

LOCAL HIGHWAY AUTHORITY CONSULTATION



To: Cherwell District Council

Planning Application No	12/01787/REM	Planning Officer	Linda Griffiths
OCC ref No	n/a	OCC Officer	Michael Deadman
Date	13/03/12	Comments	Conditions

Location: KM7 & KM9 South West Bicester Development Site, Middleton Stoney Road, Bicester, Oxfordshire.

Description: Reserved Matters (Outline Application 06/00967/OUT) - Appearance, landscaping, scale and access comprising residential development for 141 no. dwellings.

I have reviewed the submitted plans for the residential parcels KM7 & KM9 of the Kingsmere development and have the following comments:

Parking levels – the parking levels quoted on page 13 of the Bellway Design & Access Statement for KM7 and KM9 quotes the correct parking standards from the Kingsmere Design Code (1-2 bedroom unit = 1 space, 3 bedroom unit = 2 spaces, 4+ bedroom unit = 3 spaces. Visitor parking is being provided where possible and will be unallocated on the majority of areas to be offered for adoption.

Garage dimensions – the internal dimensions proposed appear acceptable and accord with the Design Code; if garages are linked or part of a dwelling a **condition** is to be imposed to deter any conversions to living accommodation in the future to maintain parking levels for site (same condition appropriate for any car ports within development).

Within the Bellway Design & Access Statement it states all front access options are to have a minimum of 2m x 2m visibility splays, which appears to be the case when looking at the submitted Site Layout Plan; however there appears to be no examples shown/drawn on the submitted plans (**condition**).

Layout Comments

The majority of internal vision splays have been shown on the access points onto the main Side Street through KM7 & KM9. However, there are a couple of junctions where this information is missing (and other design issues), such as:

- *New access point onto Primary Street to serve Minor Street serving plots 1 to 20 is a departure from the Design Code, but has been justified in my opinion for the reasoning why it is required, in terms of transport. However, no vision splay details are shown i.e. 2.4m x 45m required (unobstructed & dedicated as public highway etc);*
- *No detail of vision splay of access road onto Side Street serving plots 28 & 29 by the proposed LAP;*
- *A vision splay is shown on the junction serving plots 35 and 88, but no dimensions/measurements are shown;*
- *No detail of vision splay of access road serving parking court for plots 120 to 125 provided;*
- *The majority of parking spaces being provided appear to meet the required 5m x 2.5m, with a 6m area behind each space for vehicle manoeuvring in the parking court areas;*

- *Proposed visitor parking appears acceptable, although such a facility could be jointly used as a traffic calming facility;*
- *The width of the Side Street running through the middle of the site has been agreed by the Local Highway Authority (LHA) to be 5.5m. This width has been agreed to ensure refuse vehicles and cars can pass each other via this route. Such a width is not contrary to the Design Code as a Side Street is meant to vary in width from 4.8m to 6m;*
- *The Side Street through running through KM7 & KM9 is to be provided with 2 x 1.2m footways (both sides). These footways are considered as essential for pedestrian safety, due to the potential traffic using this route from the nearby A41 junction;*
- *Due to the potential through traffic from the A41 junction nearby there are a number of areas shown/proposed to be traffic calming features on the submitted site layout plan (AR56234-101). The desired option for such calming features are physical narrowing's of 3.5m along the Side Street in the areas indicated on the layout plan;*
- *There appears to be no dedication or adoption plan submitted;*
- *Where rumble strips are to be used for shared surfaces the footways are to run a further 2m past the strips (standard OCC design requirement);*
- *No service strips shown – minimum of 0.6m required;*
- *Drive through height must be around 2.5m to parking courts, ideally to residential areas 4.2m is required in height (fire engine access etc);*
- *Tactile paving required at crossing points;*
- *All windows, garage doors and residential doors are not to open out over the public highway.*
- *The 3m Primary School access link is to be provided with a bollard to deter misuse by motor vehicles;*

Bin Stores – these are not to open over land classed as public highway or over private footways, parking courts etc as will cause obstruction(s).

