

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

District: Cherwell

Application No: 20/00293/OUT-4

Proposal: Outline application (Phase 1B) including access (all other matters reserved) for approximately 4,413 sqm B1 office space (47,502 sqft) GIA, approximately 273 residential units (Use Class C3) including ancillary gym, approximately 177 sqm GIA of café space (Use Class A3), with an ancillary, mixed use co-working hub (794 sqm/ 8,550 sqft GIA), multi-storey car park, multi-use games area (MUGA), amenity space, associated infrastructure, parking and marketing boards

Location: Bicester Gateway Business Park, Wendlebury Road, Chesterton

Response date: 20th July 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.

Assessment Criteria **Proposal overview and mix/population generation**

OCC's response is based on a development as set out in the table below. The development is taken from the application form.

Residential	No.
1-bed dwellings	178
2-bed dwellings	95
3-bed dwellings	0
4-bed & larger dwellings	0
Extra Care Housing	0
Affordable Housing %	30%
Commercial – use class	m²
A1	
B1	4,413
B2/B8	
Development to be built out and occupied out over	3 years

Based on the completion and occupation of the development as stated above it is estimated that the proposal will generate the population stated below:

Average Population	402
Primary pupils	21
Secondary pupils	12
Sixth Form pupils	1
SEN pupils	0.3
Nursery children (number of 2 and 3 year olds entitled to funded places)	4.18
20 - 64 year olds	320
65+ year olds	41
0 – 4 year olds	15

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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 outweighs 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 be 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.

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Transport Schedule

Recommendation:

No objection

The pedestrian and cyclist accessibility issues raised in our earlier responses have been addressed. OCC now consider the development to be safe and suitable for access by all users.

This report should be read in conjunction with our previous Single Responses and does not change our recommendations with regard to planning conditions or obligations.

Comments:

Pedestrian and cycle infrastructure

This applicant has recently submitted a series of revised crossing arrangements to the western end of Charles Shouler Way to cater for pedestrian and cyclists along a shared facility. Drawing no. 46463/5501/001 Rev B was submitted. Immediately after this, we flagged up issues that we considered in need of improvement in order to make the crossing a safer facility. That arrangement has since been superseded by Drawing no. 46463/5501/001 Rev C, submitted on 14th July 2020 along with other provisions for pedestrians along Wendlebury Road as requested by the County, which is illustrated by 46463/5501/002 Rev A.

The following remarks have been made on each of the drawing plans above:

Drawing no. 46463/5501/001 Rev B

- This arrangement presents an improvement to the previous one illustrated by *drawing no. 46463/5501/001* as submitted as part of the application. Notably, this enables users to cross the carriageway in two phases utilising the central refuge.
- Whilst this is the case, the Rev B arrangement significantly deflects the route away from its natural and desire path. Users may want to ignore the provision and instead take a path with shortest distance. This would not be in the interests of safety and ensuring a proper standard of development.
- Most critical to safety of the crossing is its proximity to the Vendee Drive roundabout. Considering the level of traffic that flows around the roundabout, some users may find it intimidating to cross at this point. Owing to the size of the roundabout, there is a small degree of variation in projection taken by vehicles on the circulatory paths and those exiting the roundabout (onto Charles Shouler Way). This would result in pedestrians and cyclist being unsure if a

vehicle is approaching onto Charles Shouler Way or not, making judgement when to cross rather difficult and/or unsafe in the event that a vehicle failed to indicate on exit.

This arrangement was therefore considered not to be enabling safe access to pedestrians and cyclists. Discussions that followed resulted in modifications to the crossing as presented in the subsequent Rev C drawing.

Drawing no. 46463/5501/001 Rev C

- This layout shifts the crossing point about 10metres further east across Charles Shouler Way and away from the Vendee Drive roundabout – which addresses the issues flagged with the previous Rev B, i.e. proximity to the roundabout and departure from the desire route.
- The pedestrian island provides refuge to enable a two-phased crossing approach. The island has sufficient width to accommodate a pair of cyclists and a limited number of pedestrians at any one time.
- The arrangement avails adequate visibility for approaching vehicles from both sides of the crossing. Conversely, pedestrians on both the nearside and the far side from which their crossing movements may begin have been provided with additional waiting width needed in advance of crossing.

The layout presented by Rev C plan is considered acceptable.

The applicant is also minded to the requirement for the land within the visibility envelope to be dedicated to highways. To this effect, any subsequent planning applications will ensure that no structures or plants over 0.6m high are erected over the marked visibility splay lines.

Drawing no. 46463/5501/002 Rev A

The plan illustrates proposals OCC requested along Wendlebury Rd, in the event of this development (Phase 1b) being delivered in advance of Phase 2. These are supplementary to the provisions outlined above, considered necessary as an alternative facility on Wendlebury Road and in outline comprise the following;

- An informal crossing on the eastern end of Charles Shouler Way (Wendlebury Road junction).
- An informal crossing of Wendlebury Rd north of the Phase 1a plot to connect with the proposed footway across the carriageway,
- A 2m wide footway on the eastern side of Wendlebury Road along the Garden centre frontage terminating at the existing infrastructure north of Wendlebury Road

Should phase 2 develop ahead of phase 1b, then the proposals illustrated by drawing no. 46463/5501/002 Rev A will not be required. Instead connectivity to the phase 2 infrastructure shall be assumed as illustrated by Space Strategy's drawing titled 'Revised Access Option' (Drawing ref: PL 06).

