



DISTRICT COUNCIL
NORTH OXFORDSHIRE

NORTH WEST BICESTER SUPPLEMENTARY PLANNING DOCUMENT

DRAFT

OCTOBER 2014

Foreword

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1.0 INTRODUCTION

1.1 This Supplementary Planning Document expands upon Policy Bicester 1 of the Cherwell Local Plan providing further detail to the policy and a means of implementing the strategic allocation at North West Bicester (NW Bicester). It will be formally adopted upon adoption of the Local Plan. The eco-town proposals present an exciting opportunity to build a new form of sustainable community within Cherwell District and to extend the benefits of this community to the existing town of Bicester.

1.2 The eco-town will create a series of new places, adding to the quality of and integrating with the existing town. The layout is based on the landscape framework of existing field boundaries defined by hedgerows. The proposals for large scale development on the site will take at least 20 years to complete and will help trigger the transition to a low carbon community across the town.

1.3 The eco-town site offers a unique opportunity to bring about a sustainable large scale development as part of the extension of the existing town with a comprehensive mixed use scheme designed and constructed to the highest environmental standards, bringing a mix of family and other homes, offices, shops and open space easily accessible to the town centre facilities and the surrounding countryside.

1.4 North West Bicester will be a neighbourhood unlike any other in Bicester - a development that demonstrates the town's sustainability credentials and becomes a destination in its own right. Residents who move to North West Bicester will be making a lifestyle choice to live in efficient modern homes built to the highest environmental standards with excellent access to the town centre, public transport and adjoining countryside.

1.5 In summary North West Bicester will provide:

- Up to 6,000 homes;
- Employment opportunities providing at least 4,600 new jobs;

- Up to four primary schools and a secondary school;
- Forty per cent green space, half of which will be public open space;
- Pedestrian and cycle routes;
- New links under the railway line and to the existing town;
- Local centres to serve the new and existing communities.

1.6 The development at NW Bicester will make a significant contribution to meeting the District's need for more homes and jobs as set out in the Oxfordshire Strategic Housing Market Assessment (SHMA) and Local Plan. At the same time, it will support the transition to a low carbon future and support the District's development strategy including the delivery of affordable housing.

1.7 The vision for NW Bicester has been guided to a large extent by the Eco towns PPS and taken forward in the emerging Cherwell Local Plan. The site's location on the edge of Bicester and the opportunities this provides brings a further dimension to this.

Background

1.8 In 2009, the site was identified as having potential as an eco-town location in the Eco-towns PPS. It has subsequently been included in the Council's development Strategy as Policy Bicester 1 of the emerging Cherwell Local Plan. CDC has worked with OCC and Bicester Town Council together with external partners including the private sector, Government departments and agencies to develop the proposals for large-scale development in Bicester.

1.9 This work has primarily focussed on delivering the standards for zero carbon development in the Eco-towns PPS but has also included wider objectives in delivering a town-wide approach to sustainable development and the transition to a low carbon community.

1.10 The SPD should be read in conjunction with the Cherwell Local Plan and other Government policy documents relating to large-scale development, sustainability, and design, in particular:

- The National Planning Policy Framework (NPPF), (DCLG);
- National Planning Practice Guidance, (DCLG)
- By Design: Urban Design in the Planning System - Towards Better Practice, (DETR and CABE);
- The Urban Design Compendium (editions 1 & 2) (Homes and Communities Agency);
- Places Streets and Movement: Better Places to Live by Design (CABE);
- The Manual for Streets (editions 1 & 2) (Chartered institution of Highways & Transportation, DfT); and
- Car parking: What works where (Design for Homes, EP).

1.11 These documents collectively promote a consensus view of good design principles. In addition, the Town and Country Planning Association (TCPA) eco-town worksheets provide guidance. The BREEAM Communities assessment methodology will be used to assess the sustainability of the proposals for large scale development. CABE Design Review will be encouraged of all schemes to ensure high quality design. Design Review has been used in masterplanning the site (most recently in May 2014) and Phase 1 exemplar proposals and will be continued throughout the development and delivery of

Consultation

1.12 Consultation with key stakeholders has informed the preparation of the Draft SPD. A consultation on the issues and options and consideration of the draft masterplan took place in June and July and involved a public exhibition in Bicester town centre on 10th and 11th July 2014. The public consultation exercise highlighted the importance of accessibility and integration, especially in relation to improved linkages along Howes Lane and Lords Lane.

Purpose of the SPD

1.13 The SPD will be used as a material consideration for determining planning applications on the NW Bicester site. In addition, it will aid the submission of successful planning

applications and infrastructure delivery. The Council will progress the SPD as informal Council policy to be adopted once the Cherwell Local Plan is adopted.

1.14 This SPD sets out the minimum standards to be achieved by the proposed development. Developers will be encouraged to exceed these standards where possible and will be expected to apply new standards that arise during the life of the document and reflect up to date best practice and design principles.

1.15 The key elements of the SPD are:

- a spatial framework plan which should inform further masterplanning the site;
- development and design principles aimed at delivering a high quality scheme;
- requirements for addressing sustainable design;
- requirements relating to the scheme's delivery, phasing and implementation; and
- requirements which should be met at the detailed planning application stage and beyond to ensure adequate and consistent approaches to quality and delivery.

Programme and timetable for delivery of the SPD

1.16 The preparation of the SPD takes place at a critical stage in the progress of the CLP with Proposed Modifications submitted to the Secretary of State on 21 October. It seeks to help implement Policy Bicester 1 of the Local Plan 2011-2031. Further policy will be included in the Local Plan Part 2. The Bicester Masterplan SPD will provide further guidance.

Structure of the SPD

1.17 The following sections provide detail on the Council's policy for the site and a framework for planning and development to assist the implementation of the proposals. Section 2 sets out the context to the development site, Section 3 sets out the Vision, Spatial Framework and Objectives including the long term aspirations and aims of the SPD. The key development principles are set out in Section 4. Design principles and character areas are defined in Section 5 before going on to set out delivery in Section 6.

Planning Policy

National Planning Policy and guidance

National Planning Policy Framework (NPPF) March 2012

1.18 The National Planning Policy Framework (NPPF) sets out the Government's planning policy and the presumption in favour of sustainable development. In achieving sustainable development, paragraphs 56 to 68 inclusive set out the requirements for good design. Paragraphs 150 to 185 inclusive of the NPPF sets out the Government's policy for plan-making. Para 153 of the NPPF states:

*"Any additional development plan documents should be used where **they can help applicants make successful applications or aid infrastructure delivery**, and should not be used to add unnecessarily to the financial burdens on development."*

Planning Policy Statement: eco-towns a supplement to Planning Policy Statement 1 (July 2009)

1.19 The Planning Policy Statement (PPS) sets out Government's objectives for sustainable development in the form of large-scale development providing more homes while responding to the impact of climate change. It sets out a wide range of standards for the delivery of zero carbon development, homes, transport, jobs, local services and other components of an eco-town.

Local Planning Policy

Cherwell Local Plan, 2011-2031

1.20 Proposed Modifications to the Cherwell Local Plan 2011-2031 were submitted to the secretary of State in October 2014 following the suspension of the Local Plan Examination in June 2014. The Proposed Modifications take account of the Oxfordshire Strategic Housing Market Assessment 2014 (SHMA).

1.21 It sets out district-wide strategic objectives and policies, policies specific to Bicester and includes an Infrastructure Delivery Plan. Policy Bicester 1 sets out the Council's strategic policy and development standards for the eco town development at NW Bicester. The Local Plan includes other relevant policies include policies, for example those on

sustainable development (PSD1, ESD1-13), open space and local standards (BSC10 and BSC11) and infrastructure (INF1). The SPD should be read in conjunction with the emerging Local Plan policies.

- 1.22 Further guidance on the approach to design and sustainable construction will be set out in the Sustainable Building in Cherwell SPD. Policy Bicester 1 defines the development area and describes the proposed development for NW Bicester.
- 1.23 The Local Plan sets out the housing trajectory for 2011 and 2031 including the projected delivery of new homes at North West Bicester. The phasing of the development will go beyond the plan period and is expected to take up to 30 years to complete. The phasing and delivery of the scheme should accord with the infrastructure delivery plan and make efficient use of existing infrastructure.
- 1.24 The SPD must be consistent with the policies of the Local Plan and will align with the timescale for adoption.

2.0 **Site context**

2.1 This section provides a summary of the site location, local context, features and opportunities. The NW Bicester site is a fundamental commitment to large-scale growth proposals for Bicester as set out in the Local Plan. The vision for the town's growth is set out in the Local Plan.

Location

2.2 The eco-town site is located on land north of Howes Lane and Lords Lane (A4095) in Bicester.

2.3 It is approximately 1.5km from the town centre with the villages of Bucknell and Caversfield are located to the north and east of the site respectively. The westernmost point of the site is approximately 200 metres east of the M40 motorway. To the south east of the site, the area is predominantly residential and characterised by modern housing estates. The land to the south west is being developed as the South West Bicester Local Plan allocation/strategic development currently being marketed as "Kingsmere".

Site boundary

2.4 The boundary is defined by an "area of search" drawn by the Council in promoting the North West Bicester as an eco-town in 2008. The area could potentially accommodate the minimum threshold of 5,000 homes and other eco town uses and masterplanning has shown the potential to accommodate up to 6,000 new homes on the site.

Site area

2.5 The development area in the CLP Policy Bicester 1 is 390 hectares.

Site history

2.6 Understanding the history of the site can help inform an understanding of some of the current site key site features. Historic maps show that the field pattern and boundaries have changed little since the mid 1800's. Until the late 18th century the land was likely to have been open fields. The 1885 Ordnance Survey map shows the field boundaries within the site have achieved their present day layout. By 1910 the railway line was completed. By 1885,

Home Farm, Lords Farm, Himley Farm, Aldershot Farm, Gowell Farm and Hawkwell Farm are all shown on the map. By the 1950s Lovelynch House is shown on local maps. The Police Headquarters and Avonbury Business Park were developed in the 1990s and the A4095 constructed. By 1999 two small strips of plantation have been added. Land at Middleton Stoney Road and Howes Lane was identified in plans as playing fields as was land at Lords Lane (The Gallagher land) but never used for such use and alternative provision has subsequently been made.

