

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

District: Cherwell

Application No: 19/02708/OUT-3

Proposal: Outline:- Provide new employment units comprising B1 (Business), B2 (General Industrial), B8 (Storage) and D1 (Education) uses with ancillary offices, storage, display and sales, with all matters reserved except for access

Location: Bicester Heritage Buckingham Road Bicester

Response date: *31st March 2020*

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application No: 19/02708/OUT-3

Location: Bicester Heritage Buckingham Road Bicester

General Information and Advice

Recommendations for approval contrary to OCC objection:

IF within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweigh OCC's objections, and given an opportunity to make further representations.

Outline applications and contributions

The number and type of dwellings and/or the floor space may be set by the developer at the time of application, or if not stated in the application, a policy compliant mix will be used for assessment of the impact and mitigation in the form of s106 contributions. These are set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by the developer a matrix (if appropriate) will be applied to assess any increase in contributions payable. The matrix will be based on an assumed policy compliant mix as if not agreed during the s106 negotiations.

Where unit mix is established prior to commencement of development, the matrix sum can be fixed based on the supplied mix (with scope for higher contribution if there is a revised reserved matters approval).

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of s106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Security of payment for deferred contributions** – An approved **bond** will be required to secure payments where the payment of S106 contributions (in aggregate) have been agreed to be deferred to post implementation and the total County contributions for the development exceed £1m (after indexation).
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the extra monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether an s106 agreement is completed or not.

Application No: 19/02708/OUT-2

Location: Bicester Heritage Buckingham Road Bicester

Transport Schedule

Recommendation:

No objection subject to:

- **S106 Contributions** as summarised in the table below and justified in this Schedule:
- **An obligation to enter into a S278** agreement as detailed below.
- **Planning Conditions** as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Strategic Transport Contribution	£219,397	August 2019	Baxter	Strategic Transport Infrastructure improvements outlined under Policy BIC 1 of the Local Transport Plan 4 – Dualling of Eastern Perimeter Route, Skimmingdish Lane section.
Public Transport service contribution	£187,200	January 2020	RPI-x	A suitable and proportionate contribution to the improvement of public transport services to the Bicester Motion site.
Highway works 1	TBC	TBC	Baxter	Contribution towards junction capacity mitigation scheme at Banbury Road / B4100 / A4095 roundabout junction.
Highway works 2	£86,190	January 2015	Baxter	Improved connections between the site, Bicester's train stations and the town centre.
Traffic Reg Order <i>(if not dealt with</i>	£6,240	January 2020	RPI-x	Two new TROs for the mandatory left-turn egress at the site

<i>under S278/S38 agreement)</i>				access junctions (£3,120 x 2)
Travel Plan Monitoring	£2,040	January 2020	RPI-x	To enable the Framework Travel Plan to be monitored for a period of 5 years following occupation.

Summary:

This consultation response should be read in conjunction with the county council's response dated 28 January 2020.

In the county council's original response, the Highway Authority (HA) objected to the application for the following reason:

- *The county council does not consider that the application demonstrates that appropriate opportunities to promote sustainable transport modes have been fully taken up, as required under para 108 of the NPPF. The proposals do not accord with the approved Planning Brief which sets out that 'proposals for the whole site will be sought...that set out the vision and overall masterplan', as required under Policy BIC 8. The County Council therefore objects to the application.*

Following that objection, a meeting was held between the applicants' planning and transport consultants, the Local Planning Authority and the Highway Authority. A Transport Technical Note since been submitted which outlines the accessibility of the application site and proposals to enhance access by sustainable transport.

- The proposed footway / cycleway connection between the site access and the existing facilities on Skimmingdish Lane is welcomed.
- Further information has been submitted to outline the internal footway / cycle connections that will be provided on-site.
- The county council welcomes the proposed provision of secure and covered cycle parking.

The county council continues to consider that the development site needs to be considered in the context of both the recently permitted and extensive future planned development at the site and that, therefore, the proposed development should make proportionate contributions towards sustainable transport improvements to the Bicester Motion site as a whole.

Therefore, as outlined in the county council's original response, a financial contribution towards pedestrian and cycle enhancements along Buckingham Road is sought. In addition to this a contribution, which is proportionate to the scale of the development in relation to the publicised future development at the site, towards the provision of a new public transport service between the site, Bicester town centre and Bicester Village rail station is also sought.

Public Transport

As stated, the county council considers that the proposed development needs to be considered in the context of the extensive development both already permitted and planned across the Bicester Motion site. The Bicester Motion site is strategic in scale with further employment uses planned (of which this application is part) and a significant expansion in the tourism and leisure uses also planned.

