

Application no: 22/02470/DISC

Location: OS Parcels 3309 And 4319 Adjoining And North Of, Milton Road, Adderbury

Transport Development Control

Recommendation:

Condition 3: No Comment from Highways
Condition 4: Objection
Condition 5: Objection
Condition 6: Objection
Condition 7: No comment from Highways
Condition 8: No comment from Highways
Condition 9: No comment from Highways
Condition 10: No comment from Highways
Condition 12: No comment from Highways
Condition 13: No comment from Highways
Condition 14: No comment from Highways
Condition 17: No comment from highways
Condition 19: No comment from highways
Condition 20: No Objection
Condition 21: Objection
Condition 27: No comment from Highways

Detailed comments:

Condition 4 Means of Access (Comment from Road Agreements Team): Objection

In order to be able to review the technical proposals of the access, to discharge Condition 4, the developer is required to obtain a Section 278 Agreement. Once the developer has provided this to OCC's Road Agreements team and achieved technical approval, they will be able to recommend the discharge of the access conditions

Condition 5 Access Vision Splays: Objection

A document demonstrating adequate visibility splays have not been submitted. No decision can be made on the discharge of this condition until proof of sufficient visibility splays have been submitted to the Local Planning Authority.

Condition 6 Turning Areas & Parking: Objection

The dimensions of the disabled parking bays are currently insufficient within this development. OCC's policy for disabled space provision states that bays should be 2.9m x 5.5m, this is set out within OCC's Guide for New Residential Developments. Although this development is not residential, OCC still use this a guide for car parks and other developments, as the larger dimensions provide greater accessibility for people using the spaces.

Manual for Streets 8.3.51 states that parking bays that at a 90-degree angle to the highways edge require a minimum of 6.0m behind the space for manoeuvring purposes. This should guarantee a vehicles ability to leave the site in a forward gear. The disabled spaces to the east of the Sports Hall do not have this required space and will therefore have to be resigned, conforming to guidance within Manual for Streets.

OCC are setting minimum standards for the quantity of electric vehicle parking. Policy EVI 8 states that for non-residential parking areas, 25% of all spaces should be designed with electric charging infrastructure. The current design illustrated within the site plan does not incorporate any electric charging infrastructure and therefore need to be amended before this condition can be discharged.

Condition 20 Footpaths: No Objection

OCC are satisfied that footpaths within the site boundary are of adequate width and are to be constructed in line with OCC's sustainable drainage policy. OCC Drainage have raised no concerns regarding the drainage within the site.

OCC highways boundary runs right up to the site boundary meaning there shouldn't be any issues connecting the footways within the site onto the external network, subject to the relevant highways agreements being obtained.

Condition 21 Covered Cycle Parking Facilities: Objection

The amount of space designated within the site plan for cycle parking does not correspond to the width of the cycle parking infrastructure shown within the cycle parking brochure. The brochure outlines that the cycle parking infrastructure 4270mm in width at the base. The cycle parking within the site plan only measures 3.0m in width per unit. The site plan will need to be resubmitted showing the correct width to demonstrate that there is sufficient space for cycle parking infrastructure to be implemented.

Officer's Name: Ben Mundy

Officer's Title: Assistant Transport Planner

Date: 12/09/2022