

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

District: Cherwell

Application no: 21/01454/F

Proposal: Proposed Bicester Health and Wellbeing Hub

Location: Former Rodney House Private Drive Off Graven Hill Rd, Ambrosden,
Oxfordshire

Date: 18 June 2021

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.

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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 to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

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.
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the 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 a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

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Transport Schedule

Recommendation:

Objection for the following reasons:

- Failure to sufficiently evidence proposals impact on the highway network.
- Car & Cycle Parking
- Sustainability

If despite OCC's objection permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S106 agreement to mitigate the impact of the development plus planning conditions and informatives as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards
Public transport services	£465,394	Jan 2020	RPI-x	Bus Services serving the site
Public transport infrastructure	£18,840	Sept 2020	Baxter	A new bus stop serving the site
Travel Plan Monitoring	£2,379	Dec 2020	RPI-x	Travel Plan Monitoring Fee
Total	£486,613			

Key points

- Proposal seeks to erect 3350sqm Health and Wellbeing Hub (including 150sqm pharmacy) at Graven Hill, Bicester.
- Graven Hill is located on the edge of Bicester to the South and is accessed via the A41, A4421 and London Road which is the most direct route to the town centre.
- The Graven Hill development is currently being built out but is still a number of years from completion, until that time the roads will remain privately maintained.

- The proposal will result in the relocation of four local GP surgeries around Bicester to the proposed Health & Wellbeing Hub which will likely result in longer distances for patients to travel.
- The applicant has made assumptions within the Transport Assessment (TA) which do not seem realistic in relation to staff and patient travel. There seems little justification for the lower driving and higher walking percentages expected, further information is required along with improved sustainability measures to ensure this site does operate sustainably.
- The Traffic Generation and Impact Assessments are calculated using the TRICS database, however, the applicant has used surveys from sites which are not comparable with the application site proposed. As such, a lower trip rate is shown which the county council do not believe to be realistic. This forms the basis for the traffic impact assessment and justification for car parking levels which are also incorrect.
- Oxfordshire County Council and Cherwell District Council do not currently have parking standards for hospitals/health centres, instead, each site should be assessed on its own merits. Notwithstanding the inaccurate trip rate mentioned previously, the justification for the parking levels within the TA are considered weak. Car parking levels are significantly above that required according to the parking accumulation survey whilst cycle parking appears low to achieve modal shift and make cycling a more attractive option for staff and patients.
- There does not appear to be any E.V parking bays within the site, however, this has been discussed previously and may just be an oversight by the applicants. The figure mentioned previously was 22 spaces which would be welcomed.
- It should be noted that despite the objections raised above, Oxfordshire County Council do not object to the principal of development and should the concerns raised be addressed, the objection may be removed.

Comments:

Site Location

The proposed site is located to the south of Bicester within the Graven Hill development which is currently being built out. The site is not considered sustainable with the majority of routes to the site being unattractive for walking or cycling. In order to access the site by foot or cycle you have to navigate across the Graven Hill roundabout and travel along the A41, A4421 or London Road which runs to the town centre (although this is a considerable distance) and is the only option considered attractive for cycling. Public Transport accessibility will be discussed later in the response.

This application was submitted as an accompanying document in support of the planning application for Bicester Health Wellbeing hub at Graven Hill. Pre-app discussions have been held with Cherwell District Council (CDC) on 11 March 2020. This application includes a proposed new highway access road to the health and wellbeing centre from Spine Road to the South.

The proposals will replace 4 existing GP premises into a single integrated location. The health facilities design will specifically reflect access to important patient groups include dementia, autism, learning disabilities and mental health in addition to normal disability access requirements.

Pedestrian access to main entrance of the building is provided from north and west, both through external garden areas connecting both adjacent healthcare facilities and public transport bus stops.