The county council therefore considers that public transport enhancements are required in order to accommodate this growth and provide an attractive alternative to car use to the site for employees, which will also have the benefit of providing visitors with a sustainable connection between the site, town centre and rail stations.

The county council therefore proposes to collect public transport contributions from the current and future applications at the site in order to provide an additional twice-hourly public transport service to the Bicester Motion site in order to enhance the potential for travel to the site by public transport, thereby encouraging the use of sustainable transport and reducing car travel. The service can be integrated with the public transport strategy for accommodating the significant growth planned for Bicester with the potential for the service to be timetabled to best suit the needs of staff and visitors to Bicester Motion.

This approach is supported by the Local Transport Plan policy BIC 2, which states: "We will work to reduce the proportion of journeys made by private car through implementing the Sustainable Transport Strategy by: Improving Bicester's bus services along key routes and providing improved public transport infrastructure considering requirements for and integrating strategic development sites.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£219,397 Strategic Transport Contribution indexed from August 2019 using Baxter index

Towards:

Local Transport Plan Bicester Area Strategy Policy BIC 1 scheme:

'Upgrade link to dual carriageway on the A4421 between the Buckingham Road and Gavray Drive to complement the transport solution at the railway level crossing at Charbridge Lane and facilitate development in the area.'

The contribution would be used towards the dualling of the Skimmingdish Lane section of the above scheme.

Justification:

Bicester Area Strategy Policy BIC 4 in the County Council's Local Transport Plan 4 states that:

“To mitigate the cumulative impact of development within Bicester and to implement the measures identified in the Bicester area transport strategy we will secure strategic transport infrastructure contributions from all new development”

Cherwell Local Plan Policy SLE 4: Improved Transport and Connections states:

“The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections... New development in the District will be required to provide financial and / or in-kind contributions to mitigate the transport impacts of development.”

Local Transport Plan 4 Bicester Area Strategy Policy BIC1 identifies the scheme to:

“Improve access and connections between key employment and residential sites and the strategic transport system by:

“Upgrade link to dual carriageway on the A4421 between the Buckingham Road and Gavray Drive to complement the transport solution at the railway level crossing at Charbridge Lane and facilitate development in the area. This scheme will improve the operation of this section of the eastern perimeter road and enhance the integration of the North East Bicester Business Park site with the rest of the town.”

“Delivering effective peripheral routes around the town... Southern peripheral corridor: provide a South East Perimeter Road to support the significant housing and employment growth in Bicester. In the longer term, link capacity issues along Boundary Way are assessed as being a major transport issue for the town. Land is safeguarded at Graven Hill for the section of road to the south of this site, joining the A41 at the Pioneer Road junction... The solution will also include a new link through the South East Bicester development site from the A41 Pioneer Road junction up to Wretchwick Way, providing connectivity through the site, in particular for buses.”

This clearly demonstrates that the Strategic Transport Contribution for Bicester Heritage is well supported in policy terms and is required to make the development acceptable in planning terms.

Strategic transport infrastructure for Bicester is needed to support the Cherwell Local Plan (2011-31) allocation in Bicester and is set out in the Local Transport Plan 4. Without strategic capacity measures and improvement of infrastructure the detrimental cumulative impacts of the local plan growth, including the Bicester Heritage development, would be severe. It is therefore justified, and established in policy, that local plan allocated sites should contribute towards elements of this strategic infrastructure package, where their individual impacts on congestion are not large enough to require them to provide the elements of the package in full. This is in addition to local, direct mitigation required specifically to mitigate a severe impact arising from each site in isolation - in this case the junction capacity improvements at the Buckingham Road / Skimmingdish Lane roundabout and at the Launton Road / A4421 roundabout.

The Bicester Heritage development application submission has proposed a scheme to provide suitable access to the site locally but does not address the development's

part in the strategic implications of cumulative growth in Bicester as a whole. Indeed, the Transport Assessment shows that the network along the Skimmingdish Lane corridor on which the development site sits is under strain from the cumulative impact of growth. This strain will continue to grow until a trigger point when the Eastern Peripheral Route scheme will be required before 2031, in order to provide relief to that route.

The mitigation schemes proposed to be delivered directly under a Section 278 agreement are considered 'nil detriment' schemes and are relatively minor in nature. These works are required to provide safe and suitable access to the development and ensure that those junctions operate at a similar level post-development and in the years prior to strategic transport improvements being implemented. These schemes do not provide significant additional capacity and do not address the clear need for strategic transport improvements along the Eastern Peripheral Route which is required to accommodate cumulative traffic growth as a result of planned development.

