

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

**District:** Cherwell

**Application no:** 16/01267/REM

**Proposal:** Reserved matters application to 13/00433/OUT - Replan of KMD parcel at Kingsmere

**Location:** KMD South West Bicester Development Site Middleton Stoney Road Bicester

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## **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](mailto:planningconsultations@oxfordshire.gov.uk)).

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## **Strategic Comments**

### **Comments:**

I have read the comments below and have no strategic comments to add.

**Officer's Name:** Jacqui Cox

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

**Date:** 21 September 2016

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## **Transport**

### **Recommendation:**

No objection subject to conditions

### **Key issues:**

- The car parking standards, as defined in the statement provided, are not applied consistently. This could increase the risk of overspill parking on side streets.
- There is no indication on the site plans that any cycle parking is to be provided.

### **Conditions:**

#### **Plan for Car Parking Provision**

Prior to the commencement of the development hereby approved, a plan showing car parking provision for vehicles to be accommodated within the site, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the parking spaces shall be laid out, surfaced, drained and completed in accordance with the approved details and shall be retained for the parking of vehicles at all times thereafter.

**Reason:** In the interests of highway safety, to ensure the provision of off-street car parking and to comply with Government guidance contained within the National Planning Policy Framework.

#### **Plan of 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, to ensure a satisfactory form of development and to comply with Government guidance contained within the National Planning Policy Framework.

#### **Highway Drainage**

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 (list the suds features mentioned within the FRA to ensure they are carried forward into the detailed drainage strategy)
- Network drainage calculations
- Phasing
- That there will be no drainage from private parking areas on to the public highway.

**Reason:** In the interests of highway safety in accordance with the National Planning Policy Framework.

### **Vehicle Tracking Analysis for Refuse Vehicles**

Prior to the commencement of the development hereby approved, vehicle tracking analysis which shows that a refuse vehicle of no less than 11.6m in length can enter and exit the development safely in forward gear, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, construction shall commence in accordance with the approved details.

**Reason:** In the interests of highway safety in accordance with the National Planning Policy Framework.

### **Informatives:**

For more information on residential parking provision and the recommended layout of parking spaces, please see Chapter 7 of Oxfordshire County Council's Residential Roads Design Guide. This can be accessed at: <https://www.oxfordshire.gov.uk/cms/content/transport-development-control-tdc>.

For more useful advice on providing cycle parking, be it in garden sheds or garages, please see Cambridge City Council's guide to this below. Although this is not Oxfordshire County Council policy, it does provide helpful advice: <https://www.cambridge.gov.uk/cycle-planning-and-policy>.

### **Detailed comments:**

#### **Car parking on the site**

The part of the Kingsmere Design Code that the applicant has submitted with this application appears to say that dwellings of 1-2 bedrooms shall be allocated one off-road parking space each. However, the dwellings within plots 15-20 appear to have been allocated two off-road parking spaces as specified in Cherwell District Council's current residential parking standards which are described in the above-mentioned design guide. Might this lead to residents within the other two-bedroomed properties that are allocated one space, but that might own two cars, being forced to park them on nearby side roads, thereby inhibiting access for service vehicles?

Is the property immediately to the south-west of plot No.11 a garage or a maisonette? The existing drawings are unclear about this.

### **Cycle parking on the site**

From the drawings provided it appears that residents will be asked to store bicycles in garden sheds as there do not appear to be any garages displayed on the plans. The applicant must ensure that these are built with the appropriate dimensions to store bicycles. Please see the guidance referred to in the informatives section regarding this.

If bicycles are to be stored in garden sheds, all properties that will have back gardens need to have garden gates so that residents can get bicycles and refuse bins from the garden to the highway. The properties within plots 10 and 24 do not appear to have garden gates on the plan submitted. This might be a drafting error and needs to be corrected.

Where will the residents living in the one-bedroomed maisonettes be able to park bicycles and store refuse bins? Will they be allowed to use a shed that might be built in the unmarked plot of land immediately south-west of these?

The footways that lead from the garden gate of each property to the highway must be wide enough for a pedestrian to move a refuse bin and to walk alongside a bicycle (1.2m). The red line boundary immediately north of plot 21 appears to obstruct the footway from the garden gate to the highway. Will the applicant be able to guarantee that this footway will be useable? Please see the residential roads design guide for more advice on the provision of footways. There is a link to this in the informatives section.

**Officer's Name: Will Marshall**

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

**Date: 20 September 2016**

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