

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: 30/08/2023

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, 7 December 2022 and 17 July 2023 .

The attached transport comments indicate that the previous transport objection is overcome, and there is no objection subject to conditions, S106 contributions and an obligation to enter into a S278/S38 agreement.

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: 30/08/2023

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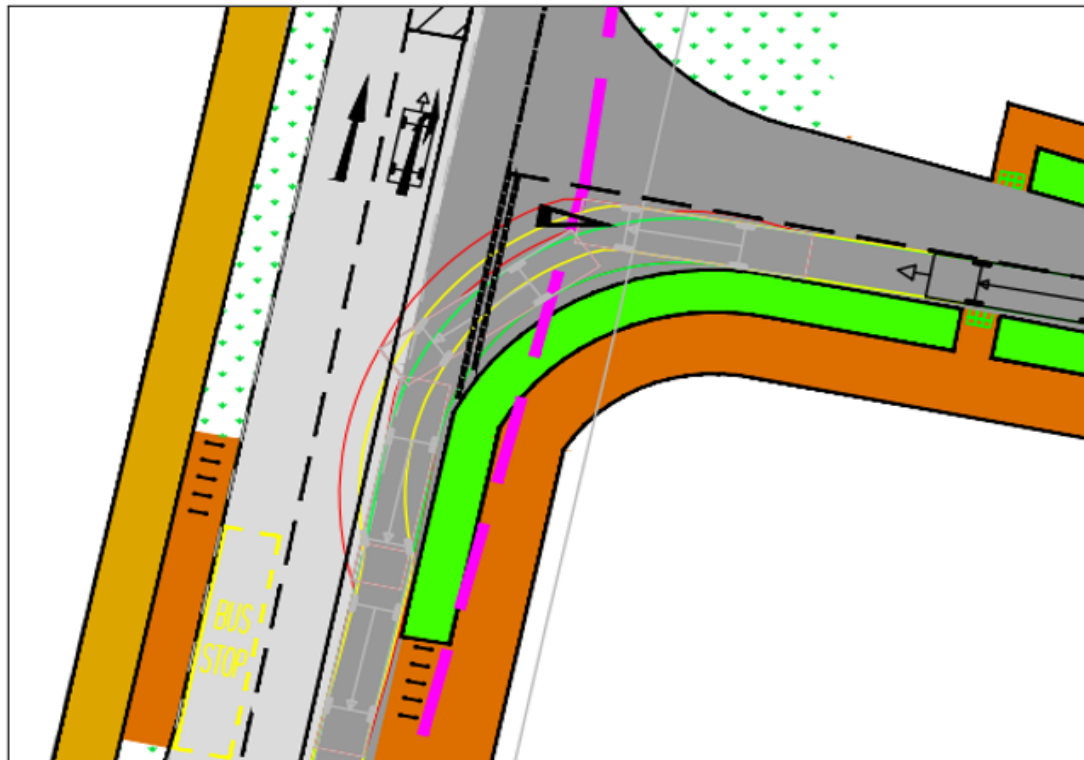
Transport Schedule

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] [S38] agreement** as detailed below.

Comments:

In our previous report, I noted through the submitted tracking drawings that the access geometry could not safely accommodate large vehicles without infringing into oncoming traffic particularly for the right turning lane. While the width of the access road has been increased to about 6m wide for the first 10metres, this has not improved the prevailing concern of affected incoming vehicles rather than the left turning vehicles. The tracking exercise on the revised junction still presents the same conflict between right turning arrivals and left turning exiting traffic.



This conflict may be overcome by shifting the centre line of the access carriageway to provide a wider turning angle/ envelope for the left turning stream than the arrival lane as illustrated above.

The submission now includes a stage 1 RSA. This is welcomed, together with the Designers Response.

The current submission further illustrates how the Greenway and the PRow are likely to tie into the shared pedestrian/ cycle infrastructure along Oxford Road. The detail of this linkage and proposed infrastructure along Oxford Road is not consistent with standards set out in LTN1/20 and shall need to be agreed to with the County. In the County's previous response, it was requested that provisions consistent with what PR6a and PR6b are proposing along the corridor south of the A34 bridge which may require some land to be dedicated along the development's frontage. The TN acknowledges that this shall be addressed with the s106.

The TN further shows a willingness to provide an additional four/three bay bus stop along Bicester Road albeit the details shall be laid out/agreed to as part of the s106 agreement – which is welcomed.

The application has clarified on some issues that were flagged by the County on their previously undertaken modelling exercise. The TN under Appendix A also provides an update to the North Oxford VISSIM model which the County requested all PR sites to use in their assessments of the impact of development generated traffic on the wider network.

Following submission of the North Oxford VISSIM model summary results to the County, some issues were flagged through discussions held for which the PR sites consortium were to follow up on. A few of these issues are noted around sections of the network that may be directly related/ affected by this development.

- The bus journey times were noted to be remarkably improving along the southbound A4260 in the AM peak. An explanation was being sought for this remarkable improvement.
- Results show an unexpected decrease in queue lengths on the northern and eastern arms of the Cutteslowe Roundabout.

This TN has now provided the predicted demand for the sports pitches following OCC's call to include them as part of the trip generation exercise. The resultant trips derived from TRICS for the sports pitches are indicated as 39 and 28 arrivals and departures respectively during the PM peak. Assumptions that a portion of these trips would be generated from the local area is accepted and the residual demand apportioned from the wider network is meagre to affect the network.

Following the revised comments and clarifications provided in the updated TN supporting this application, the Highway Authority are minded withdrawing their objection subject to planning conditions and s106 obligations as detailed in OCC's response dated 28th April 2022.

Planning Conditions:

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

Means of Access

No development shall commence unless and until revised details of the means of access between the land and the highway, including, position and layout have been submitted to and approved in writing by the Local Planning Authority. The means of access shall be constructed in strict accordance with the approved details and shall be retained and maintained as such thereafter.

Reason - In the interests of highway safety and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

CTMP

A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed prior to commencement of works. 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,
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
- 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,
- Parking and Travel initiatives for site related worker vehicles,
- Engagement with local residents and neighbours.

Travel Plan and Travel Information Pack

Prior to first occupation a Residential Travel Plan and Travel Information Pack should be submitted to the Local Planning Authority. The Travel Plan is to be updated on occupation of 50% of the site (180th dwelling).

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 30/08/2023