

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

District: Cherwell

Application no: 16/02482/REM-2

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 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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Strategic Comments

Comments:

A number of our previous concerns have been met with the revised layout, but significant concerns remain over some of the details as described below.

There are no strategic comments over and above these.

Our overall position is one of objection.

Officer's Name: Jacqui Cox

Officer's Title: Interim Locality Lead

Date: 24 May 2017

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Transport

Recommendation:

Objection

Poor vehicle tracking

Key issues:

- Pedestrian connectivity needs improving
- Some of the shared space areas and carriageways are not of adoptable standards

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 pantechnicon 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:

The Advance Payments Code (APC), Sections 219 -225 of the Highways Act 1980, 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. Alternatively the developer may wish to consider adoption of the estate road under Section 38 of the Highways Act.

Prior to commencement of development, a separate consent must be obtained from OCC Road Agreements Team for the new highway vehicular access under S278 of the Highway Act. Please contact: 01865 815700; or RoadAgreements@oxfordshire.gov.uk.

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.

Detailed comments:

The applicant has submitted revised information to a reserved matters application for the development of Land at KME South West, Adjoining Oxford Road and Middleton Stoney Road, Bicester.

Layout

The following is noted in relation to the revised layout as presented on drawing No. **BMKE-02-200 Rev B**.

- Parking courts have now been reconfigured to serve fewer dwellings
- Households without garages now show to have garden sheds for the cycle storage as required by OCC guidance.
- Traffic calming has been put in place with build-out chicanes along the secondary street. The applicant should equally consider applying similar traffic calming measures along the Secondary Street and Side Street that run in a north-south direction to the eastern section of the site.
- The distance between allocated parking spaces and front door/rear accesses has been significantly brought down for some households – a measure that would encourage residents to use the parking spaces provided.
- Having flagged it earlier, hardstanding areas for refuse bin storage appear to be provided within the rear gardens of households. However, a good design should see these run (from cycle sheds for dwellings with sheds) right up to the rear garden access to enable pushing cycles to their storage and dragging of wheelie bins to the bin collection points over a suitable surface.
- Some households with parking allocation within rear courts have now been provided with direct accesses via back gardens.
- A section of shared use carriageway adjacent to plots 34-36 appears to have a width of 5.5m. This needs to be a minimum of 6m wide if the applicant wishes to offer it for adoption as public highway. In the cases of the shared spaces.

Parking

It is observed (Drawing Ref: **BMKE-02-200 Rev B**) that the applicant has made significant changes in an attempt to address some key issues that were raised in the previous consultation. A point in reference is the reconfiguration of the rear parking courts which now show that they serve fewer numbers of dwellings as flagged in my previous response.

More visitor parking spaces have also been provided across the whole site with this revised layout – which is taken positively.

The proposed ground floor plan on drawing no. **HTPD_S7-GF-01** for the apartment building housing dwellings 1-9 now shows an acceptable access width for use as bicycle storage. The cycle storage room has been facilitated with 9no. stands of a Sheffield type. My concern here is the two stands closer to the north wall and the single stand to the west of the doorway appear too close to the walls to be used on both sides.

Sheffield stands require a minimum set back from any walls of 600mm. Again, the link below should give you guidance on the required dimensions of such stands.
https://www.cambridge.gov.uk/sites/default/files/docs/CycleParkingGuide_std.pdf

Vehicle Tracking

Swept path analysis for the revised layout raises significant safety concerns. The applicant has provided car and refuse vehicle tracking in drawing no. **BKME-05-103 Rev A**. It has been seen on numerous locations where vehicles overrun kerbs, footways and/or other assumed property on site. The areas identified below are observed to be overrun by the wheels of the cars/refuse wagon or significantly swept by the body of the vehicles;

- With regard to the rear car parking courts serving plots 1-9, 17-19, 20-24, 57-59, 83-88, 142-145, 146-152, 153-156, 157-161, and 180-181 the swept path analysis shows that when all the spaces are occupied, it would not be possible to manoeuvre a 4.71m estate car out of some spaces independently.
- Tracking for a 10.52m refuse vehicle on the same drawing shows overrun kerbs such as at the junction fronting plot 130 between the side street and the minor street. The central refuge island on the primary street south of the site is also seen to be overrun by the refuse vehicle egressing out of the development – clearly an unacceptable situation.

Pedestrian Infrastructure

I appreciate the applicant's endeavour in providing a development that seems conducive to walking, likely to encourage residents not to use their vehicles for shorter journeys. However the revised planning layout does not show good connectivity between footways across carriageways. Crossing points must be shown around appropriate locations to facilitate connectivity for pedestrian and wheeled users throughout the site. Locations such as around junctions of primary and secondary streets should be provided with tactile dropped kerbing for informal crossing.

It has also been noticed that the development has not capitalised on the proximity of the PROW that runs along its northern boundary by making the site more permeable. Bicester policy 12 requires that the development "*is well integrated, with improved, sustainable connections between existing development and new development on this site*" and also that "*new footpaths and cycleways should be provided for that link to existing networks and the wider urban area*". Residents of some households along the northern boundary cannot access the PROW unless they traverse more than 150m to either the secondary street or the side street further east of the site to gain access to the public footpath. I would be happy to see a gap or two for pedestrians to access the footpath as shown in the figure below.



These aspects will need to be amended accordingly and should be shown on a further revised plan.

Officer's Name: Rashid Bbosa
Officer's Title: Transport Engineer
Date: 16 May 2017
