

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

District: Cherwell

Application No: 19/02796/F

Proposal: Erection of sports & community pavilion with associated carpark and sport facilities (outdoor pitches and MUGA) following planning consent for change of use of agricultural land to sport/recreation and community use (18/00220/F)

Location: OS Parcels 3309 And 4319 Adjoining and North Of Milton Road
Adderbury

Response date: *10th January 2020*

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.

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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 outweigh OCC's objections, and given an opportunity to make further representations.

Outline applications and contributions

The number and type of dwellings and/or the floor space may be set by the developer at the time of application, or if not stated in the application, a policy compliant mix will be used for assessment of the impact and mitigation in the form of s106 contributions. These are set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by the developer a matrix (if appropriate) will be applied to assess any increase in contributions payable. The matrix will be based on an assumed policy compliant mix as if not agreed during the s106 negotiations.

Where unit mix is established prior to commencement of development, the matrix sum can be fixed based on the supplied mix (with scope for higher contribution if there is a revised reserved matters approval).

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.
- **Security of payment for deferred contributions** – An approved **bond** will be required to secure payments where the payment of S106 contributions (in aggregate) have been agreed to be deferred to post implementation and the total County contributions for the development exceed £1m (after indexation).
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the extra 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 an s106 agreement is completed or not.

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Location: OS Parcels 3309 And 4319 Adjoining and North of Milton Road Adderbury

Transport Schedule

Recommendation:

Objection for the following reason:

- Pedestrian access to the site is shown as connecting to a private development

If, despite OCC's objection, permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S278 agreement to mitigate the impact of the development plus planning conditions as detailed below.

Key points

- Pedestrian access needs to be taken from the public highway
- The revised site layout is considered to be satisfactory
- Cycle parking should be covered

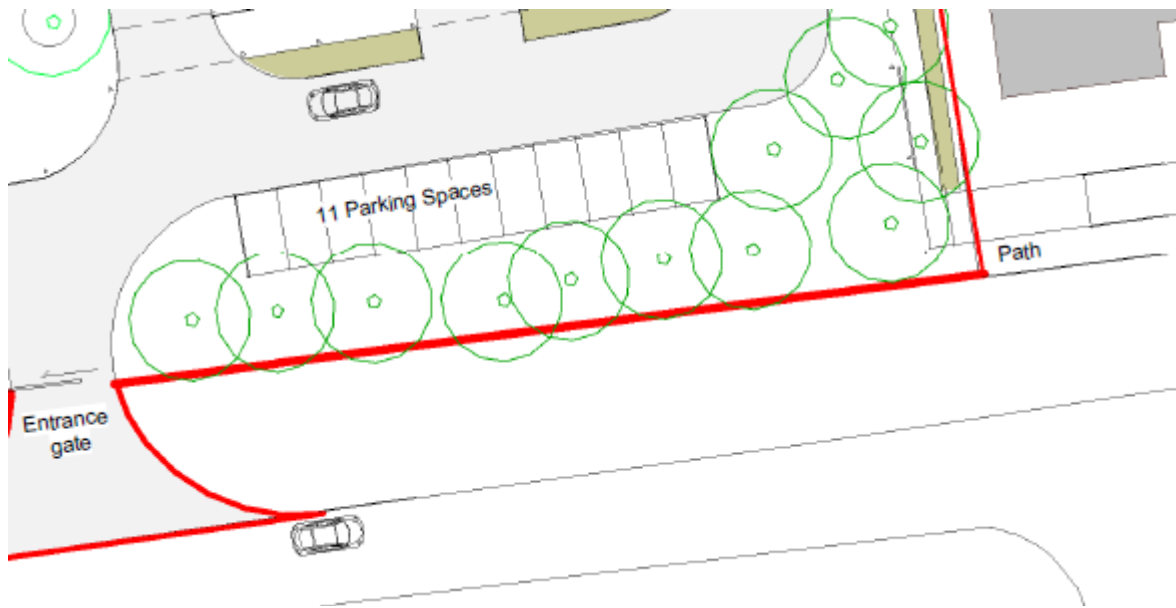
Comments:

Layout

The proposed site layout has been modified since the approved change of use application (18/00220/F) and the previous pre-application advice (19/00166/PREAPP). The latest version, drawing no. 7354(08)02 Rev. D maintains the same number of parking spaces in what appears to be a more logical arrangement in terms of access and car parking. It has been demonstrated how a Refuse Collection Vehicle can turn within the site, and the location of the bins.