The development at Bicester Heritage will contribute directly to the severe cumulative congestion on the eastern peripheral route around Bicester and therefore a contribution is required towards Local Transport Plan Bicester Area Strategy Policy BIC 1 scheme to provide relief to the eastern peripheral route.

Calculation:

The most recent cost estimate for the dualling scheme from December 2016 is £9.563m based on a concept scheme. Oxfordshire County Council will be progressing with design work for the capacity enhancement of the Skimmingdish Lane section of the Eastern Peripheral Route scheme over the next financial year.

It has been considered that the fairest method of calculating a proportionate strategic transport infrastructure contribution from the current application is to apply the same cost per trip figure that has recently been used to determine the level of contribution secured from the New Technical Site and Hotel developments recently permitted on the wider Bicester Heritage / Bicester Motion site. This is considered fair and reasonably related in scale and kind to the proposed development.

Those contributions were based on a formula used to secure contributions towards the BIC 1 scheme for a number of other local developments. The formula results in a cost of £631.15 per peak hour trip.

The £631.15 cost per trip applied to the 326 peak hour trips from the FAST application = £205,755 @ September 2016 prices. The Strategic Transport Infrastructure contribution amounts have been uplifted to an August 2019 price base. This revises the Highways Contribution to **£219,397** as of August 2019.

£TBC Highway Works Contribution 1 indexed using Baxter Index

Towards:

Junction capacity mitigation scheme at the Banbury Road / B4100 / A4095 roundabout junction.

Justification:

Baseline future year assessments of the operation of this junction have shown that the junction is forecast to operate above capacity in those future years. Consequently, the county council has sought developer contributions and alternative sources of funding for capacity enhancements at this junction.

The traffic impact assessment undertaken in the Transport Assessment for this application demonstrates that the proposed development is forecast to have an additional significant detrimental impact upon the operation of this junction. Accordingly, a nil-detriment mitigation scheme has been proposed by the applicant. This proposed scheme would mitigate the development's impact but would not bring the junction back within capacity.

It is therefore considered fair that, in order to mitigate the development's immediate impact and mitigate against the impact of cumulative traffic growth, to which the development would contribute, a financial contribution to the same value of the cost of the works proposed by the applicant is made to the county council towards the cost of the OCC scheme.

This would limit the disruption caused by works on the highway and avoid the short-term implementation of smaller-scale works which would ultimately prove to be abortive.

Note: While previous Transport Assessments submitted with recent development proposals at Bicester Heritage have also shown an impact at this junction, financial contributions were not previously secured against this mitigation scheme from those applications. This is because, at the time of those applications, CIL regulation 123 restricted the county council's ability to collect more than 5 developer contributions towards the same scheme. This regulation has since been amended to enable any number of developer contributions to be secured against a scheme.

Calculation:

The level of contribution sought is to the same value of the cost of implementing the mitigation scheme proposed by the applicant in the Transport Assessment. A cost estimate is required for that proposed scheme.

£86,190 Highway Works Contribution 2 indexed using Baxter Index

Towards:

A shared use pedestrian / cycle facility on Buckingham Road into the town to better connect the site with Bicester North Railway Station and Bicester Town Centre.

Justification:

Revised NPPF para 108 sets out that, in assessing applications for development it should be ensured that:

- “(a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- (b) safe and suitable access to the site can be achieved for all users; and

(c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

It is well known that extensive future development is planned at the wider Bicester Motion development site. In order to accommodate this level of development and mitigate the development’s traffic and transport impacts, improved sustainable transport connections between the site, town centre and train stations are required.

Calculation:

Oxfordshire County Council undertook a feasibility study for pedestrian and cycle enhancements to the Buckingham Road corridor in 2015. The feasibility study identified a preferred option for improvements to Buckingham Road with a cost estimate of £331,500 (@ January 2015 prices).

Appendix A contains a scoping note which includes details of expected total trip generation to/from the wider masterplan site. Whilst the figures presented for the FAST site differ greatly from those eventually shown in the TA, Table 7.1 indicates that 26% of the two-way AM peak hour trips from the Bicester Motion site (excluding the hotel) are accounted for by this application.

Accordingly, a proportionate contribution of £86,190 is sought from the current application, index linked from January 2015 using Baxter index. This is 26% of the total cost estimate.

A similar breakdown of contributions will be payable for the other trip generating uses on the Motion site as they come forward, namely:

- Brand Experience Centre (33%);
- Bicester Reserve – Public and Private (3%);
- Bicester Reserve – Public Parkland (7%);
- Motor Vaults/Bomb Stores (2%); and
- Hangar 6 Exhibition/Museum (29%).

