

Application no: 22/00959/REM

Location: East Of Last House Adjoining And North Of Berry Hill Road Adderbury

Transport Development Control

Recommendation:

Oxfordshire County Council, as the Local Highway Authority, **object** to the approval of this Reserved Matters application.

Objection for the following reasons:

Cycle Parking: The properties that have a garage provided, have restricted access to them when the vehicles are parked in their designated spaces. Where access points have been provided, they do not conform to the minimum of 1.2m-1.5m needed for convenient cycle parking. Houses under 3 bedrooms have no cycle parking provided. Section 2.4 of the Oxfordshire Cycling Design Standards states that there should be '1 space for 1 bed unit, 2 spaces for larger units'.

Excessive Parking Provision: Several properties within this development have been designed to exceed the maximum parking standards set out by Oxfordshire County Council, this is explained in detail within 'Car Parking'.

Footways: There should be a 2m footway either side of the road where there are properties on both sides. This is to ensure both safety and accessibility for people living in all properties on the site.

Landing Spots: Where the section of 1:20 longitudinal gradient is present there will need to be flat landing spots.

Visitor Parking: The visitor parking spaces within this development do not conform to OCC guidance in relation to dimension. Parallel parking spaces should measure a minimum of 2.5m x 6m to accommodate for all private vehicles.

Swept Path Analysis: A new swept path analysis will need to be produced and submitted for approval, the requirement of an additional 2.0m footway and the widening of the visitor spaces means that the current data is likely to be outdated.

Bin Stores and Refuse Collection Points: Details of bin storage or refuse collection points have not been detailed by the applicants. An area for bin storage must be identified on every property to ensure there is adequate space and demonstrate that they are not going to spill onto the highway. Refuse collection points will be needed at the end of each private drive as a refuse truck will not drive into these areas.

Conditions:

When sufficient cycle parking is detailed, it should also be covered and secure, highlighted by the below condition.

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.' This is 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.

Informative:

Highway Boundary: The adjacent highway Berry Hill Road and the surrounding grass verges are maintained by the OCC Highways Authority. A section 278 and an S104 agreement will be required to create a new access and to make amendments to the grass verge respectively.

Detailed Comments

Introduction

This is a reserved matters application pursuant to outline planning permission 19/00963/OUT to discharge all remaining reserved matters for land east of Last House adjoining and North of Berry Hill Road Adderbury. The proposal is for 40 homes ranging from 1-bed to 5-bed properties.

Site layout

There is currently insufficient footway provision within this site. There should be a 2m footway on either side of the road where there are properties on both sides. This is to ensure the safety and improve the accessibility for people living in all properties within the development.

Where the section of 1:20 longitudinal gradient is present there will need to be flat landing spots. OCC's inclusive mobility guidance states that 'even if there not a pedestrian route in excess of 1:20, it is important that there are level sections or landings at regular intervals to provide people with an opportunity to rest.' A level landing must be provided for every 500mm that a route rises.

Car and cycle parking

Car Parking

The majority of the houses within this development have two designated parking spaces on a driveway. All the spaces within this development conform to the minimum parking dimensions outlined within Manual for Streets (2.5m x 5.0m). Driveways measured at approx. 3.1m in width, addressing the need for wider spaces, when one side is concealed (2.7m x 5.0m) as per Manual for Streets.

However, some issues did arise when assessing the amount of parking provided within these developments, this will be addressed below:

The 3-bed properties within this development (Stanton, Stratford, Fairford) have been designed with a garage measuring at approximately 3m x 6m. When referring to OCC's Parking Standards for New Developments it states that for a garage to classify as a vehicle parking it must measure 3m x 6m. Using this information and referring to OCC's maximum parking standards, the above-mentioned properties exceed the maximum number of allocated parking spaces for 3-bed properties. I would therefore recommend that the garage is reduced in size, removing its classification as a parking space, or design them in a way that makes them exclusively for cycle parking and general storage. In addition to this, properties 22 and 31 have been allocated 3 spaces as well as a double garage. Again, when referring to the OCC parking standards, this exceeds the maximum number of spaces permitted for a 5-bed property and will need to be addressed. The concern here is that this leads to a 'car based' development, where car use is encouraged as the most convenient and desirable option of travel, something OCC is trying to shift away from.

Similarly, to the 3 bed properties, the 4 and 5 bed-properties (Kingstow, Henley, Hanwell, Bourton and Eaton 29, 30, 32 and 33) have 2 allocated spaces as well as a provision of a garage. When referring to the OCC maximum parking standards, it states that any properties with 2+ spaces can be awarded 2+ spaces on merit. When assessing the location of this site and the number of bedrooms that they have, I don't think an additional vehicle space is going to impact the adjacent highway too significantly and is likely to decrease off-street parking, therefore I offer no objection to these properties having 3 allocated spaces.

