

**Application no: 23/03139/REM**

**Location:** Land Adjoining Withycombe Farmhouse, Stratford Road, Drayton

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### **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 amount of cycle parking spaces for each dwelling must conform to guidance set out within OCC's Parking Standards for New Developments.

**Parking Provision:** Several properties within this development exceed the maximum parking standards set out by Oxfordshire County Council.

**Footway Width:** Footways onsite must measure a minimum of 2m in width. The current plans outline footways that measure approximately 1.8m.

**Pedestrian Visibility:** The Design Code and subsequent pedestrian visibility splays do not align with the required 2.0m x 2.0m OCC standard.

**Refuse Tracking:** Refuse tracking should be provided throughout, without overhanging/over-running footways, whilst passing stationary cars throughout.

**Carriageway and Footway Gradients:** 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%.

### **Introduction**

This is a reserved matters application pursuant to outline planning permission pursuant to outlined planning application 22/02101/OUT to discharge all remaining reserved matters for Land Adjoining Withycombe Farmhouse, Stratford Road, Drayton. The site has been designed for 250 dwellings, with public open space, landscaping and associated supporting infrastructure.

### **Site layout**

#### ***Footway Width***

Paragraph 7.19 of the Design Code states:

*‘Specific design codes have not been specified for these routes, but the following rules should be applied to all routes’:*

*Footways to be 2m or more in width.*

When measuring the footways located on the site plan, the current measurement reads at approximately 1.8m in width. The plans must be amended to show 2m footways throughout the site to ensure they are accessible for all pedestrians.

### **Pedestrian Visibility Splays**

Paragraph 7.26 of the Design Code states

*‘Vehicle/pedestrian visibility splays of 1.5m x 1.5m (from the back of the highway to the side of the driveway, assuming a 2.4m car width) should be incorporated where parking spaces abut the back edge of the footway or the highway boundary.’*

Under section 3.2 of the OCC Street Design Guide, it states, *‘Driveways must be a minimum of 3m wide and provide a 2m x 2m pedestrian vision splay’* Therefore, the Design Code and the pedestrian visibility splays on site must be amended to align with OCC Standard.

### **Traffic Calming Measures**

It is an OCC requirement for sections of carriageway that are longer than 70m to have traffic calming measures to ensure vehicle speeds remain at 20mph.

### **Vehicle Parking**

Paragraph 7.25 of the Design Code submitted as part of this application states the following:

*‘Allocated residential parking will be provided at a minimum rate of 1 no. car space per 1 bedroom dwelling and 2 no. spaces for units with 2 or more bedrooms’.*

The above parking standards do not reflect the current guidance set out within OCC’s Parking Standards for New Developments (October 2022). The current guidance for vehicle parking allocation in Banbury is summarised within the table below.

<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

Under section 3.2 of the OCC Street Design Guide, it states that garages must count towards parking allocations. They must also have a planning condition which removes any permitted development rights to help ensure continued use for that purpose.

Garages must have minimum internal dimensions of 6m long x 3m wide. These dimensions are clear dimensions measured between any internal structure such as piers.

Using the above information, it can be determined that there is a considerable number of dwellings on site that do not conform to above guidance relating to vehicle parking allocation.

Dwelling types: Drake, Oahstone, Tiverton, Sansom, Elyot are all 2-bed houses and are currently allocated 2 vehicle spaces per dwelling, exceeding the standards listed above. The parking allocation must therefore be amended to reflect guidance.

Dwelling types: Lawrence, Lyttelston, Byron, Kilburn, Henley, Wixham, Makenzie, Hallam, Locke, Hilcott, Wyatt, Wollaton, Harwood, Peele, Dawlish, are permitted to have 2 vehicle spaces per dwelling. Several dwellings within these categorisations plans have 2 vehicle parking spaces, plus a garage suitable for parking. As the OCC Street Design Guide outlines, garages (3m x 6m) must count towards parking provision, therefore amendments to parking provision must happen to make the above dwellings compliant with OCC policy.

Davenant dwellings have been allocated a parking area large enough to park 4 vehicles as well as an additional garage space. This parking allocation significantly exceeds the OCC policy guidance and must be amended.

The OCC Street Design Guide states that driveways should be sized to take whole cars, ie. 5m for single car, 10m for two cars. In between sizes should be avoided as these tend to encourage cars parking half on the drive and half on the footway, causing an obstruction to the footway. There are several allocated parking areas onsite that breach this requirement, it is important the developer addresses this to avoid potential footway obstructions.

Parallel visitor parking bays must measure a minimum of 2.5m x 6.0m to ensure they are accessible for all private vehicles.

A further traffic calming bollard must be installed adjacent to vehicle space 644 to prevent informal parking practises on land that has not been allocated for parking.

A swept path analysis must be completed for end spaces located within parking areas as there is reduced a reduced turning area in comparison to adjacent spaces. An example of this is spaces numbered 644 and 626.

## **Cycle Parking**

Paragraph 7.32 of the Design Code states the following information:

As per Oxfordshire's Cycling Design Standards the minimum approved standards are:

- Resident cycle parking – 1 space for 1 bed unit, 2 spaces for larger units.
- Visitor cycle parking – in addition to the above, 1 stand per 2 units where more than 4 units.

The above standards do not reflect current guidance. The current guidance within OCC's Parking Standards for New Developments is summarised within the table below:

Type	Dwelling Size	Cycle Parking Provision
House	1 Bedroom	2 spaces per bedroom
House	2 Bedroom	2 spaces per bedroom
House	3 Bedroom	2 spaces per bedroom
House	4+ Bedroom	2 spaces per bedroom
House	Multiple Occupation	1 space per bedroom
Flats		2 spaces per bedroom
Visitor	1 space per flat	

The cycle parking strategy within the Design Code must be amended to reflect the current guidance for cycle parking provision.

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'.

For dwellings without garage provision, cycle parking provision must comply with guidance listed in the above table. The current plans indicate cycle stores and sheds only capable of storing 2 cycles.

The cycle parking provision for the Acton Flats also does not conform to the above standards. The cycle stores for dwellings 505-510 and 625-630 must be designed to incorporate 12 cycle spaces to conform to OCC policy.

Flats require 1 visitor space per unit; therefore, the site plan must be amended to show visitor cycle parking (Sheffield hoops) for the flat blocks on site.

### **Public Rights of Way**

The current site plan shows a connection at the north of the site to 191/8/10. To reduce the walking distances from the south of the site and increase accessibility to the PROW network, a further connection must be implemented to route 120/24/10.

## **Refuse Collection**

A new swept path analysis is required, the requirement to amend the footways to 2.0m and the widening of the visitor spaces means that the current analysis is outdated. Refuse tracking should be provided throughout, without overhanging/ overrunning footways, whilst passing stationary cars. Refuse tracking diagrams must be completed for a vehicle measuring 11.6m in length.

## **Comments from OCC Highways Agreements Team**

- Refuse tracking should be provided throughout, without overhanging/ overrunning footways, whilst passing stationary cars throughout.
- Footways should be 2m width either side of road.
- 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%.

## **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%.
- 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:** Transport Development Officer

**Date:** 06/02/2024