

SUPPLEMENTARY INFORMATION

Planning Committee

21 January 2016

Agenda Item Number	Page	Title
13.	(Pages 1 - 32)	Written Update

If you need any further information about the meeting please contact Aaron Hetherington, Democratic and Elections aaron.hetherington@cherwellandsouthnorthants.gov.uk, 01295 227956

CHERWELL DISTRICT COUNCIL PLANNING COMMITTEE

21 January 2016

WRITTEN UPDATES

Agenda Item 7 14/01675/OUT Land adjoining Howes Lane, Bicester

- Letter of comment received from agents acting for A2Dominion attached as Appendix 1
- All current applicants on the NW Bicester site were contacted on the 07 January 2016 and were asked to provide information as to whether they are in a position to contribute to or provide the required rail tunnel and realigned Howes Lane. So far, one response has been received from A2Dominion which is available attached to this update as Appendix 2. Officers are aware of a further response being prepared on behalf of the applicants for application 14/02121/OUT'.
- One further letter of objection from a resident of Isis Ave commenting as follows

As with my previous comments, I still cannot understand why this application is even being considered. However Albion land dress this up, you cannot get away from the fact that they are asking for permission to build a 3 story 24/7 Warehouse on land specifically designated as an Eco area. Again I can only surmise that they have been encouraged to apply as, on the face of it ,it can have no chance of being passed .

You simply cannot consider a development of this type where, as the revised plans show ,lorries will be thundering past close to a brand new school on the "Boulevard" . This new road , the replacement for the existing Howes Lane, has absolutely no chance of being able to cope with level of traffic that would need to use it. Until the road infrastructure for the whole area has been agreed, no large scale industry can be considered.

Who would buy a new house in an area with 24/7 lorries and the associated lighting etc, it would be an impossible sell. I don't think the Government put up the many millions of pounds for a huge warehouse on Eco land, the political ramifications could be serious and grants withdrawn.

It is obvious to any neutral, that the type of employment required here is hi tech in low level buildings such as the Oxford science park. The business park near the police building on Howes Lane is a much more suitable and acceptable type of development that would be welcomed by local residents.

There are many suitable places in and around Bicester which could easily accommodate B1 type industry, away from residents, Graven Hill being one of them. I suggest Albion Land start looking elsewhere.

- Updated Appendix B re heads of terms for the required legal agreement attached as Appendix 3
- Attached as Appendix 4 are a set of draft conditions. These will require refinement once comments have been received from the applicant and consultees. If Members accept the main recommendation this should be **subject to agreement with the Chairman of Planning Committee of the finalised conditions and legal agreement package**
- **Approval should be subject to the receipt of satisfactory information in relation to:**
 - **Additional Highways information re. Howes Lane Temporary access**
 - **Green Infrastructure Plan showing 40% across the site**
 - **Evidence of a net gain for Biodiversity**
 - **Revised Framework Travel Plan**

Agenda Item 9 15/01895/F Orchard Way, Heyford Road, Somerton

- Somerton Parish Council comments received 14 January 2016:
Object to the application on the following grounds:
The development is a significant increase in volume/mass and intrusive in appearance. It further erodes the loose format of settlements that are an essential characteristic of Somerton (as cited in previous applications).

Agenda Item 10 15/2230/F Franklins House, Manorsfield Road, Bicester

- Application 16/00006/DISC was received on 10 January 2016 and seeks to discharge Conditions 3, 15 and 18 from 15/00180/F. The application has not yet been determined.

- An additional plan was received on 20 January 2016 showing the location of the proposed construction site space. Confirmation has also been received that it is the completion of the hard and soft landscaping that would be delayed as a result of the use of the service yard for construction site space. Officers recommend that Condition 1 is amended to include the additional plan Drawing No. P-003E received 20 January 2016.

Agenda Item 11 re Item on 14/01737/OUT on page 168

This application was resolved to approved by Committee on 19 February 2015 subject to the completion of a Section 106 agreement concerning off-site infrastructure contributions. The agreement is now in it's final draft form, but solicitors acting for the applicants have queried the requested contributions sought by Thames Valley Police .on the basis that more than 5 pooled contributions have been sought and that therefore the contributions are not CIL compliant. The planning and legal officers of the Council agree with this analysis and therefore **it is recommended that the agreement be completed without the former contribution sought by Thames Valley Police**

BY POST AND EMAIL

Ms Jenny Barker
Director of Planning
Cherwell District Council
Bodicote House
Bodicote Banbury
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OX15 4AA

21278/A3/IP/ac
18 January 2016

Dear Jenny

LAND AT NW BICESTER, CHERWELL DISTRICT COUNCIL

I write in response to your email dated 9 January 2016 regarding the delivery of the rail crossing as per the master plan for NW Bicester and the apportionment of any capacity in advance, in relation to the Albion Land proposals (reference 14/01675/OUT).

Executive Summary

The Albion application (reference 14/01675/OUT) is being considered by Members at Planning Committee on 21 January 2016. We draw your attention to paragraph 5.90 – 5.109 of the Planning Committee Report which set out the Councils' position in relation to the delivery of the railway crossing. In summary, the County Council has advised that there is a limitation on the number of additional traffic movements through the junction before it fails to function adequately. This equates to 507 dwellings (900 in total including the 393 dwellings already permitted on the exemplar site) and 40 percent of the proposed employment (para 5.91). When considering A2D applications 14/01384/OUT and 14/01641/OUT, Cherwell and OCC have concluded from highway advice that the proposed railway crossing is required prior to A2D's applications being built out. The Councils recognise that A2D have provided details showing how they could deliver the rail crossing. A2D have submitted a full application (reference 14/01384/F) for the new crossing of the railway, sought funding through the HCA to deliver the scheme and agreed to fund/ progress the GRIP process, to secure technical approval, subject to receiving planning permission that would enable them to construct 507 dwellings whilst the GRIP process is being progressed. To date no other applicant at NW Bicester has provided details of how they could deliver the bridge under the railway (para 5.102). Furthermore, A2D's applications include land adjacent to the Exemplar, which is currently under construction. This includes a primary school, local centre, community hall and energy centre. Development of homes adjacent to the Exemplar would enable residents to utilise services/ facilities at the Exemplar. This would therefore be a logical next phase. It is therefore proposed to enable A2D to develop up to 507 dwellings adjacent to the Exemplar development prior to delivery of the railway bridge (para 5.102). Both the applicant for application 14/01675/OUT and application 14/02121/OUT have sought to make the case that their developments should be allowed prior to the tunnel being in place. To date OCC as the highway authority have not supported this (para 5.104). Officers consider there is a case for enabling employment capacity to be used by Albion Land subject to partial development of their proposal being deliverable prior to the tunnel and realigned road being in place and the application securing the realigned Howes Lane and contributions to the railway bridge. However, the linkage between the employment land and the residential needs to be explored further. If it is not possible to

separate the employment from the residential, OCC has already advised that the whole Albion Land scheme cannot be acceptably accommodated prior to the bridge being in place (para 5.109).

