

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

District: Cherwell

Application No: 17/01712/REM

Proposal: Reserved Matters to 15/01012/OUT - Phase 2b (in part) (which comprises a section of the internal spine road) and Phase 3a (in part) which has been split into 2 plots for the purposes of delivery (referred to as plots 2 and 3). This application relates to Plot 2.

Location: Land North East Of Skimmingdish Lane Launton

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).

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Location: Land North East Of Skimmingdish Lane Launton

Strategic Comments

Comments: There are no strategic comments to this reserved matters application. Please see the detailed transport comments below.

Officer's Name: Jacqui Cox

Officer's Title: Interim Locality Lead (Cherwell)

Date: 12 September 2017

District: Cherwell

Application No: 17/01712/REM

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Transport

Recommendation:

No objection subject to conditions

Key issues:

- If the additional car parking spaces marked on the site layout plan can be accommodated without affecting the manoeuvring HGVs, then I recommend these be made a permanent fixture
- Not all disabled spaces have the correct buffer of 1200mm around all applicable edges
- Vehicle tracking for a refuse vehicle and HGV must be submitted for approval
- Details must be submitted for the cycle parking on site
- Footways must have suitable dropped kerbs and tactile surfacing at crossing points
- OCC are yet to see the detailed drainage scheme for this phase

Legal agreement required to secure:

The S106 agreement was signed on the 4th May 2016. A highways contribution was sought for £198,000 towards improvements to the Bicester eastern corridor peripheral route. It also includes highways works done as part of the Section 278 agreement and a travel plan contribution.

Conditions:

Estate Accesses, Driveways and Turning Areas

Prior to the commencement of the development hereby approved, full specification details of the vehicular accesses, driveways and turning areas to serve the development, which shall include construction, layout, surfacing 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 units, the access, driveways and turning areas 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.

Turning Area and Car Parking

Prior to the commencement of the development hereby approved, full specification details (including construction, layout, surfacing and drainage) of the turning area and parking spaces, as well as the footways within the curtilage of the site, arranged so that motor vehicles may enter, turn round and leave in a forward direction and vehicles may park off the

highway, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. 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.

Details of Turning for Service Vehicles

Prior to the commencement of the development hereby approved, and notwithstanding the application details, full details of refuse and heavy goods vehicle 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, covered cycle parking facilities 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 covered cycle parking facilities 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, in accordance 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:

Detailed comments:

Car parking – disabled parking

The applicant is proposing to provide 159 car parking spaces (which includes 14 disabled spaces), which falls within the middle of the range of 68 – 272 spaces that could be required on the site, depending on what types of businesses let the units.

It would of course, be in the interest of the applicant to provide enough spaces on the site, to avoid any overspill parking along the spine road into the site. OCC are not adopting the spine road, except the access and therefore, will not be able to implement any sort of traffic regulation order to prohibit on street parking.

The issues arise, should overspill parked cars inhibit the safe and normal operations of the site and the HGV movements. This will, however, be down to site management. If the additional car parking spaces marked on the site layout plan can be accommodated without affecting the manoeuvring HGVs, then I recommend these be made a permanent fixture.

This could potentially take the total number of parking spaces up to close to 180, which is a welcome increase.

According to standards in the Inclusive Mobility guidance, disabled parking bays should have a buffer of 1200mm along 3 of their lengths. Currently, the layout shows that disabled spaces adjacent to other spaces or on the ends of rows do not have this buffer provided.

Access arrangements

The main access into the site from Skimmingdish Lane has been approved under a s278 agreement and works are underway for the installation of the footway/cycleway, signal crossing, ghost right turn and access bellmouth.

The western footway that continues north from phase 3a, plot 3, narrows to 2m from 3m as it crosses the transition boundary. I am not really sure why this happens and there looks to be room to accommodate a continuation of the 3m footway. As OCC are not adopting the spine road, this is not something we require, as 2m is a satisfactory width for a pedestrian footway. It would be beneficial to have some sort of low level lighting that marks this indentation.

Vehicle Tracking

The applicant must submit vehicle tracking of the largest HGVs using the site, to ensure the safe manoeuvring of these vehicles that allows them to enter, unload and leave the site in a forward gear. The tracking should show car parking spaces with cars parked in them.

Pedestrian Movement

Informal crossing points between each section of footway should have dropped kerbs and tactile surfacing, to accommodate all pedestrian users. This sort of detail can be submitted by way of condition.

Cycle parking

Cycle parking is to be provided at a ratio of 5 Sheffield Stands (10 spaces) per unit, which totals 35 across the site. We require details to be submitted, showing the details of these cycle stores. OCC want to see the stands at least 900mm apart and covered, thus encouraging staff to leave them there all day throughout the year.

Drainage

Condition 9 of the original outline planning permission 15/01012/OUT, asked for a site wide surface water drainage scheme, as well as detailed schemes for each phase. Whilst OCC drainage do not wish to object to this planning application, we are aware that there is still the detailed phase plan to be seen and approved. However, the applicant has stated this is the case, so we expect to see it soon.

Construction Traffic Management Plan (CTMP)

A CTMP would typically be expected to contain all or some of the following (as necessary):

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.

- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

This list is not exhaustive but is intended to provide the kinds of contents, which might be expected of a CTMP.

Officer's Name: Kt Hamer
Officer's Title: Transport Planner
Date: 11 September 2017

District: Cherwell

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Location: Land North East Of Skimmingdish Lane Launton

Archaeology

Recommendation:

No objection

Key issues:

- Consent 15/01012OUT has been granted with conditions attached that require a phase of archaeological mitigation in advance of development.
- As such there is no necessity to attach further requirements at this reserved matters stage.

Legal agreement required to secure:

None

Conditions:

None

Informatives:

None

Detailed comments:

Consent P16/V0652/O has been granted with conditions attached that require a phase of archaeological mitigation in advance of development.

As such there is no necessity to attach further conditions to this reserved matters application.

Officer's Name: Hugh Coddington

Officer's Title: Archaeology Team Leader

Date: 23 August 2017
