

Application no: 23/03073/HYBRID

Location: Phase 2 SW Bicester Kingsmere Parcel R East Of, Ludlow Road, Bicester

Transport Schedule

Recommendation: Objection

The Oxfordshire County Council's (OCC) Transport Development Management (TDM) team have reviewed the supporting information in relation to the above. The TDM team are not able to support the above application until further clarification / information is provided in accordance with the following comments:

- For clarification and to understand the net change in development scale we require a breakdown and direct comparison between the extant permission and the proposed scheme for the development as a whole (i.e. Parcel R at Kingsmere Phase 2 - Planning Permission 13/00847/OUT).
- The proposed cycle parking levels do not comply with policy. Policy requirements for cycle parking provision are required to be met.
- Car Parking Management Plan should be conditioned.
- Delivery and Servicing Management Plan should be conditioned.
- Details of cycle parking facilities can be suitably conditioned and should be provided in accordance with current policy and LTN 1/20 standards.
- As set out within OCC's 'Parking Standards for New Development,' active charging points for electric vehicles should be provided at a minimum level of 25% of all parking spaces with passive provision for all remaining spaces. In relation to parking for people with impaired mobility this should be provide at a 6% of total spaces.
- To assist with the review process, submitted site layout plans should be fully dimensioned, annotated and compliant with current design standards (e.g. parking bays, aisle widths and servicing facilities).
- Although the required safe visibility splays appear to be contained within the public highway there appears to be possible obstructions within it (e.g. shrubs / wall). The visibility splay should be free of obstructions 2m high down to a point 600mm above the carriageway.

OCC Transport Strategy North & City Team:

As the application is seeking permission for 14 extra dwellings in the R parcel, OCC requires a contribution of £1000 per dwelling (14), a total of £14000 towards the Middleton Stoney Cycle Network Improvements. This is a core route in the Bicester LCWIP -

<https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/BicesterLCWIPTownVillagesmapUpdate2023.pdf>

OCC Travel Plan Team:

Recommendation:

No objection subject to conditions

Key issues:

The site wide Kingsmere Framework Travel Plan will need to be updated and resubmitted to include details of the proposed development.

Care home element of the site:

An 82 bed (C2) care home triggers the requirement for a full travel plan to be produced prior to occupation. Further information regarding the required criteria can be found within appendix 5 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'. A copy of this has been attached with this response for ease of reference.

A travel plan has been submitted with this application, but further information is required before it will meet OCC criteria. It is therefore advised that the applicant consults the criteria within the guidance document before revising and resubmitting.

A travel plan monitoring fee of £3,110 (RPI index linked) will be required to enable the travel plan to be monitored for a period of five years.

Cycle parking, a cycle maintenance station, mobility scooter parking and EV charging should be provided for residents, visitors, and staff within the site boundary.

Residential element of the site:

A Residential Travel Information Pack should be produced prior to first occupation and then distributed to all households at the point of occupation. Reason – to ensure all residents are aware of the travel choices available to them from the outset. Further information regarding the required criteria can be found within the OCC guidance document, also attached with this response.

Cycle parking and EV charging should be provided within residential boundaries.

Further information or advice can also be sought from the Travel Plans Team travelplan@oxfordshire.gov.uk

Legal Agreement required to secure:

Travel plan monitoring fee £3,110 (RPI index linked).

Conditions:

Prior to first occupation a Full Travel Plan for the care home and a Residential Travel Information Pack for the housing development should be submitted to the Local Planning Authority

Detailed Comments:

Further information is required before the travel plan will meet OCC criteria. It is advised that the applicant consults appendix 5 of the OCC guidance document alongside the points below to ensure all criteria has been met.

- What is the expected date of occupation?
- Paragraph 1.1.3. The Travel Plan should be a standalone document. Whilst it is fairly easy to refer to additional document during the planning process, accessing this information can be problematic for the Travel Plan Co-ordinator at a later date.
- Paragraph 2.2.2 – discusses ‘good quality pedestrian infrastructure’. What pedestrian infrastructure is available on site? Dropped Kerbs, crossing points, tactiles etc?
- Paragraph 2.4.1 – what facilities are available at the closest bus stop? Seating, RTI, lighting, cycle parking, shelter etc?
- Paragraph 2.4.5 – Can you get to the railway station from the site by bus?
- Are there any barriers which may affect travel by certain modes?
- The use of Community transport/ Taxis has not been discussed – are there any services operating in the local area that would be useful for residents.
- Reducing the need to travel has not been discussed. How will the development support this e.g., Broad band provision to enable virtual visits by friends and family. Virtual meetings for staff. Online shopping opportunities. Visiting professionals (such as hairdressers) so residents do not have to leave the site etc.
- How many staff are expected to work on the site. What are the likely shift patterns?
- In the absence of a TPC, who will be acting as the interim contact until the role is filled? (This is useful for the Travel Plans Team to know in order for a monitoring related dialogue to start as soon as possible.)
- Will the TPC role be full or part time?
- What budget will the TPC have to undertake the identified actions?
- The action plan should contain a mixture of hard and soft measures and should refer to which target/objective they relate to.
- Targets are required for each mode for a period of five years, at baseline and in years 1,3 and 5.
- Monitoring is required at baseline (within 3 months of occupation) and in years 1, 3 and 5. If targets are not met monitoring may also be required in years 7 and 9. Survey results should be forwarded to the TP Team at OCC within one month of collection.

OCC Highways Agreements Team:

- 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%.
- Provide a Stage 1 Road Safety Audit (RSA1) in accordance with GG119 (5.46.1). A Designers Response should accompany the RSA1 with the Overseeing Organisation agreeing and signing off the RSA Recommendations. 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.

GG 119 Revision 2

5. Undertaking the road safety audit

NOTE The highway scheme can be designed by an organisation working for the third-party organisation rather than an organisation working for the Overseeing Organisation.

5.46.1 A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.

NOTE The third party organisation-led scheme is submitted for planning approval to the local planning authority and, where there are highway implications, the highway or Overseeing Organisation is consulted.

- 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. Please liaise with the Drainage Team for review.
- 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.
- Trees must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway. Trees that are within 5m of the carriageway or footway will require root protection. Where tree canopies extend over the footways the minimum crown height should be 2.5 metres. Where tree canopies extend over the carriageway the minimum crown height should be 5.2m.
- Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting is to overhang or encroach the proposed adoptable areas.
- Trees should not be positioned within visibility splays or forward visibility.

- The visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Please ensure there is a minimum 1-metre-wide hardstanding surrounding the layby to enable passengers to safely exit and enter the vehicle. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.
- No property including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors or gas/electric cupboards must open over the proposed highway.
- The Highway boundary needs to be checked with OCC 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.
- OCC require 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.

Officer's Name: Devinda Kumarasinghe

Officer's Title: Senior Transport Development Officer

Date: 07/12/23