

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

District: Cherwell

Application no: 22/03452/F

Proposal: Erection of new 128-bed residential care home (Use Class C2) together with associated access, parking and landscaping

Location: OS Parcel 6920 East Of Oxford Road And Adjoining And South Of Canal Lane, Bodicote

Response Date: 21/12/2022

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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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 - £1500.00**
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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Transport Schedule

Recommendation:

Objection for the following reasons:

- Electric Vehicle Charging Infrastructure is required at a ratio of 25% of all spaces as per policy set out in the adopted Oxfordshire Electric Vehicle Infrastructure Strategy and Oxfordshire County Council's adopted Parking Standards.
- The development does not provide safe and suitable access for all users as required under the NPPF. A section of footway is required on the southern side of the site access in order to provide refuge for pedestrians leaving the site and heading south, reducing the risk of conflict with vehicles turning into the site.
- The proposed provision for cycle parking is significantly below the minimum level set out in the OCC Parking Standards. While some reduction may be acceptable, based on the type of development proposed, the provision for cycle parking needs to be justified, taking account of the site's location and the need to encourage sustainable travel.

If despite OCC's objection permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S106 agreement to mitigate the impact of the development plus planning conditions as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Public transport services	£29,458	December 2021	RPI-x	Public Transport Services in the vicinity of the site
Traffic Reg Order	£3,320	April 2022	RPI-x	Parking restrictions on Longford Park Road at the site access
Travel Plan Monitoring	£2,563	December 2021	RPI-x	To cover the cost of monitoring the travel plan for a 5-year period.

Comments:

Access

The location of the site access is acceptable, and I note that appropriate visibility onto Longford Park Road is achievable. Vehicle tracking has been supplied to demonstrate that large refuse vehicles can safely enter, turn and exit the site from the site access junction.

From the access junction, along the short access road, there is a footway on the northern side but nothing on the southern side. I consider that a section of footway is also required on the southern side of the access road in order to provide refuge for pedestrians leaving the site and looking to head south, who would otherwise likely be walking in the access road carriageway. This would reduce the potential for conflict between pedestrians leaving the site and vehicles turning in. I consider this particularly important given the increased likelihood of pedestrians using walking aides. **Objection**

Footpaths throughout the site appear to be disjointed and will mean pedestrians have to cross the car park. This could be problematic for those with additional needs. I would recommend that a continuous route from the main entrance should be considered.

There is an existing unused bellmouth junction onto Longford Park in the location of the proposed site access. It does not appear that any alterations to this existing bellmouth would be required. However, if any are, these will need to be in agreement with the relevant landowner and an amended S38 application would need to be submitted to OCC, since Longford Park Road is unadopted at this time.

The site is located directly opposite Longford Park Primary School which, as with most primary schools, can be very busy in the morning and afternoon due to drop off and pick-ups. I am concerned that due to the location of the site access directly opposite the school, parents may well park too close to the access junction or even on the corners. This would cause obstructions for vehicles, including emergency vehicles entering or exiting the care home site and would also restrict visibility. I therefore request that a contribution is made towards a Traffic Regulation Order for parking restrictions along a short length of Longford Park Road either side of, and including, the proposed care home access junction.

It is also possible that parents may seek to park within the care home car park for quick drop-offs. This would be for the site management to manage and prevent.

Accessibility

The site is located within the residential area of Longford Park and has a large residential catchment within a reasonable walk distance. This site is also within a reasonable cycle distance from much of Banbury, however designated cycle facilities are currently lacking on certain routes. The site is close proximity to local bus stops and is suitably located to enable sustainable travel to and from the development site.

Public Transport

The county council collects developer contributions towards the delivery and enhancements of public transport services across the county.

Since the site is well located for staff, visitors and, potentially, residents to use public transport to access the site, and that the use of sustainable travel is to be encouraged, it is reasonable for the development to contribute proportionately towards public transport improvements serving Longford Park and Oxford Road. It should be noted that both the wider Longford Park development and recently approved development at Deerfield Park have also made proportionate contributions towards public transport services.

Traffic Impact

It is accepted that care home developments do not generally generate a significant number of peak hour vehicle trips and the assessment carried out in the Transport Statement indicates that the traffic impact of the proposed development is likely to be minimal.

Car Parking

42 parking spaces are proposed inclusive on one ambulance space and one delivery space. This number of spaces is considered appropriate for the scale of the development and is in line with OCC Parking Standards.

Of these spaces two are allocated as disabled car parking spaces. This equates to 5% of the total number and is in line with standard practice and OCC's Parking Standards.

The planning documents make no reference to the provision of EV parking infrastructure at the development and it appears from the layout plans that no EV charging spaces are proposed. The adopted Oxfordshire Electric Vehicle Infrastructure Strategy and OCC Parking Standards set out that a provision of 25% of all spaces for new employment developments are required to have EV charging infrastructure.

Objection

Cycle Parking

The application documents set out that a total of 10 covered cycle parking spaces are proposed. This is significantly below the level set out in the OCC Parking Standards for residential care homes, which is at a ratio of 0.5 spaces per bedroom with spaces to be available for residents, visitors and staff.

While it is accepted that given the nature of the care to be provided for residents, a lower provision than this could be acceptable, the Transport Statement does not set out how or why the proposed provision of 10 spaces has been reached, nor whether this is likely to be sufficient.

