

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

District: Cherwell

Application No: 14/01384/OUT-2

Proposal: Development comprising redevelopment to provide up to 2600 residential dwellings (Class C3), commercial floorspace (Class A1 - A5, B1 and B2), social and community facilities (Class D1), land to accommodate one energy centre, land to accommodate one new primary school (Up to 2FE) (Class D1) and land to accommodate the extension of the primary school permitted pursuant to application (reference 10/01780/HYBRID). Such development to include provision of strategic landscape, provision of new vehicular, cycle and pedestrian access routes, infrastructure, ancillary engineering and other operations

Location: Bicester Eco Town Exemplar Site Banbury Road B4100 Caversfield

Purpose of document

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

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

Strategic Comments .

Officer comments below relate to the proposed amendments to the parameters plan. All previous responses to this application still apply.

OCC has concerns with the proposed 'flexible' approach to the local centre as it is not possible to determine whether the area of land allocated is sufficient for all the proposed uses (including the primary school) and associated parking and access.

Further detail on the layout of the village centre is required to assess whether the area of land allocated is sufficient. Without this, as has happened at sites elsewhere, there is a risk that the village centre will be on a constrained site with inadequate space to accommodate the proposed uses.

Officer's Name: David Flavin

Officer's Title: Senior Planning Officer

Date: 29 June 2017

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Transport

Recommendation:

No objection subject to conditions

Key issues:

- Details of arrangements for primary school and at village centre, including parking proposals, required to determine whether land allocated is sufficient.
- Access to Energy Centre for lorries delivering fuel.
- Crossing arrangements – detail required at village centre
- Bus stop positions to be marked.
- Cycle route connection to Lords Lane
- Link between sports pitch and school playing field

Legal agreement required to secure:

Heads of Terms previously supplied.

Conditions:

In addition to conditions already agreed, it is recommended that the further detail requested here is conditioned (if not covered by the existing draft conditions).

Informatives:

Road design subject to technical approval.

Bridge design subject to formal Approval in Principle.

Detailed comments:

Comments relate specifically to the changes set out in this amendment. Comments previously made on this application still apply.

Village centre – I note that it is proposed to bring in the place of worship to mixed community use, sharing village centre car parking. Detail of the village centre layout has not yet been submitted, and the number of car parking spaces has not yet been agreed. Therefore it is not possible to determine whether the overall area allocated for village centre plus primary school is adequate and whether all parts of it can be adequately accessed, especially taking into account the county council's special requirements for access to primary schools. **Further detail required**

The removal of the Energy Centre to a separate location, away from the village centre, is welcomed, although suitable access and turning arrangements must be provided to allow it to be served by large vehicles delivering fuel. **Further detail required.**

Details of crossing arrangements on the primary road corridor will need to be reviewed in connection with the detailed layout of the village centre, and will need to take into account the fact that the extra care accommodation is directly opposite the village centre. **Further detail required.**

The Movement and Access parameter plan should show positions for the bus stops. At the village centre the stops need to be as close to the junction with the Strategic Link Road as possible: northbound on the NW corner, eastbound on the NE corner, southbound on the SE corner, and westbound on the SW corner. **Further detail required.**

Walking routes within the village centre, particularly to the primary school, should be designed to minimise walking distance to these bus stops.

Indicative stops should be shown for other stops in the bus loop, including any required on temporary bus loops. **Further detail required.**

Cycle/pedestrian routes: Additional proposed routes are welcomed. However, the dotted green line on the primary route between the sports pitch and the school playing field appears to have been removed.

Where the cycle link has been moved from the south to the north of the stream, it is difficult to see how this would reconnect with Lords Lane without a new stream crossing. **Further detail is required.**

Road realignments and change to bridge:

Realignments to match the Strategic Road application details are acceptable, subject to technical approval.

The inclusion of loops for secondary roads are welcome – however, the detailed design will need to take into consideration the risk of these become preferred routes and therefore to take more traffic than intended. Their possible use as temporary bus routes also needs to be taken into account in the design, with swept path analysis carried out for buses. **Further detail required.**

The bridge will require technical approval and formal Approval in Principle. **Further detail required.**

Drainage Comments

The application included an amended Parameter Plan (Drawing BIMP6 109F – ‘SuDS and Drainage Plan’) to include flood risk zones at the request of CDC to aid understanding of constraints. The flood risk zones are shown on the plan as grey hatched areas.

The flood risk zone seemingly exceeds the green 30m green buffer zone in extent on the submitted plan at the location between the railway line and Bucknall Road (Zone T1-1524). The FRA specifically mentions three areas of flood risk which extend outside of the 30m buffer zones, and raises the possibility of extending the buffer zones to incorporate these areas. It was not clear to what extent that the zones had been extended especially so at Section T1 – 1524.

The FRA included the results of both Fluvial flood modelling and Pluvial (Surface Water) flood modelling. There may potentially be some areas that are prone to combined Pluvial, Fluvial, and potentially ground flood risks. This may occur for instance when the SuDS conveyance/attenuation design parameters are exceeded or blockages in the drainage system occur or when surface water flows do not follow the green corridor routes.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 29 June 2017

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Planning Obligations

Comments:

OCC is in discussions with the applicant and CDC regarding the location of the school site. The school site boundary and access to the school will need to be finalised and included within the S106 agreement.

Officer's Name: Hannah Battye

Officer's Title: Principal Infrastructure Funding Negotiator

Date: 28 June 2017
