue with the landowners to the north east of the railway line in particular. We have an assurance from the major landowner on this part of the site that, subject to terms, he would be prepared to sell his land for eco town development. We have had a similar assurance from another landowners on this part of the site and expect more. Our full bid will detail the very latest situation. To the south of the railway line land assembly is more complicated and land negotiations overall are less advanced and in some cases not progressing at all at the moment. However, several pieces of land along Howes Lane have been previously promoted by landowners through the development plan process. Some of this belongs to the Thames Valley Police Authority and we have an assurance from them that, subject to terms, they too would be prepared to sell this land for eco development.

We appreciate that we need to deliver some homes on NW Bicester quickly and we are confident of our ability to do this. However, we do think it is unrealistic to think that multiple land purchases will be achieved very quickly, given the number of landowners and the productive farmland that covers much of the site. Some landowners have been prepared recently to shift their positions significantly with regard to the sale of their land and we and P3Eco are focussed on continuing to work with them to bring these discussions to conclusions. In the meantime, our demonstrator schemes which include an early demonstration phase of up to 200 homes on NW Bicester will allow us to start trialling approaches and learning lessons right across the PPS standards.

2.5 Development timetable and delivery trajectory

2.5.1 Private sector-led approach

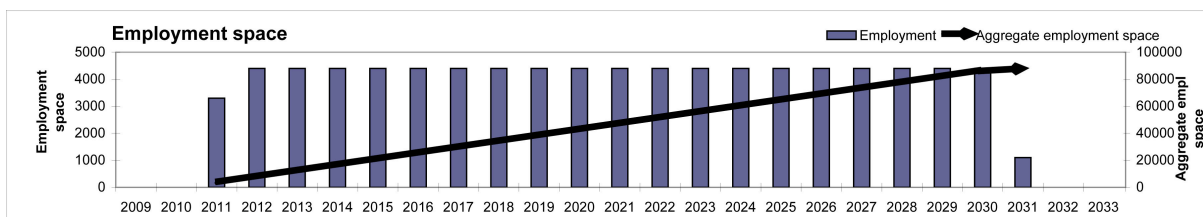
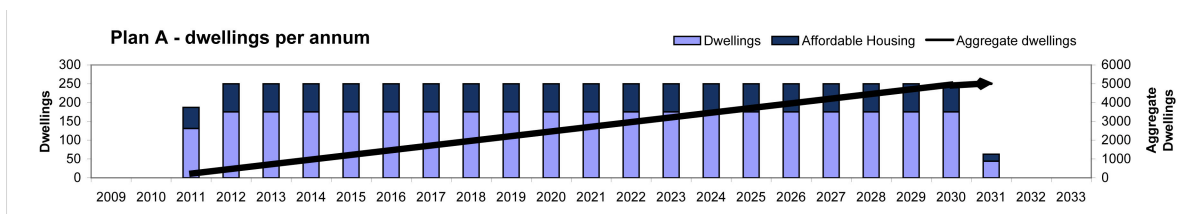
As set out above the Council's preferred approach is for the private sector to bring forward the eco town development in accordance with an agreed masterplan for the site. The following programme reflects this approach and the clear developer commitment and active engagement to deliver the scheme. It is recognised that this requires developer land ownership and progress has been made towards this. The following development timetable and delivery timetable are based on early availability of land.

The key milestones for delivery are identified below;

4Q 2009	<p>Bicester Summit – Consideration of plans for investment in Bicester to create context for successful eco town.</p> <p>Launch of consultation on NW Bicester</p> <p>Formalise local partnership and delivery mechanisms</p>
1Q 2010	<p>LDF Core Strategy consultation</p> <p>Bio Regional seminar /report for on-site demonstration scheme to set and test parameters for development</p> <p>Masterplan consultation (pre application work by developer)</p> <p>Firm up use of support funding</p>

	Planning application for demonstration phase scheme
2Q 2010	Work starts on off site demonstration schemes
3Q 2010	Partnership “in principle” approval of masterplan (informal) Approval of detailed planning application for demonstration phase scheme
4Q 2010	Earliest possible start on site for demonstration phase scheme Outline planning application for whole development based on approved masterplan LDF Core Strategy submission including eco town
1Q 2011	
2Q 2011	Reserved matters application for next phase of development (beyond demonstration scheme)
3Q 2011	Earliest likely start on site for next phase of development (beyond demonstration scheme) including infrastructure investment and related whole of Bicester community initiatives
4Q 2011	Further submission of reserved matters and phased implementation of the scheme.

Set out below are trajectories for the delivery of the housing and employment at the site. At this stage these are based on the information currently available through the work undertaken by Halcrow in the Concept Study and discussions with P3Eco regarding the commencement of development. These trajectories will be refined as work progresses and more detail is available.



Cherwell’s approach is to offer LPA support for an active private sector initiative. This involves priming development on the northern part of site through a quick start

“Demonstration Scheme” (detailed planning permission), alongside preparation of a framework masterplan as basis for an outline planning application for the whole development. The whole development would then be implemented from a base of land ownership in the northern area, but further land acquisition/assembly would be required and a phased approach is envisaged.

This initial approach is based on delivery being led by the local authorities but with availability of national support from Government (primarily via Homes and Communities Agency) as follows:

- HCA property and building expertise and advice on high code level housing schemes / design etc
- HCA property and building expertise and advice on infrastructure funding / delivery (Government schemes – national and local)
- HCA expertise and advice on development of concepts for planning agreements (possibly including mechanisms to give direct public sector financial stake)
- HCA property expertise secondment into project team (viability assessment/planning agreements/infrastructure funding)
- HCA / Advisory Team on Large Applications (ATLAS) secondments into project team to provide add on design / planning and legal expertise
- Affordable housing funding support
- Infrastructure funding support (forward funding /banker)

2.5.2 Public sector-led approach

Should the above approach not bring forward the development as anticipated, public sector bodies will need to step in to lead the process although currently we are a long way from having to contemplate this. However the situation will be kept under regular review commencing in first quarter 2010.

If at the first review significant progress has not been made, which is considered unlikely, the Council will commence work, with partners, on a masterplanning framework for the site including public consultation. This work would inform and feed into an Area Action Plan.

If developer interest is withdrawn the Council will seek, with HCA support, to negotiate land acquisition direct with the landowners to progress the scheme. We have always said that, in the event of the delivery of the development being hindered by a landowner we would be prepared to consider using our powers of compulsory purchase to unlock the development. This remains our position, but as a last resort. The priority is to work with landowners to arrive at the best possible negotiated position for landholdings across the site whilst still delivering the national exemplar scheme required.

3. OUR EARLY-WIN DEMONSTRATION SCHEMES

We are committed to leading an ambitious programme of early-win demonstration schemes and, within this, to delivering a mixture of on-site and off-site projects. We and our partners are convinced that these are an important opportunity to trial and showcase technology and lifestyle choices that will lead directly to greater community engagement and more sustainable forms of eco development when this follows at a larger scale to a longer timeframe. Our proposed programme of demonstration schemes is summarised in this section. Full details of each site, its ownership and the timetable and approximate costs for bringing each forward will follow in the full bid.

3.1 On-site project – 200 eco homes and infrastructure

We have landowner and developer commitment to an early demonstration phase of up to 200 homes on the NW Bicester site. The landowners have themselves identified 20 acres for this project which is well located in relation to the existing town and road and footpath/cycle path links. Not only will this demonstrator scheme allow a significant number of the PPS requirements to be delivered (with, for example, its Code 6-ready homes and green infrastructure), it will also provide an ideal opportunity for people in Bicester and from elsewhere to observe its construction and visit it when it's completed. This demonstrator project will also debate and showcase ways to make the links across the ring-road and through the adjacent residential areas into the town centre. The separate travel planning demonstrator project to be led by Oxfordshire County Council and focussing on car sharing and car club membership, cycling, premium walking routes and premium bus routes will link in part to this on-site demonstrator scheme. Terms are yet to be agreed with the landowner for this demonstrator site but we are very hopeful that we will be able to bring this scheme forward in 2010.

