

LOCAL HIGHWAY AUTHORITY CONSULTATION
To: Cherwell District Council

Planning Application No.	13/01584/F	Planning Officer	Andrew Lewis
Date	12th December 2013	OCC Officer	Judy Kelly

Location: Parcel B2A Camp Road Upper Heyford

Description: Erection of 69 dwellings with associated car parking, infrastructure and landscaping, provision of public open space, play areas and flood attenuation

Introduction:

The following comments should be read as updated highway comments for 13/01584/F following my initial consultation response of 7th November. Highways pre-application advice was provided on 3rd November.

I understand that this application is to be treated as a qualifying application as defined in the extant Heyford Park S106 agreement dated 22 December 2011.

It has been confirmed that this Full application will be converted to a Reserved Matters application prior to a decision being issued by the District Council. As such, the application will trigger pre-commencement conditions and planning obligations as set out in the extant Heyford Park S106 agreement.

Comments:

Access

The application proposes new vehicular highway accesses and pedestrian accesses. These works must be carried out to OCC specification and will require a separate consent from OCC as Local Highway Authority. Please contact Road Agreements Team (01865 815700, RoadAgreements@oxfordshire.gov.uk).

(Condition, Informative)

Noted

Estate Layout

The application proposes to provide new public roads within the site. A S38 Agreement will be required with OCC. Please be advised that the footpaths shown on the plans will also likely need to be offered for adoption by OCC.

(Informative)

I note that visibility splays of 2.4m x 25m are indicated at all junctions within the estate. This visibility splay will only be considered acceptable if the speed

of traffic can be restricted to 20mph, in line with Manual for Streets standards, and if boundary vegetation within the visibility splays is maintained at no higher than 0.6m. The final details of the estate layout must address this.

The proposed visitor parking spaces adjacent to Plot 5 narrow the carriageway to approx. 3.4m. This will not be acceptable as a minimum of 3.7m width is required for fire tender access. This must be revised. As these visitor parking bays will narrow the road on one side, there will need to be appropriate signage and road markings in this location to provide a formal priority passing system on the highway.

Careful consideration needs to be given to inter-visibility around parking areas and the pedestrian/ cycle links to the east of the development. In particular, vehicles reversing out of parking spaces 27, 39 and 67 should have adequate vision of pedestrians and cyclists (including children) using the pedestrian/ cycle links into the development. Similarly, pedestrian visibility splays for all driveway accesses and parking spaces within the development must be provided for consideration and approval. The final details of the estate layout must address this.

I note that plan no. B.0285_57A states 'explore requirement for pedestrian link'. I recommend that all of the pedestrian links indicated on plans are provided to OCC specification. This will ensure a good accessible standard of development, particularly considering the free school and community sports facilities located in the vicinity.

Plan no. B.0285_64 indicates that there are areas within the proposed development where a refuse vehicle is likely to overrun footways. Furthermore, the side turning head in Shared Surface Street 01 is not large enough and needs to be extended to 15m. Amended plans required.

Pedestrian crossing arrangements need to be considered around the junction to the north of the free school/ gym, as pedestrian flows north to south could be considerable. At the very least, dropped kerbs and tactile paving will be required to assist mobility impaired people and parents with pushchairs.

(Amended plans required)

The requirement for a S38 agreement is noted.

The extent of footways to be offered for adoption is set out in drawing B.0285_64, Highways Plan, Parcel B2a. The footpaths within the linear park / SUDS area will remain in private ownership maintained under an estate management company. This approach has previously been agreed with OCC. Footpath finishes are set out on the enclosed drawings.

Comments on visibility splays, and vegetation within, are noted. Drawings have been amended to include this information.

The build outs associated with the visitor parking will be reduced to provide a minimum 3.7m trafficable carriageway width.

Pedestrian / cycle visibility splays have been added to all driveways.

The 'explore pedestrian link' note has been removed. Pedestrian links through the development will be provided as above.

A pedestrian dropped crossing has been added adjacent to the gym access.

Parking

The application proposes to provide 181 parking spaces, although 179 spaces appear to be shown on plans (139 hard-standing spaces and 40 garage spaces). Many plots have three parking spaces provided in tandem, which is an impractical arrangement as the third space in particular is unlikely to be used. This relates to 23 of the garage parking spaces. As research has indicated, about 50% of garages in Oxfordshire are not used for parking of vehicles but are used for storage or other purposes. Noting that thirteen 2-bed dwellings are only being provided with 1 allocated parking space, I believe that the overall parking provision for the development needs to be revised.

I would also like to see some disabled car parking (spaces 3.6m x 5m) provided within the development, particularly for visitors. All parking spaces within garages must be a minimum of 3m x 6m internally.

Please also refer to concerns raised below re outstanding parking/ access/ manoeuvring information required for the adjacent Free School site, which will have an impact on the proposed parking levels and layout of this development.

(Parking condition)

The revised layout provides a total of 183 parking spaces. The number of spaces provided is in accordance with the approved design code. For ease of reference all spaces are annotated on the site layout.

