

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

**District:** Cherwell

**Application no:** 15/01068/F

**Proposal:** Erection of two storey extension to existing hotel to form 62 new bedrooms (60 net increase)

**Location:** Bicester Golf And Country Club Akeman Street Chesterton Bicester Oxfordshire OX26 1TE

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## **Purpose of document**

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a technical team response. Where local members have responded these have been attached by OCCs Major Planning Applications Team ([planningconsultations@oxfordshire.gov.uk](mailto:planningconsultations@oxfordshire.gov.uk)).

**Officer's Name:** David Flavin

**Officer's Title:** Senior Planning Officer

**Date:** 23<sup>rd</sup> July 2015

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## **Transport**

### **Recommendation**

No objection subject to conditions

### **Key issues**

- The application represents a small increase in rooms above that already permitted under application No.13/01102/F.
- Previous comments therefore apply, but are repeated here for the avoidance of doubt.
- Sustainability.
- Car parking provision.
- Impact on the highway network.
- Travel Plan required.
- Insufficient drainage information is provided.

### **Legal Agreement Required to Secure**

Travel Plan monitoring fees of £1,240.

### **Conditions**

- D20 Travel Plan.

An assessment of the surface water drainage will be required.

### **Detailed comments**

#### **Transport Strategy**

The location of the existing Bicester Golf and Country Club and the rural character of the connecting road, Green Lane, make it very challenging to access by non-car means. There are no pedestrian and cyclist facilities to link the facility with the nearby Chesterton Village or to bus services that serve this village and connect onto Bicester or Oxford. Green Lane is essentially an unlit rural single carriageway which would be unattractive to pedestrians and cyclist wishing to access the site, largely due to the perceived safety risk and the inconvenience from the lack of facilities.

The Planning, Design and Access Statement's conclusion that the proposal is 'sustainable' because there is no identified increase in traffic movements is very questionable. Sustainability should not just be determined on whether there is an impact on from traffic generation. It should also be based on the availability and proximity sustainable transport

infrastructure and services, e.g. footways, cycle ways and bus services. The developer's assessment fails to acknowledge access to the site by non-car means. Any extension of the hotel will generate increased travel demand from both guests and staff. Ideally, they should have a choice on mode of access, rather than being restricted to access by car or taxi.

However, OCC acknowledges that this is an established facility and that this extension proposal is unlikely to have an adverse impact on the surrounding road network in terms of trip generation. For these reasons OCC's Transport Strategy team has no objection to the proposal.

### **Transport Development Control**

The location of the hotel is not considered to be sustainable in purely transport terms. However, the hotel is an established use on the site and in light of the National Planning Policy Framework consideration must be given to wider sustainability issues and enabling the continued growth and use of an established business and social and leisure facility.

No change is proposed to the existing access or parking arrangements. The existing accesses are suitable for the likely increase in traffic. The existing car park is underused therefore the lack of increase in parking provision is considered acceptable. It is unlikely that overspill parking would result in parking on the highway or associated highway safety issues.

The additional rooms proposed are unlikely to generate a significant amount of traffic, or to cause severe harm to the local highway network.

It is however requested that an updated Travel Plan is submitted for approval to reduce trips to the site and encourage use of more sustainable modes of transport where possible.

### **Drainage**

The application form states that a pond is being used to drain the proposed buildings surface water. Information is required on how this will be done and calculations need to be carried out ascertain whether there is sufficient capacity in the pond.

The current documentation does not contain any information regarding surface water drainage and is therefore not acceptable in its current form. An assessment of the surface water drainage will be required.

**Officer's Name: Chris Nichols**

**Officer's Title: Transport Development Control**

**Date: 22 July 2015**

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