

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

District: Cherwell

Application No: 18/00584/REM

Proposal: Reserved matters application to 15/01012/OUT - Development of up to 48,308sqm of employment floorspace (Class B1c, B2, B8 and ancillary B1a uses), the siting of buildings to the south of the site, servicing and circulation areas, vehicular and pedestrian access from Skimmingdish Lane and landscaping

Location: Land North East Of Skimmingdish Lane Launton

Response date: 14th May 2018

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application no: 18/00584/REM

Location: Land North East Of Skimmingdish Lane, Launton.

Transport Schedule

Recommendation:

Objection

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

Key Points

- Conflicting information on the number of cycle parking spaces
- Number of cycle spaces shown on design drawings is inadequate
- Footways must have suitable dropped kerbs and tactile surfacing at crossing points
- Gate on access road between Units 1A and 1B to be relocated

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Notwithstanding the details shown on drawing number 17007 / TP / 1018 (Cycle Shelter Details) and prior to the first occupation of the development hereby approved, full details of the covered cycle parking facilities to be provided on the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the covered cycle parking facilities shall be provided, permanently retained and maintained for the parking of cycles in connection with the development in accordance with the approved details.

Reason - In the interests of sustainability, to ensure a satisfactory form of development and to comply with Policies SLE4 and ESD1 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

Informative:

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

Comments:

Car Parking

The appropriate number of car parking spaces has been determined from the range derived from B2 and B8 use. By comparison to Plot 2, where a similar approach was adopted, the number of spaces is considered to be adequate. It is noted that the D&A Statement says that there is potential for additional car parking in the yards of both units if necessary. It will 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.

Parking layouts

Both car parks are laid out in long rows with two aisles. Drivers entering the car parks will inevitably seek to find a space as near to the building entrance as possible, and will naturally use both aisles rather than stick to a one-way circulation. If it is the intention to have a one-way system, then appropriate signage and white-lining will be required, and possibly some form of barrier or gate.

Vehicle Tracking

HGV tracking has been included in the submission.

HGV access

There is a gate at the north-western end of the access road between the Units. Should this gate be closed, then any incoming HGV will need to lay-up in the spine road, causing an obstruction to other traffic. Furthermore, if an HGV was waiting to exit the site once the gate had opened, an HGV parked on the spine road is likely to obstruct the left-turn movement out. It is recommended that the gate is relocated to the south-east in order to accommodate at least one HGV in the access road, to reduce the likelihood of blocking/obstructing the spine road.

Cycle Parking

There is some inconsistency in the information relating to cycle parking provision. The Proposed Site Plan (Drg. No. 17007 / TP / 1003) and other drawings label 24no. cycles for each unit, as stated in 3.15 of the Reserved Matters Report. However, the Parking Note in Appendix 2 of the same Report states that there will be 24 **hoops** per unit, i.e. storage for 48 cycles per unit.

Cycle parking for the other two plots has been approved as follows:

Plot 2 35 stands (70 spaces)

Plot 3 18 stands (36 spaces)

Considering the relative floor areas of the plots, it is concluded that the minimum storage must be at least that as defined in the Parking Note, i.e. 24 stands (48 spaces) for each Unit 1A and 1B.

Pedestrian Movement

Informal crossing points between each section of footway should have dropped kerbs and tactile surfacing, to accommodate all pedestrian users.

Officer's Name: Roger Plater

Officer's Title: Transport Planner

Date: 11 May 2018
