

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

District: Cherwell

Application No: 16/02482/REM

Proposal: Reserved matters to 13/00433/OUT - Siting, design, external appearance, landscaping, lap, infrastructure, points of access and associated works for 207 new dwellings

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

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 technical team response. Where local members have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

Officer's Name: David Flavin

Officer's Title: Senior Planning Officer

Date: 07 February 2017

District: Cherwell

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Transport

Recommendation:

Objection

- Inadequate visitor parking provision across the site which shall likely lead to inappropriate parking on site
- Poor swept path analysis
- Pedestrian links have not been given much consideration
- Cycle parking details lacking for some dwellings
- Refuse collection details are poor

Key issues:

Legal agreement required to secure:

Travel plan monitoring fees of £1,240

Conditions:

Should the Planning Authority be minded to grant planning permission, the following conditions should then be included;

Details of Turning for Service Vehicles

Prior to the commencement of the development hereby approved, and notwithstanding the application details, full details of refuse, fire tender and pantechicon turning within the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

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.

Turning and Car Parking Area

Prior to the commencement of the development hereby approved, full specification details including construction, layout, surfacing and drainage of the turning and parking areas within the curtilage of the site, arranged so that motor vehicles may enter, turn round and leave in a

forward direction and vehicles may park off the highway, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Thereafter, and prior to the first occupation of the development, the turning area and car parking spaces shall be constructed in accordance with the approved details and shall be retained for the parking and manoeuvring of vehicles at all times thereafter.

Travel Plan

Prior to first occupation a Travel Information Pack shall be submitted to and approved by the Local Planning Authority. The first residents of each dwelling shall be provided with a copy of the approved Travel Information Pack.

Construction Traffic Management Plan (CTMP)

Prior to commencement of the development hereby approved a construction traffic management plan shall be submitted to and approved by the Local Planning Authority. Throughout development the approved plan must be adhered to that will incorporate the following detail:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours

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:

Detailed technical information provided is a bit sparse in this application and any adoptable works will be the subject to a technical audit before approval for the design can be given by OCC in its role as highway authority.

Layout

As was pointed out in the Transport Assessment (**ref: 13/00433/OUT**) residential parking throughout the development shall be allocated either within the curtilage or as close as possible to each group of dwellings.

Seeing that many houses are provided with rear parking, it is noticeable that direct garden accesses has not been given due consideration. Residents of some properties shall be required to walk round past a series of properties to access their vehicles at the rear. The distances between allocated parking spaces and front doors should be carefully considered across the development for parking to be fully utilised and also maintain the character of the development. The following areas have been observed to have reasonably long distances are;

- Plots 14 and 15 are seen to have approximately 97m between the front doors and allocated parking spaces. Residents shall be expected to walk out of the parking court round past plots 27/28 to again walk across another court yard to the alleyway between 16 and 17
- Also the distance between the front door and the allocated parking for plot 112 is about 43 metres.
- Plot 123-130 would also benefit from rear garden access to ensure that residents do not have to walk around up to a distance of about 60 metres between vehicles and front doors.

In addition to rear garden access, a hardstanding strip would also be required to facilitate walking over, pushing bicycles and dragging wheelie bins into the rear gardens.

The Kingsmere Design Code stipulates that traffic calming measures shall be put in place at 60m intervals for secondary streets. This has not been included on any site plans which OCC shall need to see in order that the development maintains the 20mph residential road design speeds.

Utility services shall be embedded within the footways on Primary and Secondary streets according to the approved Design Code. For Side streets and Minor Streets, service strips must be indicated with pin edging which OCC requires to be shown on site layout plans.

Many houses are erected right up to edge of carriageway - No windows, doors or porches shall be required to open over or overhang the highway adoptable areas.

Footways should be locally widened to encompass all visibility splays and dedicated as highway.

Details of highway materials have not been shown but my assumption is that they shall follow Kingsmere design guide.

Vehicle Tracking

Refuse vehicle and car tracking plan submitted (**Drawing no. BKME-05-103**) shows many problems.

- The plan shows the refuse wagon overrunning service margins in many locations and over secondary street footways.
- It is also thought that along some roads should there be parked vehicles; the roads may be inaccessible to refuse trucks.
- Turning head at entrance to plot 1-13 parking area has not been tracked for a refuse vehicle to turn around. It appears too small to accommodate a large vehicle.
- Analysis shows the refuse vehicle tracking over what is a private area outside plot 41. On the exit the same turning head, it also shown to sweep over a visitor parking bay fronting plot 41.
- Tracking is not shown to cover the turning head outside plot 101, and also the minor street stretch between plots 166 and 201.
- Tracking for a private car into parking allocated for plot 196 reveals some tightness and requires a deeper turning area or wider drive.
- No detail of a street lighting scheme has been shown which may have a large effect on tracking.

