**From:** Bbosa, Rashid - Communities [<mailto:Rashid.Bbosa@Oxfordshire.gov.uk>]   
**Sent:** 22 January 2019 09:58  
**To:** Caroline Ford; White, Joy - Communities  
**Subject:** RE: Elmsbrook - condition 17

Hi Caroline,

First, I wish to bring to your attention that Condition 17 was recommended for discharge a while back, see attachment.

I am also aware that some revisions have been to sections of road to locally widen them for easy  manoeuvring. Following that, I do not wish to object to the proposed layout and Condition 17 of 10/01780/HYBRID can now be discharged.

Should you wish to discuss this in more detail, then please do not hesitate to contact me.

Kind regards,

Rashid.

**Rashid Bbosa**

Senior Transport Planner – Transport Development Control

Oxford, Cherwell and West Localities

Oxfordshire County Council

County Hall

New Road

Oxford OX1 1ND

Mobile: 07917 53 4264

**From:** Caroline Ford [<mailto:Caroline.Ford@cherwellandsouthnorthants.gov.uk>]   
**Sent:** 21 January 2019 14:51  
**To:** White, Joy - Communities <[Joy.White@Oxfordshire.gov.uk](mailto:Joy.White@Oxfordshire.gov.uk)>  
**Cc:** Bbosa, Rashid - Communities <[Rashid.Bbosa@Oxfordshire.gov.uk](mailto:Rashid.Bbosa@Oxfordshire.gov.uk)>  
**Subject:** RE: Elmsbrook - condition 17

Hi Joy, Rashid,

Further to the emails below, have you had the opportunity to review the revised tracking as previously provided (re-attached)?

Many thanks,

Caroline

**Caroline Ford** BA. (Hons) MA MRTPI   
**Principal Planning Officer – Major Projects Planning Team**Development Management Division

Place and Growth Directorate   
Cherwell District Council and South Northamptonshire District Council

Tel: 01295 221823

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**From:** Caroline Ford   
**Sent:** 06 December 2018 14:56  
**To:** 'White, Joy - Communities'  
**Cc:** Bbosa, Rashid - Communities  
**Subject:** RE: Elmsbrook - condition 17

Hi Joy,

Thank you for this. I’ve just checked the originally approved layout plan for phases 3 and 4 and I can’t see visitor spaces on there – I would have expected that issue to have been picked up and dealt with at the time of the planning application approval. The application is to discharge a planning condition relating to a scheme for parking but we can only work within the parameters of the approved plans – as such, I think that if they have resolved the manoeuvring issue, I would be minded to recommend the condition be discharged in this case given where we are.

I note the requirement though and we can bear this in mind for future phases moving forward.

Many thanks,

Caroline

**Caroline Ford** BA. (Hons) MA MRTPI   
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**From:** White, Joy - Communities [<mailto:Joy.White@Oxfordshire.gov.uk>]   
**Sent:** 06 December 2018 08:02  
**To:** Caroline Ford  
**Cc:** Bbosa, Rashid - Communities  
**Subject:** RE: Elmsbrook - condition 17

Hi Caroline

We will examine the revised tracking, but in the meantime, I am really unhappy about the fact that there is only one unallocated parking space proposed in the whole development.

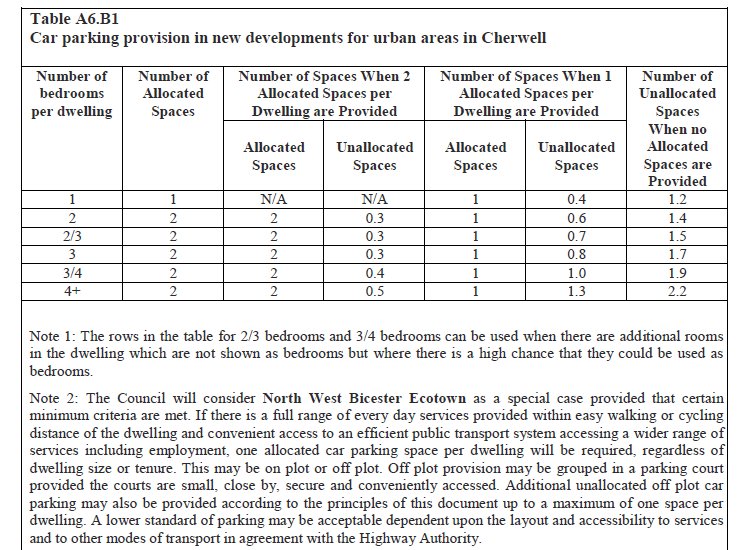
The parking standards do say that Bicester eco town can be considered with lower parking standards, but the table below (from our Residential Road Design Guide) strongly suggests that any special arrangements for the eco town should be according to the principles of this document, which as you can see is to provide a decent proportion of unallocated spaces.  Is there a parking standards document for the Eco town which specifies proportions of unallocated spaces?  I think we need to look at possibly changing some of the allocated spaces to unallocated (which makes better use of space) AND trying to fit in some additional unallocated parking bays, in order to achieve a suitable ratio.

