

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

District: Cherwell

Application no: 17/01061/REM

Proposal: Reserved matters application to 13/00433/OUT - Access road to serve the 'Health Village' land and parcel KMF

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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Transport

Recommendation:

Objection

The application does not demonstrate safe and suitable access.

Key issues:

It is not clear how the turning head would be secured in the layout of the adjacent residential parcel KMF. Without the turning head, the layout would be unacceptable as it would not provide safe and suitable access – large vehicles may need to reverse back along the road.

There are also some minor issues with the layout (detail below) which it is anticipated could be resolved through further design work.

Legal agreement required to secure:

The road will need to be offered for adoption – a S38 agreement will be required.

Conditions:

Prior to the commencement of the development hereby approved, full specification details of the access road hereby approved including construction, surfacing, layout, drainage, road markings and lighting, together with a timetable for its completion, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details.

Notwithstanding the approved plans, prior to the secondary street hereby approved being brought into use for access to residential properties, the precise siting and design details of the traffic calming measures shown on plan drawing number 874/02/400/Rev C and a timetable for their implementation shall be submitted to and approved in writing by the LPA. The scheme shall thereafter be implemented in accordance the approved details.

(This condition is necessary because the position of the side road accesses is not yet known).

Prior to the secondary street hereby approved being brought into use for access to residential properties, details of a scheme of parking and waiting restrictions, their enforcement arrangements and a timetable for their implementation, shall be submitted to and approved in

writing by the LPA. The approved scheme shall thereafter be implemented in accordance with the approved details.

(This condition is necessary to avoid on-street parking from the outset and thereby ensure safe access to the Health Village).

Informatives:

Detailed comments:

OCC supports the access to a proposed Health Village being via a secondary rather than a minor street.

OCC supports the form of traffic calming proposed (horizontal as opposed to vertical) due to the fact that it is an access road to a health village.

The access points into the retail site are welcome because they will provide links through that site to the bus services running along the A41.

Discussions have already taken place between the developer and OCC's Road Agreements Team. Other than the query over the securing of the turning head, the remaining issues with the design that need to be resolved are forward visibility and potential on-carriageway parking.

From the Pioneer Way end of the road, at the second narrowing, there is a potential for conflict between a vehicle heading north east and one leaving KMF, especially if there is not clear forward visibility between the two. Forward visibility could also be an issue with the third narrowing, it coming just after a bend. However, if the KMF layout is approved with just one side street access off the HVA road, then the visibility issues are compounded by it being closer to the s-bend.

The road must be kept clear for emergency vehicles to access the health village. There is a real risk of inappropriate parking causing obstruction. The developer must put in place and enforce parking restrictions as soon as any part of this road is open, so that purchasers of houses are aware that they won't be able to park on street. Otherwise, by the time the road is adopted, and OCC can consult on TROs, occupiers would have built up reliance on on-street parking. Funding to allow OCC to consult on and implement TROs will be sought through the road agreement.

The turning head must be suitable for all type of vehicles that would use the road, including a large (11.4m) refuse vehicle. Consideration should also be given to the types of vehicle needing to access the Health Village (this is not yet known) as this is the only vehicular access to the site, and the entire length of the road should be tracked to ensure that vehicles can negotiate the build outs. Turning for such vehicles would need to be provided within the Health Village site.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 19 June 2017
