

Reserved matters application for highway infrastructure at Kingsmere, SW Bicester

Secondary Street to serve residential land parcels (and Health Village) SUPPORTING STATEMENT



Countryside Properties (Bicester) Ltd was granted outline planning permission (06/00967/OUT) for the development of Kingsmere, South West Bicester, Oxfordshire, (now referred to as Kingsmere) on 27 June 2008.

Permission was granted for:

Up to 1,585 no. dwellings; health village to include health and employment uses and elderly persons nursing home; B1 and B2 employment uses; local centre comprising of shops, a pub/restaurant, a children's day nursery, offices and a community centre; 2 no. primary schools (although final approval was for 1 primary school) and 1 no. secondary school; a hotel; a sports pavilion; formal and informal open space; a link road between A41 and Middleton Stoney Road/Howes Lane junction; associated new roads, junctions, parking, infrastructure, earthworks and new accesses to agricultural land.

Reserved Matters approvals have since been obtained for various strategic highway infrastructure to serve the site (principally the Primary Street or spine road, and a number of secondary streets). Other more minor roads have been approved as part of various Reserved Matters applications for the layout of development parcels within the Kingsmere site.

Outline planning permission was subsequently granted in 2016 (ref: 13/00433/OUT) for an additional 100 dwellings over the number of dwellings approved with the original outline. Permission was granted for:

"Outline application for construction of up to an additional 100 dwellings above those permitted under 06/00967/OUT"

This reserved matters planning application seeks approval of a new Secondary Street which will provide access to Kingsmere residential parcel KMF and the Health Village site, pursuant to this latter outline permission.

This Secondary Street will be accessed from the internal spine road (Primary street) running through the Kingsmere development, the design of the relevant part of this spine road having been approved through reserved matters 09/01532/REM (and is built and in use).

The plan drawings submitted for approval are:

- 874/02/200/Rev A – Site location plan
- 874/02/400/Rev C – Reserved Matters Access Road to Health Village Design and Drainage

These drawings show the extent and location of highway works to which permission is hereby sought (red line boundary).

The proposed secondary street is:

- Adjacent to, and to the north/west of the site of the proposed Consolidated Property Group (CPG) for a retail scheme at Kingsmere. A resolution to grant planning

permission was given at Cherwell Council's Planning Committee on 13 April 2017 (ref: 16/02505/OUT),

- To the west of an existing petrol filling station off Oxford Road
- And is within, to the south/east boundary of Kingsmere residential parcel KMF.
- The Secondary Street runs northwards into/and will serve the Kingsmere Health Village Site.



Plan drawing 874/03/206 Rev A (Reserved matters boundary with site parcels) is submitted purely for information, as it shows the location of land parcels KMF and the Health Village site which this Secondary Street will serve.

Description of the proposals and highway infrastructure design principles

An approved Design Code for Kingsmere (dated July 2008) covers Phase 1 of the Kingsmere development.

The Secondary Street has been designed in accordance with the requirements set out in the Kingsmere Design Code.

The key design requirements for Secondary Streets are set out in Table 3.15 of the Design Code (page 53). Further information is provided by means of a section (E-E) on page 55 of the Design Code. See also the hypothetical arrangement of street types for The Urban Village character area and streetscape information on pages 113 and 114 of the Design Code.

The carriageway width is proposed to be 5.5m with 2m wide footway either side of the carriageway.

The Design Code identifies traffic calming being required at 60m intervals. The proposed traffic calming measures and their design are shown on the submitted plan, where the carriageway reduces to 3.4m. This form of traffic calming has followed some pre application discussions with Oxfordshire County Council (OCC) Highways. Secondary Streets have a design speed of 20 mph.

The secondary street has taken account of the CPG proposed retail scheme adjacent, and abuts its boundary where highway design requirements enables it to. The approved layout for the CPG scheme shows three access points for pedestrians and/or cyclists to the boundary of Parcel KMF, and these access points have been incorporated into the proposals/plans hereby submitted, to ensure permeability from the Kingsmere development to the retail scheme on foot or by bike.

There will be no vehicular access off this Secondary Street into the CPG scheme.

Direct access from future residential properties adjoining this Secondary Street is permitted (see Table 3.15 of the Design Code). The location and arrangements for driveways and any vehicular access points onto the Secondary Street will however need to be addressed as part of the Reserved Matters application(s) for development of Land Parcel KMF.

At the time of writing, no application has been submitted for that residential land parcel.

Without an approved layout for this parcel, the precise siting of the proposed traffic calming measures and access points onto the Secondary Street will need to be approved at a later date. As set out above, an illustrative arrangement is included on the drawing submitted with this application, but it is suggested that a suitable condition should be imposed on any approval to enable details of traffic calming to be submitted and agreed once the layout of

parcel KMF has been fixed. It is envisaged that the layout of KMF would be designed in tandem with traffic calming features of this secondary street and in conjunction with OCC. A suggested wording for a condition is:



“Prior to secondary street hereby approved being brought into use for access to residential properties, the precise siting and design details of the traffic calming measures shown on plan drawing number 874/02/400/Rev C shall be submitted to and approved in writing by the LPA. The approved scheme shall thereafter be implemented in accordance with an agreed timetable.”

This suggested wording should ensure that the traffic calming is in accordance with the design principles/arrangements shown on the plan submitted with this application, if both CDC and OCC are happy with that design approach/the traffic calming measures proposed.

From pre application discussions with OCC It is not considered that on street car parking is desirable in this location due to the proximity of the retail scheme. It is anticipated that the road would be subject to a Traffic Regulation Order (TRO) pursued by OCC to prevent inappropriate parking on this street.

It should be noted that the Kingsmere Design Code identifies the street hierarchy for the development site (see figure 3.14 on page 52 of the Code). Primary and Secondary Streets are identified as mandatory alignments. The Secondary Street hereby proposed is not identified on figure 3.14. It is proposed as an additional Secondary Street. This follows discussions with those parties who will lead on the delivery of uses on the Health Village site, and the need to seek a more direct access from the internal Primary Street to the Health Village site (than the Secondary Street network shown within the Design Code). We have also had regard to the recent resolution to grant permission for the CPG retail scheme, and the precise boundaries of that scheme.

The Design Code does show a minor street along the boundary of KMF and the CPG site. However, to ensure more appropriate access for certain vehicles (such as ambulances) to the Health Village site, a minor street would not be of satisfactory width/design.

Implementation

This Secondary Street is required to provide access to Parcels KMF and to the Health Village site. Proposals for those land parcels will be progressed by the respective developers and will be the subject of separate applications in due course.

It is the applicant's intention to complete works on this secondary street prior to any occupations on parcel KMF and prior to any use commencing on the health village site.

Pre application consultation

The application accords with the principles and coding set out in the Design Code, which has been subject to an extensive previous consultation process, including Steering Group and Stakeholder meetings which have included officers of OCC as highways authority.

Pre application consultation has taken place with OCC with regard to the design of this section of this Secondary Street, and potential traffic calming requirements, with the design amended to accord with the comments received.

Conclusion

The submitted highway works proposed accord with the mandatory design requirements and design principles for Secondary Streets, as contained within the adopted Design Code for Kingsmere.



The proposed Secondary Street provides for a more direct access to the Health Village site than the Secondary Streets previously identified in the Design Code. The highway authority requirements raised during pre-application discussions have been taken into account, including the appropriate type of traffic calming measures used.

With the above in mind, we hope that the proposal before you will obtain Reserved Matters approval.