

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

District: Cherwell

Application no: 16/02586/OUT

Proposal: Phase 1 of the proposed new business park ("Bicester Gateway") comprising up to 14,972 sq m (Gross External Area) of B1 employment based buildings, plus a hotel (up to 149 bedrooms), with associated infrastructure, car parking and marketing boards.

Location: OS Parcel 2200 Adjoining Oxford Road North Of Promised Land Farm Oxford Road. Bicester

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 strategic localities response and technical team response(s). Where local members have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

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Strategic Comments

This updated transport response **removes OCC's transport objection** and should be read in conjunction with OCC's previous overall response dated 16th February 2017. All previous comments still stand other than where addressed in the technical response below.

Officer's Name: David Flavin

Officer's Title: Senior Planning Officer

Date: 12 April 2017

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Transport

Recommendation:

No objection subject to conditions

Key issues:

Our objections have been addressed as follows:

- mitigation has been offered – to mitigate the traffic impact of this development in 2024, though the amount of the strategic contribution and the triggers for the mitigation will be subject to agreement in the S106
- detail of access arrangements has been provided, including for pedestrians and cyclists, with the exception of vehicular access to phase 1b
- Additional drainage information was submitted by email on 21 March 2017, which allowed OCC Drainage to remove its objection, subject to condition.

Legal agreement required to secure:

Highway works:

The following are required to provide safe and suitable access to the development:

- Vehicular access into hotel plot (Phase 1a) including parking restrictions on Wendlebury Road – signed S278 agreement prior to commencement, delivery prior to occupation of the hotel
- Shared use cycle/footway on A41 north of Vendee Drive roundabout along hotel frontage - signed S278 agreement prior to commencement, delivery prior to occupation of the hotel
- Staggered signalised crossing of the A41, and new southbound bus stop, shelter and associated hardstanding and footway – in accordance with indicative drawing 35172/5502/010B - signed S278 agreement prior to commencement, delivery prior to occupation of the hotel
- Vehicular access(es) into office development (Phase 1b) – signed S278 prior to commencement on Phase 1b, delivery of each access prior to occupation of relevant plot.
- Shared use cycle/footway on A41 south of Vendee Drive roundabout along Phase 1b frontage and linking into the development - signed S278 agreement prior to commencement of Phase 1b, and delivery prior to occupation of Phase 1b

The following are required to mitigate the traffic congestion impacts of the development:

- Mitigation scheme at Vendee Drive Roundabout (in accordance with indicative drawing 35172/5502/008 - signed S278 agreement prior to commencement of Phase 1b, and delivery prior to occupation of Phase 1b)
- Wendlebury Road/Vendee Drive Link road junction improvements (mini roundabout in accordance with indicative drawing 35172/5502/007) - - signed S278 agreement prior to commencement of Phase 1b, and delivery prior to occupation of Phase 1b

Contributions:

- Travel plan monitoring fees to enable the travel plans to be monitored for a period of 5 years:
 - Hotel, £1,200
 - Office: TBC depending on the likely number and scale of travel plans
- Contribution to provide real time information displays at the adjacent bus stops (north and southbound) and flagpole/timetable case at the new bus stop, to encourage sustainable travel to the site.
- Strategic contribution towards the delivery of the South East Link Road- required to mitigate the development's impact on the A41 junctions to the north – £394,000 – see below.
- Contributions towards the cost of consultation on the crossing, bus stop clearway and parking restrictions (though these may be collected through the S278 agreements)

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Conditions:

I am satisfied with the conditions as set out in the Committee Report, with the exception that

- I would like to see more a specific condition for a Drainage Strategy – in line with conditions we now routinely recommend for other sites:

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- *Discharge Rates*
- *Discharge Volumes*
- *Maintenance and management of SUDS features (this maybe secured by a Section 106 Agreement)*
- *Sizing of features – attenuation volume*
- *Infiltration in accordance with BRE365*
- *Detailed drainage layout with pipe numbers*
- *SUDS - Swales, Ponds, Permeable Paving, Filter Strips, Rain Gardens*
- *Network drainage calculations*
- *Phasing*

- I would also like Condition 10 to include a commitment to avoid deliveries during the network peak times, to provide for wheel washing and sweeping of the highway, to demonstrate that delivery vehicles can enter and exit in forward gear, and to indicate suitable off-site waiting areas for early deliveries.
- There needs to be an additional condition requiring details of the realignment and treatment of the public right of way through the site.

Detailed comments:

Relationship of this proposal to the wider policy Bicester 10 allocated employment site

OCC remains disappointed that the traffic impacts of the wider Bicester 10 site have not been assessed, for the reasons rehearsed in our original response but accepts that insistence on this is not supported by the wording of the Bicester 10 Policy.