Framework Travel Plan

Regarding the framework travel plan, our team's review considered its content satisfactory. The tracked changes need to be taken out from the submitted document.

Junction Capacity Checks

Besides the crossing point, the other outstanding feature presented by the new arrangement illustrated by Drawing no. 46463/5501/001 Rev C removes an entry approach lane of Charles Shouler Way arm in order to accommodate a pedestrian island.

In order to demonstrate that the improved crossing shall not affect capacity of the adjacent roundabout, a Technical Note (TN) by Stantec dated 14th July 2020 has been submitted to assess capacity of the same junction to compare its operation with and without the modifications and in effect, the potential impact of the crossing.

A comparative approach has thus been used on the modelling undertaken previously and the outcome show a modest effect on the operation of the roundabout, I do not consider this to be significant in the context of the development.

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 15 July 2020

Application no: 20/00293/OUT-4

Location: Bicester Gateway Business Park, Wendlebury Road, Chesterton

Archaeology Schedule

Recommendation:

No Objection subject to the planning conditions below.

Comments:

The site is located in an area of archaeological considerable archaeological interest immediately north of the scheduled Roman Town of Alchester (SM 18). The Roman Road north from the Town to Towcester forms the eastern boundary of the proposed development area. Another Roman Road, Akeman Street, forms the southern boundary of the site.

An archaeological excavation during the A41 widening recorded a significant amount of extra mural settlement on the southern edge of the proposed development area consisting of stone building foundations, roadways, pits and ditches. These were recorded immediately south of the area of this proposed development. A cemetery was found immediately to the north of this site, on the northern side of the A41. Evidence of Iron Age settlement was also recorded along with archaeological features dating to the post Roman period.

An archaeological evaluation has been undertaken on this proposed site which has recorded a number of archaeological deposits dating to the Roman period, spanning the 1st to 4th centuries AD with activity concentrated in the 2nd to 4th centuries AD. These included probable floor surfaces and a possible oven or kiln along with a number of ditches and pits.

This evaluation however was undertaken for a previous application (16/02586/OUT) and the evaluation trenches were located to investigate the specific proposed site plan for this previous development. The area of dense Roman settlement immediately north of the scheduled monument is considered to be of demonstrably equivalent significance to this scheduled site and as such a method statement setting out how this area would be preserved in situ was agreed and submitted with the previous application. As a result of this we recommended in our advice dated 31st January 2017 that,

‘A programme of archaeological investigation and mitigation will still be required for the rest of the site but following the removal of the area of dense Roman deposits we are satisfied that this can be secured through an appropriately worded condition’

The master plan for this new proposed has however changed and proposes impacts within this area of significant archaeology. This plan is however indicative only at this stage and a further programme of archaeological evaluation will need to be undertaken

to investigate these areas. Following this evaluation, a method statement setting out how significant archaeological deposits will be preserved within the development will need to be agreed. An archaeological mitigation strategy has been submitted with this application setting out the principles of this approach.

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of a staged programme of archaeological investigation and mitigation, including the physical preservation of significant remains. This can be ensured through the attachment of a suitable negative conditions as set out below.

Planning Conditions:

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

1. Prior to any demolition and the commencement of the development, a professional archaeological organisation acceptable to the Local Planning Authority, shall undertake an archaeological evaluation of the site. This evaluation will need to be undertaken in accordance with a Written Scheme of Investigation, which has first been agreed with the Local Planning Authority.

Reason - To identify areas of significant archaeological interest not included in the previous evaluation in accordance with the NPPF (2019).

2. Prior to any demolition and the commencement of the development, and following the agreement of the results of the archaeological evaluation required by condition 1, the details of the archaeological protection measures will need to be agreed in writing by the Local Planning Authority in a the Construction Environmental Management Plan (CEMP or equivalent document) as set out in the Archaeological Mitigation Strategy (rev2 June 2020) submitted with this application.

Reason - To safeguard the physical preservation of significant archaeological deposits within the site in accordance with the NPPF (2019).

3. Following the approval of the archaeological protection measures required by condition 2, and prior to any demolition on the site and the commencement of the development (other than in accordance with the archaeological protection measures required by condition 2), a second stage Written Scheme of Investigation, including a programme of methodology, site investigation and recording, shall be submitted to and agreed in writing by the Local Planning Authority. Following this the programme of archaeological mitigation shall be carried out and fully completed in accordance with the second stage Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage

assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2019).

Officer's Name: Richard Oram

Officer's Title: Planning Archaeologist

Date: 09 July 2020