Regarding point 3, this overlooks the significant proportion of residents who will not go out to work , or as is commonly the case, want to be around when tradesmen are carrying out work on their homes!  More generally, visitor parking does tend to occur when people are at home!

Rashid, please could you take a look at the revised vehicle tracking and provide comment – my previous correspondence with Caroline is attached.  Will dealt with this site most recently but I think you have looked at it in the past.

Thanks,

Joy



Joy White

Principal Transport Planner, Transport Development Control

(Cherwell and West Oxfordshire)

Oxfordshire County Council

Mobile 07554103522

**From:** Caroline Ford [<mailto:Caroline.Ford@cherwellandsouthnorthants.gov.uk>]   
**Sent:** 05 December 2018 12:12  
**To:** White, Joy - Communities <[Joy.White@Oxfordshire.gov.uk](mailto:Joy.White@Oxfordshire.gov.uk)>  
**Subject:** FW: Elmsbrook - condition 17

Hi Joy,

Further to your email raising some concerns regarding car parking (attached), I have received the attached plan and the email below in response. Please could you review and let me know if there are any further comments?

Many thanks,

Caroline

**Caroline Ford** BA. (Hons) MA MRTPI   
**Principal Planning Officer – Major Projects Planning Team**Development Management Division

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**From:** Estelle Hutchinson [<mailto:Estelle.Hutchinson@struttandparker.com>]   
**Sent:** 05 December 2018 11:32  
**To:** Caroline Ford  
**Subject:** FW: Elmsbrook - condition 17

Caroline,

Please find updated tracking plan which has increased the size of several parking spaces across the site to be fully compliant with OCC’s residential Design Guide.

1. Rebuy and Stagg have undertaken a comprehensive exercise to demonstrate that all car parking spaces within Phases 3 and 4 have been designed to allow ‘large cars’ to be parked in. The exercise has ensured all parking spaces comply with minimum dimensions required, and a swept path analysis shows that all car parking spaces can be manoeuvred into. This is accepted by OCC, that a ‘large car can park within the space with the wheels staying within the road’.
2. With reference to stating that a driver is sufficiently skilled, this is subjective. We have undertaken our swept path analysis based on standard guidance for vehicle tracking, again showing all parking space can be manoeuvred into.
3. The design and dimensions of all car parking spaces has been designed in accordance with OCC’s Residential Road Design Guide. In relation to tradesmen parking, they would be expected to park in visitor parking, or as commonly happens, make arrangements with the homeowner to park in their allocated space whilst they are say, at work.
4. Although in an ideal world we would over provide on car parking to absolutely mitigate all potential risks of on street parking, in reality there simply is not further space to include additional parking within the site. We have designed the car parking strategy (i.e. the number of spaces) in line with planning policy requirements – with all homes having a minimum of 2 spaces or more. Additional parking spaces could only be incorporated if open space landscaping would be lost.
5. In relation to widening of the roads in local areas, R&S have attempted to widen roads as much as possible where practicable. Citing the example of Plot 123, by widening road 13, this would reduce the plot’s rear private garden. Firstly, this could be detrimental on selling the plot due to a compromised garden layout, but secondly, rear private gardens need minimum areas to contain a plot’s rainwater harvesting tank, soakaway, and sufficient area for a fruit tree’s root base. Most two and three bed gardens are of a minimum size to incorporate all these requirements.
6. When referring to the potential for landscaping to be trampled, the landscaping designs (as submitted under other conditions) has been designed in accordance with Tim Screen’s comments to prevent trampling.

Overall, the roadway and parking designs have taken account of previous OCC comments and are in compliance with the Residential Road Design Guide’s minimum requirements. This is demonstrated through extensive swept path analysis, of which OCC accept that all parking space can be manoeuvred into. Were the minimum, but not ‘ideal’ can only be achieved, there are strong arguments as to why this is the case; unallocated visitor parking cannot be increased as there physically is no more space (unless landscaped areas are significantly reduced), and roadways cannot be over widened as there are minimum areas required for rear private gardens needed for rain water harvesting, fruit trees, bin and bike stores etc.

The proposed designs comply with required policy, and analysis shows that the proposed parking strategy can work in reality.

We hope this is acceptable to the council.

Best wishes,

Estelle

**Estelle Hutchinson BSc (Hons)**

Graduate Planner

Direct: 02073384020 | Mobile: 07342949947

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