I cannot tell from the application documents how many staff are likely to be employed at the site, however the site is accessible to a wide residential catchment for future

employees and therefore cycling is likely to be an attractive mode of travel. It is therefore likely that a higher provision of cycle parking for staff and visitor use would be required in order to ensure that cycling is encouraged as an attractive travel mode to the site. **Objection**

The cycle parking is currently shown as being located directly adjacent to the bin store. This is not ideal for encouraging cycling, especially during the summer months. I would request therefore that the location of the cycle parking be reconsidered.

I would also request that a couple of Sheffield stands are located directly adjacent to the front entrance to the building for visitor use. These stands would not have to be covered.

Parking for mobility scooters should also be considered.

Travel Plan

A 128-bed care home will require a full travel plan to be produced. This should meet criteria contained within appendix 5 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'. It should be produced prior to first occupation and then updated within 3 months of full occupation when adequate survey data is available.

A travel plan has been produced to accompany this application which states that the content will primarily focus on staff. Residents may also have travel requirements and the Travel Plan should set out the type of care that will be provided and how mobile are residents likely to be. Visitor movements should also be considered. The submitted travel plan does not currently contain the level of detail required to meet OCC criteria. The applicant is therefore encouraged to consult the appendix and the Travel Plans Team travelplan@oxfordshire.gov.uk to ensure all criteria has been met before resubmitting.

A travel plan monitoring fee of £2,563 (RPI index linked) will be required to enable the travel plan to be monitored for a period of five years.

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

£29,458 Public Transport Service Contribution indexed from December 2021 using RPI-x

Towards:

The delivery of enhancements to bus services in the vicinity of the development site.

Justification:

The county council collects developer contributions towards the delivery and enhancements of public transport services across the county.

Since the site is well located for staff, visitors and, potentially, residents to use public transport to access the site, and that the use of sustainable travel is to be encouraged, it is reasonable for the development to contribute proportionately towards public transport improvements serving Longford Park and Oxford Road. It should be noted that both the wider Longford Park development and recently approved development at Deerfield Park have also made proportionate contributions towards public transport services.

This requirement is in line with Policy SLE4 of the Cherwell Local Plan which states that:

The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth.

New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development. All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

Calculation:

In terms of trip generation, the proposed development is directly comparable to that of a recently approved application in the immediate vicinity for a residential development of 26 dwellings (19/02350/OUT – Land at Deerfield Farm). A contribution of £26,000 was secured from that that development towards enhancements to local bus services at a rate of £1,000 per dwelling.

This has been uplifted to a December 2021 price base using RPI-x and now equates to £29,458 (December 2021 prices).

£3,320 Traffic Regulation Order Contribution indexed from December 2021 using RPI-x

Towards:

To consult upon and, if appropriate, implement parking restrictions on Longford Park Road in the vicinity of the site access junction.

Justification:

The development is located directly opposite of Longford Park Primary School. In order to protect the site access from inappropriate parking during school pick up and drop off times, and in the interest of highway safety, it is considered necessary to implement a

small stretch of parking restrictions along the site access and for a small stretch of Longford Park Road on either side.

Calculation:

The contribution is calculated on a standard charge which applies for administrative costs for TROs throughout Oxfordshire. This charge also includes the costs for public consultation required for the proposed TRO.

The County Council's costs for new or amended TROs is £3,320 for each instance.

The County Council considers that its TRO fee is fairly and reasonably related in scale and kind to the development.

£2,563 Travel Plan Monitoring Fee indexed from April 2022 using RPI-x

Justification:

To cover the cost of monitoring the travel plan over a five-year period. A travel plan is a bespoke document and requires regular review and update in order to ensure that the measures are succeeding in delivering targets for sustainable travel. Without this monitoring the plan would not be effective.

Calculation:

The amount is based on the cost of OCC staff time, at cost, over the five-year period.

Planning Conditions:

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

Construction Traffic Management Plan

A Construction Travel Management Plan (CTMP) will be needed for this development, given the traffic sensitive nature of the potential approach routes on the wider strategic road network in and around Banbury. We would expect the CTMP to incorporate the following in detail:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.

- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked, and occupiers transported to / from site, to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

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 and school times.

Travel Plan

Prior to the first occupation of the development hereby approved, a Travel Plan, prepared in accordance with Oxfordshire County Council's approved Travel Plan guidance shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Travel Plan shall be implemented and operated in accordance with the approved details.

Reason: In the interests of sustainability and to ensure a satisfactory form of development, in accordance with the Government guidance contained within the National Planning Policy Framework.

Officer's Name: Tim Peart

Officer's Title: Senior Transport Planner

Date: 20 December 2022

Application no: 22/03452/F

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Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Detailed drainage drawing required.
- Calculations to be detailed.
- Provide confirmation from public sewer undertaker to make proposed drainage connection.
- SuDS construction details drawing to be provided.

Detailed comments:

As part of a full application, drainage drawings are expected to be detailed. Ensure all drainage infrastructure is shown. Invert and cover levels of the proposed drainage infrastructure needs to be shown. Pipe gradients and pipe numbering to be shown. Plan drawings needs to include the site boundary. Permeable paving is not shown on the drainage drawing.

Calculations should reflect the whole surface water network. It should include the drainage infrastructure and all proposed SuDS features. Pipe numbering should be included and shown on the drainage plans.

Provide consent from the public sewer undertaker to make the drainage connections at the proposed discharge rate.

Provide construction details drawing of the proposed SuDS features.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 20/12/2022

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Archaeology

Recommendation:

The proposals outlined would not appear to have an invasive impact upon any known archaeological sites or features. As such there are no archaeological constraints to this scheme.

Key issues:

Legal agreement required to secure:

Informatives:

Detailed comments:

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 9th December 2022