This project would enable the following PPS requirements to be demonstrated and tested on site:

1. zero carbon buildings (ET 7),
 - a. energy efficiency (ET 7 and ET 9)
 - b. On-site renewable energy generation (ET 7 and ET 9)
 - c. May include some off-site renewable electricity (ET 7 and ET 9)
 - d. Energy or multi utility services company (ET 22)
2. energy and lifestyle monitoring systems (ET 9.1 c, ET 21.1 f and h and ET 22)
3. engagement with residents to encourage environmentally responsible behaviour (ET 21.1 e)
4. sustainable construction techniques which reduce embodied carbon (ET 7.3)
5. affordable housing (ET 9.1 d)
6. employment creation and skills training (ET 10)
7. water efficiency (ET17)
8. waste reduction and recycling (ET 19)
9. healthy lifestyles (ET 12)
10. biodiversity (ET 16)
11. flood Risk Management (ET18)
12. green infrastructure, including food growing (ET 14)
13. Climate change adaptation (ET 8)
14. local services and facilities, including a community building (ET 13)
15. transport solutions, including showcasing appropriate densities of development needed to reduce the need to drive a car (ET11)

16. landscape and historic environment (ET 15)
17. biodiversity (ET 16)
18. community engagement and governance (ET 21 and ET 22)
19. master planning – project will inform the wider master planning (ET 20)

Should it not prove possible for the identified land to be brought forward as quickly as we want it to be, the land owned by Thames Valley Police would make a good alternative. TVP have said they are willing to consider and enable such an approach subject to appropriate terms. There are also some alternative locations off-site for this project, either on land in public ownership or with active developer interest. These are being explored as potential sites for a large scale residential-based demonstrator although our absolute preference remains to deliver the on-site scheme and we will focus our efforts on delivering this.

Bio Regional's early work on and continuing contribution to this project will help ensure the projects status as a national exemplar. Consideration will be given to the best approach to disseminate the outcomes of the project including a public exhibition highlighting the monitoring information from the project.

3.2 Off-site project – redevelopment of Bryan House by Sanctuary into 23 affordable homes and temporary accommodation units

We know for certain that, with the necessary funding, we can kick off all our off-site demonstrator schemes in 2010 and complete them in 2011. This currently empty and unusable building was formally used for sheltered housing and is centrally located, adjacent to the town centre, where it is readily accessible to the public and right next to a public car park. Sanctuary's proposed scheme would deliver 23 units of affordable housing to meet the local need, including the provision of temporary accommodation urgently required in the area. The scheme also provides the opportunity to reduce the extent of culverting of the existing water courses crossing the site and demonstrate measures to reduce carbon and address climate change. The scheme would include measures to meet the PPS standards in the following areas carbon reduction, energy monitoring systems, energy efficiency, energy generation, water efficiency, waste, healthy life styles and biodiversity.

The scheme provides the opportunity to demonstrate sustainable construction techniques, and showcase technology and other measures to improve the sustainability of the scheme. There is the opportunity for a demonstration property to be open to the public and open days and feedback from occupiers on the technology incorporated as well as monitoring of carbon reduction from the buildings in use.

3.3 Off-site project – community hall attached to The Church of the Immaculate Conception in the heart of Bicester

P3Eco have proposed the provision of a new community hall built to eco standards in the heart of Bicester and is working with The Church of the Immaculate Conception to deliver the project. The site for the hall is located within a short walking distance of the Town Centre and the proposal has planning permission. The project can demonstrate carbon reduction, energy monitoring systems and energy efficiency, energy generation, water efficiency and waste. The project is currently scheduled to start in April 2010 and is an opportunity for the modular off site construction techniques proposed for the housing on the North West

Bicester site to be demonstrated in a larger building, dispelling some of the misconceptions about eco developments. There are two further community hall/places of worship projects underway in Bicester (see below) and the lessons learned from this project can help to inform measures for these and new provision on the NW Bicester site.

The development will be accessible to the local population and available for use seven days a week by a wide range of people for club and society meetings, scouts, cubs and brownies, concerts and shows, children's and other parties and celebrations, conferences, receptions and celebrations, WI and other group meetings and church supported events. The building will be owned by the Church but managed by a ruling body with representatives of the local community, Town Council, local businesses and the Church. The centre will be run by a full time manager to provide support for the running and maintenance of the facility.

3.4 Off-site project – new sixth form centre for Cooper School

The Cooper School is one of Bicester's two current secondary schools. There is a need to provide a new sixth form centre to assist in meeting the educational needs of the town. There is the opportunity for the sixth form centre to be a demonstration project in terms of its construction, design and energy use for pupils and the wider community. An application for the building will be submitted in November 2009 with a development programme to ensure its provision by June 2011. The scheme will be upgraded to demonstrate the PPS standards in the following areas; carbon reduction, energy monitoring, energy efficiency, energy generation, water efficiency and waste.

The scheme would provide the opportunity to demonstrate new technologies and construction to pupils at the school and visitors. The County Council are also exploring travel planning initiatives for the school to demonstrate measures to reduce reliance on the private car. This project provides the opportunity of reaching a section of the community which may not be reached by other projects.

3.5 Off-site project – 'Exhibition House'

The use of a temporary structure enables an exhibition property to be achieved very quickly for local people to have a first opportunity to see and feel what technology is available and how it can be used. The Exhibition House will showcase construction techniques and will be used to demonstrate issues of carbon reduction, energy monitoring systems, energy efficiency, energy generation, water efficiency and waste. The Council is in discussion with P3 Eco and EcoH20 with a view to erecting an exhibition house that showcases the construction technique proposed for the North West Bicester development.

The Exhibition House will be centrally located and can also be a focus for stimulating involvement in consultation work on place making, infrastructure, master planning and measures to deliver carbon reduction within the town. The Exhibition House will provide an early opportunity to link with schools and training schemes highlighting issues with regard to sustainable development and potential future training and career opportunities. Finally the Exhibition House will provide a location to display information on other demonstration projects and monitoring information in relation to the development. A similar house was displayed at Grand Designs exhibition where it drew considerable interest, including from the Secretary of State for Energy and Climate Change. This highlights the important role an exhibition house can have in demonstrating new technology and construction techniques.

3.6 Off-site project – travel planning demonstration project

Bicester, like many towns, suffers from traffic congestion at key junctions and some facilities within the town. However it is a compact town with a relatively level topography and therefore there is a great opportunity for encouragement for increased walking, cycling and use of public transport. The travel planning demonstration project will look at personal travel planning, real time travel information to people's homes, enhanced cycling infrastructure and community and arts projects to encourage cycle use. Cycle hire and car club schemes will also be investigated. This would address the following PPS standards with regard to travel planning, cycle infrastructure, reduction in carbon impact from travel, encouraging children to walk and cycle and healthy lifestyles.

The introduction of travel planning projects with a focus on car sharing and car club membership, cycling, premium walking routes and premium bus routes will assist in encouraging a modal shift away from the use of the private car and encourage healthier lifestyles and lessons learnt will be used to ensure the North West development achieves the modal shift with regard to transport identified in the PPS.

3.7 Off- and on-site project – construction skills training

It is evident that new construction approaches proposed require new construction skills. It is therefore important that skilled craftspeople are available to deliver the development proposed and retrofit of existing properties. The provision of training at all levels in Bicester will assist in preparing the community to benefit from the expansion of the town and new technologies in the construction sector. The provision of construction skills training is therefore an essential element in preparing for the eco town.

