

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

District: Cherwell

Application no: 25/00271/REM

Proposal: Reserved Matters Application pursuant to Outline Planning Permission 14/02121/OUT for the erection of 44 dwellings (including 13 affordable dwellings), parking, landscaping and other associated infrastructure including the part discharge of Conditions 12 (Building for Life), 14 (Noise Assessment), 16 (Vehicular Access Details), 17 (Footway and Cycle Link Details) and 19 (Phase Surface Water Drainage Strategy) at Phase 2B Part 1, Himley Village, Bicester

Location: Himley Village, Middleton Stoney Road, Bicester

Response Date: 03/03/2025

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.

Application no: 25/00271/REM

Location: Himley Village, Middleton Stoney Road, Bicester

Transport Schedule

Recommendation:

Objection for the following reasons:

- The proposed car parking exceeds the maximum standards stated in the OCC Parking Standards for New Development and the Himley Design Code.
- The proposed number of EV charging points is not in line with the OCC Parking Standards.
- Inadequate forward visibility at bends.
- A Stage 1 Road Safety Audit has not been submitted

Key points

- This is a reserved matters application for 44 dwellings, the wider site has permission for up to 1,700 dwellings.
- Access into the plot has previously been agreed with application 23/01493/REM.
- Forward visibility of 18m has been shown at the bends, however, there is insufficient traffic calming to reduce speeds. The applicant therefore has to increase the visibility to 25m or include more traffic calming.
- Forward visibility splays cross private land which is not acceptable.
- Proposed car parking exceeds maximum standards and should therefore be reduced.
- Cycle parking will be provided in secure covered garden sheds.

Comments:

Introduction

This is a reserved matters application for the second residential phase of development at Himley Village (Phase 2B) which consists of 44 dwellings. The wider site has planning permission (14/02121/OUT) to provide up to 1,700 dwellings, a retirement village, flexible commercial floorspace, community facilities, land to accommodate an energy centre and land to accommodate a new primary school. The main internal roads within the initial phase of development received permission in July 2024 (Application 23/01493/REM) and the first phase of residential development (Phase 2A) received permission in November 2024.

Access Arrangements

The access into the plot has previously been agreed as part of the application for the main internal roads (Application 23/01493/REM).

Sustainable transport connectivity/transport sustainability

There is good pedestrian connectivity from the site road to the footway west of the site and from the cul-de-sac back to the primary North-South site road.

Site Layout

The site layout includes one site road, 5.5m wide with 2m wide footways, two 90 degree bends and a 4m wide private drive off this road as well as two private drives off the main approved primary North-South site road.

The swept path analysis drawing shows 18m forward visibility in the bends. In line with the Himley Design Guide forward visibility should be 25m although this can be reduced if there is a physical calming measure on the approach to the bend subject to agreement with OCC.

Although there are physical calming measures westbound in the first bend and northbound in the second bend, there are no calming measures southbound in the first bend and westbound in the second bend.

The applicant is required to provide additional traffic calming measures at these locations or amend the forward visibility to 25m.

The second issue with the forward visibility splays is that visibility splays are required to be clear and included within adoption area for S38 applications. In both bends the visibility splays cross private land which is not acceptable as residents could put up fences which would reduce or completely remove the forward visibility.

It is unlikely that this land can be provided for adoption as it is situated immediately adjacent to the dwellings. It is therefore considered that the applicant needs to amend the layout. Shallower bends or wider roads in the bends would reduce the forward visibility envelope. An amended drawing is required that demonstrates that the visibility is within the adoptable area.

The layout shows two motorcycle parking on the site road but this design could be confused with a car parking space. Motorcycle parking should be in line with MfS paragraph 8.5.3.

A Stage 1 Road Safety Audit (RSA1) has not been submitted. A RSA1 in accordance with GG119 is required. Please ensure the RSA Brief is approved by the Overseeing Organisation before it is instructed. A Designers Response should accompany the

RSA1 with the Overseeing Organisation agreeing and signing off the RSA Recommendations.

