

Application no: 23/03073/HYBRID

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

Transport Schedule

Recommendation: Objection

Comments:

The Oxfordshire County Council's (OCC) Transport Development Management (TDM) team have reviewed the further supporting information in relation to the above (Royal HaskoningDHV Note dated 9th January 2024). The TDM team are not able to support the above application due to the following (this should be read in conjunction with our initial comments issued 7th December 2023):

Cycle Parking

The proposed cycle parking levels do not comply with policy. Policy requirements for cycle parking provision are required to be met. The OCC minimum cycle parking standards are as follows:

- 0.5 spaces per bedroom available to residents, visitors and staff. The application of this standard to the proposed development results in a minimum requirement of 41 cycle parking spaces for the extra car home units (in contrast to the 18 spaces proposed); and
- 2 spaces per bedroom for residential houses / flats. The application of this standard to the proposed development results in a minimum requirement of 28 cycle parking spaces for the residential dwellings.

The points put forward by the applicant for not complying with the minimum cycle parking standards are noted. The lower age limit / full age range of residents has not been clarified and the TRICS sites used may not have had sustainable travel options in place to provide a viable alternative. It is considered that as a minimum the cycle standards should be met in order to provide alternative sustainable and active travel options.

Detail of cycle parking facilities should be suitably conditioned and should be provided in accordance with current OCC policy and LTN 1/20 standards. However, the application should at this stage demonstrate on fully dimensioned plans that there is sufficient space / footprint in order to adequately provide the number of cycle parking facilities proposed (this should include e-bikes and provision for adequate charging facilities). The cycle parking seems only designed for standard bikes. Given the nature of the development, this needs to accommodate a wider range of cycles. Provision for the storage and charging of mobility scooters has not been clarified on plan.

The bicycle parking facilities should be located in a fully accessible location and closer to the main access points of the development with a clear path available.

Site Layout

The dimensioned site layout plan indicates some aisle widths of 4.63m near turning paths which is narrow for two-way vehicle movements. Safe two-way vehicle movement has not been demonstrated.

Permeable access should be facilitated with no access barriers used as they act as obstacles to disabled, vulnerable users as well as non-standard bikes.

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. Trees should not be positioned within visibility splays. It is noted that the applicant is willing to address this issue by ensuring that there is no obstructions within the visibility splays.

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 6% of total spaces

Car Parking Management Plan should be conditioned. The applicant's agreement is noted.

Delivery and Servicing Management Plan should be conditioned. The applicant's agreement is noted.

Travel Plan

It should be conditioned that 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. The Travel Plan for the care home and the Residential Travel Information Pack for the housing development shall be independent submissions. The applicant's agreement is noted.

The Legal Agreement is required to secure a Travel Plan monitoring fee £3,110 (RPI index linked) for a period of five years.

Refer to previous OCC comments dated 7th December 2023.

Transport Strategy North & City Team

In line with previous OCC comments (dated 7th December 2023), 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.

Highways Agreements Team

The OCC Highways Agreement team have been consulted and comments shall be provided once received.

Officer's Name: Devinda Kumarasinghe

Officer's Title: Senior Transport Development Officer

Date: 30/01/24