

C.2 Bicester

C.6a Bicester is a market town which has grown rapidly in the last 50 years and where further significant growth is planned. It has good road and rail links and infrastructure and significant further investment is planned. Employment in the town is mainly in the distribution and manufacturing sectors. There is significant out-commuting from Bicester to Oxford, London and elsewhere which this Plan will help address through the provision of employment land. There are areas of military operation (past and present) which are in the process of re-organisation and some of which are of historic value. The town has retail, leisure and other services which until recently have been under provided for in some areas and where further improvement is needed. Bicester is generally less constrained than Banbury in terms of landscape sensitivity but it has areas of value and ecological importance with villages close by. Bicester Village shopping outlet in the town is an internationally significant tourist attraction.

C.6b The development of a Masterplan for Bicester, to be adopted as a Supplementary Planning Document (SPD) will provide the means to establish an integrated delivery plan for the growth of the town that respects its setting, meets the needs for a stronger economy, housing and community facilities, and which helps deliver sustainable development. The Council will explore all potential mechanisms, including public-private partnerships, and appropriate powers for the delivery of Local Plan sites and key proposals, to secure the development vision for town.

C.7 Work on thea Bicester Masterplan has been helpful in developing a holistic town vision to help ensure the town develops in a coordinated, planned and integrated way. The Masterplan has helped forge a consensus amongst stakeholders that the town needs:

- To secure sustainable growth through new job opportunities and a growing population
- To be a desirable employment location that supports local distinctiveness and economic growth
- To be a sustainable community with a comprehensive range of social, health, sports and community functions
- A vibrant and attractive town centre with a full range of retail, community and leisure facilities
- An exemplar eco-town, building upon Eco Bicester – One Shared Vision
- A safe and caring community set within attractive landscaped spaces
- Business and community networks that promote the town and the eco development principles and
- To be developed as a continuing destination for international visitors to Bicester Village and other destinations in the area.

Meeting the Challenge of Developing a Sustainable Economy in Bicester

C.8 Bicester's economy is focused on the defence activities at MoD Bicester, on storage and distribution, on food processing and on engineering, particularly in the motorsports sector. Its proximity to and close relationship with Oxford helps

the town by creating opportunities for economic development. The Cherwell Employment Land Review (2006, revised 2012) also highlights the Chilterns, M25 corridor and London as market influences.

- C.9** Cherwell's Economic Development Strategy (2011 – 2016) highlights the current opportunities for Bicester to develop a 'low-carbon economy', by developing 'green' technologies and knowledge around existing and new employers, sectors and clusters - to create a centre of expertise and potential competitive advantage.
- C.10** The Economic Development Strategy's vision for the future is that Bicester takes advantage of both materials engineering and biotechnology in its economic future, thanks to its location and the strength of those sectors within the wider area. These are becoming more established and the breadth of the town's knowledge economy will increase and encompass other areas of innovation and connections to local industry. An example is in the motorsport engineering strengths of Oxford & Cherwell Valley College in Bicester. There are some recent office developments that host high technology companies including the Avonbury Business Park to the north west of Bicester.
- C.11** The key economic challenges facing Bicester are:
- There is a significant imbalance between homes and jobs. Out-commuting is a particular problem with a significant proportion of residents leaving the town to work (ONS, 2001). In 2001, Bicester South and Bicester North wards jointly had the second highest percentage of workers in Oxfordshire travelling 60km or over to work (8.8% each)
 - The provision of new services, facilities and infrastructure in Bicester has not kept pace with population growth
 - There is a need to make Bicester more attractive to new businesses, particularly knowledge based and high-technology companies
 - Some of Bicester's employment areas are ageing and in need of rejuvenation. A greater range of employment space is needed
 - There is a need to improve standards of education and training in Bicester, areas of which are among the worst 20% in England in terms of skills, education and training
 - The need to ensure the vitality and viability of Bicester town centre, [to make it more](#) attractive to both residents and visitors, and [to enable the town centre and able to co-exist with](#) Bicester Village [to co-exist](#) in a mutually productive way.
- C.12** The key issues section above identifies a number of the key challenges facing Bicester's economy. Bicester is also, however, in an excellent position to benefit from a number of important wider initiatives:
- Funding has been put in place for infrastructure improvements including Motorway junction improvements and East-West Rail to help mitigate against significant housing and employment growth.
 - The Oxford - Cambridge corridor. This is an initiative to support high growth technology companies in the corridor between the two cities. The Economic

Development Strategy (2011-2016) recognises that Bicester has every opportunity to become a location for higher value and knowledge based business

- The proposed improvements to the rail network from Chiltern Railways and the East-West Rail Consortium
- North West Bicester is identified as a potential eco-town location in [a national the Eco-Towns Planning Policy Statement \(PPS\)](#). The PPS sets out eco town standards including a requirement to match the number of homes to jobs within the Eco Town and ensure that these are easily reached by walking, cycling and/or public transport. Furthermore, the opportunity exists to use the “eco-town” proposals to encourage a range of environmental and green technology industries and the development of employment clusters in Bicester, as part of the employment strategy for the ‘eco town’ and in Bicester more widely.

C.13 To meet the key economic challenges facing Bicester, we need to make it an attractive place for modern business and improve the town’s self sufficiency. Our plan seeks to make the most of its locational advantages in drawing in new business and creating opportunities for knowledge and higher value companies and businesses that will help reduce the proportion of out-commuting, provide more education and training opportunities, and contribute to improving the image of the town.

C.14 Following the analysis from the Bicester Masterplan we are looking to expand the economy of the town by:

- Enabling the provision of quality employment sites for identified growth sectors
- Maximising Bicester’s excellent location on the road and rail network
- Promoting mixed use of employment and housing in appropriate locations to support the creation of sustainable neighbourhoods
- Promoting employment opportunities linked to the proposed rail freight sites
- Enabling the development of Bure Place Phase 2 and the new Civic venue
- Promoting the provision of hotels, restaurants and leisure development opportunities
- Supporting the sustainable development of Bicester Village, one of the UK’s premier ‘high end’ international retail destinations
- Planning and developing the central area of the town
- Establishing [a mechanisms such as a](#) Bicester Marketing Board to promote Bicester as an employment location

C.15 Following the analysis from the Bicester Masterplan we are looking to meet the transport needs of the town by:

- Delivering [new strategic a possible strategic relief road on the south east and east of the town highway improvements including those on peripheral routes](#) to help improve sustainable movements in the rest of the town, service the long term growth aspirations, through traffic and to service key employment sites, ~~and providing appropriate mitigation for Wendlebury village sites, whilst considering any potential impacts on nearby villages.~~

- Reducing traffic congestion on Kings End/Queens Avenue and create a strong sense of place
- Reducing traffic congestion into the Tesco and Bicester Village development and establishing a park and ride
- Improving the linkages between Bicester Business Park, Bicester Village, Graven Hill, the town centre and improved railway station for the Town to take advantage of ~~Evergreen 3 and~~ the improvements to ~~the~~ East-West rail service
- Improving the connectivity and attractiveness of the pedestrian and cycle network across Bicester which will link strategic developments with the town centre, train stations, and other settlements.
- Delivering improvements to J9 and J10 of the M40 to improve journey times and help tackle congestion in Bicester and its surrounding villages.
- Secure an expanded Rail Freight Interchange at Graven Hill.

Meeting the Challenge of Building a Sustainable Community in Bicester

C.16 Many of the community issues facing Bicester are symptomatic of the town's transition from a small market town dependent on local industry, defence activities and farming to a rapidly expanding commuter town with newer storage, distribution and manufacturing activities benefiting from the town's location on the strategic road and rail networks. The historic central residential area of the town - Bicester Town ward (pre-1950s) - is now surrounded by new housing developments built mainly within the last 20 years. Bicester Town ward faces levels of social deprivation. The extensive out-commuting from newer housing estates creates its own problems in terms of achieving social cohesion and supporting the services, facilities and infrastructure that Bicester needs to keep pace with its rapid growth. There is a social and economic need to improve Bicester's self-sufficiency and its image as a place to live and work.

C.17 The key community challenges facing Bicester are:

- The lack of sufficient services and facilities in Bicester for a town of its size. Implementation of the town centre redevelopment scheme, and recently completed sports centre modernisation, will contribute significantly in addressing this, but there will remain a need to continue to provide more services and facilities for residents and visitors, and to improve the image of [the](#) town. Car parking in Bicester will be significantly increased by the proposed Town Centre redevelopment
- The need to increase the sense of pride and belonging to create more community cohesion
- High levels of out-commuting and rapid housing growth make it more difficult to achieve community cohesion within new residential areas and between new and older parts of Bicester
- Household incomes for those who live in Bicester are relatively high, but wages for people who work in the area are relatively low
- Parts of Bicester suffer from problems of deprivation such as poor housing and low incomes but these problems may not be in concentrated enough measure to fall into a recognisable deprivation category

- In the central Bicester Town ward there are many people on low incomes, a concentration of older people (Bicester presently has a relatively young population), many people with long-term illnesses and a significantly lower life expectancy than for newer housing areas
- The need for an improved community hospital [and police infrastructure](#)
- The need for improved library provision, facilities for young people, a museum, theatre and public art
- Bicester has existing deficiencies in open space, sports and recreation amenities. There is a shortfall of junior football pitches, rugby pitches, parks and gardens, natural/semi-natural green space, children's play space, tennis courts, a bowling green and allotments. There are variations between wards within these deficiencies.
- Additional open space, sport and recreation provision will be required to provide for future development needs
- There is also a long-term aspiration to provide an athletics track, indoor bowls facility and to improve synthetic turf pitch provision
- The town's existing cemetery has very little capacity remaining with limited scope for extension and there is an urgent need for additional provision.