A2Dominion's Position Statement

The need for the provision of an improved or new crossing of the railway has long been recognised by the County Council in policy and with feasibility work undertaken more than 10 years ago on a new underpass. The need was further identified through the technical assessments undertaken as part of the master planning exercise commissioned by A2Dominion (A2D). These included an assessment on the likely impact of the master plan upon the road network which was informed by traffic modelling using the Bicester Saturn Model undertaken by the County Council's consultants, White Young Green. This traffic modelling information, combined with junction capacity assessments by A2D's consultants Arcadis, confirmed that the existing junction arrangement of Howes Lane/ Bucknell Road, which is a particular constraint, was already operating at capacity.

The solution was derived through the master planning exercise, with the opportunity taken to realign Howes Lane. This generates a number of benefits, not least in the relationship of the proposals with the existing residents who back onto Howes Lane, but also in the integration of the access related infrastructure with the development. A distinction can therefore be drawn between the need for a new crossing and the design thereof, and the realignment of Howes Lane.

There is a requirement for all applications to be compatible and consistent with the master plan, i.e. comprehensive. The A2Dominion applications satisfy this requirement.

A2D have promoted a number of applications following the grant of permission for the Exemplar phase: Application reference 14/01384/OUT provides for 2600 new homes together with a further local centre, primary school and local centre north of the railway whilst Application reference 14/01641/OUT provides for 900 homes south of the railway, together with land for a secondary school, primary school and commercial uses. Both these applications benefit from a resolution to grant permission and are consistent with Application reference 14/01968/F, which provides for the new railway crossing and the realigned Howes Lane, together with a new link to Bucknell Road. This application remains with officers for determination. Finally, A2D have also submitted a planning application for a new sub-station (reference 15/01636/F), which will provide sufficient accommodation to meet the needs of the master plan scheme.

OCC has confirmed that the limit of development until the new crossing is in place is 900 homes plus 40% of the employment uses. In fact the modelling exercise undertaken for the 900 homes involved 40% of all development included in the Local Plan Modifications of 2,256 dwellings, i.e. 15% of the total Masterplan. The Exemplar phase of 393 new homes with the Eco Business Centre would contribute to this.

The provision of the new crossing will require the approval of Network Rail and granting of rights. Technical approval is secured through the GRIP process. A2D have secured agreement in principle from the HCA to fund the new crossing and other elements of the key infrastructure, namely the primary substation and water treatment plant. Although the primary substation and water treatment plant can be sized to meet the needs of the entire Masterplan, others would need to contribute their share of the cost if they require these pieces of infrastructure to meet their needs.

Discussions are ongoing with the Council and OCC as to the detailed terms of the s106 agreements, including the provisions relating to the timely delivery of key infrastructure.

The current draft provides for the promotion of the detailed design of the railway crossing through the GRIP process and the negotiation of the access rights, for which Network Rail is seeking financial consideration.

No more than 507 additional homes would be occupied unless and until a detailed scheme for the provision of the railway crossing and related road access had been agreed. This would include the agreement of the technical scheme (up to GRIP stage 4) with Network Rail and access rights and a programme for delivery. A2D would be required to use reasonable endeavours to promote the detailed design work and secure the necessary rights up to that point. Further residential occupations would be linked to the delivery of the railway crossing and associated access.

In addition, A2D would be required to provide serviced land for the additional primary school and the secondary school in accordance with the agreed programme. A2D would also allow for the use of the substation and the installation of additional equipment to provide capacity for other developments within the master plan area should this be the desired route of others.

As the railway crossing is essential to the development of the wider master plan as evidenced by OCC, A2D will seek to recover a contribution from the other promoters or developers within the master plan area. This will be by way of mutual agreement or through the s106 agreement.

The Albion Land scheme provides for that section of the realigned Howes Lane that crosses the Albion land and connects with the existing highway at the junction with Middleton Stoney Road through a new roundabout. I note that it is not Albion's intention to construct this section of the road but to provide rights to others to do so. A2D have reached agreement in principle for the granting of an option for A2D to do so. I am also unaware of any proposal by Albion or others to promote the detailed design work of the crossing, secure rights, nor funding.

There are two issues raised by the Frampton email dated 6 January 2016:

- Whether the threshold imposed by OCC is robust and whether there is scope for variation;
- How the capacity agreed by OCC should be apportioned.

It is for Albion to challenge the threshold. There is however a logical case that can be made as to whether the 40% commercial capacity can be offset by additional residential development. Again, that is a matter for Albion as the promoter of the main commercial area identified in the master plan.

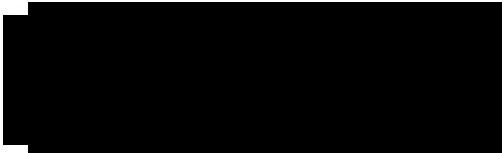
The promotion of the detailed design of the bridge requires financial commitment by A2D. It is appropriate that A2D should benefit from this capacity and any reduction would diminish the merit of A2D promoting the crossing, both at a technical level but also in securing funding for its implementation. A2D can provide this financial commitment.

Furthermore, there is a logic in the next phase of development adjoining the Exemplar phase, where residents can benefit from the local centre, primary school, and bus services and infrastructure

provision that is essential to achieving the quality of place that the master plan envisages and meet the 'Eco Town Standards' as set out in the supplement to PPS1 upon which the master plan is predicated.

I trust this clarifies A2Dominion's position.

Yours sincerely



IAIN PAINTING
Senior Planning Partner

BY POST AND EMAIL

Ms Jenny Barker
Director of Planning
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21278/A3/IP/ac
20 January 2016

Dear Jenny

LAND AT NW BICESTER, CHERWELL DISTRICT COUNCIL

I write in response to your letter dated 6 January 2016 regarding the delivery of the rail crossing as per the master plan for NW Bicester and the apportionment of any capacity in advance.

The need for the provision of an improved or new crossing of the railway has long been recognised by the County Council in policy and with feasibility work undertaken more than 10 years ago on a new under-bridge. The need was further identified through the technical assessments undertaken as part of the master planning exercise commissioned by A2Dominion (A2D). These included an assessment on the likely impact of the master plan upon the road network which was informed by traffic modelling using the Bicester Saturn Model undertaken by the County Council's consultants, White Young Green. This traffic modelling information, combined with junction capacity assessments by A2D's consultants Arcadis, confirmed that the existing junction arrangement of Howes Lane/ Bucknell Road, which is a particular constraint, was already operating at capacity.