Parking

The parking levels across the site have been assessed against the parking standards from the Kingsmere Design Code. It is seen that many aspects of parking have not been consistent with the agreed Code.

Garage plans are seen to make provision for cycle storage for households with garages while those without garages are provided with garden sheds for the same purpose. Apartments have been provided with secure cycle storage within a part of the building.

Rear court parking

I disagree with paragraph 4.24 of the Planning and Design Statement where it refers to all elements of parking being under natural surveillance. It is seen that some rear parking courts are surrounded by 1800mm high boundaries which render the courts to be inadequately overlooked. These parking courts back onto gardens with brick screen walls or close board fences that are likely to restrict views from adjacent houses. I thus find that the rear parking courts serving plots 16-25, plots 14/15, 29-31, plots 120-130, plots 121/122, 131/132 are rather secluded.

For parking courts to work best, it is advisable that dwellings are designed to have direct access into the rear courts and where possible avoid blank walls in order to create a sense of security for residents to use them. If rear parking courts are necessary then they should be for residents only parking. Visitors should be accommodated in the public realm such as streets to ensure that privacy and security is maintained within the parking courts.

It is also not an ideal design for rear parking courts to be seen serving more than 8 houses as is the case with courtyard serving plots 120-130, 171-179, and 180-189. If the applicant wishes to offer these areas for adoption, then a reconfiguration of the parking areas needs to be made to address the number of dwellings getting access.

Parking Provision

Also the Design Code states that “prior to new parking standards being formally adopted, the following will apply:

- 1-2 bedroom = 1 space
- 3 bedroom = 2 space
- 4+ bedroom = 3 spaces

Paragraph 4.21 of the Planning and Design Statement states, “*all properties shall be provided with a minimum of two spaces*”. Parcel KME does not meet the specified number of parking spaces for most of the allotted plots. Observations are made of numerous properties that have less allocation than the above stated standards.

I am particularly concerned by some 4+ bedroom houses that are grossly under provided with parking, on top of not providing any visitor spaces. Plots 107-113 are 4-bedroom private dwellings which have each been allocated only 2 parking spaces and no visitor parking spaces for the entire lot. It is highly likely that occupants and visitors of these properties shall in the future require more parking which would lead to indiscriminate parking around the LAP areas and along the secondary street.

Some parking allocations are considered impractical to use and others are seen as unsafe which OCC recommends that a revision is made. A point in case is the parking for plots 27-28 which is sited across the street and also in close proximity to a bend in the road. Residents of these properties are likely to park along the narrow minor street instead of the dedicated spaces if they have children or require moving items like shopping from their vehicles rather than crossing the street.

Tandem parking for the rear parking court serving plots 121/122/131/132 raises safety concern. The principle of tandem parking works well where there is sufficient space to temporarily accommodate a vehicle should the occupant requires the removal of another vehicle parked at the back. This courtyard does not appear to have enough space and drivers would be required to drive out and leave one vehicle onto the street temporarily for the removal of another vehicle in file.

Plot 197 appears not to have been provided for a parking space. On the layout plans (**drawing BKME/02/201**), a hardstanding area fronting the property seems to be dedicated as parking. If this is the case, then it is considered unacceptable and alternative off-street provision must be given.

Visitor Parking

The allocation of visitor parking across the whole site requires further consideration. It is essential that sufficient visitor parking is provided to satisfy reasonable levels of visitors' demands over and above any levels of parking that is provided. Groups of houses such as plots 11-16, 17-21, 107-112, 123-130, 180-189 shall all require additional visitor parking spaces above what has been provided in order to avoid the indiscriminate parking in unsafe areas.

Also;

- Courtyard serving plots 14-15 would likely see vehicles parked on the entrance of the rear parking court which would reduce driveable space thereby creating safety issues
- A lack of visitor parking within courtyard serving plots 1-13 would highly likely lead to vehicles being parked in the turning area adjacent to the Marker building. This would further create problems for larger vehicles such as refuse wagons unable to access this part of the site
- Plot 42-44 is a band of 4 bedroom town houses that has only been provided with 2 spaces per dwellings and no visitor spaces for the lot. We would expect to see at least 2 visitor spaces dedicated for these properties in order that parking is not taken up along the bend on the minor street – safety concern.
- Parking area serving plots 180-189 is grossly under provided with spaces.
- Notwithstanding the visitor spaces provided within rear parking court serving 171-179 and a visitor parking bay adjacent to garage 192, their placement is inappropriate which shall likely lead to more of similar parking within spaces of the courtyard.