Site Access

The site will be accessed off the Graven Hill spine road with a new access road measuring 5.5m, there will also be a 3m shared foot/cycle way adjacent. 5.5m is acceptable for two cars to pass one-another, however, we need to see further tracking drawings to that provided for a bus, 11.6m refuse vehicle and any large vehicle that may use the site. These will need to be identified through a Delivery and Service Management Plan which will be conditioned.

The following comments have been made by the county councils Road Agreements Team:

Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1) including a designer's response.

GG 119 Revision 2

5. Undertaking the road safety audit

<i>NOTE</i>	<i>The highway scheme can be designed by an organisation working for the third-party organisation rather than an organisation working for the Overseeing Organisation.</i>
5.46.1	A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.
<i>NOTE</i>	<i>The third party organisation-led scheme is submitted for planning approval to the local planning authority and, where there are highway implications, the highway or Overseeing Organisation is consulted.</i>

Offsite works to be designed in accordance with the DMRB.

Where there is not a footway adjacent to the carriageway i.e. a shared surface carriageway, a minimum 800mm maintenance margin is required.

The Footway width adjacent to carriageway will need to be a minimum of 2m. A long section indicating the vertical alignment will be required to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:20 or 5%.

There are no visibility splays indicated. Junction and Forward Visibility Splays must be in accordance with the OCC Residential Design Guide Second Edition (2015) and dedicated to OCC if they fall out of the existing highway boundary.

Table of Required Sightline ('Y')-Distance for Speed on Through Road

Kph	30	40	50	60	70	85	100	120
Mph	19	25	31	37	43	53	62	75
SSD (m)	33	45	70	90	120	160	215	295

Table of Required Forward Visibility Distance for Speed on Through Road

Kph	16	20	24	25	30	32	40	45	48	50	60
Mph	10	12	15	16	19	20	25	28	30	31	37
SSD (m)	9	12	15	16	20	22	31	36	40	43	56

The carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph.

Shared surfaces width will be a minimum of 6m and a minimum of 800mm maintenance margin is required either side of the shared surface. A blocked paved surface or similar will be required for shared surfaces.

No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented.

Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.

Trees must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway. Trees that are within 5m of the carriageway or footway will require root protection. Given the number of trees indicated it would be helpful that the proposed street lighting is provided as trees will have to be located at least 10 metres away to ensure the streetlights can perform effectively.

Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.

No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.

The Highway boundary needs to be checked with OCC Highway Records (highway.records@oxfordshire.gov.uk) to determine whether or not it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.

OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation

for the site, but the location of the samples must relate to the proposed location of the carriageway/footway.

Traffic Generation

The applicant has undertaken a trip generation assessment using the TRICS database which is widely accepted. The trip rate generated from TRICS is then used to inform parking levels and traffic impact, so it is important that this is assessed correctly.

Firstly, the applicant has selected surveys for sites on the 'Edge of Town Centre'. As the site access is approximately 1.8km from the start of the pedestrianised zone on Sheep Street, I would not classify the proposed site location as town centre. The more appropriate category would be 'Edge of Town'. Secondly, it does not appear that the trip rates stated in Table 6 of the main document match up with the TRICS outputs within Appendix F.

Using the correct parameters for the TRICS assessment, the two-way AM trip rate (9.449) results in an increase in total vehicular trips from 222 as stated in the TA to 317, an increase of 95 vehicles.

The method for the trip distribution analysis is considered acceptable, however, as the trip rate is incorrect, the impact on the junctions cannot be assessed accurately. As such Oxfordshire County Council object to this application on highway grounds until the traffic generation assessment has been revised.

Car & Cycle Parking

8 covered cycle spaces will be provided for staff under the canopy to the rear staff entrance whilst 20 spaces will be provided by the front entrance for visitors.

Concerns with sustainability will be discussed in the next section but essentially 28 spaces for 156 staff and a large catchment area for patients seems low. One of the key objectives of the Local Transport Plan is to promote modal shift to active travel with cycling expected to increase drastically as cycle infrastructure improves and e-bikes become more common. Whilst understanding the existing percentage of trips by bike are low, this should not mean a low provision of cycle parking is accepted.

