

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

**District:** Cherwell

**Application no:** 23/00667/REM

**Proposal:** Reserved matters application, pursuant to the outline planning permission granted under reference 21/03644/OUT for the erection of up to 49 dwellings

**Location:** OS Parcel 6372 South East Of Milestone Farm, Broughton Road, Banbury

**Response Date:** 29/06/2023

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This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

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## Transport Schedule

**Recommendation:**

**Objection for the following reasons:**

- The car parking provision is not in accordance with OCC standards

If, despite OCC's objection, permission is proposed to be granted then OCC requires planning conditions as detailed below.

**Comments:**

These comments must be read in conjunction with the Transport Schedule in the previous OCC response dated 25 April 2023.

### **Car and cycle parking**

The car parking has been modified in the latest version of the Planning Layout drawing, but still does not comply with the County Council parking standards which I reproduce again here:

Table 4(a): Town Car Parking Standards for Oxfordshire

<b>Towns</b>	<b>Parking Provision</b>
1-2-bedroom dwellings	Up to 1 space per dwelling to be provided within the development site
3+ bedroom dwellings	Up to 2 spaces per dwelling to be provided within the development site
Wheelchair accessible or adaptable houses and flats.	1 space per dwelling to be provided within the curtilage of the dwelling (must be designed in accordance with Part M of Building Regulations)
Student accommodation	0 spaces per resident room. Operational parking and disabled parking to be considered on a case-by-case
Motorcycle and powered two-wheeler parking	1 space per five dwellings

The one-bedroom dwellings have correctly been shown with one off-street parking space but the two-bedroom dwellings still have two spaces. This over-supply of spaces will not encourage a reduction of private vehicle use, as required by national and local policy.

In the Officer Report for the Outline permission on the site (21/03644/OUT), the pre-application advice is quoted: “...the site...is sustainably located in respect to sustainable transport modes...”. Therefore, it is reasonable for the “Town” parking standard to apply as there are other transport options available.

The previous response also pointed out that the number of visitor spaces exceeds the standards; however, this has been increased from 14 to 18. There is greater flexibility in the visitor parking supply so a provision greater than 0.2 spaces per dwelling can be acceptable, but the requirement for 25% of these unallocated spaces to have Electric Vehicle (EV) charging infrastructure still applies. Therefore, a minimum of four of the 18 spaces must have EV charging, rather than the two shown on the Planning Layout and mentioned in the D&AS.

Cycle parking must also be in accordance with the Parking Standards for New Developments document, Table 1, which is reproduced here:

Table 1: OCC minimum levels of cycle provision required

Type	Dwelling Size	Cycle Parking Provision (per unit)
House	1 bedroom	2 spaces per bedroom
House	2 bedrooms	2 spaces per bedroom
House	3 bedrooms	2 spaces per bedroom
House	4+ bedrooms	2 spaces per bedroom
House	Multiple Occupation	1 space per bedroom
Flats		2 spaces per bedroom
Visitor	1 space per Flat	

Sheds accommodating only two cycles, as stated in the D&AS, are insufficient for house sizes of two bedrooms and above.

**Refuse collection**

It is noted that the Refuse Collection Vehicle (RCV) swept path analysis uses a model that is slightly smaller than that to be designed for. CDC use the OL-23 Wide 6x2 Rear Steer. The internal roads must be able to accommodate this vehicle if they are to be considered for adoption.

Distances from the Bin Collection Points need to be measured to the rear of the RCV (rather than the front) where it makes a three-point turn.

**Planning Conditions:**

In the event that permission is to be given, the following planning conditions should be attached:

No development shall commence unless and until full specification details (including construction, layout, surfacing and drainage) of the parking spaces 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, have been submitted to and approved in writing by the Local Planning Authority. The car parking spaces shall be constructed in accordance with the approved details prior to the first occupation of the development shall be retained as such for the parking and manoeuvring of vehicles at all times thereafter.

Reason - In the interests of highway safety and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

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.

Reason - 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.

Prior to the first occupation of the development, a scheme for the provision of Electric Vehicle (EV) charging points at the unallocated visitor parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The EV charging points shall be provided in accordance with the approved details prior to the first occupation of the unit they serve, and retained as such thereafter.

Reason - To comply with Policies SLE 4, ESD 1, ESD 3 and ESD 5 of the adopted Cherwell Local Plan 2011-2031 Part 1 and to maximise opportunities for sustainable transport modes in accordance with paragraph 110(e) of the National Planning Policy Framework

**Officer's Name: Roger Plater**

**Officer's Title: Transport Planner**

**Date: 29 June 2023**