

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

District: Cherwell

Application no: 24/00375/F

Proposal: Formation of two fishing lakes, two nursery lakes, the siting of 15 accommodation lodges, 8 pods, a management building and ancillary vehicular access, parking and landscaping

Location: Os Parcels 7685 6871 8775 1582 3675 3173 1865 0250 8545 7331 1724 And Part 0006 Adjoining, Stratford Road A422, Wroxtton

Response Date: 18/03/2024

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.

Assessment Criteria

Proposal overview and mix /population generation

OCC's response is based on a development as set out in the table below. The development is based on a SHMA mix.

Residential	
1-bed dwellings	3
2-bed dwellings	6
3-bed dwellings	10
4-bed & larger dwellings	4

Based on the completion and occupation of the development as stated above it is estimated that the proposal will generate the population stated below:

Average Population	57.13000
Nursery children (number of 2- and 3-year olds entitled to funded places)	1.54000
Primary pupils	6.94000
Secondary pupils including Sixth Form pupils	5.44
Special School pupils	0.14313
65+ year olds	5.97000

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General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee -TBC**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 24/00375/F

Location: Land to the northeast of Stratford Road (A422) near Alkerton in Oxfordshire

Transport Development Control

Recommendation:

Objection for the following reasons:

- The development site is located in an unsustainable location without access to footways, cycleways or bus services. No proposals have been provided to make the site accessible by sustainable modes. It can therefore be concluded that the development is not in line with Paragraph 114 of the NPPF which states that it should be ensured that:
 - appropriate opportunities to promote sustainable transport modes have been taken up;
 - safe and suitable access by all modes can be achieved.
- Insufficient information has been provided to determine whether safe and suitable vehicle access can be achieved:
 - It has not been demonstrated that the required visibility splays can be achieved from the proposed site access.
 - It has not been demonstrated that the access road has a maximum gradient of 5%.
 - The site access junction has not been supported by a swept path analysis.
- Insufficient information has been provided to determine whether the internal road layout is acceptable.
- The proposed car parking provision has not been justified and no EV charging points or cycle parking has been proposed.
- No information has been provided to evidence the trip generation of the development proposals. It has therefore not been demonstrated that there is no unacceptable impact on highway safety, or that the residual cumulative impacts on the road network would not be severe in line with NPPF paragraph 115.
- The site access drawings provided do not include sufficient detail to determine whether the access is feasible.
- A Stage 1 Road Safety Audit (RSA1) in accordance with GG119 is required.

Detailed Comments:

Location and Proposals

The full planning application is for 15 holiday lodges, 8 holiday pods and two fishing lakes with room for approximately 81 fishing pegs, as well as 60 car parking spaces and a new vehicular access onto the A422 at Land to the northeast of Stratford Road (A422) near Alkerton in Oxfordshire.

The site is currently in agricultural use and includes a field access towards the south of the site. The Indian Queen restaurant is located immediately north of the site and includes two vehicular accesses onto the A422.

The A422 connects Banbury to Stratford Upon Avon and is subject to a 60mph speed limit in the vicinity of the site. There are no footways, but there are verges of 2m to 3m on the eastern side of the road and 2m on the western side.

Sustainable Access

No information has been provided on access to the site by sustainable modes. There are no footways or cycleways on Stratford Road and the road is unsuitable for on-road cycling due to the high vehicle speeds. The nearest bus stops are located 2 miles from the site and, as there are no footways, cannot be reached safely. These bus stops are served by the Stratford to Banbury service which provides 5 services a day during weekdays, 4 services on Saturdays and no Sunday service.

It can be concluded that the proposed development cannot be accessed by sustainable travel modes, and it is therefore considered that safe and suitable access by all modes, in line with paragraph 114 of NPPF, cannot be achieved.

Vehicular Access

A new simple priority T junction vehicular access is proposed off Stratford Road (A422) approximately 60 metres south of the southern Indian Queen access. The access appraisal does not include a swept path analysis of the site access and it can therefore not be established whether the proposed access width and radii are suitable to allow the access to be used by HGVs. A swept path analysis for an HGV as well as emergency and refuse vehicles is required to demonstrate that those vehicles can safely enter and exit the development access.

The Access Appraisal states that visibility splays of 2.4m by 215m, in line with DMRB guidance for 60mph roads, can be achieved. However, the visibility splays have not been shown to the carriageway edge but 1m in. The applicant is required to demonstrate the visibility splay towards the carriageway edge. The drawing also does not include tangent visibility splays to the carriageway edge. The applicant is required to include these in the drawing.

