

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

District: Cherwell

Application no: 23/03073/HYBRID

Proposal: In FULL, the construction of an 82-apartment affordable extra care home (C2 use class) with associated openspace / green infrastructure, landscaping, car / cycle parking, service infrastructure (drainage, highways, lighting), engineering operations, creation of new vehicular access and re-instatement of existing access to footpath, and in OUTLINE, the construction of up to 14 residential (C3 use class) dwellings with associated landscaping, service infrastructure (highways, drainage, lighting)

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

Response Date: 02/02/2024

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.

Assessment Criteria

Proposal overview and mix /population generation

OCC's response is based on a development as set out in the table below. The development is based on a SHMA mix.

Residential	
1-bed dwellings	2
2-bed dwellings	5
3-bed dwellings	5
4-bed & larger dwellings	2
Extra Care Housing	
Affordable Housing %	%
Commercial – use class	<u>m²</u>
C2	7708

Based on the completion and occupation of the development as stated above it is estimated that the proposal will generate the population stated below:

Average Population	33.48
Nursery children (number of 2- and 3-year olds entitled to funded places)	0.91
Primary pupils	4.03
Secondary pupils including Sixth Form pupils	3.14
Special School pupils	0.08
65+ year olds	3.53

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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 -TBC**
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

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: 30/01/2024

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Lead Local Flood Authority

Recommendation:

No Comment required, LLFA has previously conditioned the application

Officer's Name: Shada Hasan

Officer's Title: LLFA Engineer

Date: 1st February 2024