

# 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:** 7 December 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.

## 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] [is based on a SHMA mix].

<b>Residential</b>	
1-bed dwellings	
2-bed dwellings	
3-bed dwellings	
4-bed & larger dwellings	
Extra Care Housing	
Affordable Housing %	%
<b>Commercial – use class</b>	<u>m<sup>2</sup></u>
A1	
B1/B8	
Development to be built out and occupied out over	

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	
Nursery children (number of 2- and 3-year olds entitled to funded places)	
Primary pupils	
Secondary pupils including Sixth Form pupils	
Special School pupils	
65+ year olds	

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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](mailto:planningconsultations@oxfordshire.gov.uk)) as to why material consideration outweigh 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 - £XX**

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 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:**

**No Objection subject to the following:**

- S106 Agreement securing financial contributions
- Planning Conditions

**S106 Contributions**

<b>Contribution</b>	<b>Amount £</b>	<b>Price base</b>	<b>Index</b>	<b>Towards</b>
Public transport services	<b>£310,262</b>	<b>Jan 2020</b>	RPI-x	<b>Bus Services serving the site</b>
Travel Plan	<b>£2,379</b>	<b>Dec</b>	RPI-x	<b>Travel</b>

Monitoring		2020		Plan Monitoring Fee
<b>Total</b>	<b>£312,641</b>			

### **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.
- Following discussions with the applicant and the submission of further information, the previous objection on highways grounds has now been removed subject to planning conditions and the completion of a Section 106 Agreement.
- The below comments relate solely to the new information provided and agreed, for additional information please read previous comments dated 18/06/21.

### **Comments:**

The parking number has now been agreed, the level proposed is in line with the predicted need and will also ensure no overflow parking occurs on the Graven Hill spine road which could lead to highway safety concerns. EV charging is in line with the required provision and as such the objection on car parking has now been removed.

Following the previous objection on sustainability and further discussions, the applicant has agreed to pay financial contributions towards the improvement of the bus service, this will cover the service until further development comes forward and the service becomes operational without further subsidy. The applicant has also agreed to improve the path around the pond to accommodate cyclists which will connect to the strategic cycle network. The width of route is acceptable but further information is required on the surfacing, signage and lighting, a condition has therefore been included which specifies this will need to be agreed by OCC and CDC prior to construction. As such, the previous objection on sustainability has now been removed.

### **Planning Conditions:**

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

#### **Cycle Route**

Construction shall not be commenced until further details of the cycle route including signage, surfacing and lighting are submitted to and subsequently agreed by the Local Planning Authority.

*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.*

#### 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.*

#### 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.*

#### 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.*

#### 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.*

**Officer's Name: Will Madgwick**

**Officer's Title: Transport Planner**

**Date: 06/12/21**

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## **Lead Local Flood Authority**

### **Recommendation:**

### Objection

Previous comments made on 02/06/2021 have not been addressed.

Please refer to LLFA's previous comments.

**Officer's Name: Sujeenthan Jeevarangan**

**Officer's Title: LLFA Planning Engineer**

**Date: 06/12/2021**