The development of construction skills training is currently being promoted by the Oxfordshire Construction Training Group working with the Qualification and Curriculum Development Agency. There are opportunities for local skills and education providers to become involved in training initiatives and Local Authority Building Control to play a role in providing training to workers. There are opportunities to link with existing education and training providers to encompass a diverse range of training for the construction employment, including apprenticeships, that will arise from the eco town including working with young people that are not in education or employment (NEETS) and the prison at Bicester.

The first objective would be to upskill the local workforce and using the Local Authority Building Control service to help disseminate training in the higher construction standards required for zero carbon housing and new technologies. Training will be aimed at those involved in on-site construction and advice to local small building firms and other building control services. The second objective is to establish training for young people. Other opportunities will be progressed during 2010 to provide a comprehensive skills training package including a skills training centre with Rathbone and P3 Eco to provide training for young people and development of a community self build scheme to provide training opportunities as part of the package.

4. PREPARING THE LOCAL COMMUNITY FOR ECO DEVELOPMENT

We present here a portfolio of projects to help the existing community prepare for eco development and we need to do some further work over the next couple of months to develop these and decide which would provide best value for money in delivering this objective. The projects are summarised here with more detail on each to follow in the full bid. They relate to retro fit schemes, residential energy saving measures, green infrastructure, waste reduction and electric buses for community transport.

4.1 Retro fit schemes

There are opportunities, particularly working with the registered social landlords, to retrofit existing properties in the town and neighbouring villages to achieve high levels of energy efficiency, carbon reduction and reduced water consumption, as well as to test energy generation and monitoring systems. These schemes will demonstrate methods and technologies that people can learn from and transfer to their own homes to reduce future energy bills, reduce the environmental impact of their homes and adapt for climate change. We have had early discussions with RSLs Sanctuary and P3Eco about their involvement in the scheme, but we have not yet identified individual properties or group of properties. Our target is to start these retro fits in 2010/11. We will also be considering opportunities for retro fits of other buildings such as schools and community buildings.

4.2 Residential energy saving schemes

To enable and support the local community in upgrading existing properties to reduce their environmental impact and reduce running costs it is proposed to initiate and support schemes to provide cavity wall insulation, loft insulation, low energy light bulbs and introduction of monitoring systems. This would complement the retro fit programme identified above. In addition energy generation schemes such as small scale renewables, district heating schemes and hi quality broadband to support home working will be investigated to serve the existing population of the town and villages close to the eco town and reduce their energy costs and carbon footprint. This will enable a more significant impact to be achieved than simply within the new development itself and ensure benefits are delivered for the whole town.

4.3 Green infrastructure

Within the town there is a range of open space and natural areas that contribute to the sense of place, quality of the environment and quality of life of existing residents. Bicester Town Council have taken the lead in managing open space areas but there is also land managed by Oxfordshire County Council, Cherwell District Council and other land owners. A range of projects are proposed to improve the green infrastructure in the town, extend its uses, enhance biodiversity, involve local people and encourage walking and cycling. Projects include a review of grounds maintenance regimes to seek to enhance biodiversity and sustainable management, works to upgrade paths through open space to increase accessibility throughout the year, the establishment and promotion of new circular walks and health walks, measures to extend community involvement, guidance and measures to promote wildlife gardening and the provision of nest boxes, swift bricks and bat tubes for protected species on buildings. These projects would establish a framework of initiatives that

would deliver enhancement of existing provision and trial approaches that could be incorporated into new development.

4.4 Waste reduction and recycling

Cherwell District is anticipating a 51% recycling rate for household refuse in 2009/10 rising well beyond 55% in 2010/11 and therefore already one of the country's best performers. This creates a successful and sound platform to push the waste minimisation boundaries by further town wide behavioural change. The key to achieving behavioural change is community engagement, understanding and an inter agency town wide approach. Measures will concentrate on the top of the waste hierarchy through waste avoidance. This will include community based initiatives such as Swap Shops; Working with local businesses to reduce commercial waste as well as aiming to become a Plastic Bag Free Town; Refill and Recycling Station for environmentally friendly detergents; Extended Recycling Bring Bank facilities and locations for non-kerbside recyclables such as batteries, light-bulbs, water filters, printer cartridges, tetra paks and small electrical items; Buy Local' and 'Fairtrade for Lent' promotions; and a Repair and Reuse centre for household items such as furniture, paint and possibly electrical items etc. These initiatives would supplement the Council's extended refuse collection and recycling services which includes on street recycling and recycling bring banks and in doing so, would make a substantial impact in reducing the town household waste requiring landfill and make better use of resources. Lessons learnt from these schemes could subsequently be used to inform approaches to waste reduction in the development at North West Bicester and elsewhere in the district.

These measures would also complement the approach to treatment of waste using anaerobic digestion proposed for NW Bicester and the use of waste materials in the construction of buildings that P3Eco are intending to use on the site.

4.5 Electric buses for community transport

BCTA (Banburyshire Community Transport Association) is a registered charity which runs a Dial-a-Ride service for mobility-impaired and elderly residents in Cherwell, funded by Cherwell District Council. The proposal is to replace some of the ageing minibus fleet with eco-friendly buses which would operate in and around Bicester. The LOBUS (manufactured by Allied Vehicles) is an electric powered bus and has a range of 75-100 miles. To maintain the level of service in Bicester would require two new vehicles but a third could support an extended service for the North West Bicester eco town. This would assist in demonstrating the practicality of electric vehicles, encouraging their use in a very visible form, whilst assisting in the provision of a higher quality service for the ageing population.

5. COMMUNITY INFRASTRUCTURE PROJECTS

The eco town at North West Bicester will be a significant extension of the town and it is important that the development is supported by the necessary growth in community infrastructure both on- and off-site. It will also be important that residents elsewhere in the town can share the benefits of new technology and contribute to carbon reduction and actions to adapt to climate change.

Bicester has accommodated high levels of residential development over recent years and the level of infrastructure provision has lagged behind the growth in the population. This makes these projects to provide community infrastructure a particularly important part of our bid. They include an urgently needed cemetery, allotment provision, community health provision, a civic function venue, community buildings and places of worship, enhanced sports provision and enhanced town centre facilities. We include too in this section a project to explore in detail the feasibility of improved transport links from NW Bicester to the town's two railway stations. Whilst the focus of these projects is the provision of infrastructure they would also seek to demonstrate the high standards the PPS sets for development.

5.1 Cemetery

The town currently has a severe shortage of cemetery space and the Town Council has been actively seeking to address the problem through the acquisition of land for a new cemetery. With significant further growth proposed within the town it is important that further provision is provided as a matter of urgency. The availability of a burial ground in the town, as well as addressing the very practical need, will support the creation of a sense of place and belonging to the town that would be diluted by relying on provision elsewhere.

The Town Council is seeking a range of opportunities for burial including the opportunity for green burials in the future. A number of sites around the town have been investigated but it is anticipated that land to the North West of Bicester would provide the optimum location for the provision and would provide sufficient land for green burials in an appropriate landscape setting. Such provision is required very soon and land could be identified and work commenced to bring it forward immediately.

5.2 Allotment provision

The town currently has a waiting list of over 100 for allotments in the town. A site of approximately 0.7 ha (1.8 acres) is to be handed over to the Town Council for allotment provision having been remediated to deal with contamination that previously affected the land. The site is located close to the town centre and also accessible from large housing developments to the south east of the town by walking and cycling. This land provides an opportunity not only to provide allotments for individuals but to explore opportunities for community and education projects to produce local food, training and employment, as has been promoted by P3 Eco for NW Bicester. Successful projects on this site will then be rolled out to other new allotment sites that the Town Council are looking to create in existing open space areas they own and to the North West Bicester development.

5.3 Community health provision.

The existing community hospital provision in Bicester is outdated and no longer fit for purpose. The Primary Care Trust is currently in the process of procuring new health facilities for the town. These facilities will take account of the growth of the population including that resulting from the proposed development of the North West Bicester Eco Town. The replacement of the community hospital within the town is an important provision that has strong public support.