The proposed under-bridge solution was derived through the master planning exercise, with the opportunity taken to realign Howes Lane. This generates a number of benefits, not least in the relationship of the proposals with the existing residents who back onto Howes Lane, but also in the integration of the access related infrastructure with the development. A distinction can therefore be drawn between the need for a new crossing and the design thereof, and the realignment of Howes Lane.

There is a requirement for all applications to be compatible and consistent with the master plan, i.e. coordinated. The A2Dominion applications satisfy this requirement.

A2D have promoted a number of applications following the grant of permission for the Exemplar phase: Application reference 14/01384/OUT provides for 2600 new homes together with a further local centre, primary school and local centre north of the railway whilst Application reference 14/01641/OUT provides for 900 homes south of the railway, together with land for a secondary school, primary school and commercial uses. Both these applications benefit from a resolution to grant permission and are consistent with Application reference 14/01968/F, which provides for the new railway underbridge and the realigned Howes Lane, together with a new link to Bucknell Road. This application remains with officers for determination. Finally, A2Dominion have also submitted a planning application for a new sub-station (reference 15/01636/F), which will provide sufficient capacity to meet the needs of the master plan scheme.

OCC has confirmed that the limit of development until the new underbridge crossing is in place is 900 homes plus 40% of the employment uses. In fact the modelling exercise undertaken for the 900 homes involved 40% of all development included in the Local Plan Modifications of 2,256 dwellings, i.e. 15% of the total Masterplan. The Exemplar phase of 393 new homes with the Eco Business Centre would contribute to this.

The provision of the new underbridge crossing will require the approval of Network Rail and granting of rights. Technical approval is secured through the Network Rail GRIP process. A2D have agreement in principle from the HCA to fund the new crossing and other elements of the key infrastructure, namely the primary substation and water treatment plant. Although the primary substation and water treatment plant can be sized to meet the needs of the entire Masterplan, others would need to contribute their share of the cost if they require these pieces of infrastructure to meet their needs

Discussions are ongoing with the Council and OCC as to the detailed terms of the s106 agreements, including the provisions relating to the timely delivery of key infrastructure.

The current draft s106 agreement provides for the promotion of the detailed design of the railway crossing through the GRIP process and the negotiation of the access rights, for which Network Rail is seeking financial consideration.

No more than 507 additional homes would be occupied unless and until a detailed scheme for the provision of the railway crossing and related road access had been agreed. This would include the agreement of the technical scheme (up to GRIP stage 4) and access rights with Network Rail, and a programme for delivery. A2D would be required to use reasonable endeavours to promote the detailed design work and secure the necessary rights up to that point. Further residential occupations would be linked to the delivery of the railway crossing and associated access.

In addition, A2D would be required to provide serviced land for the additional primary school and the secondary school in accordance with the agreed programme. A2D would also allow for the use of the substation and the installation of additional equipment to provide capacity for other developments within the master plan area should this be the desired route of others.

As the railway underbridge crossing and associated access is essential to the development of the wider master plan, as evidenced by OCC (and indeed required in relation to town wide growth), A2D will seek to recover a contribution from the other promoters or developers within the master plan area. This will be by way of mutual agreement or through the s106 agreement.

In this context, I would respond to your questions as follows:

Contribution to the delivery of the rail tunnel and realignment of Howes Lane

As stated, A2D have agreement in principle for funding from the HCA for key infrastructure including the provision of the railway crossing and the realignment of Howes Lane. This will be provided by way of a loan requiring repayment for which A2D will be liable.

A2D control by way of an option the land within Application 1 (reference 14/01384/OUT) north of the railway that is necessary to deliver the realignment of Howes Lane and connect to the new underbridge crossing. The land to the south, the subject of Application 2 (reference 14/01641/OUT) is owned in part by A2D and part by the PCC. Terms are agreed between the parties and it is anticipated that the agreement will be completed shortly. Obviously, Network Rail own the land for the railway underbridge crossing itself.

Whilst Albion control the land for the southern element of the realignment of Howes Lane, linking to Middleton Stoney Road, an interim solution can be provided. However, A2D have reached agreement in principle for granting of an option for A2D to deliver this section of the road.

Technical Approval

In terms of the rail underbridge crossing, we have already provided to the Council a summary note of the GRIP stage approval and the timings thereof, as set out below:

GRIP	Programme (in weeks)	Key Elements
1.Output definition	8 weeks	
2.Feasibility		
3.Option selection	18-26 weeks	Investigations requiring track access will be required during this phase. Progress will depend to a certain degree on the availability of the NR ASPRO team.
4.Single option development	16-20 weeks	The single option will require acceptance by NR's Route Asset Manager. Obtaining approval can be time consuming because there are a large number of internal Stakeholders involved. It is possible to mitigate this during the Option Selection period.
5.Detailed design	12-16 weeks	The design costs are dependent on the complexity of the proposed scheme.
6.Construction test and commission	52-78 weeks	The overall duration can be heavily influenced by the availability of Outside Rules Possessions and the booking period which itself can be two years.

		The costs of site support are very much dependent on the Scope and duration.
7.Scheme hand back		Included above
8.Project close out		Included above

A2D would commission this work and project manage the approval process. A2D intend to appoint Arcadis to provide the engineering input. All work to date on the scheme has been undertaken by Arcadis who are experienced in rail related infrastructure. Arcadis are currently working for Network Rail on a number of network improvement schemes including bridgework throughout the country.

A2D would retain the existing project team in terms of Farrells and Barton Willmore, to ensure consistency with the master plan. Given the track record in promoting the Eco Town, I trust that you are assured as to competence.

In terms of the agreement of rights and any financial consideration, A2D have commissioned a master financial appraisal prepared by Bruton Knowles which has been scrutinised by the Council. It is intended that Winckworth Sherwood provide legal services.

As confirmed, A2D would fund the design of the scheme and negotiation of rights.

In terms of the realignment of Howes Lane, the Council is currently considering Application 14/01968/F for planning permission for this road. Again, A2D would intend to commission the delivery of the road. A2D with the PCC control the land necessary for the majority of the route and connection would be made available by Albion in the event that A2D did not construct this element.

Residential Delivery

There is a logic in the next phase of development adjoining the Exemplar phase, where residents can benefit from the local centre, primary school, and bus services and infrastructure provision that is essential to achieving the quality of place that the master plan envisages and meet the 'Eco Town Standards' as set out in the supplement to PPS1 upon which the master plan is predicated. The detailed boundaries of the site for the next phase are as yet not finalised. The next phase would be residential as we would wish to support the Exemplar local centre rather than challenge.

