

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

District: Cherwell

Application no: 24/02058/F

Proposal: Full application for the proposed erection of a two storey building to form a 66 no. bedroom care home for older people with parking, access, landscaping and associated ground works.

Location: Land to the North of Anniversary Avenue, Graven Hill , Bicester, OX25 2BF

Response Date: 16/09/2024

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 taken from the application form.

Commercial – use class	<u>m²</u>
C2	3400

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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 for the following reasons;

- Lack of access arrangement details including swept path analyses.
- Insufficient cycle parking provision

If despite OCC's objection permission is proposed to be granted, then OCC requires prior to the issuing of planning permission a s106 agreement including an obligation to enter into a s278 agreement to mitigate the impact of the development plus planning conditions as detailed below.

- **S106 Contributions** as summarised in the table below and justified in this Schedule
- **An obligation to enter into a s278** agreement as detailed below.
- **Planning Conditions** as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Public transport services	TBC		RPI-x	
Travel Plan Monitoring	£1,985	April 2024	RPI-x	To enable the travel plan to be monitored for a period of five years.
Total				

Comments:

Access arrangements

The site will be accessed (for both vehicular and non-vehicular travel) from the recently constructed Graven Hill spine road to the south of the site connecting the plot with Anniversary Avenue which is the main tributary road connections into the wider Graven Hill site. The A41 to the east connects the site to the wider area and beyond.

In order to access the site by foot or cycle you have to navigate across the Graven Hill roundabout and travel along the A41, A4421 or London Road which runs to the town centre (although this is a considerable distance) and is the only option considered for cycling.

The application has not submitted a detailed access arrangement to enable us appraise its suitability. The dimensions of the carriageway or associated footways between Anniversary Avenue are unknown. Also, this arrangement has not been supported by a swept path analysis to ascertain whether certain vehicles can safely access the site.

(Reason for objection)

Sustainable transport connectivity/transport sustainability

The proposed site is located to the south of Bicester within the Graven Hill development which is currently being built out. The site is not considered sustainable with the majority of routes to the site being unattractive for walking or cycling to leave private car travel as the only viable mode of transport.

There is no mention of any proposals to integrate access with existing the Bicester Local Cycling and Walking Infrastructure Plan ((LCWIP) published 2020). The proposed development is within proximity to a quiet route off-road (B0W), connecting route (B1W) and high traffic routes (BR16) and expansion of these routes to link access to the site would greatly help to reduce unnecessary trips to the site by private vehicle. The designs produced in response must adhere to the current LTN 1/20 guidelines.

Public Transport

Routes 29 and H5 between Ambrosden and Bicester Town Centre via Graven Hill are currently funded with developer contributions from various developments along the route (contrary to the Planning Statement, the Graven Hill developers do not directly fund any bus routes, but they do pay the Council a bus service contribution, some of which will go towards route 29/H5).

A contribution towards the continued or improved provision of bus services in Bicester serving the site will be required. This will be used to ensure that bus routes are available to as many staff and visitors as possible to ensure the site has a good level of sustainable transport use, and to lessen the impact on healthcare accessibility for those that have no access to cars.

Friends and family travelling to visit residents could use the existing bus services, although evening visits would be constrained by the last bus times and Sunday opportunities would be limited. It is worth stating that friends of the elderly residents are themselves likely to be elderly and therefore would tend to use the bus.

Car and cycle parking

The applicant has largely justified their level of car parking, purportedly using their experience with other similar facilities that they operate. In such cases, we would expect surveys as evidence in support of this position. That said, am inclined to agree that the level of parking provision sits in line with the proposed development needs in terms of scale and type.

The application has only made provisions for staff parking of up to 4no. sheffield stands to accommodate 8 bicycles. This is insufficient in line with Oxfordshire County Council

Parking Standards that require up to 0.5 spaces per bedroom available to residents, visitors, and staff. **(Reason for objection)**

The application must endeavour to make separate provisions for visitors preferably closer to the building entrance. Both staff and visitors should be provided with a higher number of cycle parking to assure them there will be space to park their bikes when they arrive. This will make cycling a much more attractive option, especially once Graven Hill is fully built out as cycling will be an obvious option for these residents. As cycling is expected to increase in Bicester in the coming years, it is also important to improve this to prevent an unsightly overspill of bicycles parked and secured in locations where they later become an issue for pedestrians and other highway users.

