

**District:** Cherwell

**Application no:** 18/00168/DISC

**Proposal:** Discharge of Conditions 6 (Parking Strategy Phase 1) 9 (timber bridge swale park west) 10 (LAPs and LEAPs) 11 (Landscape management for phase 1) of 16/01807/REM

**Location:** Site D And E Graven Hill Circular Road Ambrosden

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## **Transport Development Control**

### **Recommendation:**

Objection

### **Key issues:**

Lack of parking provision in particular for the dwellings marked affordable, high likelihood of overspill parking on the highway network / visitor parking spaces.

Observations to make with regards to the bus route and bus stops. Full details below.

### **Detailed comments:**

Phase 1 Parameter Plan 1 of 4 – Drwg No A-L-741 Rev T. – All plots have adequate parking either allocated or unallocated that is in line with the Counties Residential Road Design Guide (2003) - Second Edition (2015). However, it is unclear from the plan what the 16 allocated spaces for plot 0240 is for. Is this tied to the 'Apartment Block C'. If so, the number of units and bedrooms that each unit has will need to be known to establish if the 16 allocated spaces are sufficient.

Phase 1 Parameter Plan 2 of 4 – Drwg No A-L-742 Rev W. – Plots 0102-0111 have a shortfall of 3 unallocated spaces. Plot 0080 has a surplus space on Friends Way. Plots 0140-0147 have 6.6 surplus unallocated spaces. Plots 0166-0170 all plots have surplus spaces. 0171 surplus space, plot no shown-on plan.

Phase 1 Parameter Plan 3 of 4 – Drwg No A-L-743 Rev Y – Plots 0159-0165 shortfall of 5.6 unallocated spaces. Plot 0160 surplus space. Plot 0174 surplus space. Plots 0179-0184 Shortfall of 4.8 unallocated spaces. Plots 0252-0257 shortfall of 1.8 unallocated spaces. Plots 0296-309 shortfall of 11 unallocated spaces. Plot 0311 surplus space. Plot 0312 shortfall of 0.8 unallocated space.

Phase 1 Parameter Plan 4 of 4 – Drwg No A-L-744 Rev S – Plots 0338-0351 shortfall of 5.2 unallocated spaces. Plots 0352-0367 shortfall of 4.8 unallocated spaces. Plot 0378 shortfall of 0.8 unallocated space. Plots 0382-0383 shortfall of 1.6 unallocated spaces.

On all the parameter plans it is noted that visitor parking is indicated by VP and spaces are peppered throughout the plans before me. However, with deficiencies for parking

for residents, it is highly likely that these visitor spaces will be occupied by residents of Graven Hill and not visitors to it. With a lack of parking allocated or otherwise, will encourage overspill onto the highway network that would otherwise not be present. It is common knowledge that car users will if they cannot park on a driveway or an allocated parking space will park as close as possible to the front of their property. This therefore can pose highway hazards for other road users and potentially hinder buses and other large vehicles that travel through the development. Of concern is that of the clear majority of plots that do not have sufficient parking, that these plots are marked as affordable units. The development is not a town centre, rather edge of town and will be mostly car dependant. Yes, a bus will serve the development. However sufficient parking must be provided for all types of tenure of dwellings on the site.

For the objection to be overcome car parking on the site will need to be addressed and sufficient plot parking needs to be provided across the site in order for this objection to be removed.

The bus stop details plan does not include any information about electrical connections. Amended plans will be required to show this detail, the plans submitted at present will therefore need to be superseded and replaced.

A 'haldo' feeder pillar will be required for each shelter, ideally located at the opposite end of the shelter to the display, and outside the shelter structure. The illuminated RTI sign should be located facing the oncoming bus as this is the direction that passengers will be facing. OCC technical details below and attached.

The bus route shown is only valid for Phase 1a of the project and this will be changed once the project moves onto subsequent phases. In particular there will be a need for two bus stops along 'Anniversary Avenue East including one very close to the junction with 'MC85/Road 13' (this stop could be around the corner of the junction).

### **OXFORDSHIRE COUNTY COUNCIL REAL TIME INFORMATION SPECIFICATIONS**

To meet the Authority's specification for Real Time Information, shelter suppliers must ensure that:

- The shelter has a power junction box with a double pole isolator (Charles Endirect Ltd - reference CEL2003 L2/SE/A1 is recommended), to allow OCC's RTI engineers to isolate the sign and thus to identify the cause of any power problem. Protection for the RTI sign will be provided through a main RCBO/6 amp fuse in an adjacent haldo pillar (a.k.a. mini-pillar) or nearby lamp column.
- The shelter MUST have a suitable bracket/housing to mount the display/screen, including the weight of the display. Full details of the dimensions of the existing RTI 3-line LED displays must be obtained from The Authority's Real Time Information Contractor or from The Authority's RTI system management team.
- When fitting the bracket and display within the shelter there is to be a 5cm to 20cm gap at the rear of the display cabinet to allow engineer's access to the diagnostics ports for future maintenance.

- A power supply cable is attached linking the power junction box to the sign attachment point with at least 2 meters of spare armoured power cable at the sign attachment point to permit the installation of real-time displays.
- The shelter **MUST** have sufficient height clearance with the display installed. Ideally the display will be top-mounted at the approach-end of the shelter and a full end panel would be fitted to the shelter. Generally, but particularly in the absence of a full end panel, the following conditions should be met:
  - a minimum of 2.1m height clearance is used, but 2.4m may be appropriate if there is any likelihood of a cyclist passing through the shelter
- When all works are complete an installation completion/commissioning sheet is completed for each site. Along with the NICEIC Electric Certificate.

Conditions 9, 10 and 11 are not highway related conditions, therefore I have no comment to make on them.

**Officer's Name:** Tom Plant  
**Officer's Title:** Assistant Transport Planner  
**Date:** 17 August 2018

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