C.18 Bicester will continue to grow over the next two decades. If growth is to continue at this pace and be successfully accommodated, it is important that new development integrates and interacts with existing neighbourhoods, is accessible from those neighbourhoods by non-car modes of transport, and provides for a range of uses and dwellings that will contribute to delivering mixed and cohesive communities. Existing residents, particularly those in older parts of the town must benefit from the growth of the town. There is an opportunity at Bicester to provide new housing, employment opportunities, services, facilities and infrastructure which will help reduce deprivation and improve access to services and improve health and well being.

C.19 Following the analysis from the Bicester Masterplan we are looking to build a sustainable community by:

- Promoting housing choice in sustainable neighbourhoods with local facilities
- Improved access to higher quality local employment
- Retro-fitting of existing housing stock to improve eco standards
- Developing the town centre as the main retail centre and focus of community and leisure services
- Expanding the schools and colleges to match the needs of residents and businesses;
- Enabling the development of new health care and social facilities which meet the needs of an expanded town
- Expanding the sports and leisure facilities
- Providing significant green space, a new cemetery, allotments, local nature reserve and community orchard as part of NW Bicester
- Expanding and enhancing the town centre retail experience
- Identifying a future role for the Garth offices and Garth Park.

Meeting the Challenge of Ensuring Sustainable Development in Bicester

- C.20** Bicester's main environmental issues arise from its rapid and continuing growth. The amount of traffic on the roads has accelerated in recent years as a result of waves of new housing, high levels of out-commuting and the draw of developments such as Bicester Village. Traffic congestion problems affect not only Bicester's living environment but also its historic environment in and around the town centre.
- C.21** In addition to the implementation of specific highway measures such as junction 9 improvements and a south-west perimeter road, it is important that Bicester becomes more self-sufficient. Reducing out-commuting and providing sustainable transport choices would make a significant difference to Bicester's environment. There is a need also to improve the built environment and to provide more green infrastructure both for the benefit of existing residents and to improve the image of the town to attract new business, visitors and future residents. The provision of transport initiatives, including [delivering new strategic highway improvements including those on peripheral routes, a possible relief road to the south-east](#) will secure substantial gains for the centre of the town by reducing the flow of through traffic.
- C.22** The key environmental challenges facing Bicester are:
- The need to improve the appearance of the town centre and historic core, delivering town centre redevelopment and environmental improvements to Market Square
 - Accommodating major growth whilst addressing constraints such as:
 - The severing effect of the town's perimeter roads
 - Managing growth in a way that will not unacceptably harm important natural and historic assets
 - Addressing the capacity of the sewerage works and energy infrastructure
 - The character, appearance and setting of historic assets such as RAF Bicester [Conservation Area](#) and nearby villages
 - Ecological constraints such as designated wildlife sites, ecologically important landscapes and conservation target areas, and
 - Highway constraints such as traffic congestion in the town centre and at King's End / A41 and the need for improvements to M40 junction 9 and the Bucknell Road / Howes lane junction within the town
 - Accommodating growth without having an adverse effect on the Oxford Meadows Special Area of Conservation
 - Addressing deficiencies in 'green' infrastructure
 - Improving the attractiveness of the town's employment areas.
- C.23** Our aim is to help improve the image of Bicester by delivering objectives set out in the Eco Bicester One Shared Vision as part of environmental improvements to the town centre and to ensure that new development is delivered to the highest environmental standards to help improve the image and attractiveness of the

town. ~~As the Bicester Masterplan (2012) has identified, a~~ New development ~~will needs to~~ -maximise opportunities for improving and integrating with Bicester's existing built environment, respecting environmental constraints, enhancing Bicester's biodiversity and addressing deficiencies in 'green' infrastructure to sustainably accommodate rapid growth. An ecological ~~assessment survey is being should be~~ undertaken, ~~to examining~~ the potential cumulative effects of ~~this and other~~ development sites on the ~~biodiversity resource of the town including the~~ Local Wildlife Site at Graven Hill, ~~and other Local and District Wildlife Sites in the vicinity. The impacts of development on the~~ Bicester Wetland Reserve Local Wildlife ~~s~~Site ~~and the Ray Conservation Target Area will need to be considered. A biodiversity mitigation and enhancement strategy is being formulated and will be incorporated into the Bicester Masterplan.~~

C.24 ~~Supported Following the analysis from the by work on a~~ Bicester Masterplan we are looking to ensure sustainable development by:

- Improving the amenity and connectivity of the town with a network of parkland, landscaped areas and amenity space
- Creating a memorable 'people place' in Market Square
- Taking the Eco-Town concept across the whole town, by embedding the 'eco-principles' in the planning policy for NW Bicester and applying policies from Local Plan Theme Three as the standards we wish to see achieved in all new development in Bicester and across the district more widely
- Encouraging a shift to more sustainable travel
- Appointing a Design Panel to improve the design quality and eco credentials of development.

Bicester in 2031

C.25 By 2031, Bicester will have grown significantly to become an important economic centre in its own right and on the Oxford-Cambridge corridor. It will have become a more attractive place to live and work and will be significantly more self-sustaining both economically and socially. Bicester will have established itself as a location for higher-technology businesses building on its relationship with Oxford through the Bicester Gateway development. Its economy will have become more knowledge based and the town's importance as a centre for retail and leisure will have increased as a result of an expansion of both the town centre and the Outlet village. Bicester will have an efficient sustainable transport network within the town which maximises connectivity between the strategic development sites, the town centre and key interchanges, particularly the railway stations, so as to achieve high levels of sustainable transport use.

C.26 Almost 7,000 new homes will have been constructed -up to 2031, of which a substantial number will be 'affordable'. New services, facilities and cultural and recreation opportunities will have been provided. The North West Bicester eco-town development will be entering its final phases of development. It will have brought with it sustainable homes and substantial infrastructure of benefit to the whole town. North West Bicester and development at Graven Hill will be

contributing greatly to improving Bicester's profile by being a pioneering development, an economic driver and by delivering environmental gains. Bicester's town centre will have been redeveloped and environmental and highway improvements will have been made to Market Square. Bicester's improved economic position and the provision of new services and facilities will have contributed to reducing deprivation in the town.

C.27 The Eco Bicester One Shared Vision (2010) set out the aims and ambitions for the whole town, which the Bicester Masterplan (2012) has developed and significantly extended. In terms of the economy the Shared Vision is to create a national hub of the low carbon economy and the location of choice for business and inward investment. The Eco Bicester Shared Vision includes providing local jobs for Bicester residents and, delivering employment opportunities, sustainable travel to work, education skills and training opportunities, and employment space. It also aims to understand and adapt to the environmental challenges arising from the Eco-Town project. The provision of green infrastructure, biodiversity and habitat creation is fundamental to Bicester and already an important component of the town.

C.28 Our strategy for delivering Bicester's vision is to:

- Bring about pioneering eco-development which will establish a new sustainable community, integrated with, and for the benefit of, the whole of Bicester
- Ensure implementation of the permitted urban extension at South West Bicester, including the provision of a secondary school, and employment development east of the A41
- Deliver development that will increase Bicester's self-containment, provide 'higher-value' job-opportunities and reduce the proportion of out commuting
- Provide for new development in accessible locations that will maximise opportunities for providing sustainable transport choices, for reducing traffic congestion and for reducing the proportion of out-commuting
- ~~Build on the Ensure implementation of the permitrecent ted~~ town centre redevelopment scheme, secure improvements to Market Square and provide for development that will improve the appearance and image of Bicester whilst ensuring accessibility to the town centre
- Provide services, facilities and new infrastructure required to accommodate major growth and which will help reduce deprivation particularly in older parts of the town
- Improve the attractiveness of existing employment areas and providing for new employment space that will be attractive to knowledge and higher-technology businesses
- Deliver strategic open space and recreation opportunities to address existing deficiencies and meet the future needs of development
- Provide for a new cemetery
- Integrate the Graven Hill development area within Bicester's economy and community.

What will Happen and Where

- C.29** Bicester is well positioned to benefit from targeted growth. Located on the Oxford-Cambridge Corridor with two railway stations, a vision for strategic eco-development, major defence landholdings and a town centre beginning to be transformed, Bicester has an opportunity to draw in major investment, create new employment, deliver new services and facilities and provide new highway infrastructure. It has an opportunity to address its infrastructure deficiencies, to widen its economic profile and to address issues associated with high levels of out-commuting.
- C.30** The South-West Bicester (Kingsmere) urban extension is under construction. To the west of the site, land is available for a phase two development within the limit of the new perimeter road. Nearby, to the east of the A41, a major employment site has been approved. Strategic housing has also been approved as a first 'exemplar' stage of the North-West Bicester eco-development. The North-West Bicester development will be pivotal in delivering highly-sustainable long-term growth, investment opportunities, and in widening Bicester's economic appeal.
- C.31** The redevelopment of MoD Bicester to the south will enable the retention and consolidation of national defence logistic operations further south at Arncott. It will also allow effective use to be made of an extensive previously developed site with its own railway connection adjoining the existing urban edge from a Rail Freight Interchange.
- C.32** Development to the south of the town, together with other opportunities to the east along the A41 corridor, will provide scope to invest in new highway infrastructure of benefit to the whole town.