Site features

- 2.7 The site is relatively flat although the land rises gradually to the north west and a number of watercourses cross the site. The predominant land use is agriculture with fields either bounded by post and wire fences or by hedges with some large trees, woodland and plantation. The agricultural land is classified as good to moderate value is primarily Grade 3 under the Agricultural Land Classification.
- 2.8 The London to Birmingham railway line runs through the site from south east to north west on an embankment before entering a cutting. Bucknell Road also passes through the site to the north of the railway line and leads to the village of Bucknell approximately 300 metres from the site search area boundary. The Banbury Road (B4100) forms the eastern boundary, the Middleton Stoney Road (B4030) the western boundary, Howes Lane and Lords Lane (A4095) form the southern boundary with the northern boundary defined by the search area for the North West Bicester eco-town and defined further through the masterplanning process.
- 2.9 Howes Lane currently has the character of a country lane with open fields to the north and urban areas of residential development to the south. Lords Lane is a fast (50mph speed limit), wide, open road with segregated cycleway and footway. It joins the Bucknell Road at a roundabout adjacent to the railway line before passing under the railway bridge. At its northern end Lords Lane links to Banbury Road before continuing to Skimmingdish Lane

forming a perimeter road to the town. Howes Lane and Lords Lane have provided the urban edge to Bicester for some time and act as a perimeter or ring road as part of the strategic highway network distributing traffic around the town.

- 2.10 The three radial routes out of Bicester provide links to Banbury, Bucknell and Middleton Stoney to the north west of Bicester. They also provide access to the M40 motorway via junction 10 and the A43. Banbury Road is a fast rural road linking Bicester to the A43 and Banbury. Construction of an access to the first phase of the development has commenced. Middleton Stoney Road is a fast rural road linking Bicester and Middleton Stoney Road. Bignell Park, a historic parkland landscape, lies to the south of the road.
- 2.11 The site's northern boundary is currently defined by the line of the eco-towns search area and the masterplanning was informed by landscape and topographical surveys.

Landscape character

- 2.12 There are no major landscape constraints present on the site and no landscape designations within the area. The eco-town presents an opportunity to create a distinctive and imaginative landscape as well as the opportunity for green infrastructure (SUDS, pedestrian routes, recreation space, habitat and bio fuel) focussed around existing watercourses and the stream corridors. These features are important and will influence the design of the development.
- 2.13 Natural England has produced a landscape character assessment entitled "Countryside Character" 1999. Land to the north west of Bicester is defined by the transition between National Character Areas 107 and 108, the "Cotwolds" and "Upper Thames Clay Vales" respectively.
- 2.14 As part of the local landscape impact assessment process for the NW Bicester development project, a landscape character assessment has been prepared based on the principles set out in "Landscape Character Assessment Guidance for England and Scotland".

- 2.15 Landscape Character is described in full in the Bicester Strategic Environmental Report Chapter 5 Landscape and Visual Impact submitted in support of the Draft Masterplan Reference the NW Bicester – Strategic Environmental Report SER Vol 1 which considers the landscape and visual implications of the proposed development.
- 2.16 Local landscape characters have been identified each with a distinctive sense of place, in the form of key characteristics as illustrated and described in the SER (pages 22-26) and contained in the Appendices (Appendix XX) The SER concludes that the landscape value is low.

Landscape framework

- 2.17 The existing landscape provides the framework for the masterplanning of the site. It is typical of rural agricultural land in this area of Oxfordshire and is characterised by a mix of pasture and arable fields. Existing field boundaries form a strong framework of hedgerows which provide the habitat and the basis of wildlife corridors in the masterplan concept plan and some are of value to foraging and commuting bats, common species of reptile, and breeding birds likely to be of value to hedgerows.
- 2.18 The setting of St Lawrence’s Church and Home Farm are key considerations for any development in area. This setting is currently defined by underdeveloped agricultural land with associated rural qualities, in turn allowing views from these areas to the Church tower such that built development without adequate buffers would be incongruous.

Development edges

- 2.19 Development edges made up of soft landscape proposals and sensitively designed built form have the potential to conserve and enhance the current setting of historic features. Development edges should respond well to the existing tree and woodland cover. Development should be accommodated without resulting in disruption to the local landscape pattern. The strong landscape structure and general sense of enclosure across the landscape are such that with careful consideration for retention and enhancement of local features

Archaeology and heritage

2.20 Two Grade II listed buildings are located within the site. The railway line was built in 1910 to bypass Oxford and shorten the Birmingham to London journey. An archaeological assessment concluded that the site is located within an area that has remained undeveloped since the 19th Century and possibly before. The site has known potential for remains dating from the prehistoric period with records of a prehistoric ring ditch located approximately 350 metres to the north of Himley Farm, a possible curvilinear enclosure to the north west of Hawkwell Farm and other evidence of prehistoric activity suggesting a general potential for remains from this period to be present.

Visual context

- 2.21 The flat topography means that extensive views may be had into and out of the site. Views into the site from all directions are curtailed by the railway line embankment meaning that the site as a whole can only be viewed from the embankment itself. A number of large trees and farm buildings are also visible on various parts of the site.
- 2.22 Views out from the site include those to existing dwellings and other buildings in Bucknell to the north, and to trees lining the B4100 to the east with Caversfield Church visible beyond these. To the east of the site, existing dwellings on the eastern side of Howes Lane/Lords Lane are visible. To the south a line of trees and parkland along the B4030 is visible which screens views from Bignell Park.
- 2.23 Six farms, each with its own character, are located on the site, three north of the railway (Home, Lords and Hawkwell), and three south of it (Himley Farm, Aldershot Farm, and Gowell Farm). Existing buildings within the site boundary include those at located in the farm complexes, Thames Valley Police Traffic Base and the Avonbury business park employment uses with a range of small businesses.
- 2.24 Home Farm farmhouse and Himley Farm Barns are Grade II listed buildings. The farmhouse at Hawkwell Farm is a traditional building but not listed. In the surrounding area, St

Lawrence's Church in the grounds of Caversfield House, east Home Farm and the Banbury Road (B4100) is an important local landmark building (Grade 2* listed). Its setting is important in the local landscape.

- 2.25 The immediate surrounding area shows a strong contrast between town and country. To the east of the site the outer limits of Bicester built in the late twentieth century, end abruptly at the A4095. To the west is open countryside, containing the village of Bucknell. To the south is the B4030 and beyond it the Bignell Park historic parkland and privately owned estate. The northern boundary abuts the B4100 Banbury Road and the village of Caversfield. The area of Caversfield closest to the site contains the Church of St Lawrence, which is a Grade II Listed Building.

Topography and hydrology

- 2.26 The topography of the site slopes gently upwards from south-east to north-west with elevations ranging from around 97mAOD to 80mAOD.
- 2.27 The main watercourses on site drain to the River Bure which leaves the site via a culvert under the A4095 flowing towards the town centre. Within the masterplan boundary there are several water features including the Bure and its tributaries, field drains, ponds and springs. One of these streams passes below the railway line. In addition, five water wells and three groundwater abstraction sites have been identified within the site area and a minor aquifer with intermediate groundwater vulnerability is present beneath the site.

Site constraints and opportunities

- 2.28 The site provides a unique opportunity for large-scale development in Bicester. It is in multiple ownership and will require a comprehensive approach to land assembly and phasing of development. Existing landscape features such as the hedgerows and watercourse corridors provide the structure to the masterplan and will be retained. The railway line divides the site into two distinct areas which will have to be connected. Similarly the junction of the Howes Lane, Lords Lane and Bucknell Road will need to be reconfigures infrastructure

to improve A4095 strategic route along Howes Lane and Lords. The site's aspect provides the potential for large-scale renewable energy generation from roof-mounted solar photovoltaic panels with the aspiration to use sustainable heat from the Ardley energy from waste facility. The site's proximity to the existing town centre and employment opportunities should also strengthen the local economy and integrate the development with the existing community.

- 2.29 The town centre is accessible on foot within 20 minutes from most areas in the town.
- Bicester is very accessible by bike with most places within 10 minutes of the town centre.
- Bicester Town and Bicester North Railway stations are also accessible by bike.

3.0 VISION AND OBJECTIVES

- 3.1 Bringing about a pioneering eco-development which will establish a new sustainable community, integrated with, and for the benefit of, the whole of Bicester is a key element of the Local Plan strategy for delivering the vision for Bicester. The vision for North West Bicester is for a high quality development, well integrated with the existing town, providing homes, jobs and local services in an attractive landscape setting that increases biodiversity and addresses the impact of climate change. It is based on the eco-towns principles of sustainable zero carbon development designed to meet the effects of future climate change including extreme weather events and reduce energy and water use.
- 3.2 The vision reflects the Eco Bicester One Shared Vision which sets out to create a place where people choose to live, work and spend their leisure time in sustainable ways. The delivery of the masterplan will create new urban places connected by green space utilising the existing landscape framework. A network of green cycle and walking routes will be created with a combination of direct links between green areas and key destinations. Interconnected routes will allow residents and local people to explore the wider landscape.
- 3.3 The design and layout should provide short direct routes for walking and cycling connecting to the town centre, the countryside and other key destinations. The development of NW Bicester should support cultural activity through the provision of high quality public open space. It is important that the mix of uses does not undermine the role of the town centre.
- 3.4 The SPD will ensure that the vision for the site will be delivered successfully and include the major components that make up an eco-town development meeting the challenges that such development poses as set out in the emerging CLP paragraphs C.33 to C.40. The Spatial Framework Plan illustrates the key components of the development strategy for the site. It includes the landscape framework that underpins the masterplanning and provides connectivity and structure to the masterplan land uses.