A2D are already delivering the Exempla phase and the development has been the recipient of awards. A2D would intend to continue this approach, building on the experience gained to date. A2D would seek to retain the existing consultant team with contractors being appointed on a competitive basis. A2D would continue to market and manage the implementation of the project.

In addition to the next residential phase, A2D would seek to bring forward:

- Sub Station
- Waste Water Treatment Works

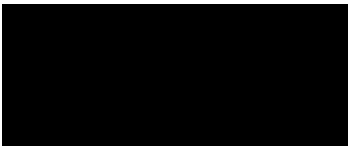
The intention is for these elements of infrastructure to be made available to meet the needs of the development and the master plan as a whole, with A2D granting connecting rights to other developers within the master plan area including allowance for the provision of additional equipment to meet the additional load as necessary.

In terms of timing, the draft conditions provide for the submission and approval of an Urban Design Framework and Design Code in advance of reserved matters. A2D have already undertaken both these elements, which are at an advanced stage. These have been prepared in parallel with reserved matters and A2D would anticipate to be in a position to submit the UDF and Design Code shortly after the grant of permission, with reserved matters to follow in accordance with a programme to be agreed with the Council through a PPA.

A2D would deliver the phase and contract direct. It is A2D's intention to implement this phase in tandem with the Exemplar. There is therefore no requirement on A2D to secure additional financing, servicing, arrangements nor development partners.

I trust this clarifies A2Dominion's position.

Yours sincerely



IAIN PAINTING
Senior Planning Partner

Appendix B

SUMMARY HEADS of TERMS

Committee 21 January 2015

Framework S106

1	Eco Town Quality Standards	
	<p>That development will be to eco town standards or other higher standards, relevant at the time, and the "quality" of the development shall be supported through assessments of schemes by an independent expert panel which shall consider the schemes approach and compliance with:</p> <ul style="list-style-type: none">(a) the proposed Masterplan;(b) the design standards;(c) the sustainability standards;(d) the proposed governance arrangements;(e) the proposed maintenance arrangements;(f) the proposed "Panel" arrangement for resolving issues and dealing with changes in standard;(g) measures to ensure delivery of panel decisions	
2	Site Wide Infrastructure Provision and Connections	
	<p>The following site wide infrastructure is required to serve more than one part of the site the masterplan area, which includes the site:</p> <ul style="list-style-type: none">(a) Primary Road Infrastructure;(b) Rail Tunnels;(c) Primary School sites;(d) Secondary School site;(e) Water Treatment (on site solution);(f) GP's surgery site;(g) Sports Fields & Changing Pavilion;(h) Community Halls(i) Heat network <p>Those parts of the site wide infrastructure provision in control of the developer/landowner shall be provided to an agreed programme and agreed standard of construction. Once provided it shall be made available for the benefit of the whole NW site, subject to the payment of any reasonable connection charge that reflects the cost of providing such infrastructure.</p> <p>The Developer/Landowner will be required to sign up to the Framework Agreement which will secure the delivery of the site wide infrastructure. The Framework Agreement will set out a mechanism for determining the total cost of the site wide infrastructure and the apportionment of the costs to individual sites as they are brought forward for development. The costs and apportionment will be determined on a fair and equitable basis. Development will be restricted on an individual site unless and until the contribution towards the site wide infrastructure (apportioned for each individual site) has first been paid.</p> <p>Albion Land will use reasonable endeavours to secure the co-ordinated and effective delivery of the site wide infrastructure.</p>	

	<p>Appropriate security provisions will be required in relation to the delivery of the site wide infrastructure.</p> <p>Development will be restricted until the rail tunnel has been constructed to an agreed standard, such restriction is in accordance with the advice of the Highway Authority, to ensure that the Howes Lane/Bucknell Road junction continues to function without severe impact.</p>	
3	Comprehensive Development	
	As each site comes forward the Councils will seek agreement with each landowner/developer to enter into the framework agreement	

Application Phase S106

1	Affordable Housing	
	<p>Provide 30% affordable housing in accordance with an agreed phasing and mix. Affordable housing to be provided by a Registered Provider.</p> <p>Affordable Housing scheme to be submitted and approved prior to submission of first residential reserved matter submission identifying the distribution of the affordable housing.</p> <p>Affordable housing to be delivered in clusters of no more than 15 affordable housing units unless agreed .</p> <p>Nomination agreement</p>	
2	GP Surgery	
	Provide financial contribution to the provision of a new GP Surgery	
3	Thames Valley Police	
	Provide financial contribution to neighbourhood policing	
4	Community Hall & Sports Pavilion	
	<p>Financial Contributions towards build cost of hall and sports pavilion south of the railway line along with other applicants south of the railway line</p> <p>Contribution towards visitor centre within community hall to the north of the railway line</p>	
5	Community Development Worker	
	Financial contribution for the provision of a community development worker(s) to deliver the creation of the new community during the build out of the site.	
6	Community Development Fund	
	Financial contribution to deliver community development	
7	Employment and Training	
	<p>Provide employment and training action plan to include measures to ensure opportunities for local labour and businesses through the development, measures to support home working and to work with the local job club to advertise jobs created through construction on the site.</p> <p>Delivery of specified number of construction (and related trades) apprenticeships in accordance with the number of opportunities identified through the CITB, through the Bicester ATA or other agreed provider.</p>	
8	Primary School	

	Financial contribution towards the provision of primary schools	
9	Secondary School	
	Financial contribution towards the provision of secondary schools	
10	SEN	
	Provide contribution for the provision of SEN places	
11	Permanent Sport Pitches	
	Provide contribution for the sports pitches both capital and revenue.	
12	Public Open Space	
	Layout or fund the laying out of the public open space and transfer it to CDC in accordance with an agreed plan and phasing. Provide a commuted sum for maintenance	
12	Allotments	
	Layout or fund the laying out of the allotments and transfer them to CDC in accordance with an agreed plan and phasing.	
13	Play Areas	
	Layout or fund the laying out of the NEAPs and LEAPS and transfer to CDC in accordance with an agreed plan and phasing. Provide commuted sum for maintenance. Provide local areas of play within the residential parcels so every dwelling is within 400m of play provision. Make provision for secure long term ownership and management.	
14	Indoor Sport	
	Provide funding for the expansion of the Bicester Sports Centre	
15	Green Space that could be used for a Burial Ground	
	Provide contribution to the provision of a burial ground	
16	Bio Diversity Off Sett	
	Provide funding for off site bio diversity mitigation, to be used for off setting grant scheme or land purchase for bio diversity.	
17	Cultural & Wellbeing Strategy	
	Provide a cultural and wellbeing strategy and action plan for delivery across the site	
18	Local Management Organisation	
	Work with CDC to establish the LMO Provide funding for the establishment of the LMO and its activities	
19	Waste Collection & Recycling	
	Provide an action plan to deliver waste reduction Provide funding for the provision of domestic bins for waste and recycling Provide funding for the provision of bring bank sites	
20	Bus Provision	
	Provide funding for the provision of the bus service to serve the site in accordance with agreed phasing	
21	Bus Access Scheme	
	Provide or provide funding for the improvement of Bucknell Road and Field Street to facilitate bus access	
22	Off Site Cycle Way Improvements	
	Provide a contribution towards the following improvements; <ul style="list-style-type: none"> • Off-site cycleway along Middleton Stoney Road between Howes Lane and Oxford Road. • Off-site improvements to cycle route between Bucknell Road, George Street and Queens Avenue • Off site cycleway and traffic calming scheme on Shakespeare Drive 	