Both staff and patients should be provided with a higher number of cycle parking to assure them there will be space to park their bikes when they arrive. This will make cycling a much more attractive option, especially once Graven Hill is fully built out as cycling will be an obvious option for these residents. As cycling is expected to increase in Bicester in the coming years, it is also important to improve this to prevent an unsightly overspill of bicycles parked and secured in locations where they later become an issue for pedestrians and other highway users.

Car parking is explained within section 3.5 of the TA, this correctly states that we do not currently have countywide car parking standards for health care facilities and each site will be assessed on its own merits. The applicant has largely justified their level of car parking using the vehicular trip rate, as discussed earlier, the county council do not believe this trip rate is correct and as such the car parking level also needs to be revisited.

There are sustainability concerns with this site which will be discussed in the next section, however, one of the ways of promoting modal shift away from private car is to reduce car parking levels along with improving sustainable measures. The applicant has undertaken a car parking accumulation survey (albeit on car numbers based on an inaccurate trip rate) which indicates at the busiest period (10-11am) only 147 spaces are occupied. It is therefore counterproductive to modal shift to provide such a high level of parking unnecessarily, however, until the trip generation assessment has been re-done, we cannot be certain of the parking numbers required.

There are no EV charging spaces shown on the submitted drawings or mentioned in the TA which is not acceptable. However, it appears this was mentioned during pre-application discussions and 22 spaces were going to be provided, all of which were in the staff parking area. This level would be acceptable; however, it might also be useful to provide or move a couple of spaces to the visitor area.

In summary, the proposals for both cycle and car parking need to be looked at for different reasons, until we have stronger justification for what is being provided an objection is raised on highway grounds.

Sustainability

There is significant concern over the sustainability of the site which could make use of alternative modes of transport to private car. Public transport will be discussed in the next section but in terms of walking and cycling, the relocation of four existing health centres within residential areas to one larger centre on the edge of town is likely to result in greater distances for people to travel which may ultimately result in a higher trip proportion by car.

The applicant has undertaken surveys for existing staff and patients at the current health centres. This states that 28.5% of patients currently walk with only 21.1% of staff choosing to walk whilst 56.5% of patients drive and 68.4% of staff drive. The assumed modal split for the proposed health centre has 42.9% of staff and patients walking with only 48.8% driving.

As you can see, the applicant assumes walking will go up and driving will go down, despite the relocation of the local health centres to an edge of town location significantly further away. This seems highly unlikely and does not appear realistic, further justification is needed from the applicant as to how this level of modal shift will

be achieved. As such, Oxfordshire County Council object to this application on sustainability.

The Planning Statement refers to the following “*Developers must demonstrate through master planning how their site has been planned to make cycling convenient and safe, for cyclists travelling to and from major residential, employment, education, shopping and leisure sites within 5-10 miles, and also within and through the site.*” However, there is no mention of any (LCWIP) plans to integrate access with existing the Bicester Local Cycling and Walking Infrastructure Plan (published 2020). The proposed Health Centre is within proximity to a quiet route off-road (B0W), connecting route (B1W) and high traffic routes (BR16) and expansion of these routes to link access to the site would greatly help to reduce unnecessary trips to the Health Centre by private vehicle. The designs produced in response must adhere to the current LTN 1/20 guidelines. Further evidence is also required showing how this proposal will link into the existing Bicester LCWIP.

This is an opportunity for the Travel Plan Coordinator to increase the number of sustainable commutes to the Health Centre, I propose that the Travel Plan Coordinator offers a Salary Sacrifice Scheme before the first review period to monitor the change in mode of transport for staff commutes.

I have outlined the key policies that support my comments below:

Relevant Policy

The **Bicester Area Strategy** specifically says “Investment in core transport infrastructure, including the walking and cycling network and low emission vehicle technology, is one of the aspects that will boost the attractiveness and desirability of Bicester as a place where businesses want to locate and grow, and where people want to live and work. There is a need for a significant increase in the proportion of trips to be made by public transport, cycling and walking if the anticipated level of growth is to be accommodated.”