During my site visit it appeared that mature vegetation is located within the visibility splay. The applicant is advised that the visibility splays should be kept free of vegetation.

The forward visibility appears to be crossing into third party land on the western side of the road. The Access Appraisal states; *"A further area of land would be secured at the bend in the carriageway for forward visibility."* The applicant is required to provide information that this area is under the applicant's control.

The drawing shows "assumed highway boundary", this needs to be confirmed and clearly shown on the drawing.

In conclusion, the applicant has failed to demonstrate that visibility splays of 215m, suitable for a 60mph road, can be achieved within highway land or land under the applicant's control.

Paragraph 2.1 of the Access Appraisal explains that there is a 7m drop in the first 20m heading east into the site. This is confirmed by drawing F23086/05 which shows a height difference of 6.82m across the first 20m.

Paragraph 4.6 states *"Further assessment of gradients along the proposed private access road will be submitted as part of the detailed design stage, although drawing Number F23086/05 confirms how the required 1 in 20 (5%) gradient could be achieved over a distance of 140 metres from the edge of the carriageway."*

The drawing provides insufficient information to explain how the required gradient of 5% can be achieved. The applicant is required to provide a cross section of the first 20m of the access road.

Internal Layout

The access road includes a side road providing access to the car park. However, this road extends beyond the car park and terminates at the bridge under the A422 carriageway. It has not been explained why this road has been extended beyond the car park and it is considered that this layout is confusing for visitors exiting the car park. As there is no turning head, it would mean that vehicles that mistakenly turn right out of the car park would have to reverse back. Clear signage or a turning head is required, in line with MfS guidance.

This is a full planning application, however, the Access Appraisal states in paragraph 4.8: *Further consideration of the proposed internal layout will be given as the layout progresses, including traffic calming techniques along the private access road to support the shared surface environment. This could include the use of raised tables at key internal junctions, chicanes at regular intervals and carriageway narrowing to reduce vehicle speeds."*

A full planning application should include drawings and swept path analyses of the internal access roads. It is therefore considered that insufficient information has been provided to determine whether the internal layout is acceptable.

Parking

A total of 60 car parking spaces have been proposed for the 81 fishing pegs, 23 holiday lodges and up to 6 members of staff. The applicant has not provided evidence for the proposed number of spaces. The level of parking proposed needs to be evidenced and justified and it is therefore considered that a parking accumulation study is required.

No EV charging points have been proposed. The adopted OCC Parking Standards for New Developments document, states that 25% all car parking should include active charging points.

No cycle parking spaces have been proposed. Cycle parking should be in line with guidance provided in the OCC Parking Standards for New Developments.

Trip Generation and Impact Assessment

No information has been provided to evidence the trip generation of the development proposals. The Access Appraisal states that no information on holiday lodges is available in TRICS but refers to a report for a site in Leicestershire which mentions using TRICS to obtain trip rates as well as another planning application, but no survey information has been provided. It has therefore not been demonstrated that there is no unacceptable impact on highway safety, or that the residual cumulative impacts on the road network would not be severe, in line with NPPF paragraph 115.

The applicant is required to provide evidence of the suggested trip generation.

Highway Agreements Team Comments

The following comments have been received from the Highway Agreements Team.

The Highway boundary needs to be checked with OCC Highway Records (highway.records@oxfordshire.gov.uk) to determine whether or not it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.

Speed survey should be produced to determine visibility requirement.

A Stage 1 Road Safety Audit (RSA1) in accordance with GG119 would be required for the site access. Please ensure the RSA Brief is approved by the Overseeing Organisation before it is instructed. A Designers Response should accompany the RSA1 with the Overseeing Organisation agreeing and signing off the RSA Recommendations. This will

be required in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required.

The suite of application information does not provide much detail regarding the visibility, carriageway and footway widths and therefore it is not clear if what is being proposed is feasible and therefore, we recommend this planning application is opposed. These issues will need to be resolved if a S38 application is to be accepted and the proposals are to be adopted.

No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.

The suite of application information does not provide sufficient detail regarding the visibility, carriageway and footway widths and therefore it is not clear if what is being proposed is feasible and therefore, we recommend this planning application is opposed. These issues will need to be resolved if a S38 application is to be accepted and the proposals are to be adopted.