Two potential sites for the development have been identified to date, the redevelopment of the existing hospital site or a site in the health village proposed at South West Bicester which has outline planning permission. Outline proposals for the provision of the facilities will be received by the PCT in early 2010 and a preferred solution following formal tenders identified in late summer 2010. The facility is to be provided and in use by 2012. As an important local facility the upgrading of the building to meet BREEAM Excellent is sought to ensure that it meets the highest environmental standards as well as providing a high quality environment for health care.

The proposed development at North West Bicester eco town would result in the population growing by approximately 11,500 people. The development will accommodate a range of housing provision in terms of dwelling type, size and tenure to create a mixed and sustainable community. The population of the District is also ageing and over 75's are forecast to increase by 32% by 2021. The expansion and ageing of the population results in the need for healthcare to be delivered in different ways to meet people's needs and to enable people to remain in their homes for as long as possible. The Council is therefore seeking to work with partners to deliver health services in an effective way including the roll out of Telecare to assist people with reminders to take drugs etc and Proactive Healthcare and Independence for Vulnerable People to use new technology to trigger alarms, smart beds to enable people to be turned and provision of exoskeleton suits to the infirm and those with poor stability.

5.4 Cultural/civic function venue

Bicester Town Council owns and operates from The Garth, a former hunting lodge in spacious grounds close to the town centre. The building now houses office and meeting accommodation whilst the grounds comprise formal gardens, informal recreational areas and children's play provision. The grounds are also used for an active outdoor events programme that runs throughout the summer, including concerts and family entertainment. As the town has grown substantially over the last century, particularly in recent years, it has become evident that the existing accommodation in The Garth, whilst well located, is not sufficient to meet the needs of the town. The building lacks an assembly space of sufficient size which has resulted in meetings and functions having to be held elsewhere. This has highlighted the lack of appropriate assembly space within the town as a whole and results in the cultural events being limited to the summer months when they can take place outside. The Town Council has recognised that as the town continues to grow and as it takes a lead in becoming a sustainable town there is a need to plan for and achieve a new civic and cultural building to effectively deliver the ambitious civic and cultural agenda the town is promoting.

A feasibility study and structural survey of the existing building has taken place and architects have investigated potential options to substantially expand the space available to meet Bicester Town Council's vision. Work is underway to progress the project and potential funding sources have been identified, including redevelopment of land and buildings within the Town Council's ownership and other sources of funding. A revised planning application for the building is proposed in 2010.

5.5 Enhanced sports provision

With the continued growth in Bicester there is a need for sports facilities to expand to meet the needs of the growing population. The Cherwell Sustainable Community Strategy identifies the need to provide new open space to serve the town. The development at NW Bicester will provide at least 40% of the site as undeveloped and at least half of that would be publicly accessible within which formal sports provision will be included. The Town Council has aspirations for a sports stadium to serve the town, a facility that is not currently available. In the mean time 17 hectares of land for sport and a sports village has been secured to the south of the town as part of the development at South West Bicester. These facilities are to be located adjacent to new secondary education provision, allowing joint use of facilities and the integration of young people with sporting potential into sports clubs.

Significant funding for the sports provision at South West Bicester has been secured from development taking place within the town. It is anticipated work will commence on the South West Bicester development early in 2010 and this will open up construction access to the site, allowing work to commence on pitch formation. As masterplanning progresses at NW Bicester it may also be possible to achieve early acquisition of land to facilitate early provision of sports provision as part of the development. The provision of enhanced sports facilities meets the PPS standards relating to Healthy Lifestyles, Local Services and Green Infrastructure.

5.6 Community halls and places of worship

There are currently works to two community halls planned, in addition to the new hall proposed at The Church of the Immaculate Conception. One is located at Bure Park in Bicester and the other is at St Edburgh's to the south of the town centre. The Bure Park proposal is part of a new church but the community provision is particularly important as the only existing community provision is shared with the local school and therefore the availability of a large hall is limited during school hours. The refurbishment project is to the south of the town centre at St Edburgh's church. The first phase of the refurbishment has been completed but funding is still sought for the second phase.

Community halls are important in providing a meeting place and venue for community activity and their provision enhances the range of activity that can take place in the local area. The enhancement of facilities in the town will assist in providing venues for enhanced community activity but also opportunities to demonstrate new technology to provide sustainable buildings.

5.7 New town centre development

The District and County Council have been working with Sainsbury's to deliver a major town centre mixed use redevelopment including a supermarket and café, 2 x public squares, multi

screen cinema, civic building including library, bus interchange, 25 retail units, car parking spaces and realignment of the town brook. Planning permission was granted for the scheme in September 2009. This development will provide a much needed expansion of the town centre and deliver important facilities for residents. The scheme also provides for an improved route for the existing stream that presently runs in a concrete channel, to enhance bio diversity. As a major town centre scheme the development has the potential to include a range of measures during construction and through its operation to reduce its environmental impact and support the town and its population. Sainsburys have already incorporated a range of measures to reduce the environmental impact of the scheme. As the scheme nears completion Cherwell District Council will work with Sainsburys to support the eco town objectives with regard to local food, measures to discourage the use of the private car and reduce waste. The new civic building will be a specific focus for measures which meet PPS standards.

5.8 Fast transport links to railway stations

A Public Transport Corridor Study was undertaken for Cherwell District Council and Oxfordshire County Council by Halcrow in 2009. The study looks at the feasibility of a direct route, adjacent to the existing rail line, between the development at North West Bicester and Bicester North Rail Station. The study concludes that there is potential to construct a public transport system in a dedicated corridor to the north of the existing rail line which would provide a journey time of 3/4 minutes from the site to the rail station. The use of some form of Bus Rapid Transport technology is likely to be the most cost effective, reliable and flexible. However further feasibility work is required to establish if this 1.3 km link is a viable option. Further work is also required to establish the most effective public transport link to Bicester Town Station which will by 2013 be providing a regular service to Oxford. P3Eco and Arup have commenced work on developing a transport strategy for the NW Bicester site based on a holistic approach to the site. This work may assist in focussing the extent and scope of work required to facilitate links to the railway stations.

6. ON SITE INFRASTRUCTURE

The Eco Town requires a significant amount of on-site infrastructure to support the development of the site to form a thriving community. Traditionally most infrastructure has been delivered by the private sector in major developments but this normally results in the least cost option being followed. The PPS makes it clear eco towns are expected to deliver a development in a different form with the highest environmental standards required. There are higher costs associated with achieving some of the higher environmental standards and therefore new approaches may be necessary to deliver the on-site infrastructure to meet the PPS standards sought.

The Halcrow Viability Assessment suggests (1.4.4) and identifies that *'judicious public sector support and intervention can make a big difference. A logical approach would here might be for the HCA to forward fund early stage infrastructure in return for rights to development land downstream. The net cost to the HCA would be zero and this would have major benefits to the developer in terms of easing cash flow and mitigating risks.'* It is recognised that at present the HCA are not in a position to commit to this approach and therefore the Council is seeking funding to facilitate the provision of on-site infrastructure.

The Halcrow Study and Viability Assessment identifies site preparation and infrastructure costs (the Viability Assessment is part of Supporting Document 2). This identifies the following infrastructure; CHP plant, SUDs, Biomass planting, perimeter road, rail bridge/underpass, footpath & cyclepaths, rapid transport and support for bus services, library, learning centre, elderly & learning and physical disabilities day care and homes, health care facilities, police provision, youth and community provision, sports provision, early years, primary, secondary and further education, green infrastructure, cemetery and waste provision and art and cultural provision. It is anticipated that some of the infrastructure identified will be provided through the normal development process such as provision of footpaths and cyclepaths on site, whilst some may be provided through private provision such as dental surgery or from other funding sources such as health care facilities. P3Eco and Farrells are developing their approach to infrastructure and this may assist in moving forward the work that has been undertaken by Halcrows.

