

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

District: Cherwell

Application No: 17/01289/REM

Proposal: Reserved Matters to 15/01012/OUT - The reserved matters submission relates to Phases 2a (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 3 and represents the first built form of the development to come forward

Location: Land North East Of Skimmingdish Lane Launton, Bicester

Purpose of document

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

This report contains officer advice in the form a technical team response. Where local members have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

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Transport

Recommendation:

Objection

It is anticipated that our objections, set out below, could be overcome by the submission of further detail.

Key issues:

- Temporary turning arrangements need to be provided to allow for vehicles entering the main entrance and being unable to turn within 3A or 3B when gates are closed.
- Detail of cycle parking – space looks tight
- Imbalance in parking space given flexible use – low for Unit 3B but generous for 3A
- Concern re visibility for users exiting unit 3B car park
- Vehicle tracking not provided
- Cycling connectivity with S278 cycle path

Legal agreement required to secure:

n/a

Conditions:

If the LPA is minded to approve, the following details could potentially be required by condition:

- Details of temporary HGV turning arrangements
- Vehicle tracking
- Details of cycle parking layout
- Car parking management strategy showing how parking would be shared between the units.
- Details of pedestrian/cycle routes within the site and linking to highway
- Visibility splays for plot accesses and car park/service yard accesses within plots

Informatives:

For info, OCC is assuming the internal roads will not be offered for adoption.

Detailed comments:

Temporary turning arrangements: it is assumed the spine road is to be gated immediately N of unit 3A. When the junction with Skimmingdish Lane is open, vehicles may enter in error when gates to 3A and 3B are closed, leaving them with nowhere to turn around, and being forced to reverse onto Skimmingdish Lane, which would be unsafe. Details are required showing temporary turning arrangements for users of the spine road.

Cycle parking: A total of 18 stands (36 spaces) are required. The cycle shelter details are acceptable, but the space on the site plan does not seem adequately sized to provide this number of stands. Also there is an imbalance between the two units, which does not allow for the flexible use of the units.

Car Parking spaces: While the overall number of spaces between the two units is acceptable, there is an imbalance, based on the assumption that unit 3B will be B8. However, the permitted use is flexible and the end user could change, so the number of spaces allocated to unit 3B is not acceptable. This could be remedied by a parking strategy which permits overflow parking between the units.

Visibility at exit from unit 3B car park: visibility to the left – it is assumed that drivers will be able to see approaching HGVs through the mesh fence/gate. If this isn't the case, then the situation could be unsafe – confirmation is needed. Visibility to the site entrance and spine road must be kept clear, allowing drivers to look sideways and over their shoulder to ensure they do not exit if vehicles are turning in. The landscaping along the spine road frontage of the car park needs to be kept clear of any vegetation likely to grow to more than 0.6m high, for a distance of about 8 metres back from the car park give way line. A visibility splay line should be added to the drawing.

Vehicle tracking: HGV tracking should be provided to ensure that vehicles can manoeuvre in the service yards, to enter and exit in forward gear.

Cycle and pedestrian route: To encourage sustainable travel and improve user safety, a path should be provided between corner of the unit 3B car park to the spine road, which is clearly a desire line. Additionally, the footway shown on the SE side of the spine road should tie in with the 3m footway/cycleway to be provided in the S278 works – preferably it should be a 3m footway/cycleway along its length, but if cycleway is to be provided only on one side, there should be suitable crossing points. Tactiles need to be shown, including across the plot site entrances.

Note regarding materials: The approval of construction detail and materials is required by condition and will depend on the drainage strategy.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 14 July 2017