Offsite works will need to be designed in accordance with DMRB.

No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented.

Oxfordshire County Council have published the "[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements. Please liaise with the Drainage Team for review.

Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.

All tree planting within the highway shall be in accordance with OCC Tree Policy and planting details. Trees are required to be located outside of junction and forward visibility splays and not within 10m of lamp columns that are designed to illuminate junctions or pedestrian/cycle crossing locations (elsewhere 5m clearance to street lamp column is preferable). Trees may be planted up to a minimum of 500mm from the kerb face where speed limit is 20mph and a minimum 1.5m from the carriageway where located in a 30mph speed limit or greater. Trees that are within 5m of the carriageway or footway will require root protection.

Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting is to overhang or encroach the proposed adoptable areas.

OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.

Officer's Name: Sarah Halsey

Officer's Title: Senior Officer Transport Development Management

Date: 15 March 2024

Application no: 24/00375/F

Location: Os Parcels 7685 6871 8775 1582 3675 3173 1865 0250 8545 7331 1724
And Part 0006 Adjoining, Stratford Road A422, Wroxtton

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

No Drainage related documents submitted

Detailed comments:

Thanks for providing the documents. These have all been reviewed, there are outstanding drawings and documents that needs to submitted.

We would advise that there is **insufficient information** available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.

Our information requirements in support of an full application are outlined in our document Local Standards and Guidance for Surface Water Drainage in document:

[Surface Water Drainage - Oxfordshire County Council - Flood Toolkit
\(oxfordshirefloodtoolkit.com\)](http://oxfordshirefloodtoolkit.com)

Further details of the proposed drainage system must be included. This includes, but is not limited to, the following:

- a. Calculation of existing greenfield runoff rates from the site area.
- b. Topography plan
- c. Detailed Drainage Plans
- d. As the site is currently greenfield/brownfield, evidence that surface water discharge from the proposed development will not exceed existing greenfield runoff rates.

- e. Calculations demonstrating the proposed attenuation has sufficient volume to contain a number of return periods, up to and including the 1 in 100 year, for a range of storm durations, from 15 minutes up to 10080 minutes.
- f. Further details of the attenuation proposed, including depths and volumes.
- g. An operation and maintenance plan, including details of every aspect of the proposed drainage system, and details of who will be responsible for the maintenance.
- h. An exceedance plan demonstrating that flooding will not be routed towards buildings in the event of the proposed drainage system failing.

Officer's Name: Shada Hasan

Officer's Title: LLFA Engineer

Date: 1st March 2024

Application no: 24/00375/F

Location: Os Parcels 7685 6871 8775 1582 3675 3173 1865 0250 8545 7331 1724
And Part 0006 Adjoining, Stratford Road A422, Wroxton

Archaeology

Recommendation:

The proposals outlined would not appear to have an invasive impact upon any known archaeological sites or features. As such there are no archaeological constraints to this scheme.

Detailed comments:

The proposal site lies within an area of historic quarry activity, and therefore, any archaeological remains which had survived on the site will have been destroyed.

Officer's Name: County Archaeological Service

Date: 29th February 2024

Application no: 24/00375/F

Location: Os Parcels 7685 6871 8775 1582 3675 3173 1865 0250 8545 7331 1724
And Part 0006 Adjoining, Stratford Road A422, Wroxtton

Minerals & Waste

Recommendation:

Objection pending further information being provided by the applicant to demonstrate that the development is not a county matter.

Key issues:

Mineral excavation required to form the lakes could render the development to be a county matter and so an application for the determination of the County Council as Mineral Planning Authority.

Detailed comments:

The application site does not fall within a Mineral Safeguarding Area and is not safeguarded for possible future use.

Upon reviewing the application:

- No information has been provided on how much material will be extracted during the construction of the lakes.
- No information has been provided on where the extracted material will be deposited.
- It is not clear whether any mineral will be extracted as part of the development and whether it would be exported from the site. The site is immediately opposite a proven workable and consented mineral reserve at Alkerton quarry. If there is mineral extraction proposed then the application could be a County Matter.

Therefore, in light of the limited information that has been provided with the application, we currently object to the application pending the applicant providing further information to demonstrate whether or not the development proposed in the application is a county matter.

Officer's Name: Nathan Pearce

Officer's Title: Planning Officer

Date: 12/03/2024