Policy BIC1 – Improve access and connections between key employment and residential sites and the strategic transport system by:

Delivering effective peripheral routes around the town. This would enable the delivery of the sustainable transport strategy within the central area by providing a local distributor function as well as offering effective connections to strategic corridors for new residential and employment sites. Our overall plans for sustainable travel in the county are outlined in the Active & Healthy Travel Strategy chapter of LTP4.

A package of phased improvements will be agreed alongside the introduction of the sustainable transport measures, including:

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 – this prevents development on the land that would be required, but does not remove the need for full assessment, justification and planning processes to be undertaken. This will need extending westwards to join the A41 north of M40 Junction 9.

Cycle-friendly measures must be incorporated into all new road schemes and new housing developments. It is essential that new developments are planned with cycling in mind and with facilities to make cycling both convenient and safe. This will link in with developing a connected, comprehensive cycle network across the town.

BIC2 – 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. Working with Bicester Town Council we will also enhance passenger information at strategic locations. The aim is to connect residential areas and transport hubs with existing and future employment centres including, but not limited to:

- Graven Hill;
- North West Bicester;
- Launton Road Industrial estate;
- Bicester Business Park;
- South-East Bicester;
- North-East Bicester;
- Town centre; and
- Bicester Village.

Enhancing pedestrian, cycle and public transport links to the Bicester Village Station, Bicester North Station and key employment sites. Sustainable access between the railway stations and business areas will also be improved and promoted to attract businesses to locate in Bicester. New employment should be located where there are effective, reliable, frequent and well-timed bus and rail services and safe and appropriate cycle access.

Accessibility should be considered not only to and from the sites within the town itself, but also to key external destinations.

The Bicester Sustainable Transport Strategy has identified a number of new sections of urban pedestrian and cycle routes to better connect residential developments with the town centre and key employment destinations. This work and other strategy work has included the need for:

- Central Corridor pedestrian/cycle improvements along the A41, Oxford Road, Kings End, Queens Avenue;

- Improved pedestrian connections to Graven Hill including A41 crossing options to reduce severance and increase the accessibility of this site;
- London Road pedestrian/cycle improvements, improving connectivity to Graven Hill;

Progressing a Wayfinding Project for Bicester with the aim of improving signage across the town.

The Active & Healthy Travel Strategy within OCC's Connecting Oxfordshire: Local Transport Plan 2015-2031 states that: "Developers must demonstrate through master planning how their site has been planned to make cycling convenient and safe, for cyclists travelling to and from major residential, employment, education, shopping and leisure sites within 5-10 miles, and also within and through the site." (paragraph 3.28, p.12)

Local Plan 2011 – 2031

Policy Bicester 2: Graven Hill

Key site-specific design and place shaping principles:

- A layout that maximises the potential for walkable neighbourhoods, with a legible hierarchy of routes with new footpaths and cycleways provided on site that link to existing networks beyond the site
- Contribution to improvements to the surrounding local and strategic road networks, good accessibility to And improvement of public transport services, including financial or in kind contributions to bus services and bus stop infrastructure, engineered pedestrian and cyclist connectivity to the a 41 underpass to facilitate potential routes to the town centre, improved facilities for pedestrians and Cyclists to cross the A41, and the provision of a travel plan to maximise connectivity with existing development

Public Transport

Current public transport provision

The table of bus routes operating past the site is not correct (Table 2, page 10 of TA), neither is the map included in Appendix E.

Primarily, route S5 does not operate in proximity to the site except on Sundays. On weekdays and Saturdays, the nearest stop on route S5 is on Manorsfield Road in Bicester town centre which is of marginal relevance to the site. In addition, route 27 is less than hourly – there are eight journeys in each direction between 0745 and 1800.

When evaluating public transport provision, it is necessary to consider the locations of the existing surgery sites. These are the locations where people currently access

healthcare and it is a reasonable assumption that most patients are located around these points.