One of the key objectives of the Local Transport Plan is to promote modal shift to active travel with cycling expected to increase drastically as cycle infrastructure improves and e-bikes become more common.

In addition to the parking requirements, parking and turning areas for ambulance, mini bus and deliveries must be considered as well taking account of the varying dimensions of these vehicles. The hatched drop-off area immediately outside the main building entrance may seem sufficient for taxis and private cars but may not be sufficient for ambulances or special accessible vans that usually require an extra 2m for bed/ stretcher transfers. Such design requirements must be considered and appropriate revisions made.

Traffic impact

For the type of development, I agree that staff arrivals and departures shall make the most of trips generated which according to the shift patterns outlined in the Transport Statement shall take place outside of the local peak periods.

It is likely this development will have a minimal impact on the local highway and for this reason is considered acceptable given that it is unlikely to have a “severe impact” on the local highway network, in line with the government National Planning Policy Framework.

Travel Plan

This application (for a 66-bed care home with fifty-two staff) requires the production of a Full Travel Plan. This should be produced prior to first occupation and then updated within 3 months of full occupation once a suitable survey opportunity is available. The submitted Travel Plan should meet the criteria outlined within appendix 5 of the OCC guidance document ‘Transport for New Developments – Transport Assessments and Travel Plans March 2014’. A copy has been attached with this response for ease of reference.

A Travel Plan has been submitted in support of this application but requires further information before it meets OCC criteria. It is therefore advised that the applicant consults the aforementioned appendix to ensure all criteria has been met before resubmission. Further help and advice can also be sought from the Travel Plans Team at OCC travelplan@oxfordshire.gov.uk

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Access Details

No development shall commence unless and until full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays have been submitted to and approved in writing by the Local Planning Authority. The means of access shall be constructed in strict accordance with the approved details and shall be retained and maintained as such thereafter. Agreed vision splays shall be kept clear of obstructions higher than 0.6m at all times.

Reason - In the interests of highway safety and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

Cycle Parking

Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details which shall be firstly submitted to and approved in writing by the Local Planning Authority. Thereafter, the covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

Reason - In the interests of sustainability, to ensure a satisfactory form of development and to comply with Government guidance contained within the National Planning Policy Framework.

Construction Traffic Management Plan (CTMP)

Prior to commencement of the development hereby approved, a 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.

Full Travel Plan

Prior to first occupation a Full Travel Plan should be submitted to the Local Planning Authority.

Officer's Name: Rashid Bbosa

Officer's Title: Transport Development Lead

Date: 13/09/2024

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Lead Local Flood Authority

Recommendation:

Holding objection

Key issues:

- Evidence of the allowable discharge rate above greenfield runoff rates should be included in the submission.

Detailed comments:

The Flood Risk Assessment & Drainage Strategy (BSP, 1/8/24) details the flood risk and drainage proposals. The site is within Flood Zone 1 and is predominantly at very low risk of flooding from surface water.

Infiltration has been investigated, however test results show that infiltration to ground would not be a viable drainage strategy. A watercourse is available at the boundary of the site. The proposal is to attenuate runoff and discharge to this watercourse at a restricted rate. Greenfield rates have been calculated for the site area. The proposed impermeable area appears to be much less than this. The specified discharge rate is greater than Q_{bar} for the whole site, and is stated to be an agreed rate from the 2015 site-wide drainage strategy. No further details have been provided on this strategy, therefore evidence of the approved allowable rate is required for this application. This could be provided as an excerpt from the drainage strategy referenced, along with details of the strategy approval.

Permeable paving and geocellular tanks with connecting filter trenches are proposed. Open attenuation features have not been considered due to site levels and space constraints. The calculations show that the design is appropriate for the discharge rate given. Some minor flooding occurs in parking areas for the 1 in 100 year storm event. Flood exceedance flow routes have been considered. Sufficient mitigation for the pollution hazard posed by the development has been incorporated through the choice of SuDS features. Maintenance schedules have been provided.

Officer's Name: Thomas Callaway

Officer's Title: Technical Lead – SUDs drainage engineer

Date: 13/08/24

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Archaeology

Recommendation:

The proposals outlined would not appear to have an invasive impact upon any known archaeological sites or features. As such there are no archaeological constraints to this scheme.

Detailed comments:

Conditions:

None required

Officer's Name: Oxfordshire County Archaeological Service

Officer's Title: Planning Archaeologist

Date: 16th August 2024