Zero carbon development

- 3.5 The concept of zero carbon development is set out clearly in the Eco-towns PPS and has been embedded into Council strategies and policy ever since. The Eco-towns PPS definition is “that over a year the net carbon dioxide emissions from all energy use within buildings on the eco-town development as a whole are zero or below”. Work to date indicates a mixture of low carbon district heating and photovoltaic energy would achieve zero carbon. The site’s orientation and aspect creates the opportunity for roof mounted solar panels to generate renewable energy and will go a significant way to achieving the zero carbon targets.
- 3.6 Low carbon energy centres are proposed distributed within the masterplan boundary and shown on the spatial framework plan. They complement the energy strategy providing combined heat and power to the development. Energy centres will be carefully located to maximise the potential for combined heat and power while also allowing the potential for the site to fit a future heat network for Bicester. The feasibility of a local heat network for Bicester is being investigated by CDC and the importance of a heat network should be recognised and included in proposals for the eco-town. The aspiration is for waste heat from the energy from waste facility at Ardley to connect to proposed developments, if feasible.
- 3.7 The eco-development will utilise the site’s natural features and opportunities to provide a place that encourages a more sustainable way of living in homes that are well designed, energy efficient, accessible to jobs and local facilities within easy reach of the countryside and protect biodiversity. In doing so it will meet, and wherever possible exceed, the eco-town standards and policies of the CLP creating an exemplar of truly sustainable development.
- 3.8 Infrastructure requirements will be future-proofed so that the development can adapt to changes in technology. Renewable energy generation from on-site sources will be the key to delivering zero carbon emissions from energy used in buildings on the site. The provision of utilities’ infrastructure to should be coordinated and support the overarching objective for zero carbon development.

Green space, landscape and Green Infrastructure

3.9 Green space will be a distinguishing feature of the site making it an attractive place to live.

Green space provides the landscape setting to the development. It also provides a range of opportunities for formal sports, play and informal recreation and the creation of a distinctive development. The majority of green space is focussed on natural corridors and integrated with the existing hedgerows.

3.10 The green space to the south of the railway line provides general amenity, sports and a nature reserve. To the north of the railway line the green space provides general amenity, a country park, water treatment facility, burial ground and community farm. Other areas of green space provide the landscape framework for the master plan and opportunities to deliver green infrastructure. Development on the edge of the site is likely to be more informal and rural in character and this will be reflected in the nature of the green spaces to be provided whereas the formal open space and sports pitches will have a different character.

3.11 Planning applications should demonstrate a range of types of green space, for example wetland areas and public space. They should be multi-functional, for example accessible for play and recreation, local food production (important due to the high carbon footprint of food), walking or cycling safely and support wildlife, urban cooling and flood management. The expectation is for frontages to be designed onto the green spaces. The existing Howes Lane has the potential to be integrated into the green infrastructure and landscape setting of the masterplan.

Biodiversity

3.12 Green space is critical to ensuring a net gain in biodiversity. The aim is to ensure greater Biodiversity across the site once the development is complete. Bat activity and badger corridors have also been incorporated into the masterplan landscape framework.

Stream corridors and riparian buffers

- 3.13 The stream corridors and field boundaries provide further structure and detail to the masterplan having multi-functional roles in the provision of green space, habitat, biodiversity gain, sustainable drainage, recreation and health, movement and access. They are intrinsic to the site as a whole. In order to strengthen and enhance the value of the landscape, natural buffer zones will be created. Within these buffers a network of paths and cycleways will provide links between the various areas of the site providing safe and attractive routes to schools, shops and places of work as well as a link to the town and country beyond the natural site boundaries.
- 3.14 The River Bure and its tributaries are important local watercourses. The establishment of a minimum 60 metre corridor to the watercourses (30 metres each side of the centre line) should be provided to secure opportunity for biodiversity gain from development. The corridors will also have other purposes and capacity for other functions. For example they will provide the interface with development, recreational routes and play.

Sustainable Urban Drainage Systems (SUDS)

- 3.15 The aim is to provide a site-wide sustainable urban drainage system (SUDS) as part of the approach to flood risk management and climate change adaptation. In terms of design, the SUDS should not be treated simply as a drainage feature, but integrated into the wider landscape and ecology strategy. SUDS are a fundamental component of the proposed green infrastructure.

Sports pitches and Playing Fields

- 3.16 The Spatial Framework includes sports pitches and secondary school playing fields in a central position on the land to the south of the railway, and in proximity of each other where it may be possible to create a sports hub. Also a site for outdoor sport has been identified in a central position on the land to the north of the railway annotated on the Draft Masterplan as a "Sports Pitch". The amount and type of provision in this location requires further consideration to ensure that it provides a sustainable solution in the longer term.

Any new facilities should be built in accordance with Sport England's design guidance notes, copies of which can be found at: <http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

Transport and Movement

- 3.17 Opportunities for walking and cycling through a network of sustainable and direct transport routes linking green spaces with a legible street hierarchy and layout should be developed and enhanced. Attractive routes and connections through the development should make it easy to get around on foot or cycle and is a key transport objective.
- 3.18 The masterplan design seeks to use the principles of filtered permeability and walkable neighbourhoods with key destinations and public transport routes within a notional 10 minute walking distance of homes.
- 3.19 The primary road layout within the site provides access to the strategic road network but should be designed to keep vehicle speeds low and discourage unnecessary journeys by private motor car. An indicative bus route has been submitted with the Draft masterplan and includes bus only routes and bus priority measures. The final public transport solution must be attractive to all future residents and provide a viable and efficient alternative to car travel.
- 3.20 Car sharing and car clubs will be an important element in supporting reduced car ownership and ensuring that the masterplan street areas and spaces are not dominated by parking. Parking requirements will need to be sensitively addressed and innovative approaches to parking management delivered.
- 3.21 The masterplanning has sought to achieve residential areas that are within walking distance of schools and local facilities and accessible to the bus route through the site. As a result, homes should be located within 400 metres walk of frequent public transport routes and within 800 metres of primary and neighbourhood services.
- 3.22 The primary routes for vehicles will allow access to the development but will not dominate the layout or design of the scheme. This will be a place where people provide the vitality and

vibrancy and the private motor car, whilst still recognised as having a role in personal transport, does not become the first choice of travel.

The NW Bicester Boulevard

3.23 The vision is to create a route that can accommodate the predicted volumes of traffic while providing an environment that is safe and attractive to pedestrians, cyclists and any person that is using the services and facilities proposed.

3.24 Commercial uses will be concentrated along an urban boulevard (the realigned Howes Lane) between the junction of Middleton Stoney Road and Lords Lane/Bucknell Road to provide activity in this area as the main “street” through the development. The boulevard will be highly accessible to the rest of the development and town as a whole providing a commercial opportunity to create a viable and sustainable mix of uses serving local needs. In this location and along the public transport corridors, higher density development will be encouraged.

Bucknell Road

3.25 The spatial framework plan shows a downgraded and diverted Bucknell Road providing a sustainable transport route through the masterplan area and into town. It aims to discourage vehicular movement (“rat-running”) through the villages. Bucknell Road would continue to provide connectivity through the site. The existing highway arrangements along the Bucknell Road could be improved to allow a rapid bus-only link direct into the eco town site via Bucknell Road with associated walking and cycling infrastructure along it.

3.26 To reduce the attractiveness of the route for through traffic, other road users including vehicular traffic travelling along Bucknell Road to and from the town centre will be diverted to along the route of the existing Lords Lane, entering the masterplan site approximately 100 metres east of the existing Lords Farm before joining the extended boulevard.

3.27 Access to Bucknell from the south and town centre will use the primary street through the northern part of the site before linking with the existing Bucknell Road. Bucknell Road will be

truncated from the north just before it crossing the stream continuing as a walking and cycle route towards the southern boundary of the site and the Bucknell Road beyond to the town centre.

- 3.28 It is proposed that Shakespeare Drive becomes a one way road to avoid use by through traffic and not increase traffic through neighbouring residential areas.

Howes Lane Realignment

- 3.29 Howes Lane is characterised by dense planting, fencing and rear elevations. This results in limited opportunities to link with the eco-town site with the exception of a single greenway. Lords Lane presents a more positive aspect to the proposed development in terms of the orientation of new development (housing facing outwards towards the road from Bure Park). The Bure Stream and local nature reserve forms an important green link into the town from the site.

- 3.30 It is proposed that the A4095 is diverted through the site to provide a strategic route for the town and create an urban boulevard for the new development. This road will have the character of a bustling High Street and be a place of pedestrian activity and the focal point the new community. The speed of vehicles will be reduced to allow movement of people across it and the creation of tree lined boulevard will be an attractive key feature of the development. The Howes Lane/ Bucknell Road/ Lords Lane junction arrangement will be replaced by an underpass under the railway line to ease the movement of traffic along the east-west route.

- 3.31 The spatial framework plan is based on the following movement hierarchy:

- A strong green space structure providing a network of footpaths and cycleways;
- Provision of a strategic route through the site, to realign Howe's Lane, cross the railway line and allow integration and connectivity between the new and existing community;

- Masterplanning has provided the opportunity to address the aspect of existing properties along Howes Lane and the potential for the new development to enhance the existing properties;
- Primary access roads into the site link employment, schools and community facilities;
- Controlled access roads through residential areas provide a route for public transport and maximise the public transport catchment;
- Minor roads and home zones to serve residential areas.

3.32 Indicative strategic accesses and primary streets are shown on the spatial framework plan. The spatial framework shows a primary street through the site on each side of the railway line accessed from Banbury Road and the realigned section of Lords Lane on the northern side and Howes Lane and Middleton Stoney Road on the southern side.

Public transport network

3.33 The vision is to create rapid and regular bus service from the site to key destinations in and around the town in order to be attractive to residents. The public transport service needs to be fast reliable affordable and direct. The Draft masterplan proposes a bus network through the site designed to transport passengers directly and efficiently to their destination and give the bus priority over other road vehicles. Bucknell Road is the preferred route for a bus link to the town centre and this will require some infrastructure to support the increased use by buses from the NW Bicester site. The bus route will use the primary street network for the most part.

3.34 The Draft masterplan includes three bus-only links (central, western and eastern). The delivery of bus-only links requires further investigation for example, from the Bucknell Road to the north side of the development and from the new link to the west side of the development needs further consideration to ensure it can be delivered to achieve the goal of providing an efficient bus service.

3.35 NW Bicester should be an exemplar in the design and operation of its transport systems. The challenge this presents is significant and means that “business as usual” is not an option. Street and place design should give pedestrians and cyclists priority with limited and managed car access.

Employment

3.36 The vision for employment is to deliver a mixed use development and ensure that unsustainable commuter trips are kept to a minimum. Employment opportunities will be provided on site and meet the skills of local residents. Training and education will be also key to delivery of the economic strategy.

