

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

District: Cherwell

Application no: 15/01777/REM-3

Proposal: All Reserved Matters relating to 05/01337/OUT - Parcels D/E for 116 dwellings

Location: Longford Park Parcel D And E Phase 3 Longford Park Road 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 technical team response. Where local members have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

Officer's Name: David Flavin

Officer's Title: Senior Planning Officer

Date: 16 September 2016

District: Cherwell

Application no: 15/01777/REM-3

Proposal: All Reserved Matters relating to 05/01337/OUT - Parcels D/E for 116 dwellings

Location: Longford Park Parcel D And E Phase 3 Longford Park Road Bodicote

Transport

Recommendation:

Objection

The visibility splays from the junctions with the spine road have still not been provided on the site plan.

Visitor parking allocation is still well below the recommended level, with only 8 being provided for within the application boundary.

Key issues:

- The bus stop dimensions should be clarified, as there appears to be an extension of the footway cutting through the centre of the layby.
- There is an inadequate amount of visitor parking spaces within the site, which must be addressed to ensure that cars are not parked in inappropriate places, potentially restricting the flow of traffic.
- Visibility splays must be drawn onto the site layout plan that demonstrate a 2.4m x 25m splay is achievable from the side roads out onto the spine road
- Cycle parking provision details are needed to ensure that enough provision is being provided for the flats in the central part of the site.

Conditions:

If Cherwell District Council is minded to grant planning consent, the following conditions are recommended by the county council:

Estate Roads, Accesses, Driveways and Turning Areas

Prior to the commencement of the development hereby approved, full specification details of the estate roads, footways/footpaths, vehicular accesses, driveways and turning areas to serve the dwellings, which shall include construction, layout, surfacing, lighting and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of any of the dwellings, this infrastructure 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.*

Drainage

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local

planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Discharge Rates
- Discharge Volumes
- Maintenance and management of SUDS features (this may be secured by a Section 106 Agreement)
- Sizing of features – attenuation volume
- Infiltration tests to be undertaken in accordance with BRE365
- Detailed drainage layout with pipe numbers
- SUDS (list the suds features mentioned within the FRA to ensure they are carried forward into the detailed drainage strategy)
- Network drainage calculations
- Phasing plans
- Flood Risk Assessment

Reason - To ensure satisfactory drainage of the site in the interests of public health, to avoid flooding of adjacent land and property and to comply with Government guidance contained within the National Planning Policy Framework.

Car Parking

No dwelling or other buildings shall be occupied or implemented until car parking space(s) to serve them have been provided according to plans showing parking and the necessary manoeuvring and turning to be submitted and agreed by the Local Planning Authority. All car parking shall be retained at all times thereafter, unless otherwise agreed in writing beforehand by the local planning authority. Car parking shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter. *Reason - To ensure appropriate levels of car parking are available at all times to serve 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 occupation of the development hereby permitted, a plan showing the number, location and design of cycle parking for the dwellings shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shown on the agreed plan shall be provided for each phase of the development prior to first occupation of that phase of the development. The cycle parking will be permanently retained and maintained for the parking of cycles in connection with the development. *Reason - To ensure appropriate levels of cycle parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.*

Construction traffic management plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Construction Traffic Management Plan shall be implemented and operated in accordance with the approved details. *Reason - In the interests of highway safety and the residential amenities of neighbouring occupiers.*

Informatives:

Prior to the commencement of development, a separate consent must be obtained from Oxfordshire County Council's Road Agreements Team for the proposed main point of access under Section 278 of the Highway Act 1980. For guidance and information please contact the County Council's Road Agreements Team on 01865 815700 or email road.agreements@oxfordshire.gov.uk

It is noted that there are a number trees indicated within the scheme located in the highway proposed to be adopted. On this basis we will require the developer to pay a commuted sum towards maintenance of such items that have a higher maintenance cost compared with conventional items at a rate of £1,285 per tree. The commuted sum will generally be secured by way of a section 38 under the Highways Act 1980 (agreement with the county council as Highway Authority) post planning consent.

Detailed comments:

It is assumed that the areas the developer wishes to be adopted correspond to the streets that have had tracking drawings for a refuse wagon submitted. This needs to be borne in mind in reading the following comments. For more details about the requirements for road adoption, I would urge the applicant to please get in touch with the Road Agreements Team on 01865 815700 or road.agreements@oxfordshire.gov.uk, as there are parts of the layout that would need addressing for OCC to consider adopting the current layout.

Note: We would be looking to adopt visibility splays on roads proposed for adoption.

Speed limit across the site

Should there be a 20mph speed limit introduced across Longford Park, the developer would need to pay the £2500 fee for the Traffic Regulation Order admin / consultation when it is appropriate for this to be progressed.

