

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

District: Cherwell

Application no: 23/02399/REM

Proposal: Reserved Matters approval for 23/01080/OUT - Details of access, appearance, landscaping, layout and scale relating to the proposed development of Class E(g)(i) (formerly B1(a)) office/commercial building and Class E(g)(ii) (formerly B1(b)) Research and Development Units, plus associated car parking

Location: Land North Of Bicester Avenue Garden Centre, Oxford Road, Bicester

Response Date: 02/11/2023

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.

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Transport Schedule

Recommendation: Objection for the following reasons;

- Parking provision exceeds the level set in the County's parking standards.
- Insufficient provision of cycle parking across the development.
- The provision of EV charging points is unacceptably low.
- The submission is void of tracking drawings to demonstrate safe manoeuvre of delivery vehicles off Lakeview Drive.

If despite OCC's objection permission is proposed to be granted, then OCC requires prior to the issuing of planning permission to include impose the planning conditions as detailed below.

Comments:

This reserved matter application has been submitted following outline planning consent (ref: 17/02534/OUT and subsequent S73 ref: 23/01080/OUT). The proposals comprise of 2 commercial buildings with car parking, hard standing and associated facilities on Phase 2 of the Land to the south east of Lakeview Drive, Bicester.

Building A is set to accommodate the office element of development while Building B is a Research and Development facility with a total GEA of 10,128 sqm.

The site is accessed from the A41 via the Lakeview Drive first roundabout opposite Tesco, with a new forth arm forming the access road being. The application shows that another access for deliveries shall be taken directly off Lakeview Drive to the yard of Building 2 (Research and Development).

I acknowledge the need to separate delivery HGV's from the rest of the site. However, the submission has not included swept path drawings that demonstrate the ability of HGV's accessing the yard and turning around to egress in forward gear.

Up to 238 car parking spaces are earmarked to serve both buildings. This provision is 13 spaces over and above the standards. see link below.

[Parking standards for new developments \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk/parking-standards-for-new-developments)

It is also noted that only 24 car parking spaces are proposed to have EV charging ports out of 238 parking spaces. This is significantly below the level stipulated in the County's Electric Vehicle Infrastructure Strategy which categorically requires at least 25% of the

spaces to have charging points installed for non-residential developments. This is under Policy EVI 8 and must be adhered.

[Oxfordshire Electric Vehicle Infrastructure Strategy](#)

The Site Plan shows two areas of cycle parking to the north of the Building A. From this illustration, I do not consider their ability to accommodate sufficient spaces for cycle storage to the level required for such a type and scale of development. See Table 5: Non-Residential Parking Guidance for Oxfordshire in OCC's Parking Standards.

In addition to the level of cycle parking on site, we require at this stage to see the detail of the cycle design. Acknowledging that Sheffield stands are most preferable for users, these command a large footprint particularly where a big allocation is required and double stacked types can be a sensible option.

The application should be supported by a Full Travel Plan and a Travel Information Pack.

Planning Conditions:

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

EV Charging Points

Prior to the first occupation of the development, a scheme for the provision of vehicular electric charging points to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The vehicular electric charging points shall be provided in accordance with the approved details prior to the first occupation of any part of the development, and retained as such thereafter.

REASON - To comply with Policy EVI 8 of Oxfordshire's Electric Vehicle Infrastructure Strategy and Policies ESD 1 and ESD 5 of the adopted Cherwell Local Plan and to maximise opportunities for sustainable transport modes in accordance with paragraph 110(e) of the National Planning Policy Framework

Swept Path Exercise

The development shall not be used or occupied until the parking and manoeuvring areas have been provided in accordance with the plan that shall be hereby approved and completed in accordance with specification details which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of development, and shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter.

REASON: In the interests of highway safety and to comply with government guidance contained within the National Planning Policy Framework. Specification details are required prior to commencement of development to ensure the details are appropriate before groundwork is commenced.

Travel Plan

Prior to the first occupation of the development hereby approved, a Travel Plan, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans", shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development 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 Government guidance contained within the National Planning Policy Framework.

Travel Information Pack

Prior to first occupation the development a Travel Information Pack shall be submitted to and approved by the Local Planning Authority. Thereafter the first residents of each dwelling shall be provided with a copy of the approved Travel Information Pack.

REASON: To ensure all residents and employees are aware from the outset of the travel choices available to them, and to comply with Government guidance contained within the National Planning Policy Framework.

Construction Traffic Management Plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved CTMP.

REASON: In the interests of highway safety and the residential amenities of neighbouring occupiers and to comply with Government guidance contained within the National Planning Policy Framework.

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 30/10/2023

Application no: 23/02399/REM

Location: Land North Of Bicester Avenue Garden Centre, Oxford Road, Bicester

Lead Local Flood Authority

Recommendation:

No Objection to discharge of conditions

Reviewed Document

Drainage Strategy Technical Note
Curtins Ref: 082005-CUR-03-XX-RP-D-92002
Revision: V02 Aug 2023

Officer's Name: Shada Hasan

Officer's Title: LLFA Engineer

Date: 11th October 2023

Application no: 23/02399/REM

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Archaeology

Recommendation:

Permission 23/01080/OUT has been granted with conditions attached that require a phase of archaeological mitigation in advance of development.

As such there is no necessity to attach further requirements at this reserved matters stage.

Detailed comments:

The site lies in an area of relatively high archaeological interest and potential, immediately to the south of the Tesco site where archaeological investigation recorded at least seven Bronze Age buildings, which associated settlement and farmstead activity also recorded. Immediately to the south east of the proposal site, a collection of exceptionally well preserved Mesolithic worked flint was recorded. The full archaeological background of the site has been explored in a previous Heritage Impact Assessment prepared in 2017.

We have been in discussion with an archaeological consultant and a WSI for an archaeological evaluation on this site is currently in preparation. This evaluation should be carried out as the first phase of a staged programme of archaeological investigation.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 6th October 2023