3.37 Employment will be provided by commercial uses such as those proposed in the business parks but also other employment opportunities and facilities provided on the eco-town development and in links to the wider economy. These include service jobs, growth of the low carbon goods and services sector (including energy, management, retail, community development roles).

3.38 The existing farmsteads are identified for mixed use development including some commercial uses as shown on the spatial framework. Land at the junction of Middleton Stoney Road and Howes Lane is proposed for large scale commercial development in the form of a business park. It provides an important component of the masterplan economic strategy delivering the growth of target employment sectors in the town and contributing to the eco-town standard of access to one new employment opportunity per new dwelling.

Homeworking

3.39 Homeworking will play an important role in creating employment opportunities on the site. In addition, homeworking will be encouraged and facilitated by the design of the new homes.

Local Services and facilities

3.40 Local centres are proposed as part of the mixed use development including small retail units, offices, community facilities including a nursery, primary school, and public house. The

energy centres and other infrastructure and facilities on the site will generate and support jobs within the site. It is important employment areas are easily accessible and well connected to other uses. The location of complementary uses such as cafes, bars and hotels should be convenient to employment facilities on the site to create a vibrant local economy as set out in the economic strategies.

- 3.41 The success of the commercial uses will be influenced by the mix of uses and quality of the built and natural environment in the masterplan and spatial framework plan. By locating commercial uses in close proximity to community and educational facilities it is envisaged the masterplan will promote viability and support local services. Community facilities and social infrastructure including schools will be provided in locations accessible to the new communities and sports and recreational facilities located in close proximity.
- 3.42 The distribution of community halls will be spread across the site and perform a different function to help build the new community. Schools shall provide high quality educational facilities with a strong community and sustainability emphasis to embrace the whole community, with facilities for the benefit of whole community.

4.0 DEVELOPMENT PRINCIPLES

- 4.1 This section sets out the key development principles for the site. It considers the Eco-town standards set out in the PPS, the principles set out in CLP Policy Bicester 1, the Draft Masterplan and spatial framework plan. It explores the eco town principles further and breaks them down into component parts each of which is used to inform the principles that will be used to guide developers, landowners and applicants when preparing development proposals. As such it provides an understanding of how the spatial framework and masterplanning principles should be incorporated into the preparation of planning applications.
- 4.2 Applicants are expected to consider the principles and parameters set out in this section, considering and taking them into account in the preparation of planning applications in outline and detail planning submissions and supporting information in Design and Access Statements. The principles should be applied to the development as a whole as well as individual sites.
- 4.3 In delivering the vision for NW Bicester, applicants are required to respond directly to these principles in Design and Access Statements in order to demonstrate how they have been taken into account.

Development Principle 1 – Developing the spatial framework.

- 4.4 The spatial framework should be used to guide the preparation of development proposals and the delivery of key components of the masterplan.
- Planning applications to be consistent with the spatial framework and mindful of the masterplan.
 - Proposals should be supported by a masterplan to show how the development contributes to the delivery of a comprehensive masterplan.
 - Planning applications will be required to develop the principles and vision set out in the Draft Masterplan, spatial framework plan and the SPD.

- In preparing planning applications, the masterplanning and design should be progressed. For example, details to the level of the block and the street should be provided to explore issues related to building typologies and solar orientation.
- 4.5 Masterplanning underpins the Eco town standards and the PPS (ET20) states, *“All eco-town planning applications should include an overall masterplan and supporting documentation to demonstrate how the eco-town standards will be achieved.”*
- 4.6 The SPD has taken key elements from the Draft masterplan and incorporated them into the spatial framework. The Draft masterplan shows:
- the site boundary;
 - Proposed land uses;
 - existing woodlands and hedgerows, watercourses and ponds;
 - proposed woodlands and hedgerow buffers and water corridor buffer zones;
 - site access points from the highway network;
 - indicative primary and secondary routes (roads and street layout);
 - Proposed realignment of Howes Lane.
- 4.7 The spatial planning framework uses this and indicates the key development components of an eco-town.

Development Principle 2 – zero carbon development

Relevant Eco-town standard - ET7

- 4.8 Zero carbon is defined for eco-towns as the net carbon dioxide emissions from all energy use within the buildings on the development as a whole being zero or below over a year. The infrastructure needs set out in CLP Policy Bicester 1 require provision to allow for zero carbon development on the site. The approach to energy and carbon dioxide reduction set out in the masterplan energy strategy is to provide a large scale solar array on the residential development; energy efficient buildings and a network of energy centres providing gas and biomass combined heat and power (CHP) which will require a district

heating network. It is anticipated that overheating in buildings will be an issue in future climate change scenarios requiring an innovative approach in the design of new buildings.

- Development at NW Bicester must achieve zero carbon and individual planning applications will be required to demonstrate how they will achieve this
- Planning applications will be required to incorporate best practice on tackling overheating and the impacts of climate change on the built and natural environment including:
 - Urban cooling through GI through forty percent green space
 - Orientation and passive design principles
 - Development proposals should include water neutrality measures as set out in the Water Cycle Study
- All new residential development will be expected to incorporate sustainable design and construction technology to achieve zero carbon development through a combination of fabric energy efficiency, carbon compliance and local renewable energy generation.
- The development will be required to meet Minimum Fabric Energy Efficiency Standards (FEES) to achieve Code for Sustainable Homes Level 5 (CSH5) for all residential proposals.
- Use of heat from the energy from waste facility at Ardley should be explored
- The approach shall be set out in an energy strategy including the potential to link to sources of low carbon energy such as the Ardley facility.

Development Principle 3 - Climate Change Adaptation

Relevant Eco town standard - ET8

Relevant CLP Policy ESD1 sets out the Council's approach to mitigating and adapting to climate change.

4.9 Development proposals should create sustainable communities resilient to and appropriate for climate change. They should be planned to minimise future vulnerability in a changing climate. CLP Policy ESD1 sets out the Council’s approach to mitigating and adapting to climate change.

- Planning applications will be required to incorporate best practice on tackling overheating and the impacts of climate change on the built and natural environment including:
 - SUDS
 - Urban cooling through GI through forty percent green space
 - Orientation and passive design principles
- Development proposals should include water neutrality measures as set out in the Water Cycle Study

Development Principle 4 - HOMES

Relevant eco-towns standard ET 9

Relevant CLP Policy ESD3 – Sustainable Construction and Policy Bicester 1

4.10 Homes should achieve the standards set out in Eco-town PPS standard ET 9 and CLP Policy Bicester 1 and in particular they should:

- be zero carbon as part of the whole environment achieving carbon dioxide reductions of at least 70% relative to 2006 Building Regulations (Part L)
- meet Building for Life 12 (www.designcouncil.org.uk)
- use energy efficient materials as part of the building fabric and meet a minimum of Level 5 of the Code for Sustainable homes (with consideration of local services)
- meet lifetime homes minimum space standards (www.lifetimehomes.org.uk/)
- provide flexible space to facilitate homeworking and
- be “smart” - incorporating
- real time energy monitoring systems

- technology that provides up to date real time community information including travel
 - superfast broadband (speeds in excess of 100 MBps) to facilitate use of homes as offices and small businesses
 - Use innovative approaches to sustainable construction optimising the site's potential for solar energy gain and passive house techniques for ventilation and cooling, address the issue of overheating and respond to the orientation of the site.
- 4.11 Specific design principles will be set out in Design Codes and include the use of local materials, flexibility in house design and size including the potential for additions to the building to adapt to changing circumstances.
- 4.12 Design and Access Statements should respond to the eco-town principles and set out how homes will contribute to meet design criteria for the development.
- 4.13 Planning applications should demonstrate how they have met the criteria for housing set out in the TCPA Eco-towns worksheet which states: *“The great strength of the eco-town approach is that it focusses on all the aspects that contribute towards achieving a sustainable community in an integrated and cross cutting way....This demands a holistic approach is taken so that housing is delivered in ways which maximise the benefits of living in an eco-town, from access to infrastructure planning, and from equity to land values....Building to the standards that we want to see for individual exemplar homes is important but will only achieve a real impact if this is set within the right overall concept.”*

Development Principle 5 – Employment

Relevant Eco-towns standard ET10

Relevant CLP Policy Bicester 1

- 4.14 The PPS states, “It is important to ensure that eco-towns are genuine mixed-use communities and that unsustainable commuter trips are kept to a minimum. The masterplan and spatial framework plan include employment land to facilitate the creation

of on-site jobs. In addition, the economic strategy sets out the scale, type and location of jobs related to NW Bicester and an action plan. It is envisaged that the business park in the south west of the masterplan area will provide the majority of jobs on the site. This development is expected to come forward in the early phases of development and its location reflects the accessibility of the site to the strategic highway network. Large scale commercial development comprising general industrial (within Class B2 of the Uses Classes Order) and storage and distribution (within Class B8 of the Use Classes Order) is supported by the CLP Policy with ancillary office use (Class B1) also proposed.

4.15 It is proposed to develop the land between the existing Avonbury Business Park to create commercial use and frontage along the realigned Howes Lane. Similarly the triangle of land between the realigned bus only Bucknell Road link and the realigned Lords Lane is identified for commercial uses. Further employment uses are proposed to the north east of Lords Farm and at Hawkwell Farm.

4.16 Other employment opportunities will be created through the provision of facilities for homeworking in the design of new homes. The local centres and other services will provide additional employment in offices, shops and community facilities.

4.17 Employment proposals will be required to address the following development principles:

- Accessibility
- Mixed use development
- The relationship to neighbouring uses and
- The vitality of local centres
- Planning applications should be supported by an economic strategy which is consistent with the masterplan economic strategy and demonstrates access to one new opportunity per new home on-site and within Bicester
- An economic strategy should set out the approach to providing job opportunities and employment facilities on the eco-town site and within Bicester

- Development proposals should:
- meet the eco town requirements on employment including a minimum of one employment opportunity per new dwelling;
- contribute to the mix of uses in the masterplan and meet employment targets
- Non-residential buildings should be designed to be BREEAM very good with the capability of meeting BREEAM Excellent on occupation of 50% of development
- Proposals will be required to deliver the homeworking, skills and training objectives set out in the economic strategy.
- Planning applications should present a brief summary of the economic context (with a specific focus on jobs and employment land) for the town's location, the potential economic roles NW Bicester could pursue including targeting the low carbon goods and services sector, and a brief appraisal of the considered options, as part of the submission of economic strategies to support proposals. Economic strategies should include an evidence base and up to date baseline information.

