

LOCAL HIGHWAY AUTHORITY CONSULTATION



To: District Council

Planning Application No.	13/00205/DISC	Planning Officer	Andrew Lewis
Date	21 st October 2013	OCC Officer	Judy Kelly

Location: Heyford Park Camp Road Upper Heyford Bicester OX25 5HD

Description: Partial Clearance of condition 21 of 10/01642/OUT (Commercial Centre)

Comments:

The application seeks to partially discharge condition 21 of 10/01642/OUT. Condition 21 requires that:

“No reserved matters applications shall be submitted pursuant to the outline application until details of the layout of the settlement's commercial centre/hub have been submitted to, and approved in writing by, the Local Planning Authority. Details shall include a plan at a scale of not less than 1:100 of a scheme to traffic calm Camp Road between buildings 52 and 549 to demonstrate how traffic speeds will be reduced to 20 mph, hard and soft landscaping of the area, a scheme to improve the public realm and demonstrate how the centre will function as a commercial entity. The traffic calming scheme as approved shall be implemented prior to the occupation of the 416th dwelling or 100th new build dwelling which ever is the sooner and/or before the occupation of any 4 of the buildings adjacent to the traffic calmed area shown on the Development Uses Parameter Plan as being the Local Centre”.

My comments on this plan are as follows:

1. I note that the plan provided (ref. HEYF/5/516 B) is scaled at 1:500, therefore does not comply with the scale requirements in the above wording. An amended plan is required.
2. The plan includes a 'squareabout' on the site of the existing Trident roundabout. This feature will need to be the subject of a safety audit, and raises a few queries at this stage. Are pedestrians (including school children) expected to share the carriageway with vehicles and cross this squareabout? What is the feature area in the centre of the squareabout? Can large vehicles track round the squareabout when manoeuvring from south to west without crossing the opposite side of the carriageway? How will vehicles travelling from west to south be prevented from travelling the wrong way around the squareabout and potentially causing road safety conflicts? Are the existing security kiosk barriers to be removed? Further information is required.
3. Block pave carriageway is proposed for the surface of the squareabout and other elements of Camp Road, but this will not be robust enough to accommodate likely future traffic loading. The plan must be amended.
4. The plan is not consistent with the recently approved coach/ car drop-off facilities and pedestrian links for the Free School (ref. plan no. HEYF/5/138). Details are required of the proposed replacement coach laybys, car parking spaces and associated pedestrian links for the Free School, to ensure that this provision is not being removed entirely.
5. Footways shown on the plan (e.g. north side of the access road to the north of Camp Road) do not appear to comply with the required two metre width. Please amend.

6. Currently, pedestrians are able to cross Camp Road on either side of the roundabout south of the Trident roundabout. What replacement pedestrian crossing provision is proposed under the new scheme, as there appear to be no details shown on plans?
7. I note that the parking spaces shown to the north of the local centre appear smaller than the recommended dimensions of 2.5m x 5m, and do not include any disabled parking spaces. This must be amended.
8. What is the purpose of the layby shown on Camp Road nearest building 100? A bus stop and shelter is already shown on plans to the west.
9. A signage strategy for the scheme will be required, including details of the bus only route and any other traffic restrictions.
10. All works once approved must be carried out to OCC specification and a Section 278 Agreement will be required (Road Agreements Team).

Recommendation:

I acknowledge that this application seeks a *partial* discharge of condition however it is not clear what this partial discharge includes. Under the wording of the condition above, no reserved matters applications can be submitted until the full details of the layout of the commercial centre/hub have been approved.

I recommend that my above comments are addressed and that amended plans are provided. I welcome the opportunity to comment further on plans when these are developed in more detail. For example, it would be good to see the layout of the commercial centre and advise on matters such as the pedestrian links and parking provision relating to this.

On behalf of the Local Highway Authority I recommend that the condition is not discharged.

Signed: Judy Kelly, Senior Engineer - Transport Development Control
For Oxfordshire County Council as Local Highway Authority