Cycle parking

The Design Code indicates that bicycles will be stored in garages. The Planning Layout plan showed by drawing number **BKME-02-260 Rev A** makes reference to timber sheds that would accommodate cycle storage for the households without garages with the exception of plot 31. I assume that the omission was an error in drawing and it is clear that the property has sufficient garden space to accommodate a similar shed. OCC would be pleased to see future layout revisions that include this storage.

Whilst am pleased to see the provision of cycle sheds the lack of a direct access into the rear gardens is impractical and raises concern. This would require occupants to cycle right up to their front doors then carry their bicycles through the house and out into the rear garden to be stored away. The applicant must address this by providing direct access to the rear garden areas.

Access to the cycle storage for apartments 1-8 is poor. Cyclists generally require a width of 1100mm to push their bicycles by holding onto them. The layout plan shown by drawing number **HTPD_S7_01** entitled "*S2 Apartments – Plans Marker A*" suggests the dimensions to the cycle storage entrance are 0.8metres. This needs to be adjusted to a minimum of 1.1metres ensure that adequate access is provided for both cyclist and cycles to use the facilities. It is also unclear as to the detail design of the facilities proposed here. These details (preferably of the Sheffield type) shall be required to be submitted prior to the occupation of the dwellings.

Also, much as the entrance to cycle storage serving apartments 182-187 is wide enough to provide a good access as shown by drawing number **HTPD_S7_01** entitled "*S8 Apartments – Plans and Elevations*", I am left concerned by the dimensions of the cycle store which measure about 2.7m x 3.2m. It looks like the proposed design is of the Sheffield type. The minimum spacing between Sheffield stands should be 1 metre and an adult size bicycle is about 2 metres long. Going back to the storage provided, only one row of 3 Sheffield stands can be accommodated within this space which is not sufficient for the residents and visitors. Further details of cycle storage must be provided to include the type of number of storage spaces. For more guidance to cycle storage standards, follow the link below;
https://www.cambridge.gov.uk/sites/default/files/docs/CycleParkingGuide_std.pdf

Tree planting near or within the Highway Boundary

The Planning layout shows most of the trees intended to be planted are very close to the carriageways. Trees shown could be vulnerable to vehicle strike.

Trees that the applicant intends to plant within 5m of the boundary of the adopted highway need to be placed in tree pits and will be subject to OCC approval. For guidance on tree pits within or near to the public highway, please see the Residential Roads Design Guide above.

Refuse Plan and Bin drag distance

Dedicated bin storage for the S7 apartments is shown on drawings referenced by **HTPD_S7_01**. It is noticed from the drawings that the entrance to this storage area is approximately 1m wide, which the applicant must submit the details including the dimensions of the bins proposed. It is also worth mentioning that a hardstanding route/strip clear of obstacles shall be expected between these large bin storage areas to either the nearest bin collection points (bcp) or within reach of the nearest refuse vehicle. This route should preferably be away from any parked vehicles.

Manual for Streets (MfS) recommends waste collection vehicles to be able to get to within 25 m of the storage point and also recommends that the distance over which containers are transported by collectors should not normally exceed 15 m for two-wheeled bins. The distance that some homeowners will need to drag their wheelie bins to the nearest bin collection points could be very long in certain areas of the development e.g. for plot 72 which is over 40 metres to the nearest collection point.

Also the bcp adjacent to plot 106 as defined on the planning layouts needs to be carefully thought through. The bcp lies over 45 metres from the some of the properties it intends to serve such as 108-112. Assuming that bins are stored within the rear garden spaces, residents would have to drag the bins through the alleyway leading into the space between plots 110 and 111 to further drag them to this bcp. This needs to be revised.

Drainage

Manholes should not be located in the centre of carriageway to prevent road closures. It is not clear what type of road drainage will be used – permeable or traditional.

More detail is required of the proposed drainage. OCC (drainage) will review the submitted drainage proposals when the developer applies to approve the drainage planning conditions associated with the outline planning approval of the site under application ref: **13/00433/OUT**.

Public Transport

The principle of development in this location has been permitted through planning applications 06/00967/OUT and in the agreed Kingsmere Design Code. A pair of bus stops is positioned in proximity to the Primary/Secondary Street junction adjacent to the local centre. This is strategically located to promote and encourage accessibility to and from the development by walking and public transport.

Travel Plan

A residential travel plan will be required in support of this application. This will be sent to the Local Planning Authority for approval before first occupation.

Officer's Name: Rashid Bbosa

Officer's Title: Transport Engineer

Date: 06 February 2017