Development Principle 6 – Transport

Relevant eco-towns standard ET11

Relevant CLP Policy SLE1

4.18 Key considerations for movement to be addressed in planning applications are as follows:

- Reducing car dependency
- Prioritising walking and cycling
- Generating activity and connectivity
- Highway improvements and reconfigurations including Howes Lane and Bucknell Road
- Bus priority and links

4.19 At the outline planning applications stage it will be necessary to set out the indicative layout of lower hierarchy streets.

- 4.20 The layout and design of proposals should reduce the dominance of car parking.
- 4.21 Walking, cycling and public transport should take precedence over trips by car.
- 4.22 The role of electric and low emission vehicles shall also be considered.
- 4.23 In order to achieve the amount of trips by walking and cycling, proposals in planning applications should be developed to ensure a high level of sustainability and accessibility within the site and strong connections to off-site destinations.
- 4.24 Walking routes should be designed to integrate with the existing public rights of way network.
- 4.25 The bridleway that leads from the eastern end of Howes Lane past Aldershot Farm is an important link between the town and countryside and was identified as a green corridor in the masterplanning.
- 4.26 A Walking and Cycling Strategy will be required to support planning applications as part of Transport Assessments and Travel Plans to address the issues and guidance set out in this SPD.

Development Principle – Boulevard

- 4.27 The masterplan proposes the realignment of Howes Lane to create a boulevard designed as a mixed use street. The Boulevard will be entered by a series of “gateways” at the edges of the masterplan boundary providing a sense of arrival into the eco town development. The space should accommodate not only the highway but also trees, green space, segregated footways and cycleways with building fronting the new road. It should result in a vibrant area at all times of day and include the community as well as passing trade. The secondary school could provide activity and a focal point for the development on the southern area of the site. It will be flanked by mixed uses development comprising commercial uses, residential and new green infrastructure. Vehicles should move through this area along the attractive street, perhaps stopping to use the local facilities or stop to allow pedestrians to

cross. Crossing points should allow permeability for pedestrians and cyclists to conveniently access facilities on and off site.

4.28 The Boulevard will be the primary access into the development connecting the initial phases of housing, community facilities and business park. The carriageway width should be restricted to ensure it does not present a barrier to crossing and movement. The character of the Boulevard should be developed further based on the character areas set out in this document. The relocation of the existing Howes Lane will help integrate the proposed new development with the existing community and Bicester as a whole. Highway requirements should not lead to a route which will in itself form a new barrier - albeit relocated within the site boundaries. Good permeability, frontage and crossing points combined by a low speed limit should deliver the vision for an urban boulevard.

4.29 In terms of the design of this new section of road, the local highway authority recognises the continued strategic importance, nature and level and types of traffic carried on a daily basis by Howes Lane as part of the Bicester perimeter road network. OCC has provided an indicative Howes Lane carriageway dimension requirement of 7.3 metres. It has also indicated a requirement for off road footways and cycleways, verges (with trees) and two swales and a speed limit of 30 mph. Joint cycleway/footways should be at least four metres wide and segregated routes three metres wide to provide attractive routes for pedestrian and cyclists. Applicants will need to work with OCC and CDC to find an acceptable design solution appropriate to the uses along the route.

4.30 The existing Howes Lane will be the subject of a Stopping Up Order to allow potential alternative uses ranging from open space to foot/cycle ways. It is essential that the accessibility of the overall development internally and externally is designed to a high standard with direct and overlooked routes. Such routes will be expected to be designed to an adoptable standard. As part of a future design code an agreed street hierarchy will be required by OCC.

4.31 The location of the internal bus stops should be within 400 metres (walking distance) of homes and located in the site's local centres where possible. Bus stops should be designed to provide Real Time Information infrastructure, shelters and cycle parking.

4.32 Rights of Way should be recognised as important links to the countryside, enhanced and reinforced through the implementation of the masterplan supported by individual planning applications.

Development Principle – Transport Reducing car dependency

4.33 Based on the masterplan and spatial framework plan, planning applications should incorporate the following principles to deliver reduced car dependency:

- Comprehensive direct networks for walking, cycling and public transport;
- Limited or less convenient private vehicle access for homes and services;
- good accessibility by sustainability modes to key services such as schools and local centres;
- A compact layout – with medium densities, a mix of uses and a range of facilities within 10 minutes walking distance (around 800 metres);
- Home zones – residential areas where streets design encourages drivers to travel at very low speeds;
- Shared space streets and squares – these are intended to reduce the dominance of motor vehicles and to improve the conditions for walkers, cyclists and pedestrians;
- Car-free areas – this does not mean that people cannot use and own a car. Instead it encourages reductions in car ownership and discourages their use. It should be combined with safe and secure parking provision separate from the residential area, perhaps on the development's periphery. Local centres should be pedestrianised and will be served by direct cycle routes and public transport.
- Improved linkages to the town's stations must be managed to ensure the NW Bicester site does not become an attractive location for commuter living and further

linkages to Bicester town station should be investigated to provide improved connectivity to a wider range of destinations.

- The transport system should be planned to ensure that all homes and key services have access to non-car modes of transport.
- Homes should be within 10 minutes walk (approximately 400 metres) of
 - (a) frequent public transport and
 - (b) neighbourhood services;

4.34 Applications should demonstrate how the development's design will enable at least 50% of trips originating in the eco-town to be made by non-car means with the potential to increase to 60% by 2020.

4.35 Planning applications should set out how they will deliver:

- High containment of trips within the town;
- enhanced bus services from NW Bicester into and around Bicester;
- Additional bus priority measures; street plans to discourage car movement;
- Travel awareness plans (individualised travel plans etc.)
- Real time travel information;
- High quality walking and cycling links to and from the town and cycle storage within new homes.

Development Principle – Transport – Permeability

4.36 The secondary road network will provide other routes through the site. Below this level, further work in preparing planning applications is required to show how the routes will connect and illustrate the permeability of the site.

Development Principle - Healthy lifestyles

Relevant eco-towns standard ET 12

4.37 The built and natural environments are an important component in improving the health and well-being of people. Well designed development and good urban planning can also

contribute to promoting healthier and more active living and reduce health inequalities.

Development proposals should be designed and planned to support healthy and sustainable environments and enable residents to make healthy choices easily.

Development Principle - Local services

Relevant eco-towns standard ET13

- 4.38 Proposals should provide facilities which contribute to the well-being, enjoyment and health of people.
- 4.39 Planning applications should include a good level of provision of services within the NW Bicester eco-town site that is proportionate to the size of the development. This should include leisure, health and social care, education, retail, arts and culture while recognising that the existing town centre will continue to perform an important role as the service centre for the town and surrounding area including major large scale retail and community services such as the new library.
- 4.40 Local services will be located in accessible locations within walking distances (defined in this SPD) to homes and employment. They are important in providing attractive places where people will want to meet and spend time providing a destination for local residents to visit with a strong community focus. Small scale retail serving the daily needs of local residents will be supported as part of the mix use local centres which should also include employment opportunities and commercial use of first floors.
- 4.41 Following on from the “walkable neighbourhoods” principle the schools should be easily accessible on foot and other non-car sustainable modes. They should be set in an attractive landscape and where parents need to access the school by car should be carefully considered in order to avoid congestion and conflict with pedestrians and cyclists. To encourage sustainable travel initiatives, schools should be accessible from at least two sides of the site see “typical example” from the educational requirement document. The local education authority’s preference is for three vehicular entrances located strategically

around the perimeter. Noise generation around schools should be minimal. School dropping off/picking up points should be agreed with OCC and CDC

Development Principle - Green infrastructure and landscape

Relevant eco-towns standards ET 14 and ET15

4.42 The Draft masterplan proposes a green infrastructure framework retaining existing landscape features such as trees, hedgerows and woodland. The space should be multi-functional, for example, accessible for play and recreation, walking or cycling safely, and support wildlife, urban cooling and flood management. Particular attention should be given to land to allow the production of food from community, allotment and/or commercial gardens. Proposed landscape schemes and Green Infrastructure design should be used to provide external cooling and reduce heat islands. Green roofs should also be used to assist with neighbourhood cooling and have a role in dealing with water but will not be included in the requirement for 40% green space. The impact of development on the site should be minimised to avoid disturbance of existing natural features such as trees and hedges and retaining the links to the landscape and countryside beyond the masterplanning boundaries. Planting of trees should be used to reinforce existing trees and hedges and integrate development with the landscape. The interface with Bignell Park for example needs to be handled with sensitivity as does the relationship to the settlements of Bucknell and Caversfield including important views of buildings such as St Michael's church in Caversfield.

4.43 Hedgerows

4.44 The Draft Masterplan and Spatial Framework uses the existing field boundaries and hedgerows to give the masterplan structure. Hedgerows define the site layout recognising their landscape importance and contribution to biodiversity and habitat. They provide natural corridors throughout the site for wildlife but also for residents as part of the comprehensive cycling and walking network.

4.45 The landscape strategy (REF FIG 15 A2D LANDSCAPE STRATEGY) that supports the Draft Masterplan includes the following key landscape elements:

- Green loops as part of a linear park
- Retained and reinforced hedgerows with a 20 metre buffer
- Riparian zones along the stream corridors
- Woodland copses
- Green “fingers” integrating GI into the development

4.46 Retaining and reinforcing the existing hedgerows, trees and woodland on the site is a key development principle. The field boundaries and hedgerows divide the site into parcels. The hedges are to be largely retained in the masterplan proposals and provide both a constraint and opportunity for development proposals. They are important feature in the local landscape and form the basis of the site’s green infrastructure. The alignment of some hedgerows also provides linkages/connections within the site and between the existing town and surrounding countryside for people and wildlife.

4.47 Key strategic hedges are identified on the spatial planning framework.

4.48 Planning applications should demonstrate the provision of forty per cent green space and a range of types of green space.

4.49 The space should be multi-functional, for example, accessible for play and recreation, walking or cycling safely, and support wildlife, urban cooling and flood management provided the primary purpose is not compromised. Particular attention should be given to land to allow the production of food from community, allotment and/or commercial gardens.