£6,240 Traffic Regulation Order Contribution indexed from January 2020 using RPI-x

Towards:

Two new TROs for the mandatory left-turn egress at the site access junctions

Justification:

The Traffic Regulation Orders for the mandatory left-turn egress from the site access junctions are directly related to the formation of the junctions and is required in order to make the left-turn only arrangements enforceable.

Calculation:

The contribution is calculated on a standard charge which applies for administrative costs for TROs throughout Oxfordshire. This charge also includes the costs for public consultation required for the proposed TRO.

The County Council's costs for new or amended TROs is £3,120 for each instance.

The County Council considers that its TRO fee is fairly and reasonably related in scale and kind to the development.

£2,040 Travel Plan Monitoring Fee indexed from January 2020 using RPI-x

Justification:

Travel plans aim to encourage and promote more sustainable modes of transport with the objective of reducing dependence upon private motor car travel and so reducing the environmental impact and traffic congestion. A framework travel plan, residential travel plan and school travel plan is required to make this development acceptable in planning terms.

A travel plan is a 'dynamic' document tailored to the needs of businesses and requires an iterative method of re-evaluation and amendment. The county council needs to carry out biennial monitoring over five years of the life of a Travel Plan which includes the following activities:

- review survey data produced by the developer
- compare it to the progress against the targets in the approved travel plan and census or national travel survey data sets
- agree any changes in an updated actions or future targets in an updated travel plan.

Government guidance, 'Good Practice Guidance: Delivering Travel Plans through the Planning Process' states that: 'Monitoring and review are essential to ensure travel plan objectives are being achieved. Monitoring for individual sites should ensure that there is compliance with the plan, assess the effectiveness of the measures and provide opportunity for review. Monitoring must be done over time – it requires action and resources.'

In accordance with this Guidance, it is the view of the county council that without monitoring travel plans they are likely to be ineffective. Therefore, monitoring of the travel plans is required to make the development acceptable in planning terms.

Calculation:

The figure for travel plan monitoring is based on three monitoring and feedback stages (to be undertaken at years 1, 3 & 5 following first occupation), and assumes officer time at an hourly rate of £40. Please note that this is considered a fair rate, set to include staff salary and overheads alone.

£187,200 Public Transport Service Contribution indexed from January 2020 using RPI-x

Towards:

The provision of a public transport service between the Bicester Motion site, Bicester Village railway station and Bicester town centre. To operate on at an approximate frequency of 2 buses per hour.

Justification:

Relevant Policies:

National Planning Policy Framework

Paragraph 108

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Connecting Oxfordshire: Oxfordshire County Council's Fourth Local Transport Plan 2015-2031 (LTP4) [adopted in September 2015]

i. Policy 3

Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport.

ii. Policy 17

Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport.

iii. Policy 34

Oxfordshire County Council requires the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:

- secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective travel plans, financial contributions from developers or direct works carried out by developers;
- identify the requirement for passenger transport services to serve the development, seek developer funding for these to be provided until they become commercially viable and provide standing advice for developers on the level of Section 106 contributions towards public transport expected for different locations and scales of development...

The Adopted Cherwell Local Plan 2011-2031

Policy SLE 4

Identifies that new development will be required to provide contributions towards transport impacts of development and recognises that development should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport etc.

The Adopted Developer Contributions Supplementary Planning Document (SPD) (February 2018)

Para 4.143: All new developments in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of the development. This will support delivery of the infrastructure and services needed to facilitate travel by sustainable modes. It will also enable improvements to be made to the local and strategic road and rail networks.

Para 4.146: Direct infrastructure provision, financial and other contributions (including those for bus services) towards mitigating measures will be included in a planning obligation.

Calculation:

Appendix A of the Transport Assessment contains a scoping note which includes details of expected total trip generation to/from the wider masterplan site. Whilst the figures presented for the FAST site differ greatly from those eventually shown in the TA, Table 7.1 indicates that 26% of the two-way AM peak hour trips from the Bicester Motion site (excluding the hotel) are accounted for by this application.

In terms of providing a contribution for bus services to the development site, one vehicle should be sufficient to operate a service between Bicester Village railway station, Bicester town centre and the development as a whole at an approximate frequency of 2 buses per hour. This development is therefore expected to contribute 26% of the cost of providing such a bus service.

The calculation for this contribution is shown below, assuming an 8 year operation on a declining subsidy basis.

