

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

**District:** Cherwell

**Application no:** 16/00219/REM-4

**Proposal:** Reserved matters to 14/01737/OUT - Appearance, landscaping, layout and scale of 45 no. dwellings (Changes to layout and design of proposed development)

**Location:** The Paddocks The Hale Chesterton

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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)).

This updated transport response should be viewed in conjunction with OCC's previous responses to the application. All previous comments continue to apply other than those addressed below.

**Officer's Name:** David Flavin

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

**Date:** 22 November 2016

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## **Transport**

### **Recommendation**

No objection subject to conditions

### **Key issues**

- There are matters to be addressed as part of the Section 38 / Section 278 process.

### **Legal agreement required to secure**

S106 contribution will be sought for the improvement and development of pedestrian and cycle connectivity in the village of particular interest is the development of the cycle link to Bicester Park and Ride.

### **Conditions**

All previous conditions apply.

### **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.

Prior to commencement of development, a separate consent must be obtained from OCC Road Agreements Team for the new highway vehicular access and adoptable estate roads under S278 of the Highway Act. Contact: 01865 815700; RoadAgreements@oxfordshire.gov.uk.

### **Detailed comments**

#### **Road Agreements**

The following items are noted in connection with Section 38 and Section 278 matters.

- There was a planning condition 11 which asked for North West boundary hedgerow to be maintained. However this could make it difficult to achieve the width for new footway plus any road widening. This issue needs to be resolved.
- Manholes and other ironwork should not be located in middle of carriageway.
- A Traffic Regulation Order for any speed limit change will be required.

- Note that Terram geotextile is no longer accepted by OCC. This will need a redesign and check with the Road Agreements team before installing.
- Highway boundary needs checking carefully on both sides of the main road.
- The two impermeable block-paved roads which are entitled as 'adoptable' on the key, do not look to be adoptable without a standard footway or widening if designed as a shared surface. This looks too narrow although there are no obvious dimensions. 6m is the basic standard for a shared surface.
- There is some private surface water runoff draining into the proposed adoptable highway drain. This is not acceptable unless the water authority is to take on the highway drain as a combined surface water sewer. This requires clarification.
- If OCC are expected to adopt the highway drain then, as well as the above, OCC will require an easement over the non-adoptable roads for maintenance where the drain flows under these.
- Direction of flow arrow needed from access bellmouth to S3 should not flow onto existing highway.
- Although outside of area to be dedicated as highway, trees adjacent to adoptable roads would need to be in approved tree pits to avoid damage to the highway.

**Officer's Name: Chris Nichols**

**Officer's Title:** Transport Development Control

**Date:** 22 November 2016

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