

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

**District:** Cherwell

**Application No:** 17/02557/REM

**Proposal:** Reserved matters to 16/02586/OUT - Erection of hotel and associated works

**Location:** Hotel Bicester Gateway Business Park, Wendlebury Road, Chesterton, Bicester OX25 2BX.

**Response date:** 30<sup>th</sup> January 2018

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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.

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## 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	m <sup>2</sup>
B1	14972

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## **Transport Schedule**

### **Recommendation:**

#### **Objection for the following reasons:**

- Hedge proposed to be retained is in the visibility splay required for the vehicular access
- Cycle parking – stands are too close together.
- Vehicle tracking for larger delivery vehicle required

NOTE: this response only considers matters within the red line for the application, and the main access points into the red line area.

### **Key points**

The main vehicular access is on to Wendlebury Road, as indicated in the Outline planning permission. The visibility splay to the south crosses the hedge line and requires removal of part of the hedge. The plan showing vegetation to be retained shows the hedge as being retained. This is not acceptable and will need to be revised. The vis splay will need to be cleared and any part of it within the site will need to be dedicated as highway. Without this, OCC will not be able to issue a S278 agreement for the access bellmouth. The applicant will need to demonstrate title right up to the highway boundary.

The existing shared use cycleway crosses the access junction. In accordance with Oxfordshire's Cycle Design Guide, the cycleway should be given priority, on a raised crossing. The design should be amended to incorporate this.

With this application, plans have been provided showing a second access onto Wendlebury Road for a foul sewage pumping station, and a hardstanding area for turning tankers. This is outside the red line and will require a separate planning application. The safety of the access has not been considered and visibility splays will need to be shown.

Two pedestrian access points are proposed. The one onto the A41 leads onto a footway/cycleway within the highway, which is to be upgraded as part of the agreed highway works secured on the outline permission. This application includes plans showing the bus stop and pedestrian crossing on the A41, which were also secured on the outline permission. For the avoidance of doubt, no comment is provided on the plans included within this application and it is assumed that the development will implement the schemes shown indicatively on the plans appended to the S106 agreement.

The pedestrian access point onto Vendee Drive Link Road shows a crossing of that road, the detail of which has not been agreed.

One parking space per bedroom is shown, which is acceptable, and the proportion of disabled parking spaces is acceptable. The layout of the car park is suitable, except that I would query the 'Pantehnicon' vehicle assumed to make deliveries. Other hotel chains have specified larger vehicles, including max articulated lorries. The tracking within the car park and where vehicles turn in and out of Wendlebury Road should be re-done with this type of vehicle, and localised widening of Wendlebury Road may be required.

36 no. sheltered cycle parking spaces are shown, close to the pedestrian entrance to the site. The number of spaces is acceptable, but the Sheffield stands are too close together. Oxfordshire's Cycle Design Guide states that they should be 900mm apart.

#### Drainage

OCC as Lead Local Flood Authority has no objection to this application. However, a drainage strategy is required by condition and OCC request to be consulted on this.

#### Conditions

No additional conditions to those on the outline permission are recommended.

**Officer's Name: Joy White**

**Officer's Title: Principal Transport Planner**

**Date: 29 January 2018**

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