

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

District: Cherwell District Council

Application no:19/01036/F-2

Proposal: Development of a new Local Centre comprising Retail, Commercial and Community floorspace (flexible Use Class A1/A2/A3/B1/D1), and 38 residential units (use class C3) with associated access, servicing, landscaping and parking

Location: Bicester Eco Town Exemplar Site Phase 2 Charlotte Avenue Bicester

Response date: 9th August 2019

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.

This updated transport response should be read in conjunction with OCC's transport comments sent on 17th July 2019. All previous comments continue to apply other than where addressed in the officer response below.

Officer's Name: David Flavin

Officer's Title: Senior Planner

Date: 9th August 2019

Application no:19/01036/F

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These comments are an update to and should be read in conjunction with OCC's transport comments sent on 17th July 2019. All previous comments continue to apply other than where addressed in the officer response below.

Transport Schedule

Recommendation:

No objection subject conditions

OCC requires prior to the issuing of planning permission a S106 agreement to include the items below.

S106 Contributions

| Contribution | Amount £ | Price base | Index | Towards (details) |
|---------------------------|-----------------|-------------------|--------------|---|
| Highway works 1 | £3,114 | 1Q16 | Baxter | Signalisation of the junction of Charlotte Avenue and B4100 |
| Highway works 2 | £18,810.5 | 1Q16 | Baxter | Capacity improvements at roundabout junction of B4100 and A4095 |
| Highway works 3 | £2,235 | 1Q16 | Baxter | Traffic calming of Bucknell Village |
| Highway works 4 | £950.56 | 1Q16 | Baxter | Improvements to the Caversfield junction on the B4100 |
| Public transport services | £44,851 | 1Q16 | RPI-x | Bus services serving NW Bicester north of the railway. |
| Public Rights of Way | 1,257.36 | 1Q16 | Baxter | Provision of links from the wider development north of the railway towards Bucknell and to the public footpath leading to Banbury Road. |

Comments

In recognition that this development shall introduce 38 residential dwellings on top of those allocated to NW Bicester, as part of the NW Bicester development principles/requirements as informed by NW Bicester SPD, it was identified that, in order to relieve severe congestion at the junction of Bucknell Road/Howes Lane/Lords Lane, the A4095 needs to be realigned and a new rail underbridge provided prior to the occupation of the 900th dwelling at NW Bicester.

In light of this, proportional contributions are sought from this and other developments at NW Bicester for off-site highway works needed to provide capacity to support the wider development (including this site) north of the railway line. These highway improvement schemes include;

- Signalisation of the Charlotte Avenue and B4100 which was shown to be required by 1800 homes north of the railway.
- Capacity improvements are required at the roundabout junction of the B4100 and A4095
- Traffic calming of Bucknell Village
- Improvements to the Caversfield junction with the B4100.
- Beyond the site, the Access and Travel Strategy for NW Bicester sets out a requirement for improvements to strategic cycle routes linking the site with the town centre. It is expected that this site would make a proportionate contribution to some of this infrastructure.

Other contributions towards public transport and public rights of way are sought.

Also, the submitted Transport Statement (TS) sets out a reasonable methodology in evaluating the transport impacts of the proposed scheme where the traffic generation associated with the consented local centre is compared to the proposed land use. It further concludes that in the context of trip generation there will be a modest increase in peak hour trips, predominantly generated by the introduced residential land use. That being said, this addendum report also seeks clarity on Table 4.1 of the TS where it suggests that the consented development had a residential land use. Can this be explained.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

Highway works contributions as detailed above

Towards: Off site highway works needed to provide capacity to support the wider development (including this site) north of the railway.

Justification: The works were identified as part of the transport assessment carried out to inform the NW Bicester Access and Travel Strategy, which supports the NW Bicester SPD. Although the residential land use of the site is relatively small, it is part of the NW Bicester development north of the railway, and would only be acceptable in the context of that development, and therefore must make a proportionate contribution to the cost of the works necessary to support this development

Calculation: The amounts of the contributions have been calculated on the basis of 38/2600 of the total contribution identified as being necessary for development north of the railway. This is based on the latest cost estimates for the schemes.

Public Transport Service Contribution as detailed above

Towards: The cost of serving development at NW Bicester north of the railway by bus.

Justification: The bus service was identified as part of NW Bicester Access and Travel Strategy, which supports the NW Bicester SPD. Again, although the residential element of the site is relatively small, it is part of the NW Bicester development north of the railway and would only be acceptable in the context of that development, and therefore must make a proportionate contribution to the cost of the public transport necessary to support this development.

Calculation: The amounts of the contributions have been calculated on the basis of 38/2600 of the total contribution identified as being necessary for development north of the railway. This is based on the cost of pump priming a new bus service linking the development with the town centre, to the point where it is expected to become commercially viable.

Public Rights of Way Contribution as detailed above

Towards: Off-site public rights of way improvements, towards Bucknell, and the footpath leading to the B4100.

Justification:

These are considered necessary to provide opportunities for leisure/health walking and connections to the nearby village of Bucknell, for residents of the wider NW Bicester development north of the railway. The routes will eventually be able to be accessed by residents of this site, through the internal pedestrian/road network of the adjacent parcels.

Calculation: The amount of the contribution has been calculated on the basis of 38/2600 of the total contribution identified as being necessary for development north of the railway. The improvements have been costed based on modest improvements to/provision of surfacing and gates.

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 09 August 2019