With regards to the parking arrangement to plots fronting onto Camp Road, the parking has been adjusted to increase the amount of 'green' landscaping between driveways as requested by Clare Mitchell at CDC. The proposed scheme is very similar to that previously approved by Michael Deadman on Bicester KM3, and prepared in response to comments made on the showhome area concerning over provision of double garages. In respect of garages, after consultation with OCC, it was agreed that larger garages be provided with a separate rear access to provide both a storage facility and car parking. We anticipate that the research mentioned was based upon standard garage sizes and is therefore not applicable in this instance. This was discussed and agreed in a meeting with the council on 19/12/13.

Noted, both disabled visitor and allocated parking provision has been increased e.g. Street 01 and Shared Surface Street 03.

Cycle Parking

Consideration must be given to the provision of cycle parking, particularly for visitors, in line with OCC's cycle parking standards.

(Cycle parking condition)

Cycle storage will be provided within large garages with dedicated rear accesses. Affordable housing will be provided to CfSH level 3, including sheds to provide cycle storage.

Drainage

Surface water is proposed to discharge to soakaway and main sewer. A SUDS drainage scheme will be required, in line with the Flood and Water Management Act. Details including the gradients for the SUDS attenuation areas to the east of the site will be required, particularly considering the pedestrian/ cycle routes that cut through these areas.

(Drainage condition)

Noted.

Red Line

I note that the red-line application area includes an area to the north of Camp Road, which is not included in the original settlement area.

Noted. The drawings have been updated to reflect.

Area Steward Comments

There are several areas of blockwork indicated which I presume is to highlight traffic calming or as an alternative to traffic calming. From experience and with the type of traffic which uses this road blockwork causes quite an issue with maintenance which we would prefer to avoid. We would ask that a different solution be used.

With regard to the planting along the southern side of Camp Road, either side of the new entrances, there may be some concerns for vision splays and would suggest that Darren Hemmings (Arboricultural Officer) is consulted as to the planting on this stretch, species and the future maintenance. Also these new entrances show what appear to be hedges along the edge of the cycle path. This also could cause visibility issues and in the current climate we would not wish to take on any vegetation that would need a lot of maintenance.

(Revised plans required)

We note that block paved raised tables and narrowings are included within the approved design code. CDC reiterated that this surface treatment is required, in the meeting of 19/12/2013.

Hedges are outside of the proposed extend of S278 adoption, and will be adopted and maintained by an estate management company. Visibility splays

have been added to the drawings.

Highway Works

The plans indicatively show locations of bus stops, footways and traffic calming features on Camp Road. Please note that the hard-standing arrangements for bus passengers need to be reconsidered as plans show that passengers will need to alight and disembark onto grass verges/ tree areas.

The requirement for the detailed highway scheme for Camp Road is covered in the extant S106 agreement, as follows:

- The Landowner shall not Start Construction until there have been submitted to the County Council and approved in writing by it: in principle drawings of the Camp Road Works, the Chilgrove Drive Works and the Middleton Stoney Works, and plans identifying the land to be dedicated as being highway (if any) in respect of such works and title to the freehold of and to all other interests in such land have been produced to the satisfaction to the County Council.

- The Landowner shall not Occupy the 416th Dwelling or 100th New Build Dwelling (whichever is the earlier) until all the Camp Road Works have been completed in accordance with the Highways Agreement.

(Informative)

Noted. The bus stop positions have been amended.

Impact upon Free School

The plans detailing the area around Street 01 do not match the details submitted for the adjacent Free School site (ref. planning application 13/00343/F). Highways concerns were raised for this Free School site relating to the parking, access and manoeuvring arrangements and it would appear that the plans submitted for this application exacerbate these concerns.

Information requested for the Free School site included (from officer's report):

- *Parking is provided for 30 cars, previously 60 were proposed and it does seem they are still proposed albeit outside of the application site (clarification is being sought).*

- *Further information is required on hours of operation, the actual school site and its area (as it is different from previous proposal here), parking calculations (there has been a reduction) and details of parking, an updated Transport assessment is needed, linkage to adjacent housing and main school, strategy to encourage walking*

- *Conflicting information on parking. Reduced 100% (from 60 to 30) from previous level. Justification required. No details on staff levels to calculate requirement. No details have been provided of cycle parking or space for a coach or mini bus. No manoeuvring space is shown. A detailed parking plan has not been submitted and is required for consideration and approval. Furthermore, details of school coach bays and manoeuvring areas are also*

required with dropping off facility.

Clarification is still required on the overall number of parking spaces required for the Free School, which may need to be provided along Street 01. Vehicular access arrangements to the school parking area are also required, as are swept path/ tracking and parking/ drop-off plans, particularly for school bus arrangements.

(Revised plans and information required)

As discussed in the meeting of 19/12/13, the application for Building 583 is separate from the Phase B2a application, thus we are unfortunately unable to provide any of the information listed. However, we can confirm that parking provision will not be shared between the two developments.

The Site Layout drawing has been updated to show how the proposed access to the gym building will work. As previously discussed with highways.

Construction Traffic Management Plan

A construction traffic management plan (CTMP) will be required to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times.

(CTMP Condition)

Noted.