

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

District: Cherwell

Application no: 22/00747/OUT

Proposal: Outline planning application for the development of up to 370 homes, public open space (including play areas and woodland planting), sports pitches and pavilion, drainage and engineering works, with all matters reserved (appearance, landscaping, layout and scale) except for vehicular and emergency accesses to Bicester Road.

Location: Land At Bicester Road Kidlington

Response Date: 17/07/2023

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 based on a SHMA mix.

Residential	
1-bed dwellings	45
2-bed dwellings	127
3-bed dwellings	141
4-bed & larger dwellings	57

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	900.64
Nursery children (number of 2- and 3-year olds entitled to funded places)	24.73
Primary pupils	109.96
Secondary pupils including Sixth Form pupils	85.8
Special School pupils	2.25

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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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Strategic Comments

The County Council's previous responses are dated 28 April 2022, 13 May 2022, 15 August 2022 and 7 December 2022.

The attached transport comments continue a transport objection.

Please also see our earlier comments for a Healthy Place Shaping objection and other comments which include required contributions and conditions.

Officer's Name: Lynette Hughes

Officer's Title: Principal Planner

Date: 17/07/2023

Application no: 22/00747/OUT

Location: Land At Bicester Road Kidlington

**This report should be read in conjunction with OCC's previous response dated
28/04/2022**

Transport Schedule

Recommendation: Objection (see commentary below)

If despite OCC's objection permission is proposed to be granted, then OCC requires prior to the issuing of planning permission a s106 agreement including an obligation to enter a s278 agreement and s38 agreement to mitigate the impact of the development plus planning conditions as detailed below.

S106 Contributions – See previous response

Planning Conditions – see previous response

Comments:

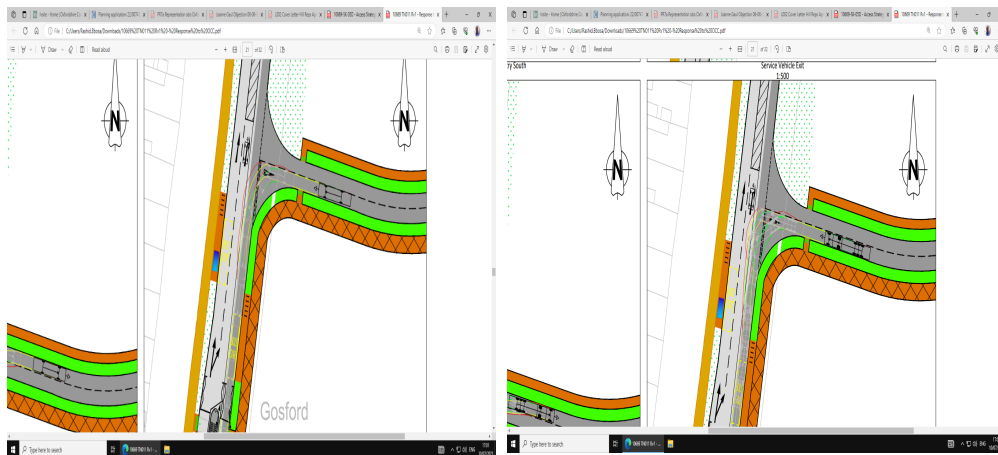
Introduction

This report is in response to the applicant's Technical Note 11 (TN11) dated *22nd June 2023* that was drafted to respond to OCC's comments made in relation to the TA that supported the planning application in March 2022. The application is seeking planning permission for the residential development located to the east of Bicester Road, Kidlington which is also an allocated site in the Cherwell Local Plan.

Detailed Comments

Para 2.6 of the Technical Note (TN) talks of additional notes included in Appendix A. Appendix A is however empty.