4.50 Proposed landscape schemes and Green Infrastructure design should be used to provide external cooling and reduce heat islands.

4.51 Green roofs should also be used to assist with neighbourhood cooling but will not be included in the requirement for 40% green space.

- 4.52 Planning applications need to explain green infrastructure in relation to the way that it fits with the housing and commercial developments as these are critical to the success of the scheme. For instance, simple considerations such as whether development fronts onto landscape will make a huge difference in the way the area is perceived and functions. Open space should be fronted to secure attractiveness. Green infrastructure should enhance and complement the structure of the urban form and the hierarchy between the two elements needs to be understood in order to understand how these areas might be developed in subsequent applications. The western edge should be defined by woodland and support the existing landscape character of the area.
- 4.53 The impact of development on the site should be minimised to avoid disturbance of existing features and retaining the links to the landscape and countryside beyond the masterplanning boundaries. Planting of trees should be used to reinforce existing trees and hedges and integrate development with the landscape. The interface with Bignell Park for example needs to be handled with sensitivity as does the relationship to the settlements of Bucknell and Caversfield including important views of buildings such as St Michael's church in Caversfield.
- 4.54 SUDS
- 4.55 Natural drainage systems and runoff rates no higher than greenfield rates will be required to reduce the risk of flooding and maintain groundwater levels.

Development principle – Biodiversity

Relevant eco-towns standard ET16

- 4.56 The PPS requires eco-towns to demonstrate a net gain in local biodiversity and a strategy for conserving and enhancing local biodiversity for planning applications.
- 4.57 The CLP Policy requires preservation and enhancement of habitats and species on site
- 4.58 The Draft Masterplan proposals aim to retain the most valuable habitats and ecological features on the site including protecting the majority of hedgerows and watercourses.

- Biodiversity mitigation and enhancement should be incorporated into development proposals
- Proposals should consider opportunities for biodiversity gains within the built environment for example through planting, bird, bat and insect boxes and the inclusion of green roofs

Hedgerows

4.59 Hedgerows loss will be minimised and existing hedges retained as part of the landscape framework and breaches of the hedges minimised in designing the layout of development- Retained hedgerows identified on the Draft masterplan and spatial framework will be enriched by semi-natural vegetation in buffer zones

4.60 A 20 metre buffer along designated hedgerows recognised for their ecological value will be provided to create a “dark corridor” for nocturnal species such as bats. The lighting scheme for the development will need to avoid disturbance to these dark areas.

River corridors

4.61 Minimum 30 metre buffer each side of the watercourses on the site to create a river corridor to enhance biodiversity and provide a strong landscape feature in the scheme

Woodland and plantations

4.62 A block of broadleaved semi-natural woodland west of Home Farm will be retained within a buffer zone of semi-natural habitat linked to the green space along the water courses

Development Principle – Water

Relevant Eco-town standard ET17

4.63 Development proposals should ambitious in terms of water efficiency across the whole development and demonstrate efficient use and recycling of water to minimise additional water demand from new housing and new non-domestic buildings.

4.64 As Bicester is in an area of water stress, proposals should aspire to water neutrality as defined in the eco-towns PPS. Water neutrality is defined in the PPS as achieving

development without increasing overall water use across a wider area. Annex B of the PSS also refers to Water neutrality as set out below:

- 4.65 “Water neutrality is the concept where the total water used after a new development is no more than the total water used before the new development. This requires meeting the new demand through improving the efficiency of uses of the existing water resources. Water neutrality needs to be assessed within a defined area, normally the water company’s water resource zone.
- 4.66 Water neutrality is a demanding level of ambition which is only likely to be achieved through a combination of measures. A key component is to make the new development water efficient, through using the most efficient water products and where appropriate looking at water use options. Other measures involve the existing building stock and would need to be explored in partnership with the water companies. These may include extending the extent of metering, introducing variable tariffs to encourage water efficiency, retrofitting existing buildings with water efficient products and reducing demand from non-households.”
- 4.67 Utilities and infrastructure should allow for water neutrality on the site and the approach shall be set out in a water cycle study for the site.
- 4.68 The Water Cycle Study shall cover
- 4.69 water efficiency and demand management;
- 4.70 water quality and how it can be improved and protected;
- 4.71 Water Framework Directive compliance;
- 4.72 Surface water management to avoid increasing flood risk and water services infrastructure improvements and their delivery having regard to the Environment Agency’s guidance on Water Cycle Studies.

Development Principle - Flood risk management

- 4.73 Relevant eco-towns standard ET18

4.74 Development should demonstrate how sustainable urban drainage systems (SUDs) and other appropriate measures will be used to manage surface water, groundwater and local watercourses to prevent surface water flooding. To minimise the impact of new development on flood risk the NPPF requires that the surface water drainage arrangements for any development site are such that volumes and peak flow rates leaving the site post-development are no greater than those under existing conditions. As the NW Bicester site is predominantly greenfield in its predevelopment state, the drainage strategy should be based on the principle of attenuating any additional post development runoff to equivalent greenfield rates.

Development Principle – Waste

Relevant eco-towns standard ET19

- 4.75 Planning applications should include a sustainable waste and resources plan covering both domestic and non-domestic waste which:
- Sets targets for residual waste levels and landfill diversion
 - Establishes how all development will be designed so as to facilitate the achievement of the targets
 - Provides evidence that consideration has been given to the use of locally generated waste as a fuel source for CHP generation and
 - Sets out how developers will ensure that no construction, demolition and excavation waste will be sent to landfill.

Development Principle - cultural enrichment

- 4.76 A Cultural Enrichment Strategy has been prepared in draft. It focusses on making NW Bicester a culturally vibrant place through a high quality design and community engagement. This does not preclude the provision of public art, providing it is integral to achieving high quality design across the site. Planning applications will be required to

demonstrate how proposals to support cultural enrichment will be incorporated into detailed development plans. A copy of the strategy is included in appendix XX.

Development Principle – Community cohesion and integration

4.77 NW Bicester provides an opportunity to consider innovative and new approaches to community governance. The creation of a balanced and mixed community is a fundamental requirement of eco-towns and sustainable development.

4.78 To promote integration with the existing community planning applications should include:

- Provision of a range of house types and tenures, potentially linked to incentives to local first time buyers and older households;
- Sensitive allocation and management policies for affordable housing which enable extended families and friendship networks (co-housing) to move together and help create a more diversified tenure mix;
- Provision of a range of community and leisure facilities which cater not just for NW Bicester but also give people from the existing community reasons to go there;
- Revenue support for provision of appropriate staffing and early staffing of community facilities;
- Good public transport links between NW Bicester and the wider town.

Development Principle – Community and governance

Relevant eco-towns standard ET22

4.79 Delivering a high quality scheme is only part of creating a successful place. Suitable management of the different elements of the masterplan will be required to ensure facilities are maintained over the long term and to help to build social cohesion. Planning applications should support the work to establish a Local Management Organisation (LMO) as the long term governance structures for the development to ensure that:

- Appropriate governance structures are in place to ensure that standards are met and maintained;

- there is continued community involvement and engagement to develop social capital;
- Sustainability metrics including those on zero carbon, water, transport and waste are agreed and monitored;
- Future development continues to meet eco-town standards and Community assets are maintained.

5.0 DESIGN AND CHARACTER AREAS

5.1 This section relates to the specific design and place shaping principles in the CLP including streets, green infrastructure, and public realm. These principles are seen as the basis of further work in the preparation and submission of planning applications on the site. They are therefore the starting point for planning applications and should be used in developing proposals in accordance with the spatial framework. The spatial framework sets out the land uses across the site and demonstrating the design principles to be used in guiding subsequent planning applications.

5.2 The following design principles should guide the preparation of proposals on the site:

- Sustainability – a key driver in the design of the eco-town and a fundamental principle in achieving a zero carbon development - the layout of the site and individual buildings should reduce the use of resources and carbon dioxide emissions;
- Character – somewhere with a sense of place, and that responds positively to the area as a whole;
- Integration – within the site but also with the surrounding town and countryside
- Legibility – a place which is easy to understand and navigate;
- Filtered Permeability – achieving a form of layout which makes for efficient movement for pedestrians, cyclists and public transport provision while accommodating vehicles, and ensuring good connections with its surroundings;
- Townscape – utilising building height, scale and massing, and design detail and
- Landscape and green space – a place which responds to its landscape setting incorporates buildings in a quality landscape setting.

GENERIC DESIGN PRINCIPLES

5.3 The purpose of the following overarching generic design principles is to guide development at a strategic level. They are supplemented by the principles set out in the character areas.

GDP1 - CHARACTER

- 5.4 It is crucial proposed developments integrate fully with existing developments and communities in Bicester by making new connections, while improving existing ones.
- 5.5 Development must provide an appropriate interface with Howes Lane by sensitively responding to the scale, massing and height of existing development.
- 5.6 Development proposals should demonstrate a morphology and urban form that responds to the site's topography, ecology, natural features and landscape character as well as responding to local patterns of development.
- 5.7 The principles of sustainable development should contribute to the character of the area by influencing form of development for example, to maximise passive energy gain (e.g. PhotoVoltaics, wind power, grey water etc.).

GDP2 - CONTINUITY AND ENCLOSURE

- 5.8 Buildings should relate to a common building line that defines the street and public spaces and establishes a clear hierarchy of streets and spaces.
- 5.9 Development should provide active frontages to all public spaces. Private spaces should be clearly defined and enclosed at the rear of buildings.

GP3 - QUALITY OF THE PUBLIC REALM

- 5.10 Development should have a clear system of safe, accessible and attractive open and green spaces that respond to and enhance natural features across the site, and integrate with the existing settlement.
- 5.11 Streets and spaces should be well-designed and demonstrate the use of high quality materials. They should be appropriately detailed with street furniture, lighting, trees and public art. Such details should be comprehensively designed into the public realm to give the proposals an identity and enhance the sense of place.

GP3 - EASE OF MOVEMENT

- 5.12 The principles in this SPD set out to demonstrate and achieve the benefits that flow from good design and assign a higher priority to pedestrians and cyclists, setting out an approach

to residential streets that recognises their role in creating places that work for all members of the community. Development should have a robust urban structure, with a network of well-designed, connected spaces and routes that prioritise the movement of pedestrians, cyclists and public transport.

