

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

District: Cherwell

Application no: 22/02025/REM

Proposal: Reserved Matters to 16/02586/OUT - Access, layout, scale, appearance and landscaping details for Phase 1B for up to 12 No knowledge economy units in Use Class E (former Use Class B) (14,972 sq m gross external area) with associated parking, landscaping, utilities and access

Location: Bicester Gateway Business Park, Wendlebury Road, Chesterton OX25 2PA

Response Date: 19th August 2022

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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Transport Schedule

Recommendation

Objection for the following reasons.

- Provisions for car parking, electric vehicle charging and cycle parking do not meet standards.
- Highway layout and design matters require improvement.
- Further highway design information is required.

If despite the County's objection permission is proposed to be granted then the County requires prior to the issuing of planning permission an obligation to enter into a S278 agreement to mitigate the impact of the development plus planning conditions as detailed below.

Key points

- Car parking is over provided
- Electric vehicle charging is required
- Cycle parking is under provided
- A Construction Traffic Management Plan will be required
- The Framework Travel Plan requires updating
- The cycleway should be extended
- HGV tracking should be provided for entrance and exit of site.
- The 30mph speed limit reduction will require extending
- A long section is required
- There are no visibility splays indicated.
- A Stage 1 Road Safety Audit is required
- A Section 278 Agreement will be required and matters relating to design are set out

Comments

Transport Development Control

The reserved matters application is accompanied by a Transport Statement (TS) which provides a commentary on proposed on-site transport related provisions.

It should be noted that the County's parking standards, as referred to in Section 4 of the TS, are under review and will soon be superseded. These revised parking standards are referred to where relevant. In the case of the proposed under this application the

relevant car and cycle parking standards are unchanged. Reference is made to the Planning Layout presented in drawing No.7081-059.

The County's revised car parking standards provide for one parking space per 40m² of floor area as an upper limit. Applying this standard to the floor area used in paragraph 4.12 of the TS gives an upper limit of 293 parking spaces. The proposed provision of 335 car parking spaces exceeds this upper limit and should be reduced accordingly.

Reason for objection.

It is not stated in the TS what provision will be made for electric vehicle (EV) charging, and no provision for EV charging is shown on the Planning Layout. EV charging should be provided in accordance with policy EV18 of the Oxfordshire Electric Vehicle Infrastructure Strategy, which states: "*Planning permission will only be granted for non-residential development that includes parking spaces if a minimum of 25% of the spaces are provided with electric charging points.*" **Reason for objection.**

The County's revised cycle parking standards for this land use are unchanged and therefore the requirement set out in paragraph 4.16 is valid. Cycle parking is provided in cycle shelters adjacent to units A, D, H and M. It is not stated in the TS what quantum of cycle parking these shelters offer, nor is it clear from the Planning Layout. However, close examination of the Planning Layout suggests that each cycle shelter might offer eight cycle parking spaces making a total provision of 32 cycle parking spaces. This is substantially lower than the requirement of 103 spaces identified in paragraph 4.16 of the TS. The quantum of cycle parking provision should meet the County's standards and should be clearly stated. **Reason for objection.**

Given the location and scale of the development proposals a Construction Traffic Management Plan will be required. This should be developed using the County's guidance checklist and can be submitted in discharge of a condition of planning permission.

Travel Plans

All units are under 1,500m², therefore none of them trigger an individual travel plan requirement. However, the Framework Travel Plan for the site dated December 2016 should be updated to reflect the occupation of this part of the development. This can be submitted in discharge of a condition of planning permission.

Road Agreements

The cycleway should be extended out past their bellmouth to get cycles off carriageway sooner and have their bellmouth as a set back cycle crossing in line with LTN1/20.

Reason for objection.

HGV tracking should be provided for entrance and exit of site. **Reason for objection.**

the 30mph speed limit reduction will require extension and TRO to incorporate the new access and visibility splays. **Reason for objection.**

A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:21 or 5%. **Reason for objection.**

There are no visibility splays indicated. Junction and Forward Visibility Splays and dimensions must be in accordance with DMRB and dedicated to OCC if they fall out of the existing highway boundary. **Reason for objection.**

Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1). This will be required in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required. **Reason for objection.**

Other matters relating to design are set out below.

- A Section 278 application will be required for the alteration of the highway.
- Offsite works will need to be designed in accordance with DMRB.
- Cycling facilities must accord with LTN1/20.
- 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. Oxfordshire County Council have published the "[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.
- 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.
- The Highway boundary needs to be checked with the County's 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.
- 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 County requires 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.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended)

A Section 106 Agreement for the outline planning application for this site under 16/02586/OUT was executed in July 2017 and provides for various transport related contributions including strategic transport, bus stop and travel plan contributions.

S278 Highway Works

An obligation to enter into a S278 Agreement will be required to secure the new access off Wendlebury Road as set out in Vectos drawing No.226701_PD01, together with the extended cycleway as noted above under Road Agreements.

Notes

This is to be secured by means of S106 restriction not to implement development until S278 agreement has been entered into. The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments, including commuted sums, that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

Planning Conditions

In the event that permission is to be given, the following transport related planning conditions should be attached.

Prior to the commencement of the development a Construction Traffic Management Plan prepared in accordance with Oxfordshire County Council's checklist, must be submitted to and approved in writing by the local planning authority. The construction works must be carried out in accordance with the details approved in the Construction Traffic Management Plan.

Prior to first occupation an updated Framework Travel Plan for the site should be submitted to the Local Planning Authority.

Officer's Name: Chris Nichols

Officer's Title: Transport Development Control

Date: 17 August 2022

Application no: 22/02025/REM

Location: Bicester Gateway Business Park, Wendlebury Road, Chesterton OX25 2PA

Lead Local Flood Authority

Recommendation:

Comments

Detailed comments:

Prior to commencement drainage conditions relating to 16/02586/OUT needs to be discharged.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 17/08/2022

Application no: 22/02025/REM

Location: Bicester Gateway Business Park, Wendlebury Road, Chesterton OX25 2PA

Archaeology

Recommendation:

The site has been subject to an archaeological evaluation, and the applicant has agreed to a scheme of preservation in situ for the archaeological via the positioning of the carpark over the areas of most dense archaeology. As such, there are no further archaeological constraints to this reserved matters application.

Key issues:

Legal agreement required to secure:

Conditions:

No archaeological conditions are required at this reserved matters stage.

Informatives:

Detailed comments:

An archaeological evaluation has been carried out on the site which recorded the remains of part of the Alchester Roman Town extra mural settlement. The Applicant has agreed that these will be preserved in situ, and as such, there are no archaeological constraints to this reserved matters application.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 10th August 2022