

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

District: Cherwell

Application No: 19/00895/REM

Proposal: Reserved matters to 15/01326/OUT - Layout, scale, appearance and landscaping for the residential development of up to 280 dwellings and 34 space car park.

Location: OS Parcels 6741 And 5426 West Of Cricket Field Nor, Wykham Lane, Bodicote

Response date: *31st July 2020*

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: 19/00895/REM

Location: OS Parcels 6741 And 5426 West Of Cricket Field Nor, Wykham Lane, Bodicote

Strategic Comments

This application forms the eastern part of the strategic site allocation Banbury 17 within the adopted Cherwell Local Plan.

Oxfordshire County Council is raising a Transport Development Control objection to this application. Also attached are our Lead Local Flood Authority and Archaeology comments on this application.

Officer's Name: Jonathan Wellstead

Officer's Title: Senior Planner

Date: 31/07/2020

Application no: 19/00895/REM

Location: OS Parcels 6741 And 5426 West Of Cricket Field Nor, Wykham Lane, Bodicote

Transport Development Control

Recommendation:

Objection

Key issues:

- Access strategy needs clarification
- Visitor parking is inadequate
- Some rear parking courts shall be unattractive to use

Conditions:

Cycle Parking Provision

Prior to the first use or occupation of the development hereby permitted, details of the 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, to ensure a satisfactory form of development and to comply with Government guidance contained within the National Planning Policy Framework.

Informatives:

The Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. Alternatively the developer may wish to consider adoption of the estate road under Section 38 of the Highways Act.

For guidance and information please contact the County Council's Road Agreements Team on 01865 815700 or email Road.Agreements@oxfordshire.gov.uk

Detailed comments:

Access

On the western site boundary, I notice a disconnect between the spine road at the point where it would join up with the adjacent site to achieve a desired alignment. The

coordinate points were set in the unilateral undertaking for the outline consent and it was a requirement that they tie in together. **(Reason to object)**



This issue is the subject of a planning condition which was meant to be discharged in advance of a reserved matters application.

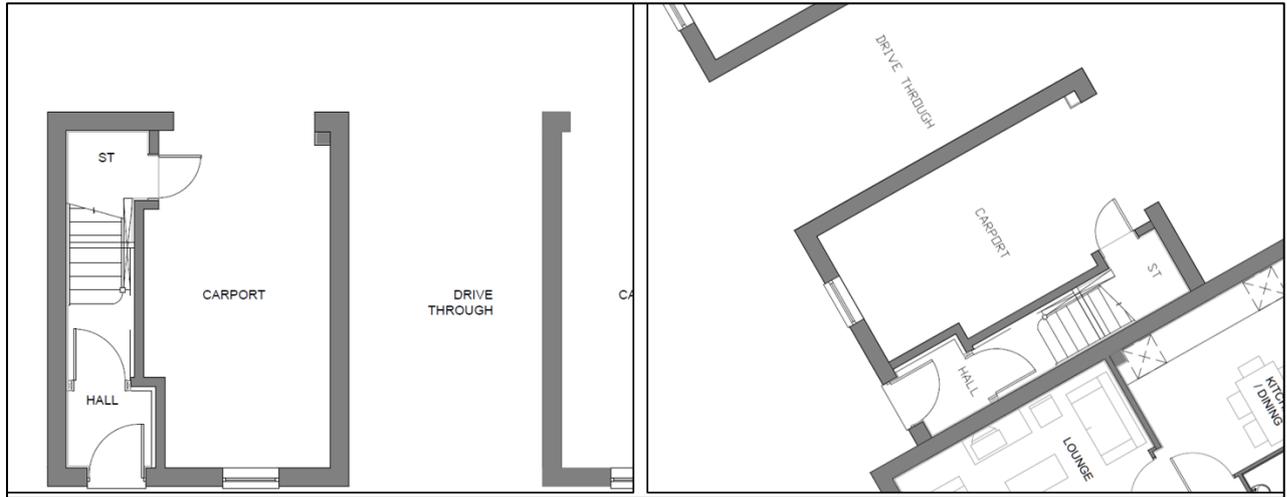
Allotments have been shown to the south of the development where a number of car parking spaces have also been provided. That being said, I am concerned that the access to the allotments is outside the redline which is also not highway. In the event that the adjacent land was developed takes away the existing access, the allotments would be rendered inaccessible. I am inclined not to support such a development where access to parts of it is not secured in perpetuity. **(Reason to object)**

Parking

Visitor Parking – Much as the development has good provision for car parking across the entire site, there has been little consideration on the levels of visitor/unallocated parking. The majority of dwellings are 3-4 bedroom properties which are provided with only 2 parking spaces each (excluding garage which on a day to day use is not utilised as parking space except for overnight storage). Whilst only 28 visitor/unallocated spaces have been provided, some of these are not around sections of the development where their use shall be maximised. I am concerned that this level of provision is insufficient and would result in indiscriminate parking especially along the spine road. **(Reason to object)**

Cycle Parking – I am satisfied that where provided, garages would be large enough to accommodate cycle parking even if a car were also stored there. Sheds are also provided for those dwellings without garages. I have however picked up on what appears to be cycle stores within rear parking courts serving plots 20-26, 65-72 and 82-87. More detail is required of these stores and the respective storage design so that it could be ascertained whether the required level can be accommodated therein. **(To be conditioned)**

Car Ports – these have been widely used throughout the development. While Drwg No. BOD.CP.187 Rev B shows isolated car ports, I note from some of the house plans with car ports having side doors opening into the car port parking spaces.