Further advice the Highway Agreements Team:

- 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. Please liaise with the Drainage Team for review.
- 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.
- All tree planting within the highway shall be in accordance with OCC Tree Policy and planting details. Trees are required to be located outside of junction and forward visibility splays and not within 10m of lamp columns that are designed to illuminate junctions or pedestrian/cycle crossing locations (elsewhere 5m clearance to streetlamp column is preferable). Trees may be planted up to a minimum of 500mm from the kerb face where speed limit is 20mph. Trees that are within 5m of the carriageway or footway will require root protection.
- Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting is to overhang or encroach the proposed adoptable areas.
- The visitor parking bays parallel to the carriageway, can be adopted (min 2.5m x 6m) but accrue a commuted sum. Where parking bays adjoin Public Open Space please ensure there is a minimum 1-metre-wide hardstanding surrounding the layby to enable passengers to safely exit and enter the vehicle. 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.
- Minor residential roads that serve four or fewer properties will not be considered for adoption. Roads serving 5 or more houses can be considered for adoption but

will need to meet adoptable criteria set out in the OCC Street Design Guide (2021).

Car Parking

The Design and Access Statement states that there are 2 one bedroom dwellings, 9 two bedroom dwellings, 13 three bedroom dwellings and 20 four bedroom dwellings.

The OCC Parking Standards for New Development (2022) allows one space for one and two bedroom dwellings and two spaces for 3+ bedroom dwellings. In addition, visitor parking of 0.2 spaces per dwelling is allowed.

A maximum of 77 residents parking spaces are therefore allowed as well as 9 visitors car parking spaces. The applicant proposes 82 car parking spaces which exceeds the maximum allowed number and is therefore not in line with OCC adopted guidance or the Himley Village Design Code paragraph 5.80 which also states one space for one and two bedroom dwellings and two spaces for 3+ bedroom dwellings.

The applicant is required to reduce the residents car parking spaces to a maximum of 77 spaces.

The Parking Strategy Layout drawing states that there will be 44 EV charging point. However, the Design and Access Statement states in 5.06 that there will be 36 EV points only.

All dwellings require an EV point, in line with the OCC Parking Standards and the Himley Village Design Code. In addition, the Oxfordshire Electric Vehicle Infrastructure Strategy states that *“Planning permission will only be granted for developments if: Provision is made for EV charging points for each residential unit with an allocated parking space; and Non-allocated spaces are provided with at least 25% (with a minimum of 2) having electric charging points installed.”*

The applicant is therefore required to amend the Parkin Strategy Layout and the Design and Access Statement clearly stating that 47 EV parking spaces (44 for residents and three for visitors) will be provided.

Garages have been designed to be 2.9m wide in length internally so that they will not be used for parking but instead can be used for cycle storage. This is acceptable.

Cycle Parking

Cycle parking will be provided in secure covered garden sheds for all houses, and maisonettes which can be accessed from the roads. This is considered acceptable.

Refuse Collection

A swept path analysis has been conducted and this is acceptable.

Conditions

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

Prior to the first occupation of the development, a scheme for the provision of vehicular electric charging points to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The vehicular electric 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: Sarah Halsey

Officer's Title: Senior Transport Development Officer

Date: 21 February 2025

Application No: 25/00271/REM

Location: Himley Village, Middleton Stoney Road, Bicester

Local Lead Flood Authority

Recommendation:

No objection to discharge of condition 19 (Phase Surface Water Drainage Strategy) relating to Phase 2B Part 1 only

Officer's Name: Shada Hasan

Officer's Title: Technical Lead – SUDs drainage engineer

Date: 3rd February 2025

Application no: 25/00271/REM

Location: Himley Village, Middleton Stoney Road, Bicester

Archaeology

Recommendation:

No objection

Detailed comments:

Permission 14/02121/OUT has been granted with conditions attached that require a phase of archaeological mitigation in advance of development.

As such there is no necessity to attach further requirements at this reserved matters stage.

Conditions:

Officer's Name: Oxfordshire County Archaeology Service

Officer's Title: Planning Archaeologist

Date: 19/02/2025