

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

District: Cherwell

Application no: 23/02715/REM

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

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

Response Date: 28/11/2023

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.

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 Matters application seeks planning approval for an office building development within Phase 1 of outline planning consent (ref: 17/02534/OUT and subsequent S73 ref: 23/01080/OUT). The proposals include development of Class E(g)(i) (formerly B1(a)) office/commercial building and associated development, plus associated car parking, access detail, appearance, landscaping, layout and scale relating to the proposed.

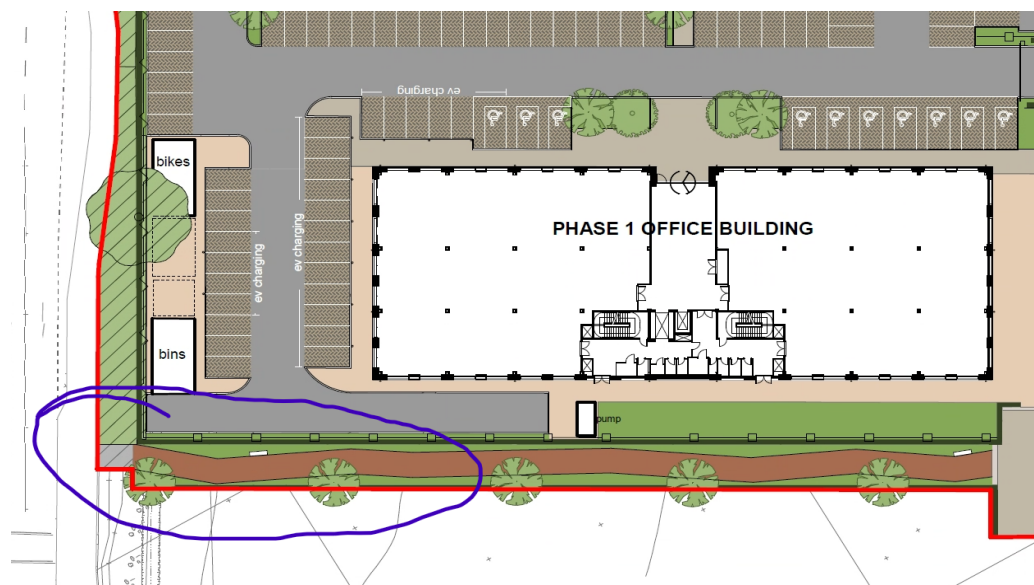
The application proposes up to 226 car parking spaces of which 10 are Accessible spaces and 22 provided with Electric Charging ports.

First, the overall car parking provision is in excess of the required for the type and scale of development. The County's parking standard for new developments for the scale of this development prescribe a maximum of 160 spaces. See link below. **(Reason to object)** [Parking standards for new developments \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk/parking-standards-for-new-developments)

I also note from the Design and Access Statement that only 22 out of these spaces are kitted with a charging port. This is below the requirement and contrary to Policy EV1 8 of 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. **(Reason to object)** [Oxfordshire Electric Vehicle Infrastructure Strategy](#)

The proposed level of cycle parking is further noted to significantly fall short of the required. Again, set in the Parking Standards, the type and scale of this development requires up to 66 cycle parking spaces for staff and up to 26 for visitors. Visitor parking should ideally be covered and placed within proximity of the building entrances, while staff cycle parking must be in secure and sheltered facilities. See Table 5: Non-Residential Parking Guidance for Oxfordshire in OCC's Parking Standards. **(Reason to object)**

The Site Plan appears to indicate provision of a footpath off the A41 into Bicester Arc, although this is not directly linking into this phase of development. Can this be confirmed. Assuming that this is the case, the surfacing needs to be clarified as the illustration of the footpath without a legend is misleading.



It is OCC's preference that a footpath/cycle path off the A41 that directly links into this development is provided across the car park.

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.

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: 28/11/2023

Application no: 23/02715/REM

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Lead Local Flood Authority

Recommendation:

No Comment

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

Officer's Name: Shada Hasan

Officer's Title: LLFA Engineer

Date: 06/11/2023

Application no: 23/02715/REM

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

Archaeology

Recommendation:

See comments

Conditions:

Permission 17/02534/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.

Informatives:

Detailed comments:

I have concerns about the impact the pathways in the south east of the site will have on the regionally significant Mesolithic flint scatter recorded by Network Archaeology in 2007. Though the excavation associated with the pathway construction does not reach the level of the archaeological horizon, the compression activity is likely to lead to disturbance of the flint, which appeared to be *in situ* during the evaluation. It is unclear how large the scatter is; the Network evaluation report suggests the material is similar to that found at Tubney Woods Quarry, where the scatter extended 40-50m. If the paths in this area were changed to be mown grass (or another type of pathway which does not require excavation/impact) as in other areas of the landscaping, or moved to the north, then this would protect the flint, and mitigation will not be required. Archaeological mitigation of the flint scatter will be required if the paths remain in the currently proposed form.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 6th November 2023