23	Field Path Improvements	
	Fund improvements to Bridleway Bicester 9 and Bucknell 4	
24	Highway Works	
	Contribution to Banbury Road B4100 roundabout improvement Highway works to create vehicular access off Middleton Stoney Road and footway/cycleway along frontage of development, plus temporary access off Howes Lane with linking footway and pedestrian crossing of Howes Lane.	
25	Village Traffic Calming	
	Contribution to funding village traffic calming	
26	Travel Plan	
	Provide and agree a travel plan Provide funding for travel plan monitoring	
27	Monitoring	
	Provide scheme of monitoring eco town standards	
28	Bond/Guarantee	
	Provide bond or guarantee for the delivery of the infrastructure	
29	HGV Routing Agreement	
	Agreed routing for construction traffic and commercial traffic serving the proposed business units.	
30	Monitoring fees	
	Provide a fee for monitoring of legal agreements	
31	Drainage	
	SUDs to be provided on site	
32	On site internal roads/ streets	
	Committed sums for road adoption will be applicable Agreement to secure internal roads and vehicular, bus only and pedestrian/cycle linkages to adjacent Northwest Bicester sites.	
33	On-site sustainable transport initiatives	
	Travel Plan co-ordinator Electric Vehicle charging points Car club	
34	Zero Carbon	
35	Closure of the temporary access from Howes Lane once the realigned Howes Lane is open and available for use	

Planning Conditions for 14/01675/OUT

Time Limits

1. No development shall commence on any phase until full details of the layout, scale, appearance, access and landscaping (hereafter referred to as reserved matters) have been submitted to and approved in writing by the Local Planning Authority.

Reason - This permission is in outline only and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 4 of the Town and Country Planning (General Development Procedure) Order 2010 (as amended).

2. In the case of the reserved matters, application for approval shall be made for the first commercial or residential phase of development not later than the expiration of three years beginning with the date of this permission.

Reason - This permission is in outline only and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 4 of the Town and Country Planning (General Development Procedure) Order 2010 (as amended).

3. In the case of all other reserved matters, in respect of subsequent phases, application for approval shall be made not later than the expiration of Eight years beginning with the date of this permission.

Reason - This permission is in outline only and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 4 of the Town and Country Planning (General Development Procedure) Order 2010 (as amended).

4. The development to which this permission relates shall be begun not later than the expiration of two years from the approval of the first commercial or residential phase reserved matter and for all other matters two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last reserved matters to be approved.

Reason - This permission is in outline only and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 4 of the Town and Country Planning (General Development Procedure) Order 2010 (as amended).

5. Except where otherwise stipulated by condition, the development shall be carried out strictly in accordance with the following plans and documents:

- AP(0)001 Red Line Boundary Relative to Existing Survey
- AP(0)002 Rev L Masterplan
- 3883-21 Connectivity Plan
- 3883-22-01 Building Heights Parameter Plan
- 3883-23-01 Housing Character and Density
- 3383-24 Land Use Parameter Plan

- 14042-30 Rev A Highway Infrastructure Middleton Stoney Road Access
- Site Specific Flood risk assessment prepared by Bailey Johnson Hayes ref S1209/ September 2014 and additional information included within letter dated 08/07/2015 from Bailey Johnson Hayes to the Environment Agency
- Air Quality Assessment dated September 2014 prepared by RSK
- Lighting Impact Assessment dated 19 September 2014 prepared by RSK
- Archaeological Evaluation prepared by Northamptonshire Archaeology dated March 2013
- Energy Assessment Version 3.2 dated September 2014 prepared by Silcock Dawson and Partners
- Tree Schedule prepared by Aspect Arboriculture

Reason - For the avoidance of doubt, to ensure that the development is carried out only as approved by the Local Planning Authority and to comply with Government guidance contained within the National Planning Policy Framework.

6. Prior to the commencement of the development hereby approved, a phasing plan covering the entire site the subject of this application, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter each reserved matters application shall refer to a phase, phases, or part thereof identified in the approved phasing plan and development shall proceed in accordance with the approved phasing.

Reason: To ensure the proper phased implementation of the development and associated infrastructure in accordance with Government guidance contained within the National Planning Policy Framework.

7. No more than 53,000sqm of employment floor space shall be provided across the two employment sites labelled 'Large Employment Plot' and 'Gross Small Business Allocation Area' on drawing number AP(0)002 Rev L.

Reason: To ensure that the significant environmental effects arising from the development are mitigated, as set out in the Environmental Statement, and sustainable development is achieved in accordance with Government guidance contained within the National Planning Policy Framework.

8. The employment units provided on the small business plot shall not exceed 500m² in area and shall not be amalgamated to form larger units unless first agreed in writing by the Local Planning Authority.

Reason To ensure a range of employment space is provide on the site that can accommodate a range of commercial uses as set out in Policy Bic 1 of the Cherwell Local Plan.

9. No more than 135 dwellings shall be constructed on the site.

Reason: To ensure that the significant environmental effects arising from the development are mitigated, as set out in the Environmental Statement, and sustainable development is achieved in accordance with Government guidance contained within the National Planning Policy Framework.

10. The employment buildings shall not exceed a height of 16.75m to the ridge and 13.7m to the eaves.

Reason: To ensure that the significant environmental effects arising from the development are mitigated, as set out in the Environmental Statement, and sustainable development is achieved in accordance with Government guidance contained within the National Planning Policy Framework.