Year	Annual subsidy	26% proportion
1	£160,000	£41,600
2	£140,000	£36,400
3	£120,000	£31,200
4	£100,000	£26,000
5	£80,000	£20,800
6	£60,000	£15,600
7	£40,000	£10,400
8	£20,000	£5,200

Total	£720,000	£187,200
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A total of £187,200 is sought as a proportional contribution towards provision of improved bus services in north Bicester, to be payable 50% on first occupation and 50% on the first anniversary of first occupation. This will ensure that the FAST development makes a suitable and proportionate contribution to the improvement of public transport services to the Motion site over a build out period commensurate with an iterative development strategy.

A similar breakdown of contributions will be payable for the other trip generating uses on the Motion site as they come forward, namely:

- Brand Experience Centre (33%);
- Bicester Reserve – Public and Private (3%);
- Bicester Reserve – Public Parkland (7%);
- Motor Vaults/Bomb Stores (2%); and
- Hangar 6 Exhibition/Museum (29%).

These prices are at current rates and will be indexed as per OCC's standard procedure.

S278 Highway Works:

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- New site access junction including: ghost island right turn lane, nearside diverge (deceleration) lane of approximately 30m in length, carriageway widening on Skimmingdish Lane to accommodate right turn lane and diverge lane (width to be taken from northeast side of Skimmingdish Lane), splitter island on minor access arm formed to direct all traffic to turn left from the site, all associated signage and road markings.
- Shared use footway / cycleway of 3m in width on northeast side of Skimmingdish Lane to tie in with an internal shared use path on the southeast side of the access road, to a point c.30m to the southeast. An informal tactile crossing point with 2m wide pedestrian refuse island and tactile paving. New 3m wide shared use footway / cycleway from on the southwest side of Skimmingdish Lane from the tactile crossing to link with the existing provision to the southeast of Skimmingdish Lane. As indicated in Drawing No: J32-3684-PS-101 Rev B
- Alterations to existing glider club access junction including: ghost island right turn lane, carriageway widening on Skimmingdish Lane to accommodate right turn lane (width to be taken from north side of Skimmingdish Lane), splitter island on minor access arm formed to direct all traffic to turn left from the site, tactile crossing with refuge island of 2.5m in width, connecting footway between tactile crossing and site access junction, all associated signage and road marking. As indicated in Drawing No: J32-3684-PS-102
- Junction mitigation scheme at Skimmingdish Lane / Buckingham Road / A4095 roundabout junction as indicated in Drawing No: J32-3684-PS-105

- Junction mitigation scheme at Launton Road / Skimmingdish Lane / Care Home access roundabout junction as indicated in Drawing No: J32-3684-PS-107

Notes:

This is secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Construction Traffic Management Plan

A Construction Travel Management Plan (CTMP) will be needed for this development, given the traffic sensitive nature of the potential approach routes on the wider strategic road network in and around Bicester. We would expect the CTMP to incorporate the following in detail:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.

- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times.

Travel Plans

The submitted framework travel plan will be revised in line with comments received and resubmitted for approval by the Local Planning Authority before first occupation of the site.

Reason: In the interests of sustainability and to ensure a satisfactory form of development, in accordance with the Government guidance contained within the National Planning Policy Framework.

Turning Area Details

Prior to the commencement of the development hereby approved, full specification details (including construction, layout, surface finish and drainage) of the turning areas which shall be provided within the curtilage of the site so that motor vehicles, including HGVs, refuse vehicles and fire tenders may enter, can turn and leave the site in a forward direction, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the turning area shall be constructed in accordance with the approved details and shall always be retained for the manoeuvring of motor vehicles thereafter.

Reason: in the interest of highway safety and in accordance with planning policy.

Car Parking

Prior to the commencement of the development hereby approved, a plan showing a car parking provision for an agreed number of spaces to be accommodated within the site to include layout, surface details, and drainage, shall be submitted to and approved in writing by the Local Planning Authority. The number of spaces to be provide shall be based on an indicative breakdown of the GFA between the proposed land uses and in line with the County Council's car parking standards. Thereafter, and prior to the first occupation of the development, the parking spaces shall be laid out, surfaced, drained and completed in accordance with the approved details and shall be retained for the parking of vehicles at all times thereafter.

Reason: in the interest of highway safety and in accordance with planning policy.

Cycle Parking

Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details which shall be firstly submitted to and approved in writing by the Local Planning Authority. Thereafter, the covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

Reason: In the interests of sustainability and to ensure a satisfactory form of development, in accordance with the Government guidance contained within the National Planning Policy Framework.

Officer's Name: Tim Peart

Officer's Title: Interim Principal Transport Planner

Date: 30 March 2020
