

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

**District:** Cherwell

**Application no:** 16/01000/F-2

**Proposal:** Development of the Village Centre (south) comprising a Hotel and associated facilities (involving the partial demolition and the refurbishment and extension of Building 455 and its change of use); Bar/Brasserie (involving the partial demolition and refurbishment and extension of Building 457) and a Covered Market (canopy link between Buildings 455 and 457) with associated landscaping and car parking.

**Location:** Building 455 And 457 Heyford Park Camp Road Upper Heyford

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## **Purpose of document**

**This report sets out Oxfordshire County Council's view on the proposal.**

**This report contains officer advice in the form of a technical team response. Where local members have responded these have been attached by OCCs Major Planning Applications Team ([planningconsultations@oxfordshire.gov.uk](mailto:planningconsultations@oxfordshire.gov.uk)).**

All comments set out in OCC's response dated 08 July 2016 still apply, other than where addressed below.

**Officer's Name:** David Flavin

**Officer's Title:** Senior Planning Officer

**Date:** 12 September 2016

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## Transport

### Recommendation:

Objection

Objection is made on the basis of points of detail, which it is anticipated could be dealt with through the submission of further plans.

### Key issues:

- Some issues raised in our previous response have been addressed but some have not.
- Cycle parking and parking – issues over number and location of spaces
- Comments here are restricted to the development in the red line area – it is understood a further application will be made to discharge condition 21 of the outline permission relating to details of Camp Road, and that Camp Road alterations (outside the existing S278 agreement) will be the subject of a further planning application. It is noted that the red line area is largely not proposed for adoption.

### Legal agreement required to secure:

- The application will need to be linked to the S106 agreement for the outline permission.
- Permissive path agreements are likely to be required to secure right of cycle/pedestrian access through unadopted areas.

### Conditions:

If the LPA is minded to grant planning permission the following conditions are recommended.

#### **Access: Full Details\***

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of access shall be constructed and retained in accordance with the approved details.

#### **Vision Splay Details\***

Prior to the commencement of the development hereby approved, full details of the access vision splays, including layout and construction shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of any part of the development, the

vision splays shall be constructed in accordance with the approved details and the land and vegetation within the vision splays shall not be raised or allowed to grow above a maximum height of 0.6m above carriageway level.

[Reason DR1](#)

,\* note that access onto existing Camp Road will look different from access onto a realigned Camp Road. The latter cannot be assumed to come before this development, so the conditions' wording may need to be tailored.

[Reason DR1](#)

### **Delivery and servicing plan**

Prior to commencement of the development hereby approved, a Delivery and Servicing Plan for all elements of the development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: to protect the safety and prevent obstruction of highway users and pedestrian and cyclist users of the public areas of the development

### **Plan of Car Parking Provision – required if our car parking concerns are not addressed**

Prior to the commencement of the development hereby approved, a plan showing car parking provision for vehicles to be accommodated within the site, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the parking spaces shall be laid out, surfaced, drained and completed in accordance with the approved details and shall be retained for the parking of vehicles at all times thereafter.

[Reason DR3](#)

### **Cycle Parking Provision – required if our cycle parking concerns are not addressed**

Prior to the first use or occupation of the development hereby permitted, 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 cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

Reason DR4

### **Car Park Management Plan**

Prior to commencement of the development hereby approved, a Car Park Management Plan, including measures to protect the proposed car parking from long stay residential parking, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: in the interests of road safety and to prevent obstruction of the highway and public areas by inappropriate overspill parking.

### **Construction traffic management plan – unless this is covered by outline condition**

### **Drainage condition – Flood Risk Assessment:**

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) OCT 2010 Waterman and update in AUG 2016 Woods Hardwick (Ref: 16871/B4 - REV 3) by and the following mitigation measures detailed within the FRA:

- *Limiting the surface water run-off generated by the 1 in 100 year + 30% allowance for Climate Change critical storm so that it will not exceed the run-off from the existing site and not increase the risk of flooding off-site.*
- *Underground Storage Cells and Oversized pipes. (As shown on drawing HEYF- 5-219F and para 6.3.1 of the FRA update)*

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority

### **Drainage condition 2 – SUDS Maintenance and Management Plan:**

Prior to occupation of the development the Applicant shall submit to the Local Planning Authority a SUDS Maintenance and Management Plan for the development. This will include:

- *A maintenance schedule, A site plan showing location of SUDS features and details, Maintenance areas, and Outfalls. Responsibility for the management and maintenance of each element of the SUDS scheme will be detailed within the Management Plan and a health and safety plan where risks are involved in the maintenance activity will be required.*

### **Drainage Condition 3 – Flood Route and Storage Plan:**

Prior to occupation of the development the Applicant shall submit to the Local Planning Authority a revised Flood Route and Storage Plan for exceedance flows at the site:

- *This will update the existing drawing (Ref: HEY- 5-148D) to reflect any revised microsimulation modelling results, as-built constructed site changes, and storage areas.*

### **Informatives:**

A stopping up order will be required in connection to build on or remove from public highway any land that it is within the existing highway boundary. This probably refers only to land on the north side of the proposed realigned Camp Road, which is outside the red line area of this application.

