

**WEST OXFORDSHIRE DISTRICT COUNCIL**  
**LOWLANDS AREA PLANNING SUB-COMMITTEE**

**Date: 14<sup>th</sup> October 2019**

**Report of Additional Representations**



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**WEST OXFORDSHIRE  
DISTRICT COUNCIL**

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## Report of Additional Representations

Application Number	19/02013/FUL
Site Address	27 Market Square Witney Oxfordshire OX28 6AD
Date	2nd October 2019
Officer	Miranda Clark
Officer Recommendations	Approve subject to Legal Agreement
Parish	Witney Parish Council
Grid Reference	435639 E 209594 N
Committee Date	14th October 2019

### Application Details:

Changes to ground floor layouts of Units 2 and 3, to include new pedestrian access in side elevation to access first floor and provision of rear bin/cycle store. Conversion of empty first floor storage space to create 10 residential units.

### Applicant Details:

Mr Smith  
27, Market Square  
Witney  
Oxon  
OX28 6AD

### Additional Representations:

The agent has confirmed in writing that his client is in agreement with the requested contributions as set out within the report, and pre-commencement conditions.

Further response from OCC Highways;

Cycle parking

In my response dated 30 August 2019 it was clear that the OCC Standards equate to 15 stands (= 30 spaces). The applicant has read this as 15 spaces, and has proposed a two-tier arrangement accommodating 16 cycles. The two-tier facility is not as user-friendly as having all spaces at ground level, but this storage method has been used successfully elsewhere, so is considered acceptable. However, I would like to see at least 20 spaces, equivalent to one per resident.

I note that there is no cycle storage condition listed in the committee report, so perhaps a suitable condition could be added, if necessary specifying a total number of spaces.

Cycle access

The route out to the street from the cycle store (when the service yard gates are closed) now passes through two doors. These doors should be 1000mm wide, as stated in section 3.8.1 of the Cycle Parking Guide for New Residential Developments (<https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf>). The doors should also be fitted with a mechanically damped closer.

Service yard parking

The applicant has stated that enforcement measures to prevent car parking in the service yard are to be provided. I presume that this should be ensured by an appropriate condition.

In conclusion, I consider that the changes made by the applicant are sufficient to allow me to remove my objection, but the measures outlined above would be beneficial to the development.

Your officers are awaiting further comments from the agent at the time of writing. A full verbal update will be given at the meeting. Officers would suggest further conditions to be added to the recommendation, based on the above comments from OCC Highways, in terms of cycle storage, and enforcement measures to prevent car parking in the service yard area.