Nevertheless some provision is likely to require public sector input such as the provision of affordable housing and zero carbon schools. The final details of infrastructure for the development will be identified through the consultation and master planning process. At this stage the provision of the renewable energy and waste infrastructure and advance bio mass planting and green infrastructure have been identified as particularly important in achieving the ambitions for the site and are considered further below. The opportunity to address off-site flooding is also being explored with the Environment Agency.

6.1 Renewable Energy and Waste System Support

The Halcrow Concept Study identifies an Energy Strategy for the proposed development. The strategy is based on the provision of a central energy centre using forestry to create bio mass and waste sewerage and food to produce bio gas. An anaerobic digestion (AD) system is proposed to produce the bio gas. The current Bicester sewerage treatment plant is at capacity and therefore the AD plant will take all sewerage and food waste from the site, avoiding any increase in flows to the sewerage treatment works. The AD plant could also

take other suitable waste from the town or local agricultural waste with resulting residues supplied to farmers as fertilisers. The production of energy from sustainable sources from the energy centre is to be supplemented by measures to reduce energy consumption, such as construction of dwellings to passivHaus standards, and produce energy on a smaller scale such as ground source heat pumps, photovoltaics, and wind. Details are set out in the Halcrow Study.

The cost of a combined heat power (CHP) plant is identified in the Halcrow report as £10 million but is considered an essential part of a successful development that innovates to deliver services. Costs could be reduced on a smaller demonstration project. Funding in the Bid is identified to enable a contribution to infrastructure to be made to facilitate its delivery.

6.2 Advance green infrastructure

The site covers a large area which is primarily in agricultural use at the present time. It is important that landscape infrastructure helps to assimilate the development in the landscape. Furthermore 40% of the site is to be undeveloped and 20% publicly accessible. There are further opportunities for planting to provide bio mass to support heating systems on the site.

A strong landscape framework and high quality open space is required for the site. These areas can support good quality footpath and cycle path networks, formal and informal recreation areas, biodiversity and ecological enhancements and sustainable urban drainage. The potential for a green bridge from the existing nature reserve at Bure Park will be investigated. Advance provision of green infrastructure will allow areas to mature and become established in advance of development taking place. Infrastructure funding from the Bid can contribute to early provision of green infrastructure.

6.3 Off-site flood alleviation measures

The town at Bicester has suffered some flooding from the streams that run through the town, two of which also cross the proposed development site at North West Bicester. In connection with the development of the site there is potential to relieve downstream flooding and introduce measures to address flood impact. On site such areas could also contribute to green infrastructure and be used to expand the habitats on the site to enhance bio diversity delivering benefits for the town and the development. The first phase of delivering these works would be a study to identify potential works to address flooding followed by work with ecologists and landscape architects to design measures that would also add to the habitats and biodiversity and landscape and recreation areas of the site.

7. LOCAL DELIVERY MECHANISMS

There is now clear political support for NW Bicester in each local authority. In light of this recent development we are now discussing more formal partnership and decision-making arrangements between Cherwell District Council, Oxfordshire County Council and Bicester Town Council and how to embrace other partners such as the Homes and Communities Agency (HCA) and Communities and Local Government (CLG) in this. Our intentions will be detailed in the full submission.

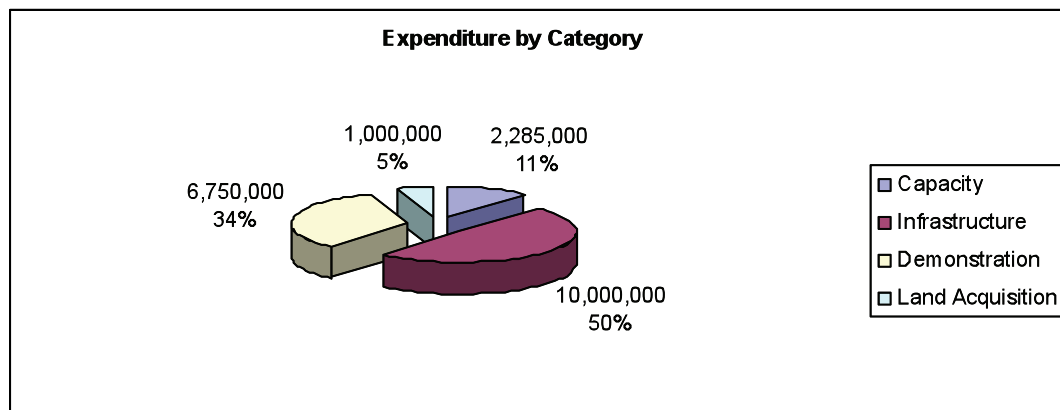
8. OUTLINE BID FOR FUNDING

The Council is confident that a developer-led approach to delivery will be successful and the main bid assumes this approach to delivery is successful. This outline bid for funding covers a five-year period to take account of the lead in time to bringing the project forward given the current status of land negotiations and masterplanning. We do also present an alternative budget based on the likely spending profile where a greater level of public intervention is required. Each of the bids is spilt into four funding categories:

- Capacity (revenue funding)
- Infrastructure (capital funding)
- Demonstration (capital/revenue)
- Land acquisition (capital funding)

8.1 Main bid – private sector-led approach

Cherwell District Council and its partners seek Growth Fund financial support of £20m for use over five years as summarised in Appendix1 and according to the following breakdown:



8.1.1 Capacity (revenue funding): £2.29 million

A large part of the bid will be required to support the dedicated eco towns team through revenue funding. A team working on the bid and other issues at North West Bicester is already in place and will require additional staff and resources to support the start up of the project. The staff resource at both county and district level will be supplemented by specialist consultancy projects. The 5 year bid plan allocates funding to all three levels of local government including Oxfordshire County Council (the highways authority) and Bicester Town Council.

Included is an emphasis on the promotion and support of demonstration projects which accounts for over half of the required funding.

The staffing levels relate to the delivery vehicle proposed and the assumption is that the private sector will lead the land assembly and masterplanning process including the preparation of planning proposals for an early demonstration scheme on site.

Funding requirements have been calculated on the basis of a dedicated capacity for staffing within CDC and some specialist consultancy as well as funding for Oxfordshire County Council and Bicester Town Council to support their involvement. The scale, “experimental”

nature of the development will create additional demands on local government technical and administrative teams, as will the requirement to provide an exemplar project and the imperative for public sector leadership. There will be a need for additional staffing and resources and specialist consultancy advice. In practice, CDC and partner organisations will provide an input to supplement capacity and it is anticipated that this will be reflected in the use of some existing staff and consultancy budgets. However the funding plan allows for dedicated capacity to be provided within the partner local authorities. There will also need to be flexible over time in the actual combination of additional staffing and consultancy.

8.1.2 Infrastructure (capital funding): £10 million

In terms of capital spending, again the emphasis is on the infrastructure demonstration projects and infrastructure support for an on site exemplar as part of a package of schemes to establish the eco town concepts within the existing community. Infrastructure makes up the majority of the requirement for capital funding support. A sum is also included for the early win demonstration projects and a small sum for land acquisition (see below).

This funding is envisaged as available to use to support a variety of infrastructure projects to support the early phases of the eco town's delivery. It is based on meetings with County Council officers and the HCA. Infrastructure includes transport infrastructure, community infrastructure (education, skills and schools) and environmental infrastructure (energy, water, waste). The funding requirements are based on statements from transport consultants, Developer Funding at OCC and District Council liaison teams.