Victoria House – 119 Buckingham Road

Currently located on route S5, not directly connected to proposed site.

Langford Medical Practice – 9 Nightingale Way

Currently located on bus route 27, which also serves London Road stops (~750m to proposed main entrance).

Ambrosden Branch Surgery – Ploughley Road

Currently located on bus routes 29 and H5, which also serves Graven Hill stop (~350m to proposed main entrance).

Montgomery House – Piggy Lane

A short distance from Bicester Town Centre for routes 29 and H5 to the site as above.

Accessing the site by bus

At first glance it would appear that there are good existing bus links from three of the existing surgery sites to the proposed site. However all of these routes commenced in January 2021 and none are currently financially sustainable at the frequencies they are currently operating at. Routes 29 and H5 between Ambrosden and Bicester Town Centre via Graven Hill are currently funded with developer contributions from various developments along the route (contrary to the Planning Statement, the Graven Hill developers do not directly fund any bus routes, but they do pay the Council a bus service contribution, some of which will go towards route 29/H5). Route 27 is provided on a short-term emergency contract which does not have any secure long-term funding, nor are passenger levels high enough to sustain this route on a commercial basis.

Victoria House does not have a direct bus route to the proposed development site, nor is there one nearby. This means patients will have a lengthy bus journey requiring catching two buses to reach the new site, which will be a considerable deterrent to bus use – particularly as many patients are likely to be unwell, increasing the impact of this. This particular surgery serves a large catchment area in north Bicester, none of which has a direct bus service to Graven Hill.

The existing surgery sites benefit from a high level of sustainable transport use, the bulk of which is walking (28.5%). This is as expected given the local nature of the facilities. For almost all the existing patients, the length of their journey to access healthcare will increase, in most cases substantially. For the 28.5% who currently walk, for many the increased distance will make this impossible. It is therefore essential that appropriate bus services are available to ensure these journeys remain sustainable and do not become new car journeys or result in isolation for those without access to a car.

For these reasons a contribution towards the continued or improved provision of bus services in Bicester passing the site will be required. This will be used to ensure that bus routes are available to as many patients and staff as possible to ensure the site has a good level of sustainable transport use, and to lessen the impact on healthcare accessibility for those that have no access to cars.

The Transport Assessment mentions the financial contributions being paid by the Graven Hill developers, and those that will be paid by the developers of the Wretchwick Way site. These contributions will ensure those developments are served by bus routes that connect them to Bicester Town Centre. This is not comparable to the requirement for this proposal to ensure patients across Bicester have access by bus to the new surgery site.

The map shown in Appendix E shows a suggestion for the future Wretchwick Green bus route to serve Buckingham Road in the northern part of Bicester, providing the important direct link to the site. However, this has never been the intention as journey times between Wretchwick Green and Bicester town centre could be elongated to the point where use of the bus service became unattractive.

It is therefore clear that amalgamation of three well-used and well-located surgery facilities into one edge-of-town location will require a significant improvement in cross-town connectivity by bus to ensure it can be reached by efficient and relevant public transport options, and hence a significant financial contribution to ensure this is the case. The applicant cannot therefore rely on existing consented development to meet the additional transport obligations arising from their site. Services may need to commence earlier than planned, or be operationally linked to other existing routes to provide the comprehensive coverage required – to which there will be a cost.

Unlike a residential development generating a comparable number of trips, where there would be an expectation of commercial viability over a set period as the development is built out, medical facilities such as this carry no such prospect. It is not expected that there will be enough passengers to make any bus route primarily to bring patients to the surgery financially sustainable in the long term (e.g. from the Langford or Buckingham Road areas), nor can the applicants be expected to fund a bus route forever.

Instead, the Council require a financial contribution that will be used to fund improved public transport access to the surgery which will be used for as long as possible, with best endeavours to maximise its use and find future alternative funding sources once the contribution is exhausted. The Council would welcome future discussions to determine best use of this contribution to most effectively cater for the widest number of patients, determined by the bus service provision in the area at the time of commencement.