Design

11. Prior to the submission of the first reserved matter for the development, an Urban Design Framework to cover the whole application site shall be submitted to and approved in writing by the Local Planning Authority. The Urban Design Framework shall set out the urban design approach for the site to include a regulating plan and supporting information to include;

- Details to provide continuity with adjacent development
- Key approaches to deliver sustainable development that as a minimum meets the Eco Town PPS standards
- Character areas for built form and green spaces and their key features
- Indicative block size, structure and permeability
- Movement network and streetscape including bus routes and stop locations
- Public realm and public open space
- Density and open space
- Building heights
- Key views, vista, landmarks, landscape character, trees and retained hedges
- Legibility and diversity of built form and landscape
- Adaptability
- Play provision in accordance with Adopted Cherwell Local Plan Policy BSC 11

No reserved matters shall be submitted until the urban design framework has been approved in writing by the Local Planning Authority. All reserved matters applications and development shall thereafter be in accordance with the approved Urban Design Framework.

Reason: To secure the delivery of high quality sustainable development in accordance with Government guidance contained within the National Planning Policy Framework.

12. Prior to the first submission of a reserved matter for commercial development, a Design Code shall be submitted covering the two commercial areas of the site. The Design Code shall include:

- Block principles
- Street types, materials and details
- Building types, uses, materials and details
- Parking Strategy
- Boundary treatments and landscaping
- SUDs and open spaces
- Measures to ensure high quality development to key frontages
- Mitigation landscape planting

No reserved matters shall be submitted for development on the commercial areas of the site until the Design Code has been approved in writing by the Local Planning Authority. The development shall thereafter be in accordance with the approved Design Code.

Reason: To secure the delivery of high quality sustainable development in accordance with Government guidance contained within the National Planning Policy Framework.

13. Each reserved matter submission for built residential development shall be accompanied by details showing how Building for Life 12 has been used to inform the design process and that the scheme achieves Built for Life™.

Reason: To secure the delivery of high quality sustainable development in accordance with Government guidance contained within the National Planning Policy Framework.

Dwellings

14. Prior to the submission of a reserved matters application for residential development, a schedule of the market housing, to be provided to meet local housing needs, in each phase of the development shall be submitted to and approved in writing by the local planning authority. The market housing shall thereafter be provided in accordance with the approved schedule (and detailed reserved matter approval) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure the delivery of high quality housing to meet local needs in accordance with Government guidance contained within the Eco Towns PPS and National Planning Policy Framework.

15. All dwellings shall be provided with real time energy and travel information in accordance with details to be submitted prior to the commencement of the construction of any dwelling unless otherwise agreed in writing by the Local Planning Authority. No work shall commence on the construction of the dwellings in any phase until the submitted details have been approved.

Reason: To support the delivery of modal shift towards sustainable modes and create high quality, inclusive, sustainable development in accordance with Government guidance contained within the Eco Towns PPS and National Planning Policy Framework.

16. Each reserved matter application submission shall be accompanied by a statement setting out how the design of buildings and the layout has taken account of future climate impacts, as identified in TSB research 'Future Climate Change Risks for NW Bicester', or any more recent assessment that has been published, and how the proposed development will be resilient to overheating, changing rainfall patterns and higher intensity storm events.

Reason: To address the impacts of climate change in accordance with Government guidance contained within the Eco Towns PPS and National Planning Policy Framework.

17. Prior to the commencement of each phase, those areas of the phase that are subject to elevated levels of noise, principally from road traffic sources, shall be identified and the dwellings that are constructed in these areas must be designed and constructed in such a manner that they contain elements of sound insulation that will ensure that the internal noise levels contained within BS 8233:2014 Table 4 are achieved.

Reason: To ensure that properties are not subject to high levels of noise in accordance with Government guidance contained within the National Planning Policy Framework.

Phase conditions

18. All phases of development shall be provided with high speed broad band (not less than 100mbs); such that on occupation of each building on the phase the occupiers can secure a high speed broad band connection.

Reason: To facilitate information provision to homes for energy monitoring, travel and home working change in accordance with Government guidance contained within the Eco Towns PPS and National Planning Policy Framework.

19. No development shall commence on construction of any development approved by a reserved matter until a report has been submitted outlining how carbon emissions from the construction process and embodied carbon have been minimised. No work shall commence until the report has been approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the plan.

Reason: To ensure the development achieves a reduced carbon footprint in accordance with Planning Policy Statement 1: Eco Towns.

20. Any reserved matter application for commercial development to include plant and/or machinery shall be accompanied by a noise assessment relating to that proposal demonstrating that there will be no increase in background noise levels at the nearest existing or proposed residential properties to the building.

Reason - To ensure the creation of a satisfactory environment free from intrusive levels of noise and to comply with Policy ENV1 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

Transport

21. **Restriction on the quantum of development...**

22. **Pedestrian/ cycle link**

23. Prior to the commencement of any phase of the development hereby approved, full details of the means of vehicular accesses between the land and the highway, including layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of access shall be constructed and retained in accordance with the approved details.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

24. Prior to the first use of the access to be approved, the existing field accesses onto the A4095 shall be permanently stopped up by means of full face kerbing, planting, and the reinstatement of the highway verge and shall not be used by any vehicular traffic whatsoever.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

25. Prior to the commencement of the development hereby approved, full details of the means of footway and cycleway links between the land and the local highway network, including, position, layout, construction, drainage and street lighting shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of footway and cycleway links shall be constructed and retained in accordance with the approved details.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

26. The on site pedestrian and cycle routes shall be signed in accordance with details to be submitted to and agreed in writing by the local planning authority prior to the first occupation of any dwellings. The signage shall then be provided for each route prior to its first use.

Reason To support sustainable travel in accordance with Government guidance contained within the Eco Towns PPS and National Planning Policy.

27. Prior to the commencement of development details of footpath improvements and directional signage between Howes Lane and Shakespeare Drive retail and community facilities and Kings Meadow Primary School shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. No occupation of buildings on the site shall take place until the approved signage and improvements have been completed unless agreed in writing by the local planning authority.

Reason To support sustainable travel in accordance with Government guidance contained within the Eco Towns PPS and National Planning Policy.

28. No development shall commence on a phase until a Construction Traffic Management Plan providing full details of the phasing of the construction of that phase has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Local Highway Authority). This plan is to include wheel washing facilities, a restriction on construction & delivery traffic during the peak traffic periods and an agreed route for HGV traffic to the development site. The approved Plan shall be implemented in full during the entire construction period of the phase.

Reason – In the interests of highway safety and to safeguard the residential amenities of local residents in accordance with Government Guidance in the NPPF.

29. Prior to the first occupation of the proposed development the developer/applicant shall enter into a Routeing Agreement specifically for HGV movements associated with the development site and refer to both employment sites.

Reason - In the interests of highway safety and to safeguard the residential amenities of local residents in accordance with Government Guidance in the NPPF.