Strategic Development: Bicester 1 - North West Bicester Eco-Town

- C.33** Following the (now revoked) South East Plan's publication, North West Bicester was identified in Annex A of the Eco-towns PPS (2009) as one of the four potential locations for the development of an eco-town. An eco-town development of at least 5,000 homes and jobs will be developed on land identified at North West Bicester in accordance with the standards set out in the extant Eco-towns PPS. It was expected that the development will be substantially completed within the plan period but that has been reviewed as part of the proposed housing trajectory which shows that at least 1,793 homes will be provided at NW Bicester within the plan period.
- C.34** The Proposed Submission Policies map and the inset map for Bicester 1: North West Bicester Eco Town (Appendix 5: Maps) identify the location and the area of the eco-town proposals.
- C.35** Proposals should ensure:
- Zero-carbon development as defined in the Eco-town PPS and Eco Bicester One Shared Vision
 - Delivery of a high quality local environment
 - Climate Change Adaptation - Eco town standards are met on water, flooding, green infrastructure and biodiversity

- Homes that achieve at least Level 5 of the Code for Sustainable Homes
 - Employment - access to one employment opportunity, for each new dwelling within easy reach by walking, cycling and/or public transport. An economic strategy will be required to support planning applications to deliver 5,000 jobs over the lifetime of the development (excluding construction) as part of the NW Bicester development area. There should be local sourcing of labour, including providing apprenticeships during construction.
 - Transport - at least 50% of trips originating from the development to be made by means other than the car
 - Promotion of healthy lifestyles
 - Provision of local services and facilities
 - Green infrastructure and Biodiversity - 40% of the total gross site area will be provided as green space of which at least half will be public open space.
 - Sustainable management of waste.
- C.36** The development will be designed as an exemplar, incorporating best practice and provide a showcase for sustainable living. It will allow Government, business and communities to work together to develop greener, low carbon living. A Masterplan for the NW Bicester site will be required to demonstrate how proposals will achieve the standards set out in the Eco-towns PPS and Eco Bicester One Shared Vision. Development will be considered on the basis of a Masterplan for the whole development area, to ensure that development takes place in an integrated, coordinated and planned way, whilst recognising that phasing of development within the overall Masterplan strategy will be required. It will integrate with and complement the function and urban form of Bicester and reinforce the role of Bicester town centre as the primary retail and service centre.
- C.37** The eco-town concept of more sustainable living in new communities provides the opportunity to completely rethink how transport, employment, retail and other services are provided as well as providing new homes to standards which are more challenging than would normally be required for new development. Biodiversity projects will be incorporated as part of the Masterplanning process. The proposed eco-town at NW Bicester provides the potential to test a wide range of innovative and emerging technologies due to its scale.
- C.38** The Council will continue to work with central Government, the promoters of NW Bicester, the local community and other partners to ensure the delivery of an exemplary eco-town that achieves the highest environmental standards.
- C.39** The NW Bicester eco-town is central to both our district-wide strategy and our strategy for Bicester. Delivering an eco-town is considered to be one of the most sustainable means of accommodating strategic growth at Bicester to 2031. The development will provide a new community to the highest environmental standards and with its own local services and facilities. The Masterplan will include employment areas, schools, services and facilities and extensive green and public open space to maximise the opportunity for town wide economic, community and environmental gains. At the same time the eco town will integrate with and complement the function and urban form of Bicester.

- C.40** The land at NW Bicester is the least constrained direction of growth on the urban fringe for delivering growth on this scale. The proposals for NW Bicester will however need to consider the impact on the surrounding area including the villages of Bucknell and Caversfield.

Employment

- C.41** An economic strategy will be produced to support the proposals for the eco-town at North West Bicester. It should demonstrate how access to employment will be achieved and deliver a minimum of one employment opportunity per new dwelling. For NW Bicester, this will mean providing access to work and at least 5,000 jobs by the end of the delivery of the NW Bicester eco-town development. The Local Plan estimates that at least 1,793 homes will be provided by 2031 and therefore sets a target of 1,793 job opportunities associated with the project to be provided within this period.
- C.42** The precise nature and location of these jobs will be set by a masterplan that will be prepared for the NW Bicester allocation. The Concept Study which the Council undertook in 2009 estimated that approximately 32 hectares (9% of the total area of the development) would need to be set aside as employment areas. This would provide for business space for offices, workshops, factories and warehousing (B1, B2 and B8 uses), but not for retail and leisure jobs which would be located in local centres.

NW Bicester Development Standards

- C.43** The NW Bicester eco-town will play a major role in delivering the strategic growth identified for Bicester during and beyond the plan period. The One Shared Vision for Eco Bicester is expected to guide the delivery of higher environmental standards while the proposals for the NW Bicester eco town will act as a catalyst for the transition of the town as a whole towards a more sustainable community.
- C.44** The Vision aims to "Create a vibrant Bicester where people choose to live, work and spend their leisure time in sustainable ways..." (Eco Bicester One Shared Vision December 2010).
- C.45** Proposals for development at NW Bicester will be required to meet the eco town development standards set out in the Eco-town PPS. Other sites in Bicester will be required to meet the improving building standards set at national level and district-wide standards set out in policies ESD 1-5.
- C.46** Further guidance on the approach to design and sustainable construction in Cherwell will be set out in the Sustainable Building in Cherwell SPD.

Policy Bicester 1: North West Bicester Eco-Town

Development Area: 345 hectares

Development Description: A new exemplar zero carbon (as defined in the Eco Towns Supplement to PPS1) eco development will be developed on land identified at NW Bicester.

Planning permission will only be granted for development at NW Bicester following approval by Cherwell District Council of a comprehensive masterplan for the whole area. Development Briefs / Design Codes will be required for each phase of the site, to be prepared by the developer and approved by the Council. Cherwell District Council will expect the outline planning application and accompanying masterplan to meet the following requirements:

Employment

- Land Area – 37 -ha, unless it is demonstrated through the economic strategy that a different land area will deliver the jobs required.
- Jobs created – Approximately 5000 jobs (about 1,800 to be delivered within the plan period).
- Use classes – B1, with limited B2 and B8 uses where it supports employment in businesses that contribute to the low carbon economy and does not adversely affect neighbouring uses.
- An economic strategy to be produced to support the planning applications for eco town proposals demonstrating how access to work will be achieved [and to deliver and delivering](#) a minimum of one employment opportunity per new dwelling that is easily reached by walking, cycling and/or public transport
- Mixed use local centre hubs to include employment (B1(a), A1, A2, A3, A4, A5, C1, D1 and D2)
- New non-residential buildings will be BREEAM excellent.

Housing

- Number of homes – Approximately 5000 (at least 1,793 to be delivered within the plan period)
- Affordable Housing – 30%
- Layout to achieve Building for Life [Silver 12 - \(Lifetime Homes\) and space standards](#)
- Homes to be constructed to a minimum of Level 5 of the Code for Sustainable Homes [including being equipped to meet the water consumption requirement of Code Level 5 of the Code for Sustainable Homes;](#)
- The provision of extra care housing and the opportunity for self-build affordable housing
- Have real time energy monitoring systems, real time public transport information and high speed broadband access, including next generation broadband where possible. Consideration should also be given to digital access to support assisted living and smart energy management systems

Infrastructure Needs

- Education – Sufficient primary and nursery school provision on site to meet projected needs. It is expected that four 2 [Forms of Entry](#) primary schools and one secondary school will be required. There should be a maximum walking distance of 800 metres from homes to the nearest school.
- Health – to provide for one [75](#) GP surgery to the south east of the site and a dental surgery.
- Burial Ground – to provide a site of a minimum of 1 ha for a burial ground which does not pose unacceptable risks to water quality (this may contribute to the Green Infrastructure requirements)
- Green infrastructure – 40% of the [total gross](#) site area will comprise green space of which at least half will be publicly accessible and consist of a network of well managed, high quality green/open spaces which are linked to the open countryside. This should include sports pitches, parks and recreation areas, play spaces, allotments, a burial ground (possibly a woodland cemetery) and SUDS.
- Planning applications should include a range of types of green space [and meet the requirements of Policy BSC11, including 15ha of sports pitches, 12 ha of parks and recreation areas, 3.9 ha play spaces, local nature reserve, wetland areas, areas for urban cooling and flood management, 1.85 ha allotments, SUDS and land to allow the local production of food](#)
- Dual sports provision could be provided with the new secondary school
- [Access and Movement](#) – appropriate crossing of the railway line will be incorporated into the Masterplan to provide access and integration across the NW Bicester site. Changes and improvements to Howes [Lane](#) and Lords Lane. [Limiting traffic through Bucknell and that crossing the railway line.](#)
- [Community facilities](#) – including facilities for leisure, health, social care, education, retail, arts, culture, library services, sport, play community and voluntary services. The local centre hubs shall provide for a mix of uses that will include retail, employment, community and residential provision. Education, health care, community and indoor sports facilities will be encouraged to locate in local centres and opportunities for co location will be welcomed. Provision will be proportionate to the size of the community they serve. Each neighbourhood of approximately 1000 houses to include provision for community meeting space suitable for a range of community activities including provision for older people and young people. A site of 0.5 ha for a site for a place of worship to be reserved for future development.
- The submission of proposals to support the setting up and operation of a financially viable Local Management Organisation by the new community to allow locally based long term ownership and management of facilities in perpetuity.
- Utilities – Utilities and infrastructure which allow for zero carbon and water neutrality on the site and the [consideration of ability to](#) source waste heat from Ardley [Energy from Waste facility](#). The approach shall be set out in a water cycle study accompanying the masterplan for the site. The Water Cycle Study shall cover water efficiency and demand management, water quality and how it will be protected and improved, WFD compliance, surface water management to avoid increasing flood risk and water services infrastructure improvement requirements and their delivery, [having regard to the Environment Agency's guidance on Water](#)

[Cycle Studies](#). Zero Carbon (see PPS definition) water neutral development is sought. Development proposals will demonstrate how these requirements will be met. Off site improvements to the [utilities water supply and sewerage network](#) may be required.