HGV Tracking plan – the tracking plans submitted (LCS_56234_610/A & AR56234-103)) appear acceptable, although in some areas it is acknowledge some of the tracking movements are tight. Type of vehicles tracked are acceptable, the largest being 9.620m in length.

Drainage Engineer Comments

Concerns have been raised by the developer and their consultant in regards to providing the required drainage infrastructure in line with the Kingsmere Design Code for KM7 & KM9, such as:

- *KM7 and KM9 were filled to a depth of up to 2 metres with spoil from other parcels at an early stage of the development. The type of fill is unknown and the method of filling also unknown, and also whether it was compacted or not. If it was, there are no records of what the compaction layer depths were. We are therefore concerned about soft spots and the potential for subsidence on the roads constructed over them. A standard road construction would be better for this reason. Due to gradients, check dams are not a viable option to hold water back within the road area making porous paving a non-starter.*
- *Due to little or no infiltration potential in the sub-soil of these two parcels, we have agreed that KM7 can be tanked. It will also have a large storage tank which could be filled with stone to improve water quality. This then flows down through KM9 to a large pipe which acts as additional storage with a flow restriction device on the outlet. There would also be a large storage tank on KM9 which would be built directly on the rock layer allowing for some water dispersal as well as a restricted flow outfall.*

The County Council Drainage Engineer has had a meeting with the developer to discuss why they needed to re-think the drainage strategy for these two parcels and understands the concerns, and

is willing to accept a departure from the Design Code; subject to further design amendments being submitted for assessment (**to be conditioned**). For further advice and guidance, please contact the County Council Drainage Team contact officer for this planning application is Gordon Kelman (Gordon.Kelman@oxfordshire.gov.uk).

Summary – Taking the above into account there are a number of design issues that need to be resolved. However, such design issues in my opinion can be agreed and secured by pre-commencement planning conditions:

1. That before any of the dwellings in Phases KM7 & KM9 are first occupied the whole of the estate roads and footpaths of that phase, shall be laid out, constructed, lit and drained and if required temporary or permanent traffic calming to the Oxfordshire County Council's Specifications.
2. Prior to the commencement of the development hereby approved, full specification details of the vehicular accesses, driveways and turning areas to serve the dwellings, which shall include construction, layout, surfacing and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of any of the dwellings, the access, driveways and turning areas shall be constructed in accordance with the approved details.
3. Prior to the commencement of the development hereby approved, full specification details of the traffic calming features & measures to KM7 & KM9, which shall include construction, layout, surfacing and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of any of the dwellings, the traffic calming features & measures shall be constructed in accordance with the approved details.
4. Before any of the dwellings are first occupied in Phase KM7 & KM9 the parking and manoeuvring areas shall be provided in accordance with the plan (*AR56234-101*) hereby approved and shall be constructed, laid out, surfaced, drained and completed, and shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times.
5. Prior to the commencement of the development hereby approved, full details of a drainage strategy for the entire site, detailing all on and off site drainage works required in relation to the development, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the drainage works shall be carried out and completed in accordance with the approved strategy, until which time no discharge of foul or surface water from the site shall be accepted into the public system.
6. That the garage and car port accommodation shall be retained as such and shall not be adapted for living purposes unless planning permission has first been granted by the Local Planning Authority on a formal application.
7. Prior to the commencement of the development hereby approved, full details of the access vision splays, including layout and construction shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation in Phases KM7 & KM9 the vision splays shall be constructed in accordance with the approved details and the land and vegetation within the vision splays shall not be raised or allowed to grow above a maximum height of 0.6m above carriageway level

Signed: M. Deadman
For Oxfordshire County Council as Local Highway Authority
Officer Name: Michael Deadman
Officer Title: Principal Engineer