

Application no: 23/03073/HYBRID

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

Transport Schedule

Recommendation: Objection (further information required)

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 February 2024). The TDM team raise an objection to the above application and require further information.

Cycle Parking

The proposed cycle parking levels do not comply with policy. The application of the OCC minimum cycle parking standards to the proposed development results in a minimum requirement of 41 cycle parking spaces for the extra care home units.

It is noted that 10 long-stay cycle parking space and 8 short-stay cycle parking spaces are proposed for the extra care home (total of 18 cycle spaces). In addition to this, an internal storage area has been allocated for between 6 to 12 cycle parking space should expansion be required due to demand. This should be suitably conditioned and monitored via the care home Travel Plan.

In relation to the extra care home facility the points forward are noted, in particular the planning precedent set out in previous planning application approvals. Therefore the proposed levels including the proposed expansion based on actual demand are accepted.

It is noted that outline permission is sought for the residential element of the application. The level of provision should comply with the minimum policy requirements and details of located and type should be provide as part of the detailed submission.

The following should be suitably conditioned in terms of cycle parking facilities for the extra care home facility:

- **Details of cycle parking facilities should be provided in accordance with current OCC policy and LTN 1/20 standards.**
- **Due to the type of users / residents the type of facilities should be Sheffield stands and accommodate a degree of non-standard bicycles.**
- **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.**

- **A clear and direct route between the cycle store and the building entrance points should be provided.**
- **An internal storage space should be secured to accommodate between 6 to 12 cycle parking space should expansion be required due to demand / monitoring via the Travel Plan.**

Site Layout

The amendments to the layout plan in relation to aisle widths in order to better facilitated two-way vehicle movement is noted.

A pedestrian / cycle link to the northwest of the site (near the turning head / substation), connecting to the residential access should be provided / suitably conditioned.

It is noted that the trees are proposed to be located outside of the visibility splay. It should be conditioned that the visibility splay should be free of obstructions 2m high down to a point 600mm above the carriageway.

It should be conditioned that in compliance with 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 minimum of 6% of total spaces (the scheme proposes 3 accessible space i.e. approximately 10%).

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

Delivery and Servicing Management Plan is to 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.

A 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.

The applicant has noted the above.

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.**

The applicant has noted the above.

Highways Agreements Team

The OCC Highways Agreement team have requested the specific plans detailed in the Road Safety Audit (dwg no. 21413-CWA-BC-XX-DR-A-2011 P15).

The drawing contained within the revised note is revision reference P25 not P15. There is also another plan with revision reference P26. Clarification is sought as to the final plan version. Without seeing the plans used within the audit they are unable to confirm / agree with the outcomes of the audit.

Officer's Name: Devinda Kumarasinghe

Officer's Title: Senior Transport Development Officer

Date: 26/02/2024