- Waste Infrastructure – The provision of facilities to reduce waste to include at least 1 bring site per 1000 population positioned in accessible locations. Provision for sustainable management of waste both during construction and in occupation shall be provided. A waste strategy with targets above national standards and which facilitates waste reduction.

Monitoring

- Embodied impacts of construction to be monitored, managed and minimised (ET21)
- Sustainability metrics, including those on zero carbon, transport, water and waste to be agreed and monitored for learning, good governance and dissemination (ET22)

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16.
- High quality exemplary development and design standards including zero carbon development, code level 5 for dwellings at a minimum and the use of low embodied carbon in construction materials
- All new buildings designed to incorporate best practice on tackling overheating, taking account of the latest UKCIP climate predictions.
- Proposals should enable residents easily to reduce their carbon footprint to a low level and live low carbon lifestyles.
- Layout of development that enables a high degree of integration and connectivity between new and existing communities.
- A layout that maximises the potential for walkable neighbourhoods.
- New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel
- A layout which makes provision for and prioritises non-car modes and encourages a model shift from car use to other forms of travel.
- Infrastructure to support sustainable modes of transport will be required including enhancement of footpath and cyclepath connectivity with the town centre, employment and rail stations. Measures to ensure the integration of the development with the remainder of the town including measures to address movement across Howes Lane and Lords Lane
- A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside,

minimising the impact of development when viewed from the surrounding countryside

- Development that respects the landscape setting and that demonstrates enhancement, restoration or creation of wildlife corridors to achieve a net gain in biodiversity
- Careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape and visual impact of the site
- No development in areas of flood risk ~~and with~~ development set back from watercourses which would provide opportunity for green buffers
- Maximisation of the sustainable transport connectivity in and around the site
- Consideration and mitigation of any noise impacts of the railway line.
- Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site
- Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network, consistent with the requirement of the Eco town PPS to reduce reliance on the private car, and a high level of accessibility to public transport services, improvements to facilities for pedestrians and cyclists and the provision of a Travel Plan to maximise connectivity with existing development
- Provision of a Transport Assessment
- Measures to prevent vehicular traffic adversely affecting surrounding communities.
- Significant green infrastructure provision, including new footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre and Bicester Town Rail~~way~~ Station, and adjoining developments. Public open space to form a well connected network of green areas suitable for formal and informal recreation
- Preservation and enhancement of habitats and species on site, particularly protected species and habitats and creation and management of new habitats to achieve an overall net gain in biodiversity including the creation of a local nature reserve
- Sensitive management ~~of recreational access to of~~ open space provision to secure recreation and health benefits ~~alongside biodiversity gains-~~
- A Landscape and Habitats Management Plan to be provided to manage habitats on site and to ensure this is integral to wider landscape management.
- Careful design of employment units on site to limit adverse visual impact and ensure compatibility with surrounding development
- The provision of public art to enhance the quality of the place, legibility and identity
- The retention and respect for important existing buildings and heritage assets with a layout to incorporate these where possible and consideration of Grade II listed buildings outside the site
- Provision of sustainable drainage in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the recommendations of the Council's Strategic Flood Risk Assessment
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary.

- A soil management plan may be required to be submitted with planning applications

Strategic Development: Bicester 2 - Graven Hill

- C.47** Graven Hill to the south of Bicester is part of an extensive MoD site comprising some 600 hectares of land stretching for over 5km from the edge of Bicester to the villages of Arncott to the south and Piddington to the north east. It includes a number of distinct, built-up sites separated by areas of countryside and accommodates a number of military functions. [Part of the site redominantly, it](#) is a major logistics and distribution hub serving the armed forces, but with the potential from this proposed development [at Graven Hill](#) to help strengthen Bicester's economic role within the Oxford to Cambridge corridor.
- C.48** Following a national Operational Efficiency Programme (OEP) in 2008, the MoD identified a need to modernise its estate, improve efficiencies, reduce costs and improve the support services to the Armed Forces. It reviewed its assets and concluded that the widely dispersed estate at Bicester was ageing and suffering from under-investment.
- C.49** The MoD wishes to retain its valued presence in Bicester. It has decided to rationalise and consolidate its logistics operations with the development of a new freight and distribution interchange at Arncott. The land at Graven Hill, Bicester can then be released with the receipts used to fund the consolidation and modernisation programme in Bicester, to improve support services to the Armed Forces.
- C.50** The MoD's financial viability exercises have concluded that a mixed use scheme of some 1,900 homes with major employment would enable the required modernisation to proceed and secure between 420 and 620 additional military jobs. The land released at Graven Hill could provide a further 2,070 civilian jobs. Development of the site will identify Bicester as a prime location for investment through the creation of significant jobs-led economic growth to address the town's historic housing/jobs in-balance.
- C.51** The Graven Hill site represents a unique sustainable development opportunity, consisting of predominantly previously developed land in single ownership that is well located to the centre of Bicester, Bicester Town Rail[way](#) Station and strategic development sites, and already having some existing infrastructure and landscaping, but previously standing separate from the town. Development of this site presents the opportunity for integration of this development area with Bicester and for its development to be undertaken in an integrated, coordinated and planned way.
- C.52** Within the Graven Hill site stands the woodland topped hill itself, which is a landmark in the local landscape that could be opened up for public access providing recreational and health benefits (subject to careful management given the ecological value of the woodland and its designation as a Local Wildlife Site).

- C.53** The site benefits from excellent transport connections. There are rail tracks still on situ on the site and rail linked distribution warehouses. There are also planned transport improvements for the town including [East-West Rail Evergreen 3](#) (to improve links between Oxford, Bicester, Milton Keynes and Bedford), [East-West Rail](#), and M40 J9 improvements. The site will also contribute to transport infrastructure improvements. ~~As the Bicester Masterplan has identified, Graven Hill has an important position to the south east of Bicester and will play a major role in supporting the creation of a possible new relief road to connect to the A41 that will form part of a movement strategy for the town redirecting through traffic away from the town centre.~~ Graven Hill ~~could~~ will also ~~accommodate~~ support a possible relief road [as one possible option for highway improvements to the town through the eastern part of the development area. New road links on the site may be either site accesses only or form part of a strategic relief road.](#)
- C.54** The proposal [will](#) also support local economic growth [including](#) and the warehousing and logistics sector in a location that lends itself to both national and regional distribution. This sector is well placed to maximise the strategic accessibility from which Bicester benefits. ~~A~~ [The proposed](#) Bicester Rail Freight Interchange (RFI) would provide a logical continued use of this existing employment area. The job creation impact of ~~the~~ RFI will make a positive and significant contribution to the employment provision ~~for~~ [this quarter](#) of Bicester.
- C.55** The delivery of rail served distribution nodes is a key part of the Government's policy of transferring freight from roads to rail. Government policy recommends that sites with unique transport connections to develop as rail freight interchanges should be protected from other forms of development. This site is located adjacent to the A41 and within easy access of the Strategic Highway Network, ensuring that operations based at Bicester will perform well in terms of transport cost minimisation and in being able to attract rail freight from the UK and international locations. The close proximity of the improved junction 9 on the M40 ~~and a possible SE relief road, running through the site,~~ presents a unique opportunity to locate a RFI on a highly sustainable and accessible site with limited impact on residential properties.

Policy Bicester 2: Graven Hill

Development Area: 227.5 hectares

Development Description: This predominantly brownfield site to the south of Bicester is proposed for a mixed use development of 1,900 dwellings, significant employment land providing for high quality job opportunities, associated services, facilities and other infrastructure including the potential for the incorporation of a rail freight interchange.