Transport assessment

Our concerns with the detail of the TA have been addressed as follows:

- Weekend assessment – PBA Technical Note 3
- Trip generation from hotel – PBA Technical Note 3
- Trip distribution – PBA Technical Note 3

In terms of mitigation:

- I accept that the residual traffic impact in 2024 with the Vendee Drive Roundabout mitigation scheme would not be considered severe. It should be required prior to occupation of Phase 1b
- The proposed mini roundabout at the Wendlebury Road/Vendee Drive Link Road junction would mitigate the impact of the development in 2024 and should be required prior to occupation of Phase 1b to avoid the risk of traffic queueing in the am peak back to the Vendee Drive Link Road. (A test of the impact of the hotel plus 3000sqm of office space was provided in Technical Note 4 which shows that it would be needed earlier than that in Phase 1b). To ensure that any design issues are dealt with and the necessary speed limit reduction is implemented, the signed S278 should be required prior to commencement of Phase 1B
- The development has an impact on the congested A41 junctions to the north and it has been agreed that a proportionate strategic contribution would be made towards the South East Link Road

A Strategic Transport Contribution towards delivery of the South Eastern Perimeter Road (SEPR) is required, in order to mitigate the development's impact on the A41 junctions to the north. The cumulative impact of development in Bicester will be severe if appropriate contributions are not secured from all development sites towards the strategic transport infrastructure required to mitigate the increased transport movements.

The SEPR will bring relief to the A41 (Oxford Road). Functioning peripheral routes around the town to i) connect new employment and residential sites to the strategic transport network; ii) distribute traffic around the town; and iii) enable a balance in favour of sustainable

transport within the central areas has long since been at the heart of the town's transport strategy (ref.: Local Transport Plan 4; Bicester Area Strategy Policy Bic 4).

Strategic transport modelling demonstrates the benefits that the SEPR will bring to the A41 (Oxford Road):

- The A41 Oxford Road is a key corridor in Bicester where junctions along its length are impacted significantly as a result of the growth of Bicester, including Bicester 10. The Application Site is estimated to increase the proportion of peak hour traffic at the A41/Vendee Drive junction by between 7% and 8% in 2024.
- The SEPR has been identified as a key piece of strategic infrastructure that will bring direct relief to the A41 corridor, thereby facilitating improved operation of junctions directly impacted by Bicester 10.
- Modelling has demonstrated the benefits that the SEPR would bring to the A41. In the AM peak:
 - Over 1000 vehicles (pcu's) that would otherwise use the A41 Oxford Rd northbound through Vendee Dve would route via SEPR (eastbound)
 - Around 930 vehicles (pcu's) that would otherwise use A41 Boundary Way and turn left on A41 Oxford Rd southbound past Bic 10, would route via SEPR (westbound)
 - Therefore, over 1930 vehicles (pcu's) would use the SEPR that would otherwise route along A41 past the Bicester 10 site.

It is acknowledged however, that the capacity released on the A41 by the SEPR will itself encourage some traffic that might otherwise choose NOT to use the A41, to divert along the corridor. When taking diverted traffic into account, the net reduction in traffic on the A41 in the vicinity of the Bicester 10 site is around 1130 vehicles (pcu's)

The Strategic Transport Contribution requested is proportionate to the strategic contribution element of the S106 secured on the nearby Bicester Business Park permission. The contribution has been reduced to reflect the likely cost of the short term mitigation scheme proposed for the Vendee Drive junction.

Site access arrangements

The applicant has demonstrated that sufficient visibility can be provided at the hotel access, both for the proposed speed limit reduction and in the event that the required TRO is not made. The detail of this access should be required by condition and a S278 agreement should be required prior to commencement.

I am prepared to accept that additional footway to the south of the Vendee Drive Link Road is not required for the office development, as it would not be a significant detour for pedestrians to access Bicester Avenue via the proposed new footway/cycleway along the A41 frontage.

Although details have not been supplied of the positions of accesses to Phase 1B, I am reasonably satisfied that suitable visibility could be provided with removal of sufficient vegetation. Full details should be required by condition, and a S278 agreement covering all the accesses on Phase 1B should be required prior to commencement of Phase 1B.

Public transport

The applicant has agreed to provide a new southbound bus stop and shelter in the existing layby and RTI displays for this and the existing northbound stop. It has been agreed with OCC that although the layby would cease to be available for parking, there is no necessity to replace it elsewhere.

The applicant has agreed to provide a signalised crossing of the A41 just north of the layby, which is required to provide safe access to the hotel.

Parking

A condition should be applied requiring a Car Park Management Plan, which should provide details of the permit scheme and the suggested measures to discourage rat-running through Wendlebury.

Public right of way

A condition should be added requiring details of the treatment of the public right of way through the site.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 12 April 2017