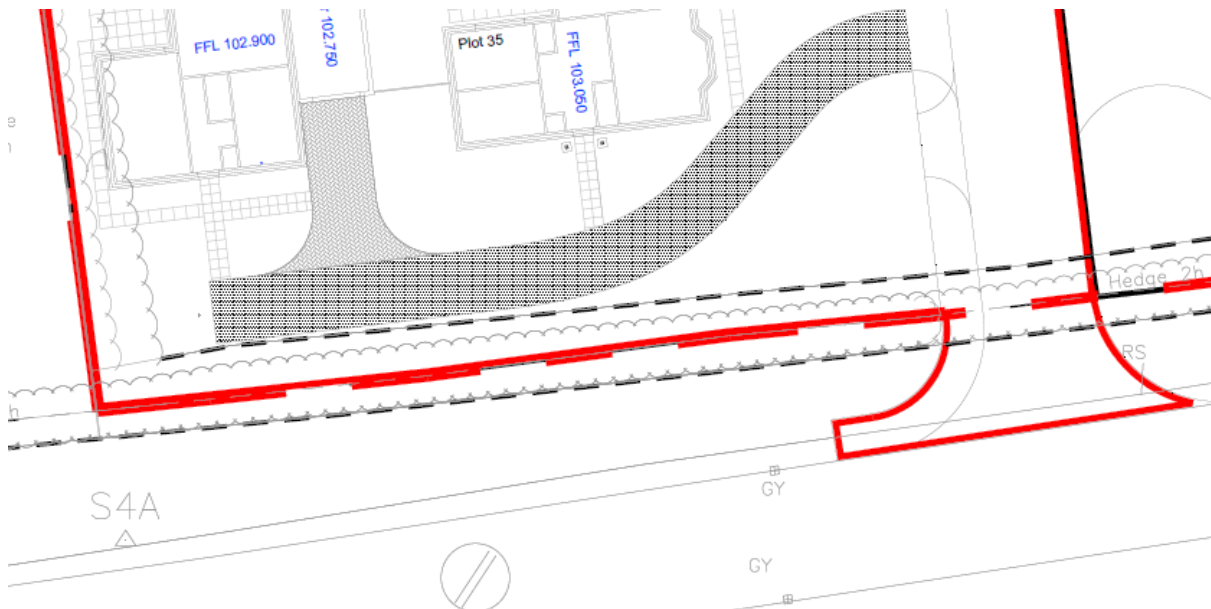
Pedestrian access

The drawings submitted with 18/00220/F and 19/00166/PREAPP both indicated that the pedestrian access route from Milton Road would be alongside the new vehicular access. However, the current Site Plan, drg. no. 7354(08)02 Rev. D shows the internal pedestrian route connecting to a private driveway within the adjacent Clockmakers Turn development (as shown below), which is not acceptable and a **reason for objection**. Furthermore, the route does not follow the desire line for pedestrians coming from Adderbury along Milton Road, so many would be inclined to continue on the verge after Henge Close and enter the site either through the trees or via the new vehicle junction.



Proposed pedestrian route

A step-free pedestrian route into the site will need to connect to the footways within the public highway. This means having a surfaced path, at least 2.0m wide, in the verge between the Henge Close bellmouth junction and the point at which it crosses the site boundary, either through the trees or alongside the vehicle entrance.



New footpath to connect with existing junction

Dropped kerbs and tactile paving will be required on both sides of the bellmouth junction to Henge Close. An informal crossing point is also required on Milton Road to improve pedestrian connectivity to the south side of the road, as advised in the initial pre-application (February 2018) and the response to 18/00220/F.

Cycle parking

Cycle stands are indicated in a convenient location alongside the wall adjacent to the main building entrance. The stands should be covered to protect them from the weather, to ensure that the facility is used to its full potential.

S278 Highway Works:

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- New site access bellmouth junction, as shown indicatively on drawing no. 7354(08)02 Rev. D
- New 2.0m wide pedestrian footway from the Henge Close junction to the point of access into the site (length to be determined)
- Dropped kerbs and tactile paving on both sides of the Henge Close junction
- New informal crossing point on Milton Road, comprising dropped kerbs and tactile paving both sides (precise location to be determined)
- Sideways relocation of the speed limit sign and gateway feature, by approximately 2.0 – 2.5m to the north, out of the visibility splay

Notes:

This is usually secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into. The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

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. Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

No Other Access

Other than the approved access(s) no other means of access whatsoever shall be formed or used between the land and the highway. Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

Vision Splay Protection

The vision splays shall not be obstructed by any object, structure, planting or other material of a height exceeding 0.5 m measured from the carriageway level. Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

Turning Area and Car Parking

Prior to the commencement of the development hereby approved, full specification details (including construction, layout, surfacing and drainage) of the turning area and 141 parking spaces within the curtilage of the site, arranged so that motor vehicles may enter, turn round and leave in a forward direction and vehicles may park off the highway, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Thereafter, and prior to the first occupation of the development, the turning area and car parking spaces shall be constructed in accordance with the approved details and shall be retained for the parking and manoeuvring of vehicles at all times thereafter. Reason - In the interests of highway safety, to ensure the provision of off-street car parking and to comply with Government guidance contained within the National Planning Policy Framework.