- 5.13 Planning applications and proposals should demonstrate how MfS 1 and 2 have been incorporated into the design of roads and streets. There is scope for planning applications to reconsider key elements and provide further detail to explain how the movement principles will be realised in spatial and public realm terms. Planning applications should address and ensure connectivity along the major routes. It is critical that these spaces form well connected places which draw the existing and new communities together. Streets will form a major element of the public realm which will “stitch” the site together.
- 5.14 Principles of “walkable neighbourhoods” have been applied in the masterplanning to determine the mix of uses and connections to predominantly daily facilities within the new community.
- 5.15 Development proposals must show an understanding of existing routes and provide a considered response that enhances existing access and connections and seeks to improve/remove barriers to movement on and off-site.
- 5.16 Planning applications should include a Movement strategy and designs to promote sustainable transport ensuring that all residential areas enjoy easy access to open space and are connected by a range of modes of transport to schools, community facilities and leisure/employment opportunities.

GENERAL DESIGN PRINCIPLE 4 - LEGIBILITY

- 5.17 Development form should establish a street and/or space hierarchy that is focussed on important routes, landmarks and landscape features so as to enhance existing views and vistas, and create new ones to help people find their way around.

5.18 The design, location and function of buildings, along with the use of materials and landscape treatment, should reinforce the identity and character of routes and spaces they serve.

GDP5 - ADAPTABILITY

5.19 To ensure flexibility and adaptability, development should achieve the principles set out by Lifetime homes and Lifetime neighbourhoods.

5.20 Buildings should be as flexible as possible, allowing buildings to change use, or serve a different function.

5.21 Development should be brought forward with a mind to “future proofing” for emerging sustainable technologies and infrastructure.

GDP6 - DIVERSITY

5.22 Development should provide a mix of compatible uses, creating vibrant local centres and communities, allowing people to live work and play in the same area.

5.23 Development should establish a visual variety through a townscape led approach in response to the key conditions and character cues across the site.

GDP7 - CLIMATE CHANGE ADATATION

5.24 Development should be designed in response to local climate conditions and predictions. It must show consideration of topography, street layout, landscape, building mass and choice of materials to help avoid heat islands, modify summer peak temperatures and reduce energy load on buildings. Architectural responses across the development should demonstrate consideration of passive solar gain, thermal mass, albedo (materials) etc. whilst still engaging with the street and enhancing the public realm.

DESIGN GDP 7(a) Sustainable Design and overheating

5.25 The Eco-towns PPS requires development to be designed to take account of future climate scenarios. Research with Oxford Brookes University has modelled the climate Bicester is likely to experience and shows that the biggest risks are overheating and water stress. The research shows the worst case scenarios for overheating in homes occur in terraces or

detached properties with both east and west facing glazing. These homes get morning and evening sunshine when the sun is lower in the sky whereas south facing glazing can be shaded easily from midday summer sun. Designs and layouts in planning applications should include terraces that run east-west to avoid worst case overheating. Terraces that run north-south should pay extra attention to risk of overheating. Home designs should demonstrate that they will not exceed the Chartered Institute of Building Services Engineers (CIBSE) recommended overheating hours set out below:

- Less than 70 hours per year predicted to be more than 26 degrees in bedrooms
- Less than 70 hours per year predicted to be more than 28 degrees in living areas (Kitchen, Living and Dining rooms)

5.26 Similar overheating parameters should be developed for non-residential buildings.

5.27 Planning applications should provide evidence to show consideration of climate change adaptation

5.28 Planning applications should also demonstrate how risks will be reduced through win-win situations (BREEAM Communities SE10) - such as:

- Reducing more than one impact of climate change (for example reduce effect of urban heat island whilst also reducing flood risk).
- Reducing the contribution of the development to climate change (e.g. reducing the need for electric cooling and therefore reducing carbon emissions)
- Providing additional sustainability, economic or wellbeing benefits (e.g. using drainage techniques that increase biodiversity or improve water quality)

GDP8 – Building Design – solar masterplanning

5.29 Solar masterplanning software should be used at early design stages (e.g. using sketch up designs) to check for best use of solar resources on a site. Work on an energy strategy to support the masterplanning of the site has suggested that solar power generation on site will

assist in achieving the zero carbon development target for the site therefore design needs to enable this by supporting:

- Orientation - For pitched roofs, all roofs should have at least one pitch facing within 45 degrees of due south. Mono-pitch or flat roofs should be used to increase PV provision. A mix of orientations ranging from +45 degrees to -45degrees of south will reduce the peak export and contribute to meeting peak demands.
- Overshading - Buildings should avoid or at least minimise shading to roofs and shading of south facing roofs by trees or other buildings must be avoided.
- Built form, density and massing that optimising the polar for solar gain to generate energy.

GENERAL DESIGN PRINCIPLE9- Building Heights

5.30 Generally the development proposals will be suburban in scale reflecting the location of the site and the Bicester context with two-storey buildings with pitch roofs up to a height of x metres. In the commercial areas including the local centres, business park and along the boulevard taller buildings with up to four storeys (heights up to X metres) will be considered in the context of the masterplan to increase density and meet the requirements of occupiers in these locations. Planning applications will need to consider heights and how these vary across different site conditions.

GDP10 – Eco town character and setting

5.31 Proposed development should be sensitive to the existing landscape and townscape character whilst creating a unique image for the eco-town.

GDP11 – Design and layout

5.32 Development should be outward facing, with attractive edges and perimeter blocks; and take advantage of passive overlooking.

GDP12 – Building design and Street Scene

5.33 Buildings should be designed to enliven the street scene through the creation of street frontages and entrances and ground floor windows fronting onto the street should be employed to provide activity, at regular intervals.

GDP13 – Building Design - Daylighting Parameters

5.34 Daylighting parameters for all residential properties to achieve both Average Daylight Factor (ADF) credits under Hea 1 of CSH as follows:

- “Kitchens must achieve a minimum Average Daylight Factor of at least 2%
- All living rooms, dining rooms and studies (including any room designated as a home office under Ene 9 – Home Office) must achieve a minimum Average Daylight Factor of at least 1.5%”
- Daylighting parameters for all non-residential buildings to achieve BREEAM HEA 1 which states:
 - All fluorescent and CFL lamps to be fitted with high frequency ballasts
 - Relevant building area meets good practice daylighting criteria. With ADF ranging from 2-3%

GDP14 - Commercial development

5.35 Further parameters including scale and massing, building heights and frontages, maximum floorspace areas will be required to define the nature of commercial development and how it is integrated within the masterplan. The form and nature of commercial development in the proposed business park should create a gateway with landmark buildings along Howes Lane as a prominent location within the development. The smaller scale commercial to the south of Howes Lane should form a landmark function to be defined by urban form rather than car parking. The proposed business park should provide employment space for high value manufacturing including performance engineering, logistics in a high quality landscape setting with business and financial services provided in the town centre. In employment/mixed use areas the office or shop window component should address the

street. Non-residential buildings should achieve BREEAM “Very Good” with the potential to attain BREEAM “Excellent” for all non-residential buildings.

GDP15 – GREEN INFRASTRUCTURE - ENGINEERED TREE PLANTING PITS

- 5.36 Sufficient space should be allocated for tree planting in the planning applications to integrate with the streetscene and adjacent street furniture/ highways infrastructure/ buildings. Good communications and better understanding of all above/below ground requirements within the street scene at the earliest stage by the design team should ensure the appropriate integration of all street scene features including trees, SUD's, swales, rainwater harvesting, service routes (above & below) and CCTV.
- 5.37 Planning applications should allocate appropriate space for the root and crown development of trees.
- 5.38 By getting the planting locations correct and allowing for the integration of the trees into a water sensitive urban design not only avoids the common everyday conflicts with adjacent features and services as the trees mature but allows for the trees to function efficiently and to their maximum capability within the street scene whilst contributing to installed environmental, ecological and engineered features.
- 5.39 Developer/applicants should allocate a sufficient budget for the provision of engineered planting pits installed with either structured cells, raft system or structured soil.
- 5.40 Tree pits must be of the desired size and specification to support and allow for the individual tree to reach and maintain its mature, natural form and characteristics without the associated and predictable conflicts with urban features and residents.
- 5.41 The design and installation of all hard surface tree pits should be in accordance with BS8545:2014 'Trees from nursery to independence in the Landscape', 'Trees in Hard Landscapes - A guide for Delivery' - Tree Design & Action Group
- 5.42 Planting pits within hard surface areas must be fit for purpose and capable of providing an aerated, uncompacted medium capable of containing an appropriate volume of soil which

can support the tree through maturity. The same planting pits must have appropriate engineering solutions installed to ensure that the maturing roots do not present any foreseeable level of risk to property and adjacent hard surfaces. Various systems to achieve this are now available and all are still subject to ongoing research however, rather than adopting one specific method it is preferable and more flexible for each hard-surface planting pit specification to be designed to suit the individual tree and its situation. Discussions regarding this should commence from the earliest stage in the design phase.

- 5.43 To improve the integration and practical installation of trees within hard surface areas, developers are encouraged to adopt a standard practice whereby all engineering drawings are to include and identify the location and dimensions of all planting pits within the street scene thereby not leaving such an integral feature to be included within a landscape drawing usually submitted at a later stage within the design or application process.

Character areas

- 5.44 The natural features of the site combined with the proposed pattern and density of development suggest the site can be broken into distinct zones or character areas: proposed neighbourhoods north of the railway line bisected by watercourses; neighbourhoods bisected by the green network; the employment areas; higher density uses and other town-wide facilities such as a hotel or community facilities. Within these character areas there are a number of more localised character types as follows: strategic road (the Boulevard); strong landscape edge; green space frontage overlooking development set within green space network; education and employment zone – secondary school, business and general industrial located within strong landscape structure; informal residential layout responding to alignment of watercourse and other landscape elements; semi-formal residential development based on more formal layout of sports pitches/playing fields, parkland civic squares and amenity public space.

