

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

District: Cherwell

Application no: 15/00344/REM

Proposal: 108 dwellings, associated parking and access arrangements, drainage, landscaping and materials

Location: Parcel E Phase 4, Longford Park Road, Bodicote

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

Annexes to the report contain officer advice and the comments of local members.

Officer's Name: Lisa Michelson

Officer's Title: Locality Manager

Date: 17 April 2015

ANNEX 1

OFFICER ADVICE

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Transport

Recommendation:

Objection

Key issues:

Amendments required with design overall in terms of safety and adoptability.

Informatives:

All adoptable highway gullies which connect to the Thames Water Public Surface Water Sewer are to be constructed in accordance with Oxfordshire County Councils Highway Standard details and Specifications.

Detailed Comments:

Adoption of Streets – Detailed Design Issues

It is noted that where developments involve the construction of residential estate roads/pavements for more than 5 dwellings, it is a requirement of developers to enter into an agreement with the County Council as Highway Authority under Section 38 of the Highways Act 1980, under which they themselves will construct the streets to the satisfaction of the County Council in accordance with the current 'Residential Road Design Guide'. In the case of this particular development, there are a number of issues that need to be addressed in order for the development to be considered adoptable (reference drawing no. 40256/001 Q). The issues are as follows;

- i. Adjacent plot no.'s 663 to 666, 669 to 676 the carriageway is shown at 3.5m width this is insufficient and should be a minimum of 4.8m with 2m wide service margins either side of the shared surface.
- ii. Adjacent plot no.'s 638, 652 to 655 & 690, 700, 701, 691 to 694, 699, 649 to 651 & 639 there is no service margin adjacent the carriageway (either side) minimum width 2m required.
- iii. Adjacent plot no.'s 646 to 649 & 694 to 697 the carriageway has insufficient width (measured at 3.5m) the width should be 4.8m with (2m wide) service margins either side of it. Also within this area adjacent plot no.'s 697 & 646 a full turning head is required.

- iv. There are 8 dwellings served by a private road which is excessive both in numbers and its length (maximum 5 off a private road). The absolute minimum width of the private road should be 4.1m for vehicles to pass each other. Bin stores are also required at the entrance to the private road.
- v. Adjacent plot no.'s 670 to 671 a turning head is required, also in this location the private road is sub-standard in width (shown at 3.5m) it should be 4.1m wide.
- vi. The private road should be increased in width fronting plot no. 703 to a minimum width of 4.1m.

Access Arrangements

The main access to the new development is from the southern 'spine road' which in itself is sub-standard given the layout which has angular formed constraints (adjacent plot numbers 615 to 618) which should be compounded curves, it is considered that long vehicle drivers will find it difficult to drive through such roads without overriding the opposing carriageway which is considered unsafe. Also at this location there is tight radii shown at the junction which should be 6m radii.

It is also considered that suitable footways should be provided to both sides of the carriageway where necessary for the full length of the proposed southern 'spine' road (on the south side). It is noted the spine road design issue is currently being addressed and discussed with the County, Cherwell DC Planners and the developer.

Although, it is noted on this drawing - why is the main carriageway – spine road reduced in width from 6m down to 4.5m at the south east corner of the site? The width should remain as agreed at such meetings.

General - Internal Layout

The proposed access roads serving the whole of the site should be classified as a Minor Access Roads which are residential roads with footways on both sides of the road providing direct access to individual dwellings or parking areas. Shared surface roads at a minimum should have a 2m wide service margin on either side of the carriageway. Such a design is also expected to meet the minimum design standards, as laid out in the Residential Road Design Guide. It is, however, acknowledged that where 'Manual for Streets' promotes and encourages a more relaxed design standard in favour of flexibility as long as it is not considered to create highway safety issues and is considered adoptable if the Section 38 Agreement is to be progressed. The County Council has considerable discretion in exercising its powers to adopt through a Section 38 Agreement under the Highways Act 1980.

Bus infrastructure

Whilst the reserved matters application is mainly concerned with the internal highway layout and arrangement of dwellings within Parcel E, there is still considerable concern about the alignment and width of the adjacent Spine Road, which impacts on the layout of the residential area. As discussed previously the sharp angular design of the spine road should be smoothed out, to ensure that an adequate alignment is achieved.

As the spine road will be a bus route, this should be designed to accommodate such facilities to be agreed along its entire length (future meetings with the developer).

Bus stop locations need to be agreed and marked on all plans before this 'Reserved Matters' application can be approved. The location of bus stops should be an integral part of the road design process and clarity is required to ensure that all concerned (such as future house purchasers) are aware of these arrangements. The developer (or consortium of developers) to propose bus stop locations for the entire Longford Park development as soon as possible and for these to be marked on all masterplan documents.

Regarding bus shelters, it would be highly desirable for the developers' representative to discuss provision in the first instance with the County Council's Public Transport Infrastructure team.

Road Safety Audit

This development would benefit from a Stage 1 Road Safety Audit (RSA) in order to both demonstrate that the development is considered safe in terms of road safety, and to create a positive link to the Stage 2 RSA which needs to be carried out prior to the Section 38 Agreement being entered into under the Highways Act 1980.

Trees

It is noted there are trees indicated on the drawing within the proposed highway on this basis it will be necessary for the applicant/developer to provide a commuted sum with respect to the future maintenance liability at a cost of £1200 per tree.

Conclusion

To conclude on the above the County Council considers there to be many significant design issues affecting safety and the adoptability of the proposed development (roads and pavements). Additionally, elements of the design need consideration and amending in order for the layout to be designed to an adoptable standard and more importantly highway safety. The application should therefore be referred back to the applicant/developer for careful consideration and amendment with due regard to the above.

Officer's Name: Jeff Hernandez

Officer's Title: Senior Engineer

Date: 16 April 2015

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Ecology

Key issues:

The District Council should be seeking the advice of their in-house ecologist who can advise them on this application.

In addition, the following guidance document on Biodiversity & Planning in Oxfordshire combines planning policy with information about wildlife sites, habitats and species to help identify where biodiversity should be protected. The guidance also gives advice on opportunities for enhancing biodiversity:
<https://www.oxfordshire.gov.uk/cms/content/planning-and-biodiversity>

Legal Agreement required to secure:

N/A - For the District Council to comment

Conditions:

N/A - For the District Council to comment

Informatives:

N/A - For the District Council to comment

Detailed Comments:

Officer's Name: Tamsin Atley

Officer's Title: Ecologist Planner

Date: 13 April 2015

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

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LOCAL MEMBER VIEWS

Cllr: Mark Cherry
Comments:

Division: Banbury Calthorpe

Date: 01 March 2015

These are my main concerns adequate parking for the 108 dwellings. With the past history of Bankside parking problems the new houses at Longford park must have enough parking spaces.

Infrastructure of Longford park Must be incorporated with Bankside road have attended many locality meetings as a county councillor and my main concern is congestion. At some point in time Longford park will have through road into bankside road. And all the traffic chicanes will be taken away and new traffic calming will be put in place with a new traffic lights at or possibly sited At Hightown road. Will people who live at bridge close or spinney drive, Chatsworth Drive be able to turn right when the traffic volume increases ?? I have witnessed first hand the congested traffic with the traffic flow at the present time. We still have narrowing of the road because of Oxfordshire county councils decision to leave space for new bond road residents but no parking permits. So anybody can park there. I would like my points noted as feel the new 108 dwelling and the cars that come with it, will in all probability only have two access onto oxford road or Bankside road. With a relieve road coming later if there funding available if this is the case Bankside residents will face a total gridlock.