Examples of potential applications on-site are:

- Renewable energy system support. For example, consultants acting on behalf of CDC budgeted £10m for investment in a Combined Heat and Power (CHP) plant and £1m for biomass (See Halcrow Study June 2009).
- On site waste system support. It is assumed this would be included in the investment in site preparation
- Social housing Grant for innovative RSL projects (high code level achievement and special needs provision).
- Advance habitat creation /open space project. Potential for national grant match funding.
- Town cemetery / crematorium (green burial focus) Potential links to open space project. Commercial match funding partnership likely.
- Development of public transport - largely minibus - network and access to information (interactive ICT).
- Public transport fast link to Bicester Town station.
- Personal travel planning initiative for residents.
- Market garden / allotment and associated training / job creation initiative

Examples of potential applications off-site are:

- Bicester community hospital project site provision and facility support PCT core funding available. Also Telecare roll out (2010-1015) and proactive healthcare/independence for vulnerable people to reduce hospital admissions and improve care at home.
- Garth Park Civic Function Venue. CDC / BTC match funding available.
- Town Sports Stadium site and development. There is a need for an improved football / rugby venue and associated community facilities. Potential commercial and sports body match funding available

These examples are notional and flexibility is essential as the project develops.

8.1.3 Demonstration project “pump priming” (capital funding): £6.75 million (£2.65m revenue and £4.1m capital)

Our demonstrator projects would demonstrate and experiment with the potential design and construction of the eco town housing and infrastructure as well as measures such as travel planning to help people adapt their lifestyles. The on site demonstrator is likely to be a housing led mixed use development with a housing association including affordable housing. Funding will be used to support the affordable housing element in a manner that meets priority local housing needs and facilitates community development.

The aim will be to include a community / education building and to provide lifestyle encouragement and support for the pioneer families occupying the development. In particular, transport issues will be addressed, as this is a major issue for Bicester in accommodation further development and meeting PPS standards. It is envisaged that personal travel planning and interactive ICT access to public transport information will be offered. A series of transport demonstration projects are being worked up with the County Council and linking into the schemes described above.

The preferred approach would allocate £4.1 m (with £3.5 m allocated for 2010/11) for pump priming demonstration projects to support an on site demonstration project. A portfolio approach to demonstration schemes has been adopted allowing the deliverable to be projects to be put forward. Following initial discussion with HCA and CLG the priority schemes are:

- An Exhibition House to be located on a town centre site
- An affordable housing development at Bryan House demonstrating a number of eco town standards and
- A Zero Carbon compatible school building at Cooper School.

Transport and movement has been considered in all the demonstrations schemes proposed and has informed the final selection of the preferred projects. The various travel related proposals are to be set out in the Appendices accompanying the full bid. The potential for a car club will be further investigated as part of a pilot car pool scheme for existing residents. The Halcrow concept study considered a wide range of transport solutions and proposed the following package of appropriate transport measures in terms of modal split, sustainability, cost and practicality:

- Enhanced public transport including enhanced Bicester bus service, shuttle bus, bus priority measures and improved train service;
- Street plans to discourage car movement;
- High quality pedestrian and cycle links

These examples are notional at this stage of the eco town’s development. Flexibility is essential as the project develops. There is inevitably some overlap with the on-site elements general infrastructure projects. Funding from that heading may be brought forward for the demonstration project if opportunities are available that justify this.

Further ideas for the demonstration projects are currently being detailed in association with CLG funded consultancy (Bio Regional) and the potential developers of the site (P3 Eco / RSL A2 Dominion). These could include a community centre, provision of a school site. Other possible demonstration schemes include a “community hub” within the Town Centre Civic office/public library project and eco supermarket as part of CDC town centre redevelopment partnership with Sainsbury. CDC/OCC match funding secured for the public building.

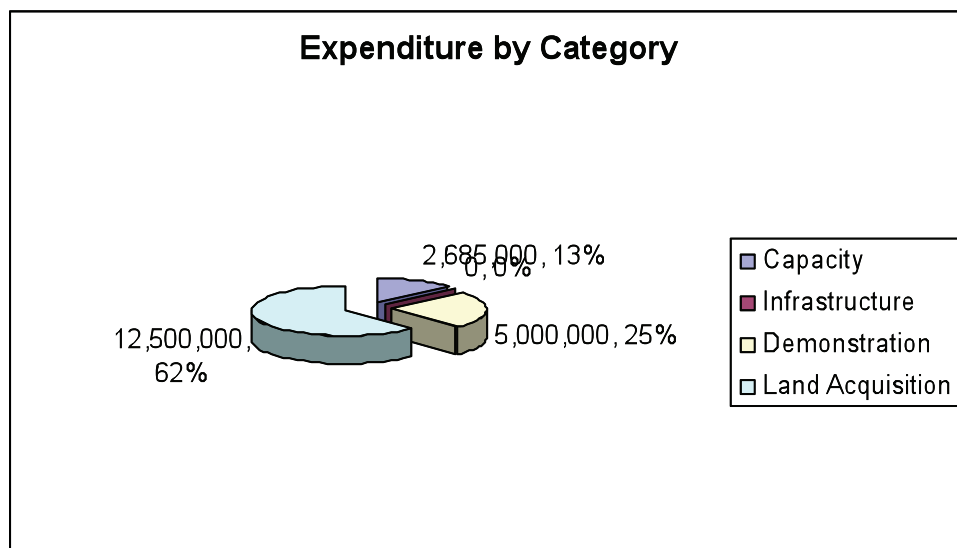
8.1.4 Land acquisition/equity stake (capital funding): £ 1 million

Notionally this would give CDC the ability to initiate and / or support initial land acquisition. It would also enable an equity stake to be taken that could provide long term benefit for the community. This is seen as important given the particular circumstances of the NW Bicester eco town and should be viewed as a confident investment in the long term benefits of the development. The context for this element of the bid is set in the POD, which envisages an initial approach (private sector led) and a contingency approach (greater public sector intervention) which is considered further below.

8.2 Contingency bid – public sector intervention

Should the developer-led approach be withdrawn, an alternative approach developed between CDC and HCA provides 30% revenue funding with a large part allocated to consultancy in bringing forward the eco town start up and the majority of the capital funding allocated to land acquisition. In this case, these allocations would be provided at the expense of capital funding of infrastructure.

Under this scenario Cherwell District Council and its partners would seek Growth Fund financial support of £20.2m for use over five years as summarised in Appendix 2 and according to the following breakdown:



8.2.1 Capacity (revenue funding): £2.69 million

If public sector intervention is required in terms of negotiation of land acquisition, purchase of land, negotiation with development partners and the bringing forward of the project additional resources for capacity would be required. This would include specialist advice on master planning, environmental consultancy, transport planning and modelling, land, development, viability and legal advice which would not be required to the same extent in a private sector led approach.

This approach retains provision for partner funding for capacity set out above.

8.2.2 Land acquisition (capital funding): £12.5 million

This element of the bid is based on an assumed CDC purchase of between 24 and 40 Ha of land with residential development potential. This equates to approximately 8-12% of the overall land budget for the development of 345 Ha and provides an alternative approach to the private sector land acquisition process.

HCA support would be required to implement public sector land holding and to use it to prime the development, particularly in respect of affordable housing development. Under this scenario it may be necessary to consider working with HCA on land acquisition mechanisms and as a last resort the possible use of compulsory purchase powers in order to unlock land issues.

The Halcrow concept study recognises the affect of public sector support and intervention and suggests the approach of HCA funding an early stage of the infrastructure provision in return for rights to development land downstream. The net cost to HCA would be zero and this would have a major benefit to the developer in terms of easing cash flow. If a public sector land holding is not appropriate or needed this funding would be diverted to the infrastructure fund.

8.2.3 Demonstration project “pump priming” (capital funding): £5 million (£2.4m revenue and £2.6m capital)

Under a public sector led approach less funding would be available for demonstration project pump priming as funding would have to be diverted towards land acquisition and additional capacity to deliver the scheme (see above). Nevertheless sufficient funding would be retained for the early win demonstration projects as set out for the private sector approach.