5.45 The Bicester Landscape and Sensitivity and Capacity Assessment which supports the Local Plan assesses the site in terms of its potential for development. The site is within the Cotswolds National Character Area (107) defined by Natural England. The Oxfordshire Wildlife and Landscape Study defines the site as the clay vale landscape type. The Cherwell District Landscape Assessment (CDLA) 1995 identifies the site as within the Oxfordshire Estate Farmlands character area. In terms of the capacity for residential development the Bicester Landscape assessment states that consideration should be given to the landscape and visual separation between the site and satellite villages including Bucknell. Employment uses would be best located adjacent to the railway line according to the assessment. Character Areas set out in more details the key components of the neighbourhoods that have been identified and provide an indication of the likely activity that each area will provide. For example, all buildings should be accessed from the street to maximise on-street activity.

6.0 DELIVERY

6.1 This section sets out how the masterplan will be delivered through the preparation, submission and implementation of planning applications. It sets out the approach to developer contributions, infrastructure requirements, monitoring and review mechanisms and transition

Comprehensive masterplan

6.2 Eco-town standard ET 20 states: “All eco-town planning applications should include an overall masterplan and supporting documentation to demonstrate how the eco-town standards [set out above] will be achieved and it is vital to the long term success of eco-towns that the standards are sustained.” It goes on to state that, “Local Authorities should consider the use of design codes to facilitate efficient delivery of high quality development...There should be a presumption in favour of the original; that is the first permitted masterplan. Any subsequent planning applications that would materially alter and negatively impact on the integrity of the original masterplan should be refused consent.”

6.3 The North West Bicester site comprises land in multiple ownerships. In order to ensure the delivery of a comprehensive development, planning applications will be required to be in accordance with the masterplan for the site. Cherwell District Council is committed to ensuring comprehensive development of the site through the adoption of a masterplan.

6.4 The following components should be taken into account to deliver the vision and when preparing proposals to deliver the masterplan through the submission of planning applications: Achievement of zero carbon as defined in the PPS and eco town standards; the transport, access and movement framework; infrastructure requirements, provision and delivery including highways, education and community facilities; Resource efficiency and low carbon solutions for example energy and water; Sustainable and healthy lifestyles – to meet the eco-towns objective to reduce the carbon footprint of development by ensuring that

households and individuals in the eco-town are able to reduce their carbon footprint to a low level and achieve a more sustainable way of living (Ref PPS p2); Employment opportunities and facilities to support job creation providing a mix of uses and access to job opportunities; The landscape framework provided by the site's existing natural features to provide and enhance green space including multi-use Green Infrastructure; A high quality design and layout as part of a comprehensive masterplan setting out the distribution of land uses within an attractive landscape setting and a long term approach to community and governance through the establishment of a Local Management Organisation.

Infrastructure provision

6.5 The Infrastructure Delivery Plan supporting the Cherwell Local Plan identifies infrastructure required to deliver the eco-town proposals Infrastructure (transport, energy, water, waste and communications but also community infrastructure in education and health) requirements essential to meet the needs of residents include:

- School provision
- District Energy Network
- Green infrastructure as part of the forty per cent green space
- Local services and facilities
- Community facilities
- Railway crossing(s)
- Strategic highway improvements
- Sustainable transport provision

Outline planning stage

6.6 Outline planning applications have been submitted or are to be submitted for the site. Pre-application discussions have taken place with the relevant officers from the Eco Bicester Project team and OCC. The following applications have been submitted:

6.7 Phase 1 Exemplar

- 6.8 Application 1 – North of Railway Line A2D (Application Ref 14/01384/OUT) Site Area – approximately 155 Ha; 2,600 homes, 250 extra care, 68 Ha GI, local centre, primary school
- 6.9 Application 2 - North of Railway Line A2D (Application Ref 14/00000/OUT)Approx. 51 Ha – 900 homes, 7.8 Ha open space, primary school, secondary school and local centre Part of realigned Howes Lane
- 6.10 Application 3 – New Strategic Link Road to realign the A4095
- 6.11 Application 4 - Albion Land
- 6.12 Application 5 – Himley Village Proposals are being progressed on the land at Himley Farm comprising approximately 100 Ha (need to check this). An outline planning application is expected to be submitted in November 2014.
- 6.13 These planning applications represent the first stage in the delivery of the masterplan proposals following the grant of planning permission for the first phase exemplar. An outline planning application was approved for the local centre element of the first phase exemplar and proposals for the local centre will be progressed in more detail to deliver the proposed uses. This section sets out the key requirements relating to the scheme’s delivery and the requirements which should be met at the detailed planning application stage and beyond to ensure adequate and consistent approaches to quality and delivery.
- 6.14 **Transition**
- 6.15 Eco town standard ET21 sets out the transition process for eco-towns and requires planning application to support this by setting out, *“the detailed timetable of delivery of neighbourhoods, employment and community facilities and services – such as public transport, schools, health and social care services, community centres, public spaces, parks and green spaces including biodiversity”*. It goes on to set out other requirements for planning applications.
- 6.16 **Consultation and engagement**
- 6.17 Planning applications should include a Statement of Community Involvement to show the engagement of the public in preparing the proposals. This should include planning for real

exercises and best practice from community engagement techniques. Previously stakeholder workshops have taken place and these should be developed as the basis of future consultation exercises.

6.18 Planning Performance Agreements

6.19 Planning Performance Agreements will be required. Outline planning applications can be made with some or all matters reserved for future determination. Guidance on the local requirements for outline planning applications is set out on the Council's website.

6.20 Planning applications will be required to include the following:

6.21 Description of development, parameter plans and environmental statement

6.22 Supporting information including an illustrative masterplan, Design and Access Statement

6.23 A strategy demonstrating how the proposals will meet the requirement for Zero Carbon buildings across the development

6.24 Draft Heads of Terms setting out the developer contributions (See section on infrastructure delivery)

6.25 Economic Strategy

6.26 Transport Assessment

6.27 Design and Access Statement

6.28 Parameter plans for illustrative purposes only

6.29 Landscape Strategy

6.30 Biodiversity Strategy

6.31 Green Infrastructure framework plan

6.32 An indicative masterplan in accordance with the Draft masterplan and SPD spatial framework

6.33 Reserved Matters applications

6.34 RM applications should set out in detail the proposed development in the context of the wider masterplan in order to ensure a comprehensive development and compatibility with

adjacent uses. Reserved matters should include the phasing and sequencing of development as set out in the Draft masterplan

6.35 **Design and Access Statements/Design Coded**

6.36 **PLANNING OBLIGATIONS AND DEVELOPER CONTRIBUTIONS**

6.37 CDC has prepared a Draft SPD on Planning Obligations (July 2011) to guide the infrastructure requirements associated with new development. This should be used as the basis for providing new infrastructure and facilities through new development. It is intended to reduce the time taken to negotiate individual planning obligations associated with development proposals.

6.38 It is anticipated that the developer contributions through legal agreements will include:

6.39 Provision of affordable housing

6.40 Contributions to educational facilities

6.41 Community facilities

6.42 Sports facilities

6.43 Management and maintenance of open space

6.44 A burial ground

6.45 Governance

6.46 Sustainable lifestyles

6.47 Local employment, training and skills

6.48 Sustainable transport measures including the provision of bus services, off site highway schemes, pedestrian and cycle routes

6.49 Provision of SUDs

6.50 **Draft Heads of Terms**

6.51 The Eco Bicester team continues to work on the evidence base for developer contributions. Applicants should agree the requirements of any section 106 and conditions with the local planning authority and County Council. The requirements of the planning obligations include

the provision and/or contributions for the following: Community facilities (Libraries - Bicester Library and Library Link in the proposed large community Hall, Changing places toilet; Education - adult learning; social care - day care/resource centre for older persons; Health facilities - GPs surgery, neighbourhood police

- 6.52 Fire station
- 6.53 Early intervention centres
- 6.54 Community Halls – including management and maintenance
- 6.55 Community Development workers and fund
- 6.56 Skill and training
- 6.57 Visitor facilities/ environmental education centre
- 6.58 Places of worship
- 6.59 Primary schools, Secondary school, Special Education Needs, Extended school, Early years
- 6.60 Sports Pitches and associated buffers
- 6.61 Sports centre
- 6.62 Amenity space (parks, gardens, natural/semi natural green space, allotments, LAPs, LEAPS and NEAPs
- 6.63 Burial ground
- 6.64 Biodiversity offset contribution
- 6.65 Museum Resource Centre contribution
- 6.66 Public art through cultural enrichment
- 6.67 Waste collection
- 6.68 Local Management Organisation
- 6.69 Affordable Housing
- 6.70 **Monitoring and Review**
- 6.71 Planning submissions should set out a strategy and programme for monitoring and reviewing the proposals once implemented. This will ensure that the eco-town principles and

standards are measured and the performance of the development can be managed effectively to provide feedback and potential improvements to later phases of the scheme. A monitoring plan should be prepared to support the planning applications.

6.72 Delivery – schools

6.73 School site boundary plans with outline of surrounding roads and housing; topographical surveys across the school site and adjacent development; acoustic survey (existing and anticipated) across the development area should be provided to the local education authority

6.74 Cultural enrichment activities should complement and support the vision and aims of the NW Bicester Eco Town development by:

6.75 Exploring the use of sustainable materials – using recycled materials or locally sourced materials to reduce the carbon footprint and inventive ways to offset other resources used;

6.76 Celebrating nature and the natural environment, by reflecting on natural and environmental issues; interpreting nature, creating artworks to inform people and raise awareness about nature and its processes, and/or about environmental issues through participatory art projects; Encouraging environmentally sustainable behaviour – artwork as bins to encourage recycling, using sustainable routes through the development – artwork to encourage cycle and walking routes – and help with way finding and directing the flow of people through public areas;

6.77 Encouraging local residents and visitors to think about and become environmentally aware in their everyday living;

6.78 Create an identity for the development (as the first Eco Town in the UK), to both the residents and outside world;

6.79 To use the creation of artwork/s to assist in the creation of a distinctive, safe, vibrant, cohesive and socially sustainable community.

6.80 Developer contributions

6.81 Developers will be expected to work collaboratively to deliver the infrastructure. Planning proposals should provide opportunities for the community to engage and participate in their environment, using temporary artist led interventions to assist in achieving high quality design and also as a catalyst for community growth.

APPENDICES

Appendix 1 – Landscape Character Areas extract from NW Bicester – Masterplan Strategic

Environmental report Volume 1 Main Text pp22-26