Para 3.5 acknowledges that the swept path drawing exercise was excluded in the previous submission. This has now been appended to the TN, reviewing which I note that the left-out manoeuvres cannot be safely completed in event of waiting right turning vehicles. To address this, it is suggested that the first 15m of the access need be widened to 5.5m. Alternatively, amendments to the access arrangement that take the form of a localized widening of the carriageway to ensure such vehicles can safely egress. **(Reason for objection)**



Para 3.6 implies that a Stage 1 RSA has been commissioned but yet to be submitted. Again, as stated in our previous response, it is at this stage that the RSA is required to ascertain that the access is without safety issues that need to be addressed. **(Reason for objection)**

It is agreed that the uncontrolled crossing on Bicester Road south of the proposed access junction shall now take the form of a signalized crossing. I note that the second proposed uncontrolled crossing shown to be about 50m north of the access junction shall also be upgraded to a signalized one. The secondary crossing may not require signalization where users are able to utilize stoppages in traffic.

The level of detail on how the Greenway, PRow would link into the existing shared pedestrian/ cycleway along Oxford Road remains unresolved. While *Para 3.8* suggests that these shall combine to a comprehensive network, this stage of application requires to see how. First, the transition between the development and the shared pedestrian/ cycleway facility along Oxford Road needs to be understood acknowledging the level difference. Again, because this matter is part of the access arrangements, it shall not be left to be addressed at the detailed design stage as *Para 3.9* asserts. **(Reason for objection)**

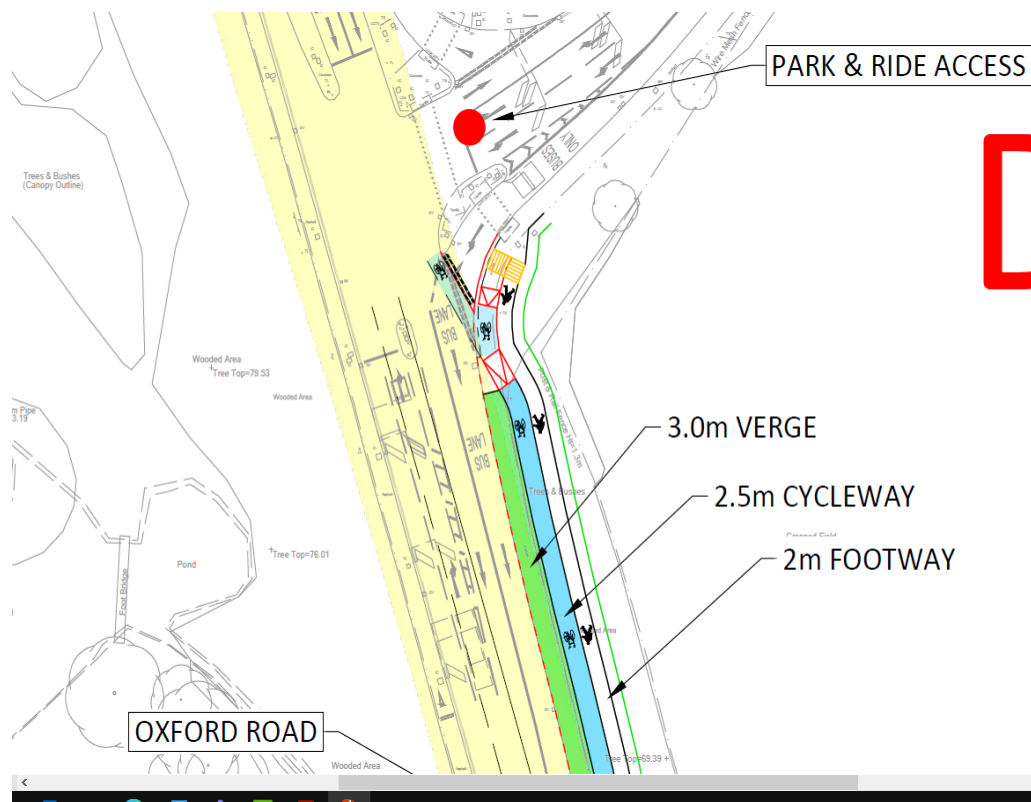
Secondly, the Oxford Road corridor is earmarked for active travel improvements at the back of significant growth planned in the area north of Oxford. The County's strategy for the Oxford Road corridor is to significantly upgrade and prioritise the walking and cycling infrastructure between the Kidlington and Cutteslowe roundabouts. The corridor improvement scheme shall include segregated pedestrian and cycle facilities along the corridor between the two roundabouts which shall be delivered by the Partial Review development sites.