It is recognised however with this approach funding is unlikely to be available for infrastructure projects if significant funding was required for land acquisition. There will therefore be a particular need for flexibility with this approach to balance the competing demands for funding to secure the maximum benefit in terms of the delivery of North West Bicester and support for the existing community.

8.3 Approach to use of funds

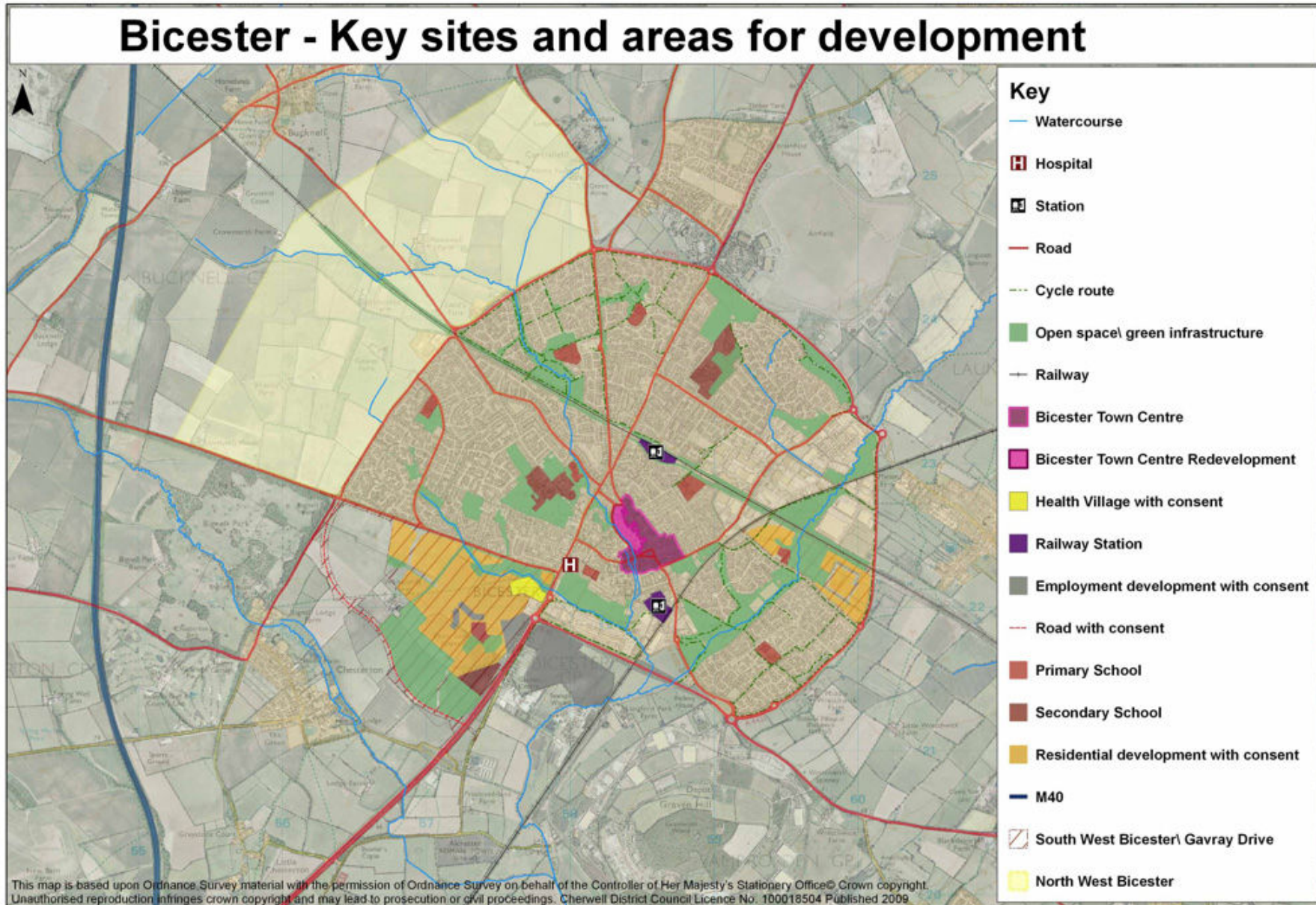
CDC and its partners require flexibility to deploy funding to specific purposes as the project develops. This is particularly the case in terms of capital funding, as there will be many future decisions, arising from consultation and masterplanning, to be made about how the capital funds are used in respect of paying for infrastructure and / or land acquisition initiatives designed to progress the project.

Wherever possible the approach to use of capital funding will be to deploy it as a returnable and thus recyclable loan, or as a risk investment in a project or aspect of the development. This issue is under detailed consideration and will be developed with HCA support. Specific legal structures created through planning and /or development agreements would be required. They could involve offer of advance infrastructure loans to ease developer cash flow or providing advance funding in return for an equity stake in the form of land / buildings or "shares" capable of generating a future income dividend for the community.

CDC will lead a partnership and will be ultimately accountable for distribution and use of the funds according to need. However the funding will only be deployed after full consideration and consultation within the partnership. To facilitate this approach, funds will be held in a specially established local fund and managed with separate accounting arrangements – operated to normal local authority standards. The funding will be ring fenced for purposes of the project and accounted for on that basis. It will be established on a reserve basis so that spend can be appropriately timed, according to need and project progress, with no requirement to complete spend to an unrealistic timetable. This is seen as essential to avoid potential waste of funding arising because the procedural and accountancy framework has "use or lose" bias.

The intention remains to front load the funding to allow early schemes to be implemented but inevitably there will be some requirement for start up funding to extend beyond the period set out in the bidding guidance. In this case it is proposed to set up a Trust fund to ring fence the eco town funding. After this period it is envisaged that either the private sector initiative will have progressed to a point where special public sector support is unnecessary, or a new public sector-led approach and funding will be under consideration.

Figure 1



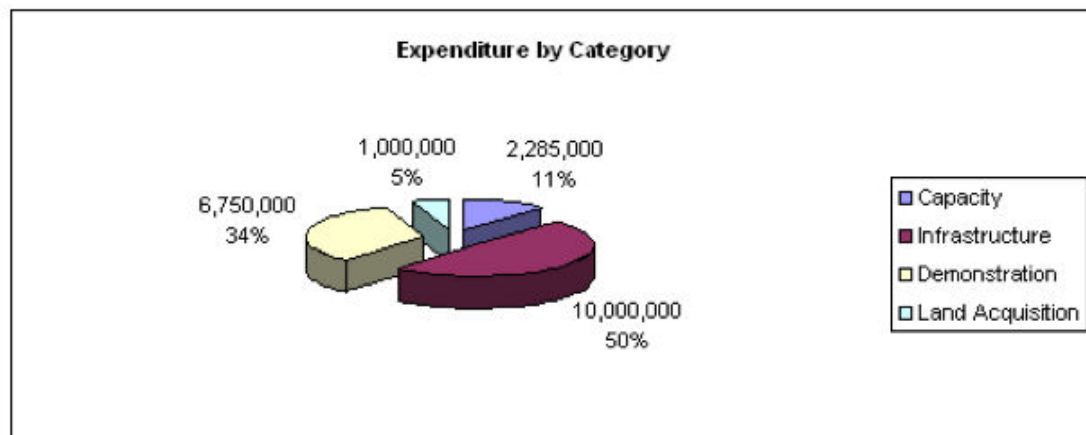
Appendix 1

	2009/10	2010/11	2011/12	2012/13	2013/14	TOTALS	Split
Revenue							
Capacity:							
(1) CDC	125,000	250,000	250,000	250,000	250,000	1,125,000	
(2) Consultancy / Expenses	100,000	200,000	200,000	200,000	100,000	800,000	
(3) Partners							
Highway Authority; Transport Consultancy	0	70,000	70,000	70,000	70,000	280,000	
<u>Bicester Town Council Liaison</u>	0	20,000	20,000	20,000	20,000	80,000	
Demonstration Projects (promotion /support)	150,000	1,000,000	1,000,000	250,000	250,000	2,650,000	
Sub Total - Revenue	375,000	1,540,000	1,540,000	790,000	690,000	4,935,000	25%
Capital							
Demonstration Projects (pump priming)	100,000	3,500,000	500,000	0	0	4,100,000	
Infrastructure	0	2,500,000	5,000,000	2,500,000	0	10,000,000	
Land acquisition / Equity Stake	0	250,000	250,000	250,000	250,000	1,000,000	
Sub Total - Capital	100,000	6,250,000	5,750,000	2,750,000	250,000	15,100,000	75%
Total	475,000	7,790,000	7,290,000	3,540,000	940,000	20,035,000	
Cash Profile %	2%	39%	36%	18%	5%	100%	