Please note 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. For guidance and information on road adoptions etc. please contact the County's Road Agreements Team on 01865 815700 or email [roadagreements@oxfordshire.gov.uk](mailto:roadagreements@oxfordshire.gov.uk)

### **Detailed comments:**

This amended application includes some further detail to address concerns OCC raised in our previous response about the treatment of Camp Road through the village centre. However, the letter from Pegasus makes it clear that the application site excludes works on Camp Road and that matters relating to Camp Road have not been fully addressed as part of the package submitted with this amendment. A further application to discharge condition 21 of the Outline planning permission is expected to deal with all these matters and **updated comments on Camp Road will provided in response to that application, i.e. not included here** (although pre-application advice may be given separately).

**Other comments made in our original response dated 7 July still apply.**

### **Parking**

A parking accumulation survey, based on TRICS data, has been provided for the village centre south. It predicts a maximum demand of 86 spaces and these have been provided in three separate parking areas south of Camp Road. However, the assessment assumes that there is no residential parking. Especially given that no parking south of Camp Road is indicated for a residential building south of Camp Road expected to be part of the application for Village Centre north, it is highly likely that the village centre parking will suffer from residential overspill, reducing the available parking for users of the centre. Parking

restrictions and enforcement by the developer will be required to prevent this – I have therefore recommended a condition for a Parking Management Plan.

We welcome the 10% provision of disabled parking however I have two issues with the spaces proposed:

- I am not familiar with Building Regs Part M, but the spaces proposed do not meet Inclusive Mobility guidance as some have inadequate margins to the side, and none to the rear.
- The spaces in the western car park should be relocated to the central car park, as they should be as close as possible to the doors of the buildings, and avoid disabled users having to cross a road.

### **Cycle parking**

The proposed cycle parking is well below OCC recommendations, and the justification for this in the Transport Statement is based on wording from the original TA suggesting low levels of cycle use. However, this was referring to cycle travel outside Heyford Park into rural areas, not within Heyford Park itself, where we need to be aiming for high levels of cycle use for local trips, and there is scope for the infrastructure to support this. It is proposed that further cycle parking could be delivered through the travel plan – this could be explored with our Travel Plans team, but certainly sites for potential future cycle parking should be allocated within the design, otherwise there will not be suitable places for it.

Further, I can see no secure, covered cycle parking for staff and hotel residents. This needs to be provided.

To ensure that cycle parking, covered and uncovered, is properly considered in the design and space allocated to it, I strongly recommend that this is not left to condition.

### **Servicing and delivery arrangements**

The applicant has responded to our comments and suggests that the type of delivery vehicle and the delivery arrangements will be controlled by the management company. I accept this, subject to the Delivery and Servicing Plan being required by condition, with the following exceptions:

- Delivery bay on the western access road is not wide enough – this shows clearly in the tracking drawing supplied. This needs to be addressed
- Delivery to the hotel building is highly unlikely to be made from the delivery bay on Camp Road. The hotel would want deliveries to be made to the back entrance, direct to the kitchen area, and as a result, I think vans would reverse down the car park which would be unsafe. This needs to be addressed, to show suitable delivery arrangements to the rear of the building.

### **Western access road**

It is noted that this road was the subject of a previous planning application. However, I feel that pedestrian and cycle provision near the junction with Camp Road could be improved, to provide safer and more convenient crossings of the car park entrance and the western access road itself. This area looks fairly intimidating, with two bellmouth accesses almost immediately opposite one another, and needs some further consideration as part of the detailed design.

## **Drainage**

OCC have reviewed the updated Flood Risk Assessment by Woods Hardwick (Their ref: 16871/B4 - REV 3 dated August 2016).

Although the submitted plan (Drawing Ref: HEY – 5-148D) (showing flood routes in exceedance events and storage areas) appears satisfactory, It is recommended that it is updated *prior to occupation* of the development, to take into account any as-built information and any revised micro-simulation modelling.

The maintenance schedule and details provided within the revised FRA should form part of a more comprehensive 'SUDS Site Management and Maintenance Plan' for the development. The scope of this document should be based on the advice given in 'The SUDS Manual' (Ref: Ciria 753) Chapter 32 - Operation and Maintenance. This Management and Maintenance plan should be updated *prior to occupation* of the development so that the final document issue is agreed.

**Officer's Name: Joy White**

**Officer's Title: Principal Transport Planner**

**Date: 12 September 2016**

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