

# Planning Committee

## Land North of Withycombe Farm and West of Edinburgh Way, Banbury

8 August 2013

### Report of Head of Public Protection and Development Management

#### PURPOSE OF REPORT

The purpose of this report is to advise Members of a scheme aimed at resolving highway concerns raised by Members in respect of the proposed access on to Edinburgh Way. The new access would be a second access to serve a development of up to 400 dwellings (planning application ref: 13/00444/OUT), which was approved in principle at Planning Committee on the 11 July 2013.

This report is public

#### Recommendations

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The Committee is recommended to:

- (1) Note the contents of the report by the Head of Public Protection and Development Management and confirm that the mitigation works proposed overcome Member reservations about access concerns on Edinburgh Way.

#### Consultations

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##### Highways Liaison Officer

“It is important two points of vehicular access are provided as recognised in the transport note. The parking proposals would provide a significant number of spaces in the vicinity of the access to Edinburgh Way, to benefit of highway safety and convenience. To the south of the Edinburgh Way access there is little scope for such provision in the highway without the loss of footways, which I do not consider appropriate. The offer, to residents, to provide dropped kerbs and off-street parking would appear the only reasonable solution and in my opinion would be likely to result in a benefit to highway safety and convenience, commensurate to the impact of increased traffic flows.”

## **Key Issues for Consideration/Reasons for Decision and Options**

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- 1.1 At last months Planning Committee, Members resolved to approve, in principle, an outline application for 400 houses on land to the west of Bretch Hill, Banbury. Permission is however dependent on the applicant successfully resolving highway concerns highlighted by the Committee. Members felt additional mitigation measures were required to address the impact the development will have on Edinburgh Way. It was believed that there would be adverse highway safety implications resulting from increased traffic level on a road which has significant numbers of vehicles parked on-street.
- 1.2 The case officer met with the applicant's transport consultant and Oxfordshire County Council's Highways Liaison Officer, on the 19<sup>th</sup> July, to try and find a way forward. All parties agreed that the majority of the additional traffic movements generated by the new development, and using the Edinburgh Way access, would be heading in a southerly direction towards Woodgreen Avenue and Queensway. Residents heading north and to the town centre, which will make up the majority of the movements out of the site, will be much more likely to use the proposed access on to Bretch Hill, near the junction with the Stratford Road (A422). It was therefore concluded, the focus of any improvements on Edinburgh Way should be on the southern end of road, between the new access point and the junction with Bretch Hill.
- 1.3 Before investigating possible upgrades to the scheme, the consultant was advised that they should clarify the current on-street parking situation and more clearly demonstrate how this would be alleviated by the 28 off-street parking spaces and the proposed traffic calming measures that had already been proposed. In terms of additional mitigation, it was agreed that the owners of properties without any off-street parking (to the front of their properties) should be approached to see if they would be agreeable to having a driveway created. The applicant had already indicated that they would be willing to fund the works to create the parking spaces, including the dropping of kerbs.
- 1.4 The transport consultant carried out a street survey on the 23<sup>rd</sup> July. They found that there were a total of ten houses, on the identified stretch of Edinburgh Way, without an existing parking space to the front. The transport consultant managed to speak to residents at four of the properties, who all confirmed, in writing, a positive expression of interest. Letters detailing the proposal and a pre-paid envelope were left with the people who were not at home. At the time of writing, the transport consultant has had one further (positive) response.
- 1.5 The transport consultant acknowledges (see Technical Note set out in Appendix 1) that even if the off-street parking potential is maximised it will not guarantee that there will be no cars parked on-street at the southern end of Edinburgh Way, particularly near the junction with Bretch Hill. However, the Parking Proposal Plan does demonstrate that the situation, based on current demand, should be significantly improved by the mitigation measures outlined above. It should also be noted that the Technical Note projects that the number of additional movements along Edinburgh Way, whilst doubling as a result of the development, would still equate to less than two additional movements per minute during the peak morning and evening hours.
- 1.6 As there are no obvious other practical ways of reducing on-street parking and in the absence of another viable southern access point into the site, the only

other option available would be to have a single point of access into the proposed housing development. However, this would run contrary to good design practice which promotes connectivity and permeability into the existing built environment. Furthermore, the concentration of traffic at a single access point could result in the northern end of Bretch Hill becoming overly congested.

## Conclusion

- 1.7 Officers share the Highways Authority's assessment that the proposed mitigation strategy is the most comprehensive way available, within reason, of addressing the highway issue identified on Edinburgh Way. It is further concluded that a single point of access from the development is a far less acceptable alternative. Members are therefore recommended to support the measures set out in this report and illustrated on approved plan 794-14 (Parking Plan Proposal).

## Implications

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<b>Financial:</b>	There are no financial implications of this report. Comments checked by Kate Drinkwater, Service Accountant, 01327 322188
<b>Legal:</b>	The correct process has been followed in handling of the planning application and therefore there are no additional impacts arising from this report. Comments checked by Nigel Bell, Law and Governance 01295 221687
<b>Risk Management:</b>	The correct process has been followed in handling of the planning application and therefore there are no additional impacts arising from this report. Comments checked by Nigel Bell, Law and Governance 01295 221687

## Wards Affected

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Banbury Ruscote and Drayton

## Document Information

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Appendix No	Title
1	Technical Note: PJA0794/TN03: Edinburgh Way Parking
<b>Background Papers</b>	
Planning Application Number: 13/00444/OUT	
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