The Council seeks as much equity as possible in determining contributions for public transport, taking into account the scale of development, trip-making, location and the accessibility to existing services. In order to determine the level of expected

contribution, the Council has identified a comparable development in Thame for a new out-of-town surgery site (P20/S2593/O) that is expected to contribute towards continued and/or improved provision of bus services for the same reasons as this development. The contribution is based on total trip generation, with the contribution being £225.81 per trip.

When applied to this site, using the total daily trip rate in the TA TRICS data in Appendix F, the requested financial contribution is £225.81 x 2,061 trips = **£465,394**. Given the high levels of trip generation to this development, and its location, the Council consider this to meet the necessary tests of necessity, relevance and reasonableness.

Bus stops

The proposals show on-site bus access for what's described as a "hopper" bus. This presumably means a "small" bus, however the proposals suggest serving the site with the Graven Hill and Wretchwick Way routes. The routes are not planned to be operated with small buses, nor is the Graven Hill route that is already in operation operated exclusively with small buses. In addition, it isn't preferable for a bus to divert off the route it would otherwise be on to serve a bus stop, because of the extra journey time it creates for the passengers on the bus not travelling to that particular stop.

As it will not be possible for the site itself to be served by bus, an additional bus stop will be needed on the Graven Hill spine road as close to the site access as possible. Buses will operate along the spine road as part of a one-way loop, so a single stop is needed. Usually, this would be provided by the developer through S278 or S38 agreement, but as this road is part a different development and unlikely to become public highway for some considerable time, a S106 contribution for the bus stop is needed.

The bus stop will require a shelter and a real-time bus departure screen. The contribution for the stop is as follows, which includes a commuted sum for future maintenance:

Pole and Flag – premium route standard: £1,162

Bus shelter – 3 bay: £8,774

Real-time information TFT display: £8,904

Total: **£18,840**

Though unlikely, it is possible that a community transport type service is set up in the future for which bus access to the site is important. For this reason we would like to see the proposed on-site bus facilities retained, but not marked as such when constructed (to reduce the expectation that the Council are going to provide such a service).

Travel Plan

Missing information includes:

- Planning application number;

- An overview of the development site;
- Size of the development (GFA);
- Planned / estimated date of occupation;
- Commitment to update data post occupation postcode plot / travel mode information for staff;
- Census data should be included to give an initial insight into potential mode shares;
- Cycle parking capacity;
- Car parking spaces (include breakdown, how many disabled spaces? EV charging spaces?);
- Commitment that surveys should be analysed and submitted to Oxfordshire County Council within one month of the survey completion;
- Add a table showing target mode share in each survey year;
- As a site that attracts visitors, we would expect to see target mode shares for both staff and visitor travel; and
- Add commitments that:
 - o If targets are not met at the end of the initial period of monitoring, the Travel Plan should be reviewed, new measures introduced and monitoring extended for another two cycles; for example where monitoring has taken place in Year 1, 3 and 5, if targets have not been met monitoring should continue in years 7 and 9
 - o Once it has been approved, any changes to the Travel Plan, in particular the targets, must be made in agreement with the Travel Plans Team at Oxfordshire County Council.

Planning Conditions:

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

Vision Splay Details

Prior to the commencement of the development hereby approved, full details of the access vision splays, including layout and construction shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the site the vision splays shall be constructed in accordance with the approved details and the land and vegetation within the vision splays shall not be raised or allowed to grow above a maximum height of 0.6m above carriageway level.

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

Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, including, position, 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

Plan of Car Parking Provision

Prior to the commencement of the development hereby approved, a plan showing car parking provision for vehicles to be accommodated within the site, shall be submitted to and approved in writing by the Local Planning Authority. 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 interests of highway safety, to ensure the provision of off-street car parking and to comply with Government guidance contained within the National Planning Policy Framework.

Cycle Parking Provision

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, to ensure a satisfactory form of development and to comply with Government guidance contained within the National Planning Policy Framework.