30. Prior to the commencement of the development hereby approved, full details of the bus stop locations between the land and the highway, including, position, layout, construction, drainage and shelter type shall be submitted to and approved in writing by the Local Planning Authority. Such works are to be completed prior to the first occupation of the development site.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

31. Each reserved matter application submission shall be accompanied by a Travel Plan setting out how the development will enable at least 50 per cent of trips originating within the development to be made by non-car means, with the potential for this to increase over time to at least 60 per cent, in accordance with the Eco Towns PPS ET 11.2 (a). The Travel Plan shall be submitted to and agreed in writing by the Local Planning Authority prior to any occupations and the actions of the travel plan shall thereafter be delivered in accordance with the Travel Plan.

Reason: To ensure sustainable travel in accordance with Government guidance contained within the Eco Towns PPS and National Planning Policy Framework.

Contamination

32. Prior to the commencement of the development hereby permitted a desk study and site walk over to identify all potential contaminative uses on site, and to inform the conceptual site model shall be carried out by a competent person and in accordance with DEFRA and the Environment Agency's '*Model Procedures for the Management of Land Contamination, CLR 11*' and shall be submitted to and approved in writing by the Local Planning Authority. No development shall take place until the Local Planning Authority has given its written approval that it is satisfied that no potential risk from contamination has been identified.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy ENV12 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

33. If a potential risk from contamination is identified as a result of the work carried out under condition [32], prior to the commencement of the development hereby permitted, a comprehensive intrusive investigation in order to characterise the type, nature and extent of contamination present, the risks to receptors and to inform the remediation strategy proposals shall be documented as a report undertaken by a competent person and in accordance with DEFRA and the Environment Agency's '*Model Procedures for the Management of Land Contamination, CLR 11*' and submitted to and approved in writing by the Local Planning Authority. No development shall take place unless the Local Planning Authority has given its written approval that it is satisfied that the risk from contamination has been adequately characterised as required by this condition.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy ENV12 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

34. If contamination is found by undertaking the work carried out under condition [33], prior to the commencement of the development hereby permitted, a scheme of remediation and/or monitoring to ensure the site is suitable for its proposed use shall

be prepared by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and submitted to and approved in writing by the Local Planning Authority. No development shall take place until the Local Planning Authority has given its written approval of the scheme of remediation and/or monitoring required by this condition.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy ENV12 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

35. If remedial works have been identified in condition [34], the development shall not be occupied until the remedial works have been carried out in accordance with the scheme approved under condition [34]. A verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy ENV12 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

36. No occupation shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

To ensure that contamination at the site is remediated to ensure controlled water quality is protected as required by PPS1 Policy ET17 and the NPPF.

37. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy has been submitted to the local planning authority. The remediation strategy shall detail how this unsuspected contamination shall be dealt with and written approval from the local planning authority shall be obtained. The remediation strategy shall be implemented as approved.

Reasons: To ensure that any unexpected contamination encountered is dealt with, such that it does not pose an unacceptable risk to controlled water quality as required by PPS1 Policy ET17 and the NPPF.

Biodiversity

38. No development shall commence on a phase unless or until an up to date ecological survey has been undertaken to establish changes in the presence, abundance and impact on bio diversity. The survey results, together with any necessary changes to the mitigation plan or method statement shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy ESD10 of the Cherwell Local Plan 2011-2031 and Government guidance contained within the National Planning Policy Framework.

39. The hedgerow and tree labelled TPO 3 through the area of the site labelled 'Large Employment Plot' on drawing number AP(0)002 Rev L shall be retained in situ and no development shall take place within 10m of the centre line of the hedge or within the root protection zone of the tree, unless otherwise agreed in writing by the Local Planning Authority.

Reason - In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

40. The retained hedges shall have a buffer a minimum of 20m in width comprising of 10m either side of the retained hedge and the woodlands shall have a buffer a minimum of 10m in width when measured from the canopy edge, unless otherwise agreed in writing by the Local Planning Authority. The hedge and woodland buffers shall be maintained as public open space and managed to maintain and create bio diversity.

Reason: To protect biodiversity and historic landscape features in accordance with Government guidance contained within the Eco Towns PPS and National Planning Policy Framework.

41. No development shall commence on any phase until details of any existing hedgerow, or part thereof, to be removed, and proposals for creation of new compensatory hedgerow, have been submitted to and approved in writing by the Local Planning Authority. The compensatory hedgerow shall be provided in accordance with the approved details.

Reason: To protect biodiversity and historic landscape features in accordance with Government guidance contained within the Eco Towns PPS and National Planning Policy Framework.

42. Notwithstanding the submitted information, no development shall commence on any phase until a scheme for the provision of protective fencing, to prevent damage during construction, for the retained hedgerows, trees, woodlands, the stream corridor, ponds and areas of green space, shall be submitted to and approved in writing by the Local Planning Authority. The approved fencing shall be installed in accordance with the approved plans prior to work commencing on site.

Reason: To protect biodiversity and historic landscape features in accordance with Government guidance contained within the Eco Towns PPS and National Planning Policy Framework.

43. Each reserved matter application submission shall be accompanied by a statement setting out how the proposed development will contribute to achieving net biodiversity gain, in accordance with the Biodiversity Strategy accompanying this application, or any more recent Strategy that has been approved. The development shall be carried out in accordance with the biodiversity statement.

Reason: To secure net biodiversity gain in accordance with Government guidance contained within the Eco Towns PPS and National Planning Policy Framework.

44. No development shall commence on any phase until a Landscape & Habitat Management Plan (LHMP) for that phase detailing both management and monitoring proposals for green space (excluding building curtilages) has been submitted to and approved in writing by the Local Planning Authority and thereafter the LHMP shall be implemented in accordance with the approved details.

Reason: To secure net biodiversity gain in accordance with Government guidance contained within the Eco Towns PPS and National Planning Policy Framework.

45. All areas of public open space within each phase shall be laid out and available for use prior to the first occupation of any building within that phase. The public open space shall be retained for that purpose in perpetuity.

Reason: In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

Green Infrastructure – clarification of 40%?

Construction

46. No development shall commence on any phase until a Construction Environment Management Plan (CEMP), reflecting the suggested mitigation in the Environmental Statement including measures to be taken to ensure construction works do not adversely affect the existing biodiversity of the site and residential properties on, adjacent to or surrounding the site together with details of the consultation and communication to be carried out with local residents has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with approved CEMP.

Reason - To ensure the environment is protected during construction in accordance with Policy ENV1 of the Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

47. Construction noise levels from the site shall not exceed the predicted mitigated façade construction noise criteria levels set out within table 10.11 of the Environmental Statement dated October 2014.

Reason - To ensure the creation of a satisfactory environment free from intrusive levels of noise and to comply with Policy ENV1 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

48. No development shall commence on any phase until a Soil Resources Plan that details the soils present, proposed storage locations, handling methods and locations for reuse, shall be submitted to and approved in writing by the local planning authority and thereafter the development shall be carried out in accordance with the approved plan.

Reason: To ensure the soil resource is managed on site in accordance with Adopted Cherwell Local Plan policy Bicester 1.

49. No development shall commence on any phase until details of existing and proposed levels for that phase have been submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in accordance with the approved levels.

Reason: To ensure high quality design and sustainable development in accordance with Government guidance contained within the Eco Towns PPS and National Planning Policy Framework.

Archaeology

50. Prior to any demolition on the site, the commencement of the development and any archaeological investigation, a professional archaeological organisation acceptable to the Local Planning Authority shall prepare a first stage archaeological Written Scheme of Investigation, relating to the application area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording and inspection of matters of archaeological importance on the site in accordance with Government guidance contained within the National Planning Policy Framework

51. Prior to any demolition on the site and the commencement of the development and following the approval of the first stage Written Scheme of Investigation referred to in condition [a], a programme of archaeological evaluation, investigation and recording of the application area shall be carried out by the commissioned archaeological organisation in accordance with the approved first stage Written Scheme of Investigation.

Reason - In order to determine the extent, character and significance of the surviving remains of archaeological interest and to safeguard the recording and inspection of matters of archaeological importance on the site in accordance with Government guidance contained within the National Planning Policy Framework.

Drainage

52. Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the Local Planning Authority. The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

53. Development shall not commence until a foul drainage strategy for conveyance and treatment, detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority. No discharge of foul or surface water from

the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed. No dwelling shall be occupied until the foul drainage has been provided in accordance with the approved strategy.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to treat and convey foul flows from the new development; and in order to avoid adverse environmental impact upon the community and water environment (as required by ET17 of PPS1).

54. Prior to the submission of any reserved matters, a full surface water strategy for the application site, in accordance with the Flood Risk Assessment accompanying this application, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Oxfordshire County Councils Drainage Team & Natural England). The development shall be carried out in accordance with the approved Drainage Strategy.

Reason - To mitigate the risk of surface water flooding, protect water quality and biodiversity on the site in accordance with Government guidance contained within the Eco Town PPS and the National Planning Policy Framework

55. In addition to the site wide detailed surface water drainage strategy, each Reserved Matters application shall be accompanied by a detailed surface water drainage scheme, to meet the flood risk, water quality, green infrastructure and biodiversity requirements of the site. The scheme shall include details of long term management and maintenance of the surface water drainage features in the scheme. The detailed surface water drainage scheme shall be in compliance with the approved Flood Risk Assessment, Surface Water Drainage Strategy and the Masterplan Surface Water Drainage Strategy and the approved site wide detailed surface water drainage strategy. No development shall commence until the detailed reserved matter surface water drainage scheme has been approved in writing by the Local Planning Authority. The development shall be carried out and managed in accordance with the approved scheme.

Reason: To mitigate the risk of surface water flooding, protect water quality and biodiversity on the site in accordance with Government guidance contained within the Eco Town PPS and the National Planning Policy Framework.

56. Each detailed drainage scheme shall be accompanied by a scheme of maintenance for all drainage features which shall be agreed in writing by the Local Planning Authority. The scheme for maintenance shall apply thereafter and in perpetuity.

Reason: To mitigate the risk of surface water flooding, protect water quality and biodiversity on the site in accordance with Government guidance contained within the Eco Town PPS and the National Planning Policy Framework.

57. No development of a phase shall commence on a commercial building until details of measures to be installed into the commercial buildings within that phase to minimise water consumption have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details so approved.

Reason - The site is located in an area of water stress and to comply with Government guidance contained within the Eco Town PPS.

Water standards for residential development

58. Prior to the commencement of development, details of the strategy to reach the aspiration of water neutrality, in accordance with the Eco Towns PPS shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The development shall thereafter be carried out in accordance with the approved strategy.

Reason: The site is located in an area of water stress and to comply with Government guidance contained within the Eco Town PPS.

Employment

59. Operational noise levels from the site shall not exceed the target noise criteria levels set out within tables 10.12 and 10.13 of the Environmental Statement dated October 2014.

Reason - To ensure the creation of a satisfactory environment free from intrusive levels of noise and to comply with Policy ENV1 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

60. The operational hours of the commercial units on the 'Small Business Area' shall be restricted to the following times whilst access is taken to them from the temporary road link:-

Monday-Friday – [8.00am to 6.00pm]
Saturday – [8.30am to 1.00pm]
Sunday and Public Holidays – [No time]

Once the temporary road link is closed, these operational hours shall cease to have effect.

Reason - In order to safeguard the amenities of the area and to comply with Policies C31 and ENV1 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

61. All non-residential buildings shall be constructed such that they achieve BREEAM Very Good and will achieve BREEAM Excellent on the delivery of the local retail, education and community facilities to the north of the site. BREEAM certificates shall be provided for each non-residential building within 3 months of occupation demonstrating compliance with this condition.

Reason: To ensure sustainable buildings in accordance with Government guidance contained in the Eco Towns PPS and the National Planning Policy Framework.

62. No goods, materials, plant or machinery shall be stored, repaired, operated or displayed in the open without the prior express planning consent of the Local Planning Authority.

Reason - In order to safeguard the visual amenities of the area in accordance with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

63. Prior to the commencement of the development of a commercial phase, a scheme for lighting the commercial areas of the site within that phase shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme shall be implemented prior to the first occupation of the commercial area.

Reason - To enable the Local Planning Authority to retain planning control over the development of this site in order to safeguard the amenities of the occupants of the adjoining dwellings in accordance with Policies C28 and C30 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

Waste

64. Prior to the commencement of the development a Site Waste Management Plan, targeting zero waste to landfill and setting targets for residual waste, recycling and diversion from landfill, shall be submitted to and approved in writing by the Local Planning Authority. The approved Site Waste Management Plan shall thereafter be implemented in accordance with the approved details.

Reason to ensure the appropriate management of waste in accordance with Government guidance contained within the Eco Town PPS and the National Planning Policy Framework.

Prior to the occupation of each commercial building or residential phase a scheme for the reduction in waste from the uses shall be submitted to and approved in writing by the Local Planning Authority. The plan shall thereafter be implemented in accordance with the approved details.

Reason to ensure the appropriate management of waste in accordance with Government guidance contained within the Eco Town PPS and the National Planning Policy Framework.