The walking and cycling improvements are required in order to accommodate the proposed development in this area by enhancing the sustainable transport offer in the area and enabling the modal shift to sustainable transport required. This is in support of Policies 1, 2, 3 and 4 of the newly adopted Oxfordshire Local Transport and Connectivity Plan

(LTCP) that aims to ensure the transport user hierarchy gives priority to walking, cycling, public transport before private car users.

This TN and indeed the previous submission have not dedicated any meaningful improvements to the existing active travel infrastructure in a way that will encourage walking and cycling trips between the development, Oxford Parkway Park and Ride and beyond. The development is thus expected to deliver along the eastern side of the carriageway, the section between Kidlington roundabout and the entrance to Oxford Parkway station entrance. The remainder of the scheme (i.e., from the Oxford Parkway access) to Cutteslowe roundabout shall be delivered by both PR6a and PR6b.

The illustration below shows the detail of the planned corridor improvements that have been drawn as part of ongoing discussions with PR6a development.



It is essential that a consistent, timely and co-ordinated delivery of these corridor improvements is achieved with these allocated developments via the various s278 deeds.

Emergency Access – The proposal to open up a section of Bicester Road that is currently dualled to enable passage of emergency vehicles from the south is noted and welcomed.

Again, *Para 3.16* assumes evidence of a traffic model contained in Appendix A which has not been included.

The requested detail regarding the route and timetable for the enhanced service is not yet drawn up at this time. While the indicative proposed route, is to run along the eastern bypass towards Headington and the JR Hospital rather than be destined into Oxford city, its detailed route and timetable shall be confirmed in due course. Details regarding how the subsidy cost has been calculated including its justification shall be provided through a R122 statement as part of the s106 discussions.

Para 3.19 requests for justification for the new pair of bus stops including upgrading the existing one.

The provision of the new pair of bus stops and associated facilities would enable the local bus services to have a dedicated stop to serve the northern part of the development and to make all of the development within the required 400m distance of a stop. Upgrading the existing facilities would provide a shelter with Real Time Information screen, seating facilities, cycle parking facilities all of which are deemed necessary for the scale of development. See Policy 18 of OCC's Local Transport and Connectivity Plan (LTCP) 2022 - 2050.

The TN clarifies that the choice of utilising the 2011 census data rather than the 2021 data was because the latter was not yet available at the time. Given the time that has elapsed since the 2011 census data was collected, not to mention global events that have altered travel behaviour during this time, using this data is not considered a robust source of evidence. We still suggest that the TA be informed by up-to-date transport surveys.

Para 3.23 inherently acknowledges that the trip generation methodology used in the TA was not robust enough. It continues to say that the updated trip rates (that were agreed with OCC and consistent with other PR sites) shall be reflected in the strategic modelling which is yet to be completed.

It is further accepted that the trips from the Hill application (that were not included in the TA) shall be picked up by the strategic model – which implies that the traffic impact assessment so far undertaken is not robust until the PR sites modelling has been finalised.

The traffic flow diagrams have now been submitted in address of the issue raised in this regard.

OCC still require seeing the assessment of the entire PR7a allocation based on both the Barwood and Hill development trip generation. The cumulative impact of both parcels is not the same as when they are each assessed individually, hence the entire allocation needs to be considered before considering all of the Partial Review sites allocated by the Local Plan.

I do not agree with the applicant's assertion in *Para 3.27* that the sports facilities are unlikely to generate significant trips in the pm peak and that these 'residual trips' are likely to be retained within the local network. These assumptions were not agreed to and am concerned that excluding such trips (including the ones from the Hill parcel) from the overall

site traffic impact assessment cumulatively shall result in a different outcome. This leaves the assessment flawed and must be revised. **(Reason to object)**

The report still points to a revised traffic modelling that is included in Appendix A in addressing some of the bullet points under *Para 3.33*. Again, Appendix A is empty, meaning that all reference to it within the TN11 must be resubmitted.

Similar to the applicant's request to confirm the proposed bus service routes, the PRow routes that shall be improved as part of the £55,000 s106 contributions shall be confirmed at a later stage.

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 14/07/2023