Employment

- Land Area – 26ha

- Jobs created – At least 2,070
- Use classes – Mixed B1, B2 and B8 uses

Housing

- Land area – 55ha
- Number of homes – Approximately 1,900
- Dwelling mix – to be informed by Policy BSC4: Housing Mix
- Affordable/social – 30%
- The provision of extra care housing and the opportunity for self build affordable housing

Infrastructure Needs

- Education – At least a two form of entry primary school
- Health – no on site requirements anticipated.
- Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC 11: Local Standards of Provision – Outdoor Recreation. Outdoor sports provision to be located in the north- west part of the site. Public open space to include the hill top area.
- Access and Movement – [contribution to improvements to the surrounding local and strategic road networks](#) ~~Graven Hill will contribute to the funding of a possible the proposed Bicester SE relief road.~~ New points of access between site and Bicester.
- Community facilities – local centre to include retail provision [and](#); health care services [and community facilities](#)
- Utilities - Off site improvements to [utilities](#) ~~the water supply and sewerage network~~ may be required.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- Layout of development that enables a high degree of integration and connectivity between new and existing communities, with appropriate consideration of the relationship of the development with any retained military uses
- A layout that maximises the potential for walkable neighbourhoods, with a legible hierarchy of routes with new footpaths and cycleways provided on site that link to existing networks beyond the site
- A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside
- Development that respects the landscape setting and that demonstrates enhancement, restoration or creation of wildlife corridors, and that respects the relationship between the woodland and open areas of Graven Hill and the development through the creation of 'green fingers' leading into the development area
- Careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape and visual impact of the site

- Possible Provision of a ~~peripheral road alignment~~ within the site to ~~should it be required to function as a relief road for to secure strategic highway improvements for~~ Bicester, ~~enabling through traffic to bypass the Bicester Village roundabout, to access the A41, and thus alleviate existing congestion~~
- Maximisation of the transport connectivity in and around the site, including the use of the rail tracks on site to serve commercial logistics and distribution issues, subject to consideration of noise mitigation if proximate to sensitive receptors
- Contribution to improvements to the surrounding local and strategic road networks, good accessibility to and improvement of public transport services, improved facilities for pedestrians and cyclists to cross the A41, and the provision of a Travel Plan to maximise connectivity with existing development
- Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site
- Significant sustainable access provision including footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre, Bicester Town Railway Station, adjoining developments and linking the development to the existing Public Rights of Way Network
- Public open space to form a well connected network of green areas suitable for formal and informal recreation
- Provision of opportunities for Green Infrastructure links beyond the development site to the wider town and open countryside
- Preservation and enhancement of protected habitats and species on site and creation and management of new habitats to achieve an overall net gain in biodiversity
- Sensitive management of recreational access to Graven Hill woodland whilst acknowledging recreational tourism and health benefits.
- An Ecological and Landscape Management Plan to be provided to manage the woodland and other habitats on site
- Careful design of employment units onsite to limit adverse visual impact on the new development and the wider area
- The provision of ~~public art~~ to enhance the quality of the place, legibility and identity
- Remediation of contaminated land
- The retention or appropriate treatment of on-site and off- site heritage assets and their settings, particularly given the archaeological interest in and beyond the site, the heritage significance of the MOD site and also in relation to listed buildings beyond the site
- The provision of extra care housing and the opportunity for self-build housing
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- Recycling and potential reuse of demolition materials where possible
- Adoption of a surface water management framework to reduce run off to greenfield rates
- Consideration of the requirements in the Council's SFRA including the use of SuDS in accordance with Policy ESD7: Sustainable Drainage Systems (SuDS) specifically combined infiltration and attenuation techniques in the north western corner of the site, and attenuation techniques across the vast majority of the site.

Strategic Development: Bicester 3 - South West Bicester Phase 2

- C.56** Phase 1 of the South West Bicester urban extension (now known as Kingsmere) is under construction. Presently, it will provide 1,631 new homes, new primary and secondary schools, public open space, health and sports facilities, employment land, a hotel, and other local facilities. As part of the development, a new perimeter road has been constructed.
- C.57** A 28 hectare area of land to the west of the main development was originally identified by the Council for formal sports facilities. These facilities are now being provided within the main Phase 1 development site making the unused land available for development.
- C.58** The development area offers an opportunity to provide new homes, services and facilities integrated with the Phase 1 development. It is a relatively unconstrained site with low landscape sensitivity, no substantive flooding issues, and which has relatively low ecological value other than that provided by a small number of hedgerows and trees.
- C.59** Development would be contained within the 'inside' of the new perimeter road avoiding further encroachment into the wider countryside. The site is in an accessible location relatively close to the town centre. The occupiers of new housing will have access from the secondary school, other services and facilities, public open space, places of employment and health village already planned for provision within Phase 1. The site is well located with immediate access to the new perimeter road, and the potential to extend Phase 1 bus services, cycleways and footpaths. It also has good accessibility to places of employment, services and facilities elsewhere in Bicester.
- C.60** The Phase 2 development will provide additional services and facilities, provide an opportunity to extend green corridors, and provide improved access to the countryside with links to a new community woodland between the perimeter road and Chesterton village.

Policy Bicester 3: South West Bicester Phase 2

Development Area: 28.5 hectares

Development Description: 650 homes with associated services, facilities and other infrastructure.

Housing

- Land area – 21 ha net
- Number of homes– Approximately 650
- Dwelling mix – to be informed by Policy BS4:Housing mix
- Affordable/social – 30%

- The provision of extra care housing and the opportunity for community self build affordable housing.

Infrastructure needs

- Education – [2 FE Primary School, contributions towards secondary school provision](#)- ~~Expansion and relocation of St Edburges primary as first phase of primary provision at SW Bicester~~
- Health – to be provided at North West Bicester
- Open Space - to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC 11: Local Standards of Provision – Outdoor Recreation.
- Access and Movement– link to Phase 1 shuttle bus service to Bicester Town Railway Station and Park and Ride at Phase 1.
- Community facilities – local centre ~~to include~~, a community facility [or contributions towards the enhancement of community facilities as part of phase 1.](#)
- Utilities – extension of Phase 1 connections. Off site improvements to ~~the water supply and sewerage network~~ [utilities](#) may be required.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- A distinctive residential neighbourhood for Bicester that integrates well with the existing phase one development at South West Bicester
- Layout of development that enables a high degree of integration and connectivity with direct vehicular (including cycle) and pedestrian linkages between South West Bicester Phases 1 and 2 and to existing networks
- A transport assessment and Travel Plan to accompany development proposals
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities, with a legible hierarchy of routes, with new footpaths and cycleways provided on site that link to existing networks beyond the site
- [Improved facilities for pedestrians and cyclists to cross the A41](#)
- Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops including the provision of a bus route through the site with buses stopping at the railway stations and new bus stops on the site
- Development that respects the setting of Chesterton Conservation Area and the wider landscape setting

- Retention of hedgerows and the preservation and enhancement of the biodiversity value of the site, with the enhancement, restoration and creation of wildlife corridors provided for through an ecological survey
- Development set back from the minor watercourse along the site's northern boundary to meet Environment Agency requirements
- A surface water management framework and the incorporation of infiltration Sustainable Urban Drainage Systems (SuDS) to reduce surface water, control drainage and protect a Minor Aquifer (subject to further ground investigation)
- Public open space to form a well connected network of green areas suitable for formal and informal recreation
- Retention of the existing Public Right of Way which crosses the site
- Provision of opportunities for Green Infrastructure links beyond the development site to the wider town and open countryside
- A well designed approach to the urban edge, which relates development at the periphery to its rural setting and Chesterton village and affords good access to the countryside
- Development proposals should seek to protect cultural heritage and archaeology, including in the conversion of any important farm buildings where possible especially in regard to the conversion of Whitelands Farm and associated buildings, located to the southwest of the allocation.
- The provision of public art to enhance the quality of the place, legibility and identity
- A community woodland / green buffer to be provided between Chesterton village and the Development Area (Policy ESD 15: Green Boundaries to Growth)
- Provision of sustainable drainage in accordance with 'Policy ESD 7: Sustainable Urban Drainage Systems (SuDS)'. taking account of the recommendations of the Council's Strategic Flood Risk Assessment
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5.
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary
- A soil management plan may be required to be submitted with planning applications.

Strategic Development: Bicester 4 - Bicester Business Park

C.61 There is a sustainable opportunity for the provision of strategic employment space to the south of Bicester Town Centre and adjoining the A41. The Bicester Business Park site has planning permission for a 60,000m² business park incorporating offices (B1) and hotel (C1) use. This development area is located immediately to the east of the South West Bicester (Kingsmere) urban extension, less than 1 km from Bicester Town Railway Station and close to major retail uses and town centre facilities. The site has immediate access to the strategic highway network (Oxford-Aylesbury) with junction 9 of the M40 motorway situated about 3 km to the south. Major growth is planned nearby with the redevelopment of Graven Hill (Policy Bicester 2: Graven Hill, phase 2 of the

South West Bicester extension (Policy Bicester 3: Southwest Bicester Phase 2 and the expansion of the centre of the town.

- C.62** Although full implementation of the permitted scheme requires the completion of junction 9 improvements, phase 1 of the highway works have been completed. The Council wishes to support the development of this important site and in doing so will work with County Council who have agreed junction improvements.

Policy Bicester 4: Bicester Business Park

Development Area: 29.5 hectares

Development Description: This site to the south west of Bicester, bounded by the A41 to the north and west, is proposed for employment generating development in the form of a high quality B1 (Office/Business use) scheme.

