

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

District: Cherwell

Application no: 16/00193/REM-2

Proposal: Reserved matters application to 06/00967/OUT - Access, layout, scale, landscaping and appearance of proposed dwelling on parcel KM5 comprising of 90 No. dwellings

Location: Land South West Of Bicester Adjoining Oxford Road And Middleton Stoney Road Bicester Oxfordshire

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 member have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

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Transport

Recommendation:

No objection subject to conditions

Key issues:

- Inadequate number of visitor parking spaces, especially in proximity to the Marker Building
- Two trees that are still in the vision splay at two separate junctions
- No service strip on perimeter of turning head
- More details needed about the cycle parking provision

Legal agreement required to secure:

Conditions:

Estate Accesses, Driveways, Turning Areas and Parking

Prior to the commencement of the development hereby approved, full specification details of the vehicular accesses, driveways, turning areas and parking 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, turning areas and parking shall be constructed in accordance with the approved details and shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter.

Reason - In the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development and to comply with Government guidance contained within the National Planning Policy Framework.

Vehicular access across public footpath

Prior to the commencement of the development hereby approved, full specification details of the vehicular access across the public footpath, which shall include construction, layout, surfacing, drainage and detailed signage, 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, this vehicular access shall be constructed in accordance with the approved details and shall be retained unobstructed except for the manoeuvring of vehicles at all times thereafter.

Reason - In the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development and to comply with Government guidance contained within the National Planning Policy Framework.

Cycle parking provision

Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details which shall be firstly submitted to and approved in writing by the Local Planning Authority. Thereafter, the covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.

Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) will need to be submitted and approved in writing to the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

Reason - In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times.

Informatives:

Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. For guidance and information on road adoptions etc. please contact the County's Road Agreements Team on 01865 815700 or email roadagreements@oxfordshire.gov.uk

Detailed comments:

Car parking

For parcel KM5, the developer has now reduced visitor parking spaces to 11. Given that there were a total of 16, this is an inadequate number, when measured against our maximum parking standards that suggest there should be 36 spaces. Given that 49 out of the 90 dwellings (54%) are going to be 4 bedrooms, I believe requesting that the developer add more visitors' parking into this parcel is justified. If not enough parking is provided it could encourage on street parking in inappropriate locations. This will cause problems for larger vehicles needing to access the dwellings, as well as quicker depreciation of the grass strips dotted around the site.

I have particular concerns about making sure enough visitor parking is provided around the Marker Building, where there is one parking space per flat, as potentially this could have an impact upon the landscaping and pedestrian realm, where cars park on the street or on grass areas.

Vision splays

I still have concerns about the tree on the southern side of the LAP, which is in the vision splay. I do note the species of tree from the Landscape Strategy Masterplan and acknowledge the narrower girths that these have, however, it would still be advisable to move this tree northwards slightly, completely out of the vision splay.

There is another tree of the same species to be placed in the vision splay of the junction between the central mews (running NE-SW) and the side street, which, for safety purposes, should be moved further in from the carriageway, or removed altogether.

Layout

A service strip needs to be provided around the turning head adjacent to plot 17. This service strip needs to be 800mm in width and is important, as it allows us to carry out highway maintenance works and helps in the provision of lighting columns and utilities. This would ensure that there is a clear delineation between private land and the highway. If not built to OCC standards, it may not be adopted under a s38 agreement.

Cycle parking

Details of the cycle parking have been submitted on drawing LHG-57699-170, which show secure storage areas on the ground floor of the Marker Building. This building will house 8 dwellings, 2 of which are 1 bedroom and 6 are 2 bedroom. This should equate to parking provision for 14 cycles.

A condition should be attached to any approval that details the specific arrangements for the cycle parking in the Marker Building. At the moment it is not clear which dwellings are to park their bike where and what cycle parking methods, if any, are being used within the stores themselves.

We recommend sheffield stands that are placed 1m apart and at least 500mm from any wall running perpendicular and 600mm from any wall running parallel.

I think that more provision could be made to accommodate visitor cycle sheffield stands, as currently, the plans detail just parking for two cycles. There should be at least 1 stand per 2 units, therefore a total of 4 stands (8 spaces) should be provided.

Vehicle tracking

The vehicle tracking that has been submitted for a 10.5m refuse truck is very tight when it manoeuvres around the LAP area, due to the visitor spaces. The carriageway and footway are a levelled surface here, so any vehicle will not be mounting the kerb, however, care will need to be taken to ensure larger vehicle movements are not conflicting with pedestrians.

Officer's Name: Kt Hamer

Officer's Title: Transport Planner

Date: 01 June 2016