Notes:

- * Low level of staffing, consultancy and expenses to respond to private sector lead in planning and land assembly.
- * Emphasis on early spend to promote and support on site exemplar project as part of demonstration package.
- * Off site demonstration projects are firm commitments in 2010/11 to 2011/12 and require significant capital spend.
- * Emphasis of land acquisition / equity stake allowance is on taking early public sector equity investment in scheme. It is unlikely to be necessary to undertake direct purchase of land from owner occupiers. Funding will be diverted to infrastructure if not required for land purchase.

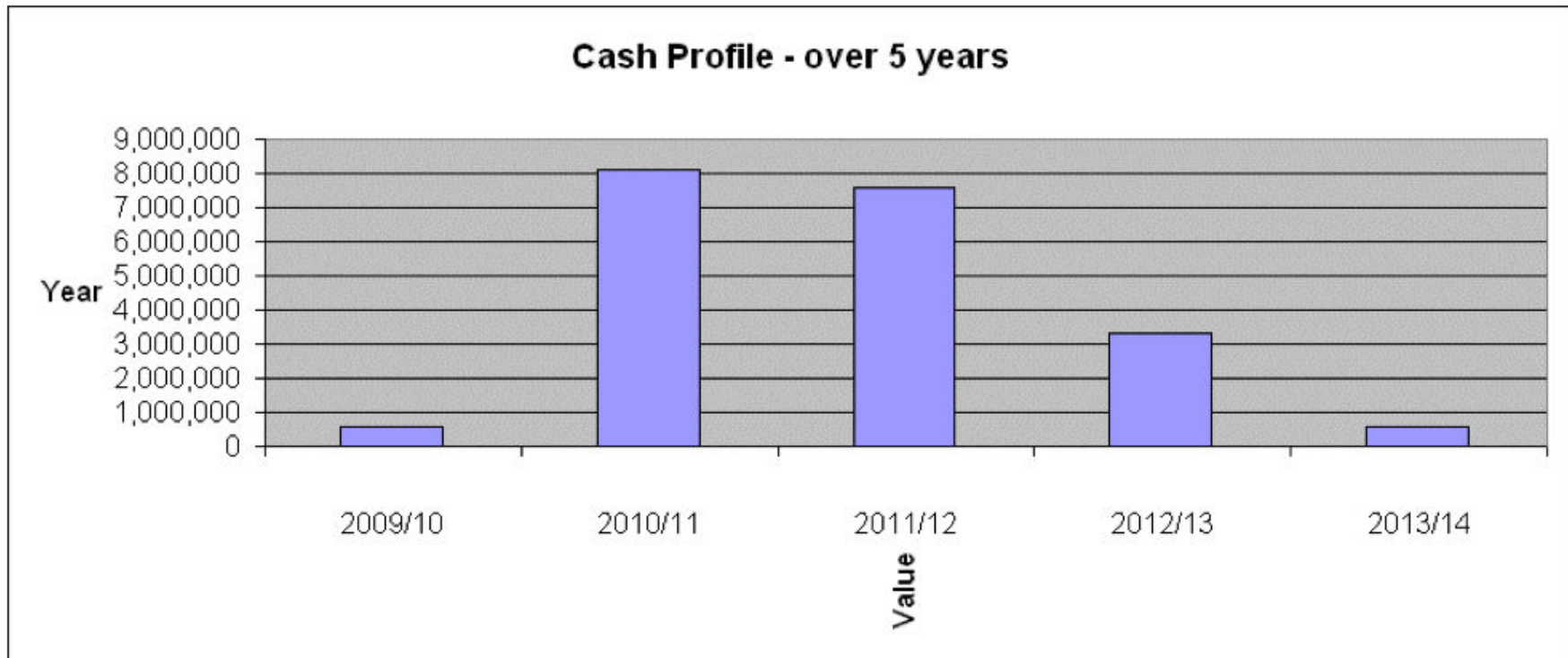
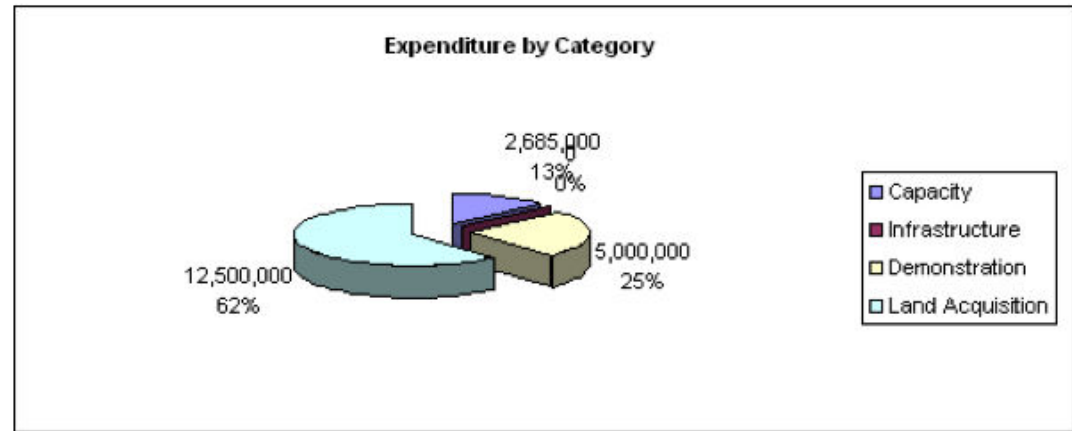
Capacity	2,285,000
Infrastructure	10,000,000
Demonstration	6,750,000
Land Acquisition	1,000,000



Appendix 2

	2009/10	2010/11	2011/12	2012/13	2013/14	TOTALS	Split
Revenue							
Capacity:							
(1) CDC	125,000	250,000	250,000	250,000	250,000	1,125,000	
(2) Consultancy	200,000	250,000	250,000	250,000	250,000	1,200,000	
(3) Partners OCC; Transport Consultancy;	0	70,000	70,000	70,000	70,000	280,000	
<u>Bicester Town Council Liaison</u>	0	20,000	20,000	20,000	20,000	80,000	
Demonstration Project (pump priming)	150,000	1,000,000	1,000,000	250,000	0	2,400,000	
Sub Total - Revenue	475,000	1,590,000	1,590,000	840,000	590,000	5,085,000	25%
Capital							
	0	0	0	0	0	0	
Demonstration Project (pump priming)	100,000	2,500,000	0	0	0	2,600,000	
Land acquisition	0	4,000,000	6,000,000	2,500,000	0	12,500,000	
Sub Total - Capital	100,000	6,500,000	6,000,000	2,500,000	0	15,100,000	75%
Total	575,000	8,090,000	7,590,000	3,340,000	590,000	20,185,000	
Cash Profile %	3%	40%	38%	17%	3%	100%	

Capacity	2,685,000
Infrastructure	0
Demonstration	5,000,000
Land Acquisition	12,500,000



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