Bus stops

The bus stop that has been marked on the site layout plan has a strange layout that I want to query. There appears to be some sort of extension of the footway that cuts right into the centre of the layby, which would clearly be a hindrance to any bus that is trying to enter or leave the layby. More clarification is needed from the developer about this.

Layout

Obviously refuse vehicle tracking at junctions and turning areas would need to be proved before we would agree to adopt any road. In the areas proposed for adoption OCC will simply ask for the small tweaks below.

- 1) The 800mm maintenance strips at the edge of shared surface are currently shown as carriageway. They should be shown as hardstanding (grey), or preferably verge (green).
- 2) In some instances we will adopt shared surfaces without maintenance strips, but only in instances where a) blockwork construction allows us to maintain the kerbs from the carriageway side, and b) where street lighting columns are either positioned in adoptable areas outside of the carriageway, or where road widths allow for protection barriers to be erected around columns.
- 3) Whether we adopt the entirety of the "squares" or just the carriageway and maintenance strips through them is yet to be decided. If we are to adopt the squares

then the narrow (maintenance) strips which divert away from the carriageway around their edges would need to be widened into pedestrian footpaths. Note: Trees and planting within the squares would attract commuted sums.

- 4) Root barriers will be required to protect the carriageway/footway from the roots of any trees and planting.
- 5) Hardstanding will be required around the outside of the adoptable parallel visitor parking bays.

Most of these, and a few other minor issues, could be dealt with when we receive the detailed design submission.

Visitor parking

I have counted only 8 visitor parking spaces within the site red line, which is not including those on the spine road outside of the red line. This represents a huge under provision, if you compare it to the 45 spaces, which is what the OCC Residential Design Guide outlines for the number of visitor spaces, based on the dwelling sizes within the site.

The developer should consider the plans again and ensure that more provision is made to reduce actual 'on street' parking, which will interfere with refuse vehicles and the general flow of traffic through the site.

I appreciate that the visitors spaces along the spine road could be used by visitors to this parcel, however, they will also be utilised by the adjacent parcel too.

Visibility splays

The visibility splays at the junctions with the spine road are noted as being provided on a plan by MEC, however, we still require the developer to demonstrate these on a plan to address our objection. These should show that a 2.4m x 25m visibility splay is achievable in both directions, which is conducive to a 20mph speed limit along this road.

Vehicle tracking

A refuse vehicle of 12m in length has been tracked along what I presume are to be the adoptable roads within the development. As expected, its swept path is quite tight around the southern corners of the side roads, where it very much runs over onto the opposite side of the road. Whilst I recognise that the occurrence of a refuse vehicle and a car meeting on these corners is low, I would still recommend that a condition be attached to any approval that protects the forward visibility around these bends, by restricting boundary walls and fences over 0.6m in height.

This is indeed important for the meeting of two cars around these bends, which is likely to occur far more often.

This can be attached as a condition also and would need to be approved prior to adoption by OCC.

Cycle parking

More details of the cycle parking that will serve the 12 flats should be submitted for approval. Our guidance specifies that there should be one cycle space per bed and therefore, for the 12 x 2 bed units, a total of 24 spaces (12 Sheffield stands) are required. Provision should also be made for visitors cycle parking, which would mean a further 6 stands (one stand per 2 units). In total this makes 18 stands/36 spaces. The developer has stated that they propose to provide 1 space per unit, which is consistent with the adjacent Barratt Home

parcel, however, each parcel is separate and therefore, we are justified in asking for more cycle spaces here. Given that the visitor parking allocation is under and there will be extra pressure on the site, it is fundamental to provide enough suitable space for cycle parking, as a Council, we want to encourage people to be choosing sustainable forms of transport to undertake their journeys.

Drainage

A surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development should be submitted for approval.

Officer's Name: Kt Hamer

Officer's Title: Transport Planner

Date: 15 September 2016

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL**District:** Cherwell**Application no:** 15/01777/REM-3**Proposal:** All Reserved Matters relating to 05/01337/OUT - Parcels D/E for 116 dwellings**Location:** Longford Park Parcel D And E Phase 3 Longford Park Road Bodicote

LOCAL MEMBER VIEWS

Cllr: Mark Cherry**Division:** Banbury Calthorpe**Comments:**

As always Application no: 15/01777/REM-3 should be in line with the national planning framework specifications and Cherwell district council local plan 2 thus allowing for adequate parking for owners and visitors. Incorporating Oxfordshire county council LPT4 allowing for Bus routes noting that section 106 agreement between Longford park developers consortium will mean funding for a bus route therefore it's a must that bus stops and shelters must be allowed for, lastly there must be cycle provision and any works like verges must be reinstated to standard before being signed off by the relevant council.

Date: 06 September 2016