Delivery and Service Management Plan

Prior to occupation a Delivery and Service Management Plan should be submitted to the Local Planning Authority stating the size and frequency of service and delivery vehicles accessing the site for the different uses. These must show the loading, parking and turning areas, including tracking, that they will use within the site.

Reason: To mitigate the impact of delivery vehicles on the highway network at peak times.

Travel Plan

Prior to first occupation an updated Travel Plan shall be submitted to and approved by the Local Planning Authority.

Reason: To promote the use of sustainable transport.

Construction Traffic Management Plan

A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed prior to commencement of works. The CTMP should follow Oxfordshire County Council's template if possible. This should identify;

- The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
- Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),
- Details of wheel cleaning / wash facilities to prevent mud, etc from migrating on to the adjacent highway,
- Contact details for the Site Supervisor responsible for on-site works,
- Travel initiatives for site related worker vehicles,
- Parking provision for site related worker vehicles,
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
- Engagement with local residents

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.

Swept Path Analysis

Before the development permitted is commenced a swept path analysis shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate that all vehicles expected to use the site can safely and easily enter and exit the site via the proposed access road.

Reason: In the interest of highway safety.

Informative:

The above comments/conditions are based on the assumption that the immediately adjacent roads are not adopted as public highway prior to this site coming forward. Should this not be the case, a Section 278 Agreement will be required in order to construct the proposed access.

Officer's Name: Will Madgwick
Officer's Title: Transport Planner
Date: 18 June 2021

Application no: 21/01454/F

Location: Former Rodney House Private Drive Off Graven Hill Rd, Ambrosden, Oxfordshire

Local Lead Flood Authority

Recommendation:

Objection

Key issues:

LLFA appreciates the level of detail of provided in the submission. However, we have decided to object on the following basis;

There's no mention of existing and proposed rates for 1 in 1, 1 in 30, 1 in 100 and 1 in 100+40% climate change in the report.

Impermeable and permeable areas for the proposed development are not clearly stated in the report. Report states total contributing impermeable area as 0.877ha but total contributing impermeable area used in calculations is shown as 0.17ha. Please clarify.

The hydro-brake calculations provided show the design flow as 11.0 l/s, however in the report and drawing a restricted rate of 9.6 l/s. Please clarify.

Microdrainage results provided do not show 1 in 1, 1 in 30, 1 in 100 and 1 in 100+40%CC storm results, which indicate the pipe flow, the volume that needs to be attenuated. This must be submitted in order for us to assess the capacity of proposed drainage system thoroughly.

In conclusion, LLFA believe, with the nature of the site and space provided, more SuDS can be utilised on site, which could provide additional water quality before entering the tank system

Officer's Name: Sujeenthan Jeevarangan

Officer's Title: LLFA Planning Engineer

Date: 2 June 2021

Application no: 21/01454/F

Location: Former Rodney House Private Drive Off Graven Hill Rd, Ambrosden, Oxfordshire

Archaeology

Recommendation:

No objection subject to conditions

Key issues:

see below

Legal agreement required to secure:

Conditions:

1. Prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed and submitted Written Scheme of Investigation, Written Scheme of Investigation for Archaeological Excavation - Feb 2021), a programme of archaeological mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved 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).

Detailed comments:

The site is located in an area of archaeological interest and Iron Age and Roman settlement features were recorded ahead of the construction of the pond immediately south of the house. An archaeological evaluation undertaken to the east of the current house also recorded a series of Roman linear features. It is therefore likely that further archaeological deposits will be present on the site and be impacted by the development.

A programme of archaeological investigation will therefore need to be undertaken ahead of the development. A written scheme of investigation has been submitted by the application setting out this programme of archaeological investigation.

This scheme is acceptable and a condition requiring that it is undertaken will need to be attached to any planning permission as set out above.

Officer's Name: Richard Oram

Officer's Title: Archaeology Lead

Date: 2-6-21