Property 1 has been allocated 3 designated vehicle parking spaces as well as a garage, as mentioned above, this will need to be addressed. However, when assessing the site layout, they are blocking the sales office access points. I would therefore recommend that the layout of this parking is revisited to ensure the offices are more accessible for all users.

The dimensions and the amount of visitor parking is insufficient when referring to OCC policy. OCC's Parking Standards for New Developments states that parallel parking bays should measure a minimum of 2.5m x 6.0m for safety and manoeuvrability, the spaces within this development only measure at a width of 2.0m. Within OCC's draft for Vehicular and Cycle Parking Standards it takes an approach that consistent with national research suggesting that within areas that have allocated parking "it may be appropriate to allow for additional demand for visitor parking of 0.2 spaces per dwelling" (DCL, 2007, Residential Car Parking Research). Using this information, this development requires 8 visitor spaces.

Cycle Parking

Properties with No Cycle Parking

As mentioned above the Lavington, A1, A2 and A3 houses have all been designed without a garage and subsequently without cycle parking. It is stated within the OCC minimum parking standards that all new properties must allocate a certain number of cycle parking spaces per property. A1 properties should be allocated a minimum of 1 cycle space per property, with Lavington, A2 and A3 properties being allocated a minimum of 2 cycle spaces per property. Manual for Streets Chapter 8.2 states 'Providing enough convenient and secure cycle parking at people's homes and other locations for both residents and visitors is critical to increasing the use of cycles. Therefore, this issue needs to be addressed. Cycle parking should also be covered and secure, this is addressed by the cycle parking condition within the conditions section.

As the condition also highlights, access to cycle parking should be convenient. This is highlighted within Manual for Streets (8.2.1) which states 'In residential developments, designers should aim to make access to cycle storage at least as convenient as access to car parking.' An unobstructed access between 1.2m – 1.5m leading from the cycle parking to the highway edge is required in order to create 'convenient' access.

Properties with Obstructed Access to Cycle Parking

The remaining properties within this application have all been designed with a garage space when assessing the site plan. The garages all measure over the minimum dimensions of 3.0m x 6.0m meaning they suitable for both vehicle and cycle parking. However, as mentioned previously, cycle parking and its means of access must be convenient in order to encourage sustainable transport journeys and reduce the number of vehicle trips. None of the garages within this design have unobstructed access when vehicles are parked in their designated spaces. Poor parking practises and increased vehicle journeys could result due to a lack of access to cycle storage. Therefore, an access point of 1.2m – 1.5m should be implemented in order to 'to make access to cycle storage at least as convenient as access to car parking'. As per Manual for Streets (8.2.1).

Refuse collection

A new swept path analysis will need to be produced and submitted for approval, the requirement of an additional 2.0m footway and the widening of the visitor spaces means that the current data is likely to be outdated.

Details of bin storage or refuse collection points have not been detailed by the applicants. An area for bin storage must be identified on every property to ensure there is adequate space and that they aren't going to spill onto the highway, again these must have unobstructed access. Refuse collection points are required at the end of each private drive, as a refuse truck will not drive into these areas

Comments from Road Agreements

- A section 278 application will be required for the access works.
- It is not clear if the access arrangement track as the kerbs have not been indicated.
- Where the section of 1:20 longitudinal gradient is present there will need to be flat landing spots.
- Adoptable visitor parking bays must be 2.5m in width.
- There should be a 2m footway either side of the road where there are properties on both sides.

General Comments Relevant for On-Site Roads:

- The application will need to comply with OCC Street Design Guide.
- Offsite works will need to be designed in accordance with DMRB.
- All new developments will need a 20mph speed limit and supporting Traffic Regulation Order and self-enforcing measures.
- The carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph.
- Where there is not a footway adjacent to the carriageway a 6-metre-wide shared surface block paved carriageway with a minimum 800mm grass margin on either side is required.
- A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:21 or 5%.
- There are no visibility splays indicated. Junction and Forward Visibility Splays and dimensions must be in accordance with the OCC Street Design Guide and dedicated to OCC if they fall out of the existing highway boundary.
- Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1). This will be required in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required.
- No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented. Oxfordshire County Council have published the "Local Standards and Guidance for Surface Water Drainage on Major Development in

Oxfordshire” to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.

- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- Trees must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway. Trees that are within 5m of the carriageway or footway will require root protection.
- The visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.
- No property including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors or gas/electric cupboards must open over the proposed highway.
- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.
- OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.

Officer's Name: Ben Mundy

Officer's Title: Assistant Transport Planner

Date: