

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 15/02103/REM

Proposal: Reserved Matters to application 06/00967/OUT - Provision of Local Centre to include Community Centre (Class D1), Youth Centre (Class D1), Nursery (Class D1), Convenience Store (Class A1), 4 x retail units (Class A1/A2/A3/A4 and/or A5) and associated development including public square, landscaping, car parking, recycling point and ancillary servicing yard off Whitelands Way, at the Kingsmere development, South West Bicester

Location: Formerly 2 Whitelands Farm Cottages Street From Middleton Stoney Road To Whitelands Farm Chesterton Bicester OX26 1RS

Purpose of document

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of technical team responses. Where local members have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

Officer's Name: David Flavin

Officer's Title: Senior Planning Officer

Date: 24 December 2015

District: Cherwell

Application no: 15/02103/REM

Proposal: Reserved Matters to application 06/00967/OUT - Provision of Local Centre to include Community Centre (Class D1), Youth Centre (Class D1), Nursery (Class D1), Convenience Store (Class A1), 4 x retail units (Class A1/A2/A3/A4 and/or A5) and associated development including public square, landscaping, car parking, recycling point and ancillary servicing yard off Whitelands Way, at the Kingsmere development, South West Bicester

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Transport

Recommendation:

Objection

Key issues:

- Vehicle and cycle Parking
- HGV tracking
- Travel Plan

Legal agreement required to secure:

A travel plan monitoring fee of £1,240 will be required for each of the following - youth centre, community centre and the nursery to enable the travel plans to be monitored for a period of five years.

Conditions:

Parking Area: Prior to the first occupation of the development car parking spaces and turning areas shall be constructed, laid out, surfaced and drained in accordance with details that shall be first submitted and approved in writing by the Local Planning Authority. Thereafter, the parking and manoeuvring area shall be retained in accordance with this condition and shall be unobstructed except for the parking and manoeuvring of vehicles at all times.

Drainage Scheme: Before the commencement of the development, a fully designed scheme utilising a sustainable drainage system for the surface water drainage of the development needs to be submitted and once approved the scheme needs to be implemented prior to the occupation of any dwelling to which the scheme relates. This is to ensure the effective and sustainable drainage of the site and to ensure that all surface water is disposed of within the site curtilage in accordance with standards.

Travel Plan Statement: The convenience store – because of its size will require a travel plan statement. This should be produced prior to first occupation.

Full Travel Plan: The nursery, community centre and youth centre will require full travel plans. These should be produced prior to first occupation and then updated within six months of full occupation.

Informatives:

None

Detailed comments:

Vehicle tracking

Since the occupant of the Retail anchor store (convenience store) is unknown at this stage, tracking for maximum size articulated trucks is recommended to show that possible future deliveries made by all types of trucks to the store shall be accommodated within the curtilage of the site.

The lack of a turning head at the eastern end of the car park (nearest to the community hall) makes it impossible to assess the manoeuvrability of vehicles in and out of parking spaces. Vehicle tracking for the extreme end spaces should be provided to demonstrate the possible manoeuvre of vehicles into/out of these spaces (the disabled space and the one closest the cycle shelter).

Car parking

The schedule showing how the number of parking spaces has been calculated has been based on TRICS for each of the land uses. The shared use of parking utilises the provided spaces in such a way that the development units on site have varying peaks which renders a high turnover for the spaces.

Car parking spaces should measure 5 x 2.5m which was agreed upon at the pre app stage. Some of the spaces provided appear slightly narrower and for a development likely to generate a high turnover for parking spaces, it is imperative to have wider parking bays with 6m space between rows.

Cycle parking

The location of visitor cycle parking stands is acceptable where they are prominently placed within public realm. However, only 20 spaces are provided which for an area such as this, set within a sustainable location and is anticipated to serve a larger part of the 1,585 dwellings as part of the larger consented development, the number of visitor cycle spaces must be increased.

It is not entirely clear how the staff cycle parking to the rear of the community hall shall be accessed. Drawing number AGA060 rev 1 entitled "Community Centre" shows 2 sets of cycle racks around the external landscaped area/outside seating area. Consideration should be made on how staff shall manage to push their cycles through multiple security gates and tight corners to securely park cycles.

Drainage

The application mentions storing water back by porous pavement but fails to provide any details of this kind of pavement or what type of restriction device is intended to be used in restricting the outflow to 8l/s. This information needs to be provided.

Travel Plan

Due to the diverse nature of this development and the number of site users involved it is important that the different establishments are aware of the likely transport movements of each organisation as well as enabling any site based transport related issues to be mitigated as soon as possible. It is also important that the most sustainable, active way of travelling is promoted from the outset, before habits become established, in order to ensure single occupancy vehicle travel is kept to a minimum.

All travel plans and statements produced as part of this development should make reference to the Kingsmere Site Framework Travel Plan.

Officer's Name: Rashid Bbosa

Officer's Title: Transport Engineer

Date: 23 December 2015

District: Cherwell

Application no: 15/02103/REM

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Ecology

Recommendation:

Comments

Key issues:

The District Council should be seeking the advice of their in-house ecologist who can advise them on this application.

In addition, the following guidance document on Biodiversity & Planning in Oxfordshire combines planning policy with information about wildlife sites, habitats and species to help identify where biodiversity should be protected. The guidance also gives advice on opportunities for enhancing biodiversity:

<https://www.oxfordshire.gov.uk/cms/content/planning-and-biodiversity>

Legal agreement required to secure:

N/A - For the District Council to comment

Conditions:

N/A - For the District Council to comment

Informatives:

N/A - For the District Council to comment

Detailed comments:

N/A - For the District Council to comment

Officer's Name: Tamsin Atley

Officer's Title: Ecologist Planner

Date: 24 December 2015