Employment

- Land Area – 17.5ha
- Jobs created – At least 3,850

Use classes – B1 Offices/Business uses

Infrastructure needs

- Open space – structured open space and planting that provide a strong landscape setting, support SUDS and improvements to the microclimate
- Access and Movement - M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- A distinctive commercial development that provides a gateway into the town
- A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings and careful consideration given to building heights to reduce overall visual impact
- Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the south, and, to the north, Bicester town centre and Bicester Village retail outlet
- Consideration of the operational characteristics of the sewage treatment works, including ensuring that there will be no adverse amenity impact on occupiers of the development

- Provision for safe pedestrian access from the A41 including facilitating the crossing of the A41 to the north and west, and the provision of new footpaths and cycleways that link to existing networks to maximise links between this site and adjoining sites [and the town centre](#)
- Good accessibility to public transport services should be provided for, including the accommodation of new bus stops to link the development to the wider town
- A Transport Assessment and Travel Plan to accompany development proposals
- [A sequential approach should be followed; w](#)Where possible, buildings should be located away from areas at high risk of flooding but where [it is](#) necessary, [development it](#) should be made safe without [measures](#) increasing flood risk elsewhere. Up to date information should be used for a Flood Risk Assessment (FRA).
- Development that does not encroach within 8m of the watercourse banks
- Adoption of a surface water management framework to reduce surface water run off to greenfield rates
- Structural planting and landscape proposals within the site to provide for the enhancement, restoration and creation of wildlife corridors and to limit visual impact of new buildings and car parking on the existing character of the site and its surroundings, including viewpoints along the A41 to the west and north (where the road is more elevated) and along the southern boundary (important in longer distance views of the site)
- Provision of opportunities for Green infrastructure links beyond the development site to the wider town and open countryside
- Biodiversity should be preserved and enhanced
- The provision of public art to enhance the quality of the place, legibility and identity
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including the use of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)) specifically attenuation SuDS techniques, taking account of the Council's Strategic Flood Risk Assessment
- Provision for a staged programme of archaeological work in liaison with statutory consultees, given the archaeological potential on site
- [An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary](#)
- A soil management plan may be required to be submitted with planning applications

Strategic Development: Bicester 5 - Strengthening Bicester Town Centre

- C.63** Bicester Town Centre and the Primary Shopping Frontage will remain unchanged in this Local Plan [\(see Map Bicester 5, Appendix 5\)](#).
- C.64** Changes to the boundaries of the Town Centre and Primary Shopping frontage will be explored in the Local Neighbourhoods DPD [and/or](#) Development Management DPD.

C.64a Informed by work on the Bicester Masterplan an 'Area of Search' has been identified in the centre of Bicester ([Map Bicester 5](#)).

C.64b The aim of this is to:

- Support the viability and vitality of the existing town centre
- Encourage economic activity
- Assist with the connectivity between the existing town centre, a new Bicester Town Railway Station, Bicester Village and adjoining existing and proposed residential areas
- Improve the character and appearance of the centre of Bicester and the public realm.

C.65 Much of the centre, including Sheep Street and Market Square, lies within the Bicester Conservation Area. There are an increasing number of vacancies in Bicester town centre. [Focussing development in the town centre improvements](#) will contribute towards addressing this issue.

C.66 Partial redevelopment of the town centre ~~has been achieved is underway~~ with the [recent Bure Place Town Centre Redevelopment scheme and a second phase of development planned](#) (see Policy Bicester 6: [Bure Place Town Centre Redevelopment Phase 2](#)). [Phase 1 is anchored by a major food retailer and a new cinema and will provide impetus for further investment.](#) However, work ~~for~~ [on the emerging Bicester Masterplan has set out how identified ying how](#) the area to the south of the town centre ~~could also be improved to would~~ consolidate and expand the town centre ~~of Bicester~~ to provide space to help accommodate Bicester's growth needs. It could ~~also~~ enable improvements to the connectivity of the existing town centre with a redeveloped Bicester Town Railway Station, Bicester Village and potential new public open space ~~and~~. ~~It would also~~ provide for improved accessibility with new residential developments to the south of the town.

C.67 In 2010 the Council commissioned an update to its 2006 PPS6 Retail Study. In 2012 a further study was commissioned which identifies the capacity for comparison and convenience retail floorspace in the District up to 2031. No additional capacity for convenience retail floorspace is identified for Bicester on top of the committed floorspace proposed as part of the Bicester town centre expansion (Policy Bicester 6: Bure Place Town Centre Redevelopment Phase 2). However, the study does identify more need for comparison retail within the town.

C.68 Any further development at Bicester Village would be required to contribute to the development of any extended town centre and not undermine the vitality and viability of the existing centre. Uses which are not conducive to the Outlet Shopping model at Bicester Village will be restricted in order to maintain the vitality of the town centre.

- C.69** Work on the Bicester Masterplan has identified the potential of land at Pingle Fields/Bicester Sports Association to be used for the formation of a town park. Any potential loss of playing pitches at Pingle Fields / Bicester Sports Association land would need to be replaced by equivalent or better provision in terms of quantity and quality in a suitable location in Bicester. Other town centre uses may be appropriate in this area but they should not be provided at the expense of the provision of the town park. Improvement to existing town centre facilities will be encouraged.
- C.70** ~~The partial redevelopment of the town centre currently being implemented as part of the Bicester town centre expansion (Policy Bicester 6: Bure Place Town Centre Redevelopment Phase 2).~~ will be anchored by a major food retailer and a new cinema and will provide impetus for further investment to meet the needs of a rapidly growing town.
- C.71** Delivering these pPolicy aims ~~will~~ require the implementation of an the Action Plan to be prepared as that forms part of the Bicester Masterplan. Improved town centre facilities will be encouraged.

Policy Bicester 5: Strengthening Bicester Town Centre

Shopping, leisure and other town centre uses will be supported within Bicester town centre. Residential uses will be supported in appropriate locations in Bicester town centre except where it will lead to a loss of retail or other 'Main +Town Ceentre Uuses'.

Only A1 and A3 uses will be permitted at ground floor in the primary shopping frontage. Residential development will be encouraged within the primary shopping frontage above ground floor level.

The Council will review the town centre boundary though the Local Neighbourhoods DPD or Development Management DPD . Prior to this, Residential development will not be permitted within the primary shopping frontage unless above ground level. Within the Area of Search, retail and other main town centre uses will only be supported within the Area of Search if they form part of new schemes which help deliver the aims for central Bicester set out above and in the Bicester Masterplan. In order to maintain the retail viability of the a viable and compact existing town centre, A1 uses should only be small units and form a small part of wider development proposals individual schemes and of this area. In all cases proposals for town centre uses will be considered against Policies SLE2, ESD16 and ESD10.

Appropriate +Residential development will also be supported permitted within the is aArea of Search in appropriate locations.

Development should have particular regard to enhancing the character of the Conservation Area.

In all cases proposals for town centre uses will be considered against Policies SLE2, ESD16 and ESD10.

Strategic Development: Bicester 6 - Bure Place Town Centre Redevelopment Phase 2

- C.72** The redevelopment of Bicester Town Centre has started with the redevelopment of Bure Place, a site within the town centre bounded by Sheep Street to the east, Manorsfield Road to the west, St. John's Street to the north and Crown Walk to the south.
- C.73** ~~The redevelopment of this site will increase the range of uses in the town centre and improve the attractiveness and vitality of the Town Centre. The site comprises what were the Bure Place and Franklin's Yard car parks, a bus interchange, and existing retail units and service yards.~~
- C.74** ~~A Phase 1 development is largely complete and involves Preparatory works including the diversion of the town brook and associated landscaping, and -the have been completed and the first stage of development of to provide a new supermarket, cinema, restaurants, other shops, a car park and a new bus interchange should be complete by 2013.~~
- C.75** Phase 2 of the redevelopment is to be undertaken as a partnership between the Council, Sainsbury's and Stockdale Land. It is intended that Oxfordshire County Council will become a partner for phase two with a view to providing a new library and civic offices. The provision of the new civic buildings would provide the opportunity for a new public focal point to be provided and would further assist in improving the attractiveness and vitality of Bicester Town Centre, strengthening the town centre function in accordance with Policy Bicester 5: Strengthening Bicester Town Centre.

Policy Bicester 6: Bure Place Town Centre Redevelopment Phase 2

The Council will support the delivery of the approved town centre redevelopment at Bure Place to provide a new supermarket, cinema, restaurants, shops, car parking and bus interchange. The Council will also work with the County Council and other partners to deliver new civic buildings as a second stage to the development involving new public space and a library. Proposals will be considered against Policy ESD16 and other relevant policies in the Plan.

Strategic Development: Bicester 7 - Meeting the Need for Open Space, Sport and Recreation

- C.76** The evidence base studies have identified a number of existing deficiencies and future shortfalls of open space, sport and recreation provision in Bicester.
- C.77** Some of these deficiencies can be met through improvement to the quality of and access to existing facilities and using existing areas of one type of open space to meet deficiencies in another type. In addition some new provision will be required to meet Bicester's growth; the potential locations ~~are~~will be identified in the Bicester Masterplan (2012).
- C.78** The Playing Pitch Strategy Action Plan (2008) indicated that existing deficiencies in playing pitch provision could be addressed through conversion of adult to junior football pitches, developing dual use agreements for community access to schools facilities, and new pitches to be provided as part of the committed development at South West Bicester. Existing deficiencies identified in the Green Spaces Strategy (2008) were partially updated in 2011 (see Appendix 3 Evidence Base). Some of the existing deficiencies in open space provision will require the allocation of land through the Local Plan process, as follows:
- 11.69 ha parks and gardens
 - 2.87 ha natural/semi-natural green space
 - 8.18 ha allotment provision.
- C.79** The Playing Pitch and Green Space Strategy estimated that the following additional provision was required to meet needs to 2026:
- 4 junior football pitches
 - 2 mini-soccer pitches
 - 2 additional cricket pitches
 - 2 additional rugby pitches
 - 7ha park
 - 3.4ha natural/semi-natural space through new provision/public access agreements to privately owned sites
 - 4.2ha of amenity open space
 - 6.58ha of children's play space to be met through new equipped play areas and additional play opportunities using other open space
 - 1 Multi Use Games Area
 - 3 tennis courts
 - 2.6ha of allotments.
- C.80** The Playing Pitch and Green Spaces Strategies were formulated before the amount and preferred distribution of development in Bicester over an extended plan period had been established, and, as a result, future needs are being updated.
- C.81** 'Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision', 'Policy BSC 11: Local Standards of Provision- Outdoor Recreation' and 'Policy BSC12: Indoor Sport, Recreation and Community Facilities' will all be used to help address existing deficiencies in provision and future development needs, in addition to 'Policy Bicester 7: Meeting the Need for Open Space, Sport and Recreation' below.

