

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

**District:** Cherwell

**Application no:** 14/01841/REM-2

**Proposal:** Reserved Matters to Outline Application 05/01337/OUT - Proposed commercial units for B1 use adjacent to the Oxford Road, including associated parking spaces and relocation of electricity substation building

**Location:** West of College House Farm, Longford Park Rd, Bodicote

---

## **Purpose of document**

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a strategic localities response and technical team response(s). Where local member have responded these have been attached by OCCs Major Planning Applications Team ([planningconsultations@oxfordshire.gov.uk](mailto:planningconsultations@oxfordshire.gov.uk)).

---

**District:** Cherwell

**Application no:** 14/01841/REM-2

**Proposal:** Reserved Matters to Outline Application 05/01337/OUT - Proposed commercial units for B1 use adjacent to the Oxford Road, including associated parking spaces and relocation of electricity substation building

**Location:** West of College House Farm, Longford Park Rd, Bodicote

---

## Transport

### Recommendation:

Objection subject to the provision of further information

### Key issues:

- More detail needed concerning drainage
- More detail needed about cycle parking
- No vehicle swept path analysis drawings provided for fire engines, pantechnicons and refuse vehicles
- No details have been submitted for servicing arrangements
- Unclear whether parking spaces can accommodate large cars and whether they use the dimensions specified in Oxfordshire County Council's Residential Roads Design Guide

### Conditions:

#### **Road Construction, Surface and Layout**

Prior to the commencement of the development hereby approved, full specification details of the access road and turning areas that serve this development, including construction, surfacing, layout, drainage and road markings shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of the parking spaces and use of the access road and turning areas, the development shall be constructed in accordance with the approved details. *Reason – In the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development and to comply with Government guidance contained within the National Planning Policy Framework.*

#### **Details of Turning for Service Vehicles**

Prior to the commencement of the development hereby approved, and notwithstanding the application details, full details of refuse, fire tender and pantechnicon turning within the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details. *Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.*

#### **Cycle Parking Provision**

Prior to the first use or occupation of the development hereby permitted, Sheffield cycle stands 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 cycle stands shall be permanently retained and maintained for the

parking of cycles in connection with the development. *Reason - In the interests of sustainability and to ensure a satisfactory form of development, and in accordance with Government guidance contained within the National Planning Policy Framework.*

### **Car parking Provision**

Prior to the commencement of the development hereby approved, details of the 69 parking spaces within the curtilage of the site shall be submitted to and approved in writing by the Local Planning Authority. These spaces should be able to accommodate cars with the following dimensions:

- Overall length = 5m
- Overall width = 1.9m

Thereafter, and prior to the first occupation of the development, the turning area and car parking spaces shall be constructed in accordance with the approved details and shall be retained for the parking and manoeuvring of vehicles at all times thereafter. *Reason - In the interests of highway safety, to ensure the provision of off-street car parking and to comply with Government guidance contained within the National Planning Policy Framework.*

### **Construction Traffic Management Plan**

No development shall commence on site for the development until a Construction Traffic Management Plan providing full details of the phasing of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Local Highway Authority) prior to the commencement of development. This plan must include wheel washing facilities, a restriction on construction and delivery traffic during construction and a route to the development site. The approved Plan shall be implemented in full during the entire construction phase and shall reflect the measures included in the Construction Method Statement received.

### **Detailed comments:**

The site will provide 2200m<sup>2</sup> of employment land. Oxfordshire County Council's minimum standards for cycle parking advises that 1 cycle space is provided per 150m<sup>2</sup> of B1 office space plus 1 space per 500m<sup>2</sup> for visitor cycle parking. This gives a total of 20 spaces that need to be provided. Drawing No. 1419-600-L indicates that there will be 16 Sheffield cycle stands provided. It is possible to lock two bikes to these (one on each side) and therefore provide the number of spaces needed. However, the areas given for the Sheffield stands on the existing plan have a width of 3m. These should be 4m wide to enable a gap of 1m between stands so as to enable cyclists to lock up and access their bikes comfortably. For more information on this please see Page 10 of the Cambridge Cycle Parking Guide for New Developments in the following link: <https://www.cambridge.gov.uk/content/cycle-planning-and-policy>

The applicant needs to provide plans that show arrangements for waste collection. It is not clear how much bin space has been allocated to each unit or building or whether all units must place their refuse and recyclable goods in the bins provided alongside the car parking spaces on the eastern side of the site for collection. If this is not the case, how will a refuse lorry access the bin storage areas located to the north and south of units 7 and 8?

The applicant should provide swept path analysis showing that the proposed access road and turning areas within the development can accommodate large vehicles with the following dimensions:

- Refuse lorry (overall length = 11.6m, full width = 2.5m, minimum ground body clearance = 0.3m, track width = 2.5m, kerb to kerb turning radius = 12m)
- Large car (overall length = 5m, width = 1.9m, full track width = 1.8m, kerb to kerb turning radius = 5.9m)
- Pantechnicon (overall length = 11m, overall width = 2.5m, minimum ground body clearance = 0.5m, track width = 2.5m, turning radius = 12.2m)

In addition, the applicant needs to clarify what the arrangements are for servicing the development. In particular, where the loading/unloading bays will be, and that a fire engine with the following dimensions can access and turn around in the development safely:

- Vehicle width - 2.8 Meters
- Vehicle width including wing mirrors – 3.1 Meters
- Standard height - 3.35 Meters
- Standard length - 8.2 Meters
- Wheelbase - 4.1 Meters
- Maximum turning circle.- 55 Feet

Oxfordshire County Council's Residential Road Design Guide recommends that perpendicular parking spaces like the ones provided on drawing No. 1419-600-L should be 5m in length and 2.5m in width. Perpendicular parking spaces for disabled motorists should be 5.5m in length and 2.9m in width. Drawing No. 1419-600-L appears to show that the standard perpendicular parking spaces have a length of 4.8m and a width of 2.4m. Whilst these dimensions can accommodate standard sized vehicles, some large cars and vans have a length of 5m. The spaces for disabled motorists appear to have a length of 4.8m and a width of 2.5m. For more information on the council's parking standards, please see the design guide in the following link below the paragraph titled "How we do what we do":

<https://www.oxfordshire.gov.uk/cms/content/transport-development-control-tdc>

**Officer's Name: Will Marshall**

**Officer's Title: Senior Transport Planner**

**Date: 20 April 2016**

---