

**Case Officer:** Katherine Daniels

**Recommendation:** Approve

**Applicant:** DP9 Ltd

**Proposal:** Discharge of Schedule 2, Para 6.1 and 6.2 (shuttle bus) of S106 agreement relating to 21/04158/F

**Expiry Date:** 28 November 2022

**Extension of Time:**

## **1. APPLICATION SITE AND DESCRIPTION OF APPROVED DEVELOPMENT**

1.1. The site was granted consent on appeal under planning ref 19/02550/F and comprises the western nine holes of an existing 18-hole golf course that forms part of Bicester Hotel, Golf and Spa (BHGS) near Chesterton, a village located immediately to the southwest of Bicester. The scheme was amended by application 21/04158/F.

1.2. The site is located immediately to the east of the M40 (which runs south to north) and to the southwest of the A4095 (which runs roughly east to west). M40 Junctions 9 and 10 are located about 1km and 2.3km to the south and north, respectively. The BHGS site is located beyond the western developed edge of Chesterton, in open countryside, with the site comprising the westernmost part of the BHGS site. The approved development involves the development of part of the existing golf course delivering a new indoor leisure resort comprising a 498-bed hotel, waterpark, restaurants, adventure games, attractions, family bonding experiences, arcade games, retail and more. The proposed development will provide extensive landscaping works, enhancing the existing landscaped context, and including a new circa 6ha nature trail for public use.

## **2. CONDITIONS PROPOSED TO BE DISCHARGED**

2.1. The proposal seeks to discharge schedule 2, Para 6.1 and 6.2 (Shuttle Bus) of S106 agreement. This relates to a Shuttle Bus service.

## **3. RELEVANT PLANNING HISTORY**

3.1. The planning history relevant is mentioned above (i.e. the main permission for the scheme and the amendment). Various discharge of condition applications have also been approved.

## **4. RESPONSE TO PUBLICITY**

4.1 The final date for comments was **3 October 2022**, although comments received after this date and before finalising this report have also been taken into account.

4.2 No comments have been raised by third parties

## **5. RESPONSE TO CONSULTATION**

5.1 OCC Highways - Great Wolf say that they will make the contribution to OCC in accordance with the S106, and will meet their obligation to CDC regarding the shuttle bus. Therefore, there is no valid reason that we can have to contradict this

approach if it is now what they choose to do. We will look again when they come back with the adjustments to the scheme, as mentioned below.

We do suggest, however, that further discussion takes place with the applicant to rationalise the bus provision. Great Wolf says they “agree entirely that only one shuttle bus should be in operation for guests and staff” but the outcome would be two bus services operating in parallel. OCC would prefer that the shuttle bus service was open to the public, which is entirely feasible if operated by a suitably licensed operator (such as Oxford Bus Company).

It should be pointed out again that privately run shuttle buses are not eligible to use bus stops and interchange facilities on adopted highway and will be subject to enforcement action should they do so.

## 6. APPRAISAL

- 6.1. The proposal seeks to confirm the obligation for the shuttle bus. This has been amended to provide times for employees to use at the beginning and end of shifts. Although this is not an OCC requirement, they do not have an objection to the proposal as demonstrated above. It is acknowledged that it would be preferable for there to be a single scheme, however, this is not something that the applicants would like to pursue at this stage.
- 6.2. The details are therefore considered to be acceptable, and in accordance with the requirements of the S106.

<b>6. RECOMMENDATION</b>
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Agree
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Case Officer: Katherine Daniels

DATE: 2 March 2023

Checked By: Caroline Ford

DATE: 28 April 2023

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