- C.82** The proposed strategic allocations shown on the Proposed Submission Policies Map (Appendix 5 Maps) will be expected to make provision on site for open space and recreation to meet the needs of the new development. Whilst new development can only be expected to make provision for its own needs, the most effective way of planning for some of the current and future requirements may be through integrating provision with the planning of strategic sites. Overall open space provision and green infrastructure requirements are being examined in more detail as part of the Bicester Masterplan work. Any additional non-strategic allocations required will be contained in the Local Neighbourhoods DPD.
- C.83** The proposed urban edge park is the continuation of a long term objective to address the poor distribution of open space in Bicester. The policy aims to maximise the value of existing open spaces by increasing their accessibility and linking them to each other through a network of footpaths/cycleways, and create new areas of open space to contribute towards the network of provision, improving green infrastructure links. The core of the network is currently centred to the north, south and east of the town centre, formed by areas such as Pingle Fields, Bicester Fields, and land in the Town Council's ownership adjacent to Skimmingdish Lane. Committed development at South West Bicester will contribute to the network. In addition there are a number of areas in private ownership used informally for recreation purposes which contribute to the network, albeit there is currently no secured public access. As the Bicester Masterplan proposes changing Pingle Fields and adjacent land into a new town park there is a need to relocate the rugby club and other sports uses to a suitable alternative location in the town comprising equivalent or better provision in terms of quantity and quality.
- C.84** The proposed strategic allocations at NW Bicester, Graven Hill, SW Bicester, Bicester East and North East provide a major opportunity to extend the network around the town, and in combination with the urban edge park should offer the opportunity to help address the existing shortfalls in parks and gardens and natural/semi-natural provision together with some of the estimated future needs of the town. The proposed network will be investigated further to enable land allocations to be indicated in more detail within the Bicester Masterplan and Local Neighbourhoods DPD as appropriate.
- C.85** Stratton Audley Quarry ([Elm Farm quarry](#)) is ~~proposed for development as the subject of an extant planning permission for infilling to form a new~~ country park, with the planning consent having been partially implemented. In view of the site's designation as a Local Wildlife Site only low intensity recreation use of the site is likely to be appropriate. However the site is close to the edge of Bicester making it easily accessible to the town's residents and could assist in the establishment of long distance links from the town to the villages and countryside beyond.

Policy Bicester 7: Meeting the Need for Open Space, Sport and Recreation

As part of measures to address current and future deficiencies in open space, sport and recreation provision in the town we will:

- **Seek to establish an urban edge park around the outskirts of the town, by protecting the existing network of green spaces and securing new open space and linear route provision linked with public footpaths/cycleways, to create a circular route with connections to the town centre and the countryside beyond**
- **Seek to establish a community woodland between the south-west Bicester link road and Chesterton**
- **Encourage proposals for the restoration and use of Stratton Audley Quarry for informal outdoor recreation, provided that the proposals are compatible with the site's designation as a Local Wildlife Site and partial SSSI.**

Strategic Development: Bicester 8 – [Former](#) RAF Bicester

- C.86** [The Former](#) RAF Bicester is an inter-war airfield situated immediately to the north-east of Bicester. Historically it comprised a 'Domestic Site' and 'Technical Site' together with the large open space of the flying field. English Heritage has described the site as “the best preserved bomber airfield dating from the period up to 1945”. The whole of the site is a conservation area, which was reviewed and extended in 2008, and most of the buildings and structures are protected by listing and scheduling. [In addition a Local Wildlife Site and Proposed extension to the Local Wildlife Site covers a large part of the site.](#)
- C.87** ~~The MOD has declared RAF Bicester as surplus to defence requirements. The Technical Site is currently the subject of former owner/Crichel Down consideration whilst planning approval has been granted for the redevelopment of the Domestic Site for residential use.~~
- C.88** The Council worked with the MOD and English Heritage and prepared a planning brief for the site in 2009. This brief recognises the complex issues, and the unique opportunities, raised by the site and the need to maintain and re-use its historic buildings and the [Flying Field](#). The brief proposes a “conservation-led” approach to the site, recognising that finding a use which can best preserve the sensitive historic fabric of the buildings may require a flexible approach in terms of the use to which the buildings are put.
- [C. 88a](#)** [Planning permission has been granted for the conversion of the Domestic Site to the south of Caversfield village for residential use and this is being implemented. The main Technical Site and Flying Field have also recently been sold by the MoD, thereby ending the 'RAF' status of the site.](#)
- C.89** Policy Bicester 8 ~~: RAF Bicester~~ seeks to secure appropriate uses for a long-lasting “conservation-led” approach to the Technical Site and Flying Field. It aims to establish uses that will be complementary to, and help enhance, the character and appearance of the conservation area and the nationally important heritage value of the site. It seeks to encourage a mix of uses that will best preserve the sensitive historic fabric and layout of the buildings and the

openness of the grass airfield. However, the need to allow some flexibility in the interests of securing an economically viable future for the site is recognised.

- C.90** The Planning Brief indicates that employment uses on the Technical Site could be appropriate although it does also propose a range of other uses including aviation, museum, cultural, sport and community uses.

Policy Bicester 8: [Former](#) RAF Bicester

The Council will encourage conservation-led proposals to secure a long-lasting, economically viable future for [Former](#) RAF Bicester’s Technical Site and Flying Field.

It will support heritage tourism uses, leisure, recreation, employment and community uses associated with the development of a museum ~~for~~ to RAF Bomber Command. The development of hotel and conference facilities will also be supported as part of a wider package of employment uses.

All proposals will be required to accord with the approved Planning Brief for the site and take into account the ~~Bicester Masterplan (2012)~~.

They must maintain and enhance the character and appearance of the conservation area, protect listed, scheduled and other important buildings, their setting, and protect the sensitive historic fabric of the buildings and preserve the openness of the airfield. The biodiversity of the site should be protected and enhanced and habitats and species surveys (including a Great Crested Newt survey) should be undertaken. The continuation of gliding use will be supported where compatible with other uses. Opportunities for improving access to the countryside will be encouraged. The Council’s SFRA should be considered. Proposals should be considered against Policy EDS16~~.~~

Strategic Development: Bicester 9 – Burial Site [Provision](#) in Bicester

- C.91** Bicester cemetery is nearing capacity and there is limited opportunity to increase ~~this capacity of the existing cemetery~~. It is evident that a site for a new cemetery needs to be secured as a matter of urgency. Bicester Town Council has already undertaken a considerable amount of investigative work and although work is continuing, it is estimated that a site of approximately 4 hectares is required to accommodate a cemetery and area for green burial. It is anticipated that a site will be provided within the NW Bicester eco town area (See Policy Bicester 1: North West Bicester Eco-Town).

- C.92** We will continue to work with Bicester Town Council to identify and secure a suitable site as part of strategic development at Bicester, to enable delivery of new burial facilities for the town at the earliest opportunity. Potential land will be

surveyed to confirm initial findings on the suitability of ground conditions and inform the decision on where these new burial facilities should be located.

Policy Bicester 9: Burial Site Provision in Bicester

A new cemetery is required to meet the needs of both the existing population and future development in the town. As such developer contributions will be sought from new development in the town towards the establishment of the facility. Further details will be contained in the Developer Contributions SPD.

Detailed investigations will be required to determine the suitability of ground conditions for cemetery use.

Strategic Development: Bicester 10 - Bicester Gateway

- C.93** Development on the Bicester Gateway site has the potential to contribute towards building and reinforcing a modern knowledge economy for Cherwell and surroundings, securing a location for science and research and technology transfer and commercial application.
- C.94** This site has the potential to be a major high quality employment area at this critical gateway to the town. Being a major development site at the southern edge of Bicester will require exemplary building quality and design to provide a strong sense of arrival to the town and a statement of the sort of economy we have aims to secure for inward investors or local companies in need of land for expansion.
- C.95** There is an opportunity to encourage the knowledge economy in Cherwell by enabling businesses which have or want links to the Oxford cluster, as well as direct spin out companies from successful research and development, to locate in Bicester. Oxford is constrained by its historic environment and by the Green Belt. Bicester is only 10 miles from Oxford, with good transport links between the two.
- C.96** Development of this site will provide employment in Bicester helping to reduce the number of people out commuting to Oxford and London. The development will also complement the proposed employment development at Silverstone and will form part of the technology corridor from Oxford to Northamptonshire and Oxford to Cambridge.

Policy Bicester 10: Bicester Gateway

Development Area: 15 hectares

Development Description: Knowledge economy employment development to the south of the existing retail area (Wyevale Garden Centre), adjacent to the A41.