Having the side door opening outwards significantly compromises the usable space for parking to only 1.7m wide, rendering the use unattractive. To address this issue, the side doors need to be designed to open inwards rather than outwards.

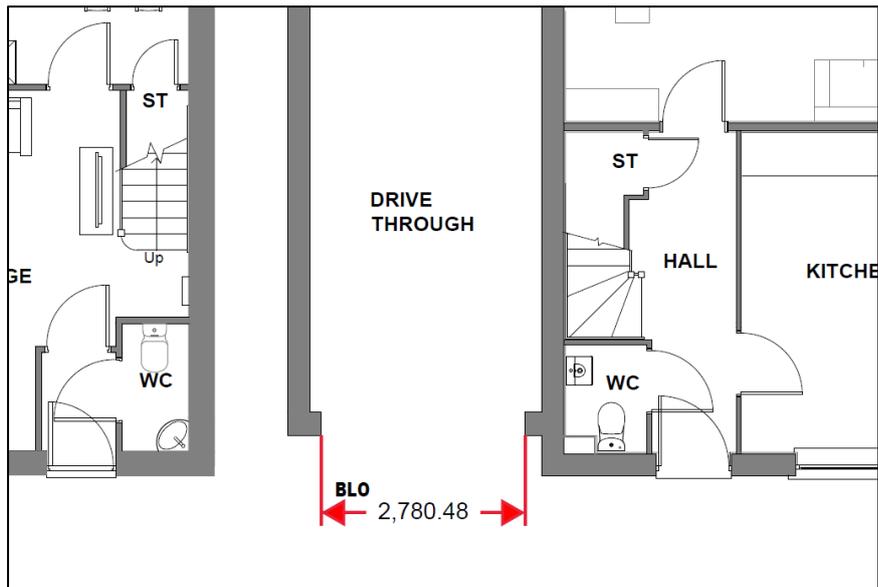
Rear parking courts – I note that parking courts serving plots 14-19 and 219-229 have do not have sufficient space to accommodate the spaces assigned in combination with tandem parking. It is

The principle of tandem parking involves increased manoeuvring of vehicles, usually requiring one vehicle to be removed temporarily to get the second one out, then driving the first car back in place to again drive off with the second. Owing to safety, at times involving reversing out blindly this type of parking is discouraged in close proximity to junctions and tight spaces. Vehicle tracking in these courts also shows that little room would be left to enable a vehicle to temporarily be parked in order to remove a second. The tortuous operation would tire occupants from jockeying their cars in and out and instead park their vehicles on the adjacent highway. This is likely to encourage on street parking even in places deemed dangerous. Whilst tandem parking is acceptable for households that are reasonably set away from potential conflict areas, in the parking courts flagged here shall be risky. **(Reason to object)**

It is also noted that the entrance widths to some of parking courts are substandard in contradiction to standards in the county's Residential Roads Design Guide. The design guide states,

The entrance to parking courts should generally be a minimum width of 3.0m for up to 9 parking spaces and 4.1m wide for 10 or more spaces. Where the entrance to a parking area is built over, the headroom should be a minimum of 2.5m.

The snippet below is taken from a housing plan for plots 219-229 with the entrance measuring up to only 2.7m wide. This needs to be widened.



Pedestrian Permeability

Pedestrians have been offered good permeability throughout the development.

I would also like to suggest that bollards should be installed on the pedestrian link immediately north of the allotments to discourage motorised vehicles from going further north beyond the allocated parking spaces.

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 23 July 2020

Application no: 19/00895/REM

Location: OS Parcels 6741 And 5426 West Of Cricket Field Nor, Wykham Lane,
Bodicote

Lead Local Flood Authority

Recommendation:

No objection

Detailed comments:

I have reviewed the submitted information and it seems that the applicant has looked to maximise the opportunities for SuDS within the existing constraints of the layout which we have discussed at length previously with their consultants. Therefore, we have no concerns with this reserved matter's application.

A detailed review of the drainage proposals is required. This will be provided in due course as part of the discharge of condition application 19/00213/DISC

Officer's Name: Richard Bennett

Officer's Title: Flood Risk Engineer

Date: 30 July 2020

Application no: 19/00895/REM

Location: OS Parcels 6741 And 5426 West Of Cricket Field Nor, Wykham Lane,
Bodicote

Archaeology

Recommendation:

Comments

Key issues:

Permission 15/01326/OUT **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:

Conditions:

Informatives:

Detailed comments:

Permission 15/01326/OUT **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.

Officer's Name: Richard Oram

Officer's Title: Planning Archaeologist

Date: 13th July 2020
