**From:** Hamer, Katherine - E&E [<mailto:Katherine.Hamer@Oxfordshire.gov.uk>]   
**Sent:** 26 January 2016 12:37  
**To:** Nathanael Stock  
**Cc:** Councillor Lawrie Stratford  
**Subject:** 15/02339/F Building 89 Guard And Fire Party House RAF Bicester Buckingham Road Bicester

Hi Nat

I have looked over the above planning application and have the following comments to make.  The plans used were the ones attached to planning reference 15/02340/LB.

**Planning** **application**: 15/02339/F

**Location**: Building 89 Guard And Fire Party House RAF Bicester Buckingham Road Bicester

**Description**: Extension, alteration and change of use of Building 89 (The Guardhouse) from sui generis MOD use to A3 restaurant

**Type**: Full

**Recommendation:**

Oxfordshire County Council, as the Local Highways Authority, does hereby notify the District Planning Authority, that they **object** to the granting of planning permission for the above planning application

**Detailed Comments***:*

***Trip generation***

Vehicles entering the site will use the unaltered existing access point on the A4421 Buckingham Road, which is a safe and suitable access for drivers.  From the plans, what is not clear is exactly how many trip are likely to be generated by this change to A3 use.  Whilst many customers will likely be from the surrounding businesses on the Heritage Site and therefore not contributing to the local trips on the highway network, this is counteracted by those members of the public coming to the restaurant from off site.

Given the location of the restaurant on the A4421 near the roundabout and the unknown floor space, I am recommending that we see a transport Statement to accompany this planning application, which outlines trip generations to and from the site.

***Car parking***

The amount of spaces being provided from looking at drawing number A15-079 PL300 Rev. B, totals 35, despite the Design and Access Statement (DAS) stating that there will be 36 spaces.  It is difficult to assess whether or not this is a suitable number of spaces for this change of use into A3, as no gross floor space data has been provided.  I have used the above drawing to calculate a rough gross floor space estimate of approximately between 260 – 310m2.  Our car parking standards suggest that for A3 use, there should be 1 space per 5m2 of floor space, which should therefore mean, for this development we would require between 52 and 62 car parking spaces.

I appreciate however, that this restaurant is being targeted towards the businesses on the rest of the Heritage Site and therefore, many of these customers may walk to the restaurant instead of driving, therefore freeing up the car parking spaces for residents travelling from the surrounding area.  It still would be helpful for us to have this floor space data, to fully assess the situation.

The DAS states that disabled parking will be provided on site, however, I cannot see these drawn onto the plans.  There would need to be a total of 6% of the total car parking capacity provided for disabled motorists/users.

***Cycle parking***

Having secure and covered cycle parking on site is something that this development would require, particularly for staff who chose to cycle.  Providing 7 covered Sheffield Stands (14 spaces) on the site is a realistic number.  This figure is based once again on our cycle standards that suggest 1 space per 20m2 of floor space for visitors and 1 space per 12 staff.  Without knowing the exact gross floor space, this is an estimate based on gross floor space of approximately 260m2.

***Access to the site***

No information has been submitted about how many people travelling to the site would do so by non-car means.  The NPPF encourages all development to be as sustainable as possible and for careful consideration to be given to how to make it attractive for people to cycle and walk to a site as well as travel by bus. Given the proximity of this site to a large area of housing inside the Bicester Ring Road, it should be expected that a good number of people working at and visiting the site are able to do so by walking and cycling.  However, there is no safe way of crossing the busy Buckingham Road to gain access to the site and as such, someone thinking about whether they might walk or cycle to the site is more than likely to take a look at the access and choose to drive instead.

To address this, a short stretch of shared footway/cycleway 2.5m wide could be constructed south of the vehicular access on the east side of the A4421 as far as the splitter island at the roundabout junction of the A4421 and Skimmingdish Lane.  Dropped kerbs and tactile paving could be provided to form a crossing point for pedestrians and cyclists – this would provide a link to the shared cycleway/footway on the west side of the A4421 and onwards to the well-developed cycle and walking network for this area of Bicester.

This crossing would also improve the safety of people walking to and from the northbound bus stop opposite the site on the A4421.  Access to and from the south bound bus stop requires passengers to walk in the bus layby/left turn lane into the site.  A length of footway should be provided from the bus stop to the site entrance.

These improvements would need to be delivered by means of a S278 agreement

From the Design and Access Statement comes the following comment:

*‘A further application is anticipated to be submitted shortly providing a comprehensive development of MOD buildings on the site. This will include further measures to address onsite parking and vehicular movements’.*

This highlights the importance to ensure that safe pedestrian movements are built into the site as a whole and incorporated into the overall final layout (whatever that may be), rather than to keep allowing piecemeal developments to create a poorly connected site for pedestrians.  Creating a safe crossing and footway along the southern end of the A4421 near to Skimmingdish Lane will encourage people from the surrounding areas to walk, which may be necessary, given the lower number of parking spaces.

***Pedestrian Access***

Moving on from the above few paragraphs, we want to be satisfied that there is safe pedestrian access for users once they enter the site of the A4421.  Some sort of footway and crossing should be provided that serves as a safe pedestrian route to the entrance to the restaurant.  Details of this should be drawn out in the plans.

If you would like to discuss any of the above in further detail, then please do not hesitate to contact me.

Kind regards,

*Kt Hamer*

*Asst. Transport Planner*

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