Employment

- Land Area – 7.5 ha (net)
- Jobs created – At least 990
- Use classes – B1 Business uses, specifically high tech knowledge industries

Infrastructure Needs

- Open Space – structured open spaces and planting that provide a strong landscape setting, support SUDs and improvements to the microclimate
- Access and Movement – M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- A well designed modern area with the provision of high quality property to attract and retain 'best in class' technology companies
- A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings and careful consideration given to building heights to reduce overall visual impact
- Conservation and enhancement of the setting of Alchester Roman Town Scheduled Ancient Monument and the setting out of opportunities to better reveal its significance
- Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the north, and, further to the north, Bicester Village retail outlet and Bicester town centre
- Provision of opportunities for Green Infrastructure links beyond the development site to the wider town and countryside.
- Provision and encouragement for sustainable travel options as the preferred modes of transport rather than the private car, and provision of a Travel Plan. Good accessibility to public transport services should be provided for
- The provision of a detailed transport assessment tailored to assess in detail the impact of the proposed use class and floorspace on the strategic road network
- Provision of safe pedestrian access from the A41 including facilitating the ~~crossing of the A41 to the north and west, with~~ provision of new footpaths and

- cycleways that link with existing networks to maximise walking and cycling links between this site and the adjoining development sites.
- Accommodation of bus stops to link the development to the wider town
 - Maximisation of walking and cycling links to the adjoining mixed use development at South West Bicester as well as the garden centre to the north
 - Contribution to the creation of a footpath network around Bicester
 - Flood plain land in the eastern parts of the site to be used for informal recreational and ecological benefit in order to enhance Bicester's green infrastructure network, in the form of 'blue corridors' which provide public open space near watercourses
 - Development should not encroach within 8m of the watercourse banks
 - Adequate investigation of, protection of and management of priority and protected habitats and species on site given the ecological value of the site, with biodiversity preserved and enhanced. An ecological survey should be undertaken, investigating the cumulative impacts of development at this site and at other sites on the Local and District Wildlife Sites in the vicinity
 - Provision for a staged programme of archaeological work in liaison with statutory consultees, given the archaeological potential close to the site
 - The provision of public art -to enhance the quality of the place, legibility and identity.
 - Structural planting and landscape proposals within the site to include retention of existing trees and hedgerows, the enhancement, restoration or creation of wildlife corridors, and to limit visual impact of new buildings and car parking on the existing character of the site and its surroundings
 - Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
 - [A sequential approach should be followed; w](#)where possible, buildings should be located away from areas at high risk of flooding but where [development is](#)buildings are necessary, the [development area](#)—should be made safe without [measures](#)—increasing flood risk elsewhere. Up to date information should be used for a Flood Risk Assessment (FRA).
 - Adoption of a surface water management framework to reduce surface water run off to greenfield rates
 - Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including the use of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)) specifically infiltration SuDS techniques in the far south western corner of the site, combined infiltration and attenuation techniques in the north western and south eastern areas, and attenuation techniques in the central and north eastern area of the site, taking account of the Council's Strategic Flood Risk Assessment
 - [An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary](#)
 - A soil management plan may be required to be submitted with planning applications

Strategic Development: Bicester 11 – North East Bicester Business Park

- C.97** The site provides the opportunity to restore the balance of housing and jobs provision in Bicester by providing for office development (B1 uses) for high technology sectors in a sustainable location in close proximity to the town's existing areas of employment and residential uses.
- C.98** Careful design and landscaping is required to ensure development respects and preserves the setting and character and appearance of the RAF Bicester Conservation Area.

Policy Bicester 11: North East Bicester Business Park

Development Area: 8 hectares

Development Description: Business Park for employment development

Employment

- Land Area – 2.7 ha (net)
- Jobs created – At least 1,092
- Use classes – B1 Office/Business uses only (due to the impact on RAF Bicester [Conservation Area](#))

Infrastructure Needs

Open space – structured open spaces and planting that provide a strong landscape setting, support SUDs and improvement to the microclimate

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- Layout of development that enables a high degree of integration and connectivity between new and existing development, including adjoining employment areas, nearby residential areas and the town centre
- Good accessibility to public transport services should be provided for [including providing bus stops for the site.](#)
- Provision of new footpaths and cycleways to connect with the existing footpath/cycleway links around the site including along Skimmingdish Lane
- A detailed Transport Assessment to be undertaken and Travel Plan to be provided focusing on maximising access by means other than the private car including demonstration of the provision of adequate cycle parking
- A high quality, well designed approach to the urban edge which functions as an high profile economic attractor but which also achieves a successful transition between town and country environments

- Buildings that provide for an active frontage to Skimmingdish Lane and a strong gateway at the site entrance
- The site ~~is within~~ lies adjacent to a designated Local Wildlife Site and a proposed Local Wildlife Site. Ecological surveys must be undertaken to identify habitats and species of value and any mitigation measures required. Features of value should be preserved, retained and enhanced and the proposals should result in a net gain in biodiversity
- Development that respects the landscape setting, and that demonstrates the enhancement, restoration or creation of wildlife corridors, and the creation of a green infrastructure network for Bicester
- A comprehensive landscaping scheme to limit visual intrusion into the wider landscape, particularly given the need to preserve the open setting, character and appearance of the RAF Bicester ~~and the~~ Conservation Area
- A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings and careful consideration given to building heights to reduce overall visual impact
- The provision of public art ~~to~~ enhance the quality of the place, legibility and identity.
- Adoption of a surface water management framework to maintain run off at greenfield rates
- Use of SuDS in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), specifically attenuation techniques due to the underlying geological composition and groundwater vulnerability, taking account of the recommendations of the Council's Strategic Flood Risk Assessment
- A need for demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5
- ~~An~~ assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary
- ~~A~~ soil management plan may be required to be submitted with planning applications

Strategic Development: Bicester 12 – South East Bicester

- C.99** The site at South East Bicester consists of mainly open farmland. It is adjacent to a Scheduled Ancient Monument (Wretchwick Deserted Medieval Settlement) and is in the vicinity of the Ray Conservation Target Area which extends into the site to the north. Development on this site will require careful design consideration, due to its location next to the historic asset and proximity ~~vicinity~~ to an ecologically important area.
- C.100** The landscape studies found the site to have medium-high capacity to accept development in areas apart from those with ecological and archaeological importance. The Council considers the site offers an opportunity for mixed used

development to the South East of Bicester that will the enable the delivery of important infrastructure in the area to support wider proposals for the town.

C.101 (Para' Deleted)

Policy Bicester 12: South East Bicester

Development Area: 40 hectares

Development Description: A mixed use site for employment and residential development to the east -of the ring road to the south east of Bicester

Employment

- Land Area – Approx 18 hectares (in total)
- Jobs created – [Approximately At least 2,0003,241 \(in total, some of which is beyond the plan period\)](#)
- Use classes – Mixed B1, B2 and B8 uses

Housing

- Land area – Approx 22 hectares (in total)
- Number of homes – Approximately 400
- Dwelling mix – to be informed by Policy BSC4: Housing mix
- Affordable Housing – 30%
- The provision of extra care housing and the opportunity for community self-build affordable housing

Infrastructure Needs

- Health - No on-site requirements anticipated
- Open space – to include general greenspace, play space, allotments and off site or offsite outdoor sports provision as outlined in Policy BSC11:Local Standards of Provision – Outdoor Recreation
- Access and Movement – contributes to improvements to the surrounding local and strategic road networks
- ~~Community facilities – Local Centre. Off-site contributions are likely to be required towards community facilities.~~
- Utilities – ~~off-site improvements to~~ [utilities the water supply and sewerage network](#) may be required.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16

- Commercial buildings with a high quality design and finish, with careful consideration given to layout, architecture, materials and colourings and careful consideration given to building heights to reduce overall visual impact
- Development proposals should seek to protect cultural heritage and archaeology. A scheme which respects the setting of Wretchwick Deserted Medieval Settlement with a appropriate landscape buffer to maintain the open setting of the scheduled monument. [An Indicative Safeguarding Area is shown on Map Bicester 12 \(Appendix 12\).](#)
- Provision of open space in accordance with Policy BSC 11: Local Standards of Provision - Outdoor Recreation, particularly to allow for access to the monument
- Retention and enhancement of hedgerows and the introduction of new landscaping features that will ensure the preservation and enhancement of biodiversity and an overall net gain. Development should demonstrate the enhancement, restoration or creation of wildlife corridors
- A well designed approach to the urban edge, which relates development at the periphery and affords good access to the countryside
- The provision of public art -to enhance the quality of the place, legibility and identity.
- A proposal that is well integrated, with improved, [sustainable](#) connections between existing development and new development on this site
- New footpaths and cycleways should be provided for, that link to existing networks the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel. The development layout should maximise the potential for walkable neighbourhoods and incorporates cycle routes to encourage sustainable modes of travel
- Good accessibility to public transport services should be provided for, with effective footpaths and cycle routes to bus stops, including the provision of a bus route through the site with buses stopping at the railway stations and new bus stops on the site.
- A transport assessment and Travel Plan to accompany development proposals
- Public open space to form a well connected network of green areas suitable for formal and informal recreation
- Provision of opportunities for Green Infrastructure links beyond the development site to the wider town and open countryside
- Adequate investigation of, protection of and management of protected habitats and species on site given the ecological value of the site, with biodiversity preserved and enhanced.
- Development should avoid impacting on the Conservation Target Area and comply with the requirements of Policy ESD11
- ~~A wetland nature reserve on the northern part of the site part of the site liable to flooding.~~
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- The incorporation of SUDS (see Policy ESD 7: Sustainable Drainage Systems (SuDS)), taking account of the recommendations of the Council's Strategic Flood Risk Assessment

- Development that considers and addresses any potential amenity issues which may arise - including noise impact from the rail line to the far north. The introduction of buffers/barriers/screening and the location of uses should be carefully considered to mitigate potential nuisances
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary
- A soil management plan may be required to be submitted with planning applications