Provision of New Permanent Public Footpaths

Prior to the first use of any new public footpath, the new footpath shall be formed, constructed, surfaced, laid and marked out, drained and completed in accordance with specification details which shall be firstly submitted to and approved in writing by the Local Planning Authority. Reason - In the interests of highway safety and public amenity and to comply with Government guidance contained within the National Planning Policy Framework.

Cycle Parking Provision

Prior to the first use or occupation of the development hereby permitted, covered 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 covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development. Reason - In the interests of sustainability, to ensure a satisfactory form of development and to comply with Government guidance contained within the National Planning Policy Framework.

Officer's Name: Roger Plater

Officer's Title: Transport Planner

Date: 2 January 2020

Application No: 19/02796/F

Location: OS Parcels 3309 And 4319 Adjoining And North Of Milton Road
Adderbury

Local Lead Flood Authority

Recommendation:

Objection

Key issues:

Further information required to enable a full technical assessment of the flood risk, drainage strategy and SuDS usage.

Legal agreement required to secure:

Conditions:

Informatives:

Detailed comments:

Submitted data is good proof of Concept Design Stage, this now needs to be worked up into an Outline Design Stage.

FEH methodology should be used for a site of this size to calculate flows and volumes (Qmed)

MicroDrainage calculations provided use default Cv values, these are not representative of the site. It is recommended values of 0.95 for roofs and 0.9 for paved areas are applied. The designer must justify where a Cv of less than 0.9 has been used.

Confirmation that a 10% allowance has been made for urban creep.

Confirmation that the proposal is for a full infiltration SuDS drainage strategy.

Half drain down times for all attenuation systems.

Full list of all SuDS methods to be used on site to be provided.

Roof run off to raingardens, bioretention, permeable surfacing for infiltration.

Plan of pre and post development surface water flow paths around site.

Evidence of Source Control required.

Water to be kept at or as close to the surface as possible.

Site should be split into separate sub-catchments and a system of distributed site storage/surface water management employed.

Safe ingress/egress needs to be demonstrated.

Sacrificial areas in the event of exceedance should be considered.

Further thought needs to be given to maximising use of green space on site for SuDS incorporation.

Treatment and Management train needs to be demonstrated.

All hardstanding should be of a permeable construction.

Blue/Green roofs and rainwater harvesting should be considered.

Phasing plan needs to be provided including how pollution and silt mobilization will be managed during construction

Conveyance routing for surface water needs to be detailed on a plan. All surface water should be kept on or as close to the surface as possible.

Freeboard needs to be demonstrated for any swales, ponds, open water features.

A maintenance and management strategy needs to be produced and submitted.

By the end of the Concept Stage evaluation and initial design/investigations Flows and Volumes should be known. Therefore, we ask that the following Pro-Forma is completed and returned as soon as possible:

Officer's Name: Adam Littler

Officer's Title: Drainage Engineer

Date: 09 January 2020

Application No: 19/02796/F

Location: OS Parcels 3309 And 4319 Adjoining And North Of Milton Road
Adderbury

Archaeology Schedule

Recommendation:

No Objection subject to the planning conditions below.

Comments:

The site is located in an area of archaeological potential 300m to the south east of a possible Roman building (PRN 26327). The site was recorded in the 1920s when evidence of a building and paving stones, roofing slates and burnt stones, along with abundant C2nd pottery was recorded. Mesolithic and Neolithic flint tools have also been recorded in the same area (PRN 15454).

A programme of archaeological investigation has recently been undertaken immediately east of the proposed site which recorded a number of possible prehistoric features including a possible henge site and a Bronze Age posthole structure. A third ring ditch, also thought to be a Bronze Age barrow was also recorded. Linear features related to a Roman trackway and field system were also recorded.

A geophysical survey has been undertaken on this site which has shown that archaeological features related to these sites do continue onto this site. The development has been set out to avoid the most significant archaeological deposits. The proposed development will however still impact on archaeological deposits related to the trackway and field system.

A programme of archaeological investigation will need to be undertaken ahead of any development on this site to fully record these features in line with paragraph 199 of the National Planning Policy Framework (2019).

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of a staged programme of archaeological investigation to be maintained during the period of construction. This can be ensured through the attachment of a suitable negative condition as suggested below.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

1. Prior to any demolition and the commencement of the development a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation,

relating to the application site area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2019).

2. Following the approval of the Written Scheme of Investigation referred to in condition 1, and prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2019).

Officer's Name: Richard Oram

Officer's Title: Planning Archaeologist

Date: 23 December 2019
