

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

**District:** Cherwell

**Application No:** 20/02227/OUT

**Proposal:** Erection of up to 10 dwellings with all matters reserved except the means of access on to Heyford Road.

**Location:** The Beeches, Heyford Road, Steeply Aston, OX25 4SN

**Response date:** *02 October 2020*

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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](mailto: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 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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## **Transport Schedule**

### **Recommendation:**

**No objection subject to:**

- **Planning Conditions** as detailed below.

### **Key points**

- Access remains unchanged from the previous application 20/00964/OUT, as such our response remains unchanged at outline stage.

### **Comments:**

The proposal has been re-submitted based on an earlier withdrawn application and has now addressed concerns that the county council had with highway safety, visibility splays and pedestrian connectivity. The new application proposes an additional 2 dwellings however the principle of development and the access remain unchanged. Therefore, subject to a section 278 agreement for the offsite highway works, the proposals are unlikely to have any adverse impact upon the local highway network from a traffic and safety point of view, therefore Oxfordshire County Council do not object to the granting of planning permission, subject to conditions.

If you would like to discuss any of the above in more detail, then please do not hesitate to contact me.

### **Planning Conditions:**

If permission is to be given, the following planning conditions should be attached:

#### **Estate Accesses, Driveways and Turning Areas**

Prior to the commencement of the development hereby approved, full specification details of the vehicular accesses, driveways and turning areas to serve the dwellings, which shall include construction, layout, surfacing and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of any of the dwellings, the access, driveways and turning areas shall be constructed in accordance with the approved details.

Reason - In the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development 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.

### **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.

### **Construction Traffic Management Plan**

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall include a commitment to deliveries only arriving at or leaving the site outside local peak traffic periods. Thereafter, the approved CTMP shall be implemented and operated in accordance with the approved details;

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported

to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.

- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times.

**Informatives:**

Please note If works are required to be carried out within the public highway, the applicant shall not commence such work before formal approval has been granted by Oxfordshire County Council by way of legal agreement between the applicant and Oxfordshire County Council.

**Officer's Name: Glenn Speakman**

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

**Date: 28<sup>th</sup> September 2020**

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**Application no: 20/02227/OUT**

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## **Lead Local Flood Authority**

### **Recommendation:**

Objection

### **Key issues:**

Insufficient information has been provided to enable a technical assessment of the proposal in order to ensure a sustainable drainage strategy for the site can be delivered.

### **Detailed comments:**

1. Exceedance Flow Route Plan needs to be provided to show how overland flow will be mitigated.
2. Ground Investigation test needs to be carried to confirm the ground is suitable for on land soakaways. The report does state geology of site based on BGS Bedrock Geology. However, with numerous soakaways proposed across the development, a detailed ground investigation will be beneficial.
3. More details need to be given on the type of soakaway
4. No pre-treatment measures stated in the strategy
5. Proof of confirmation from Thames Water accepting the connection into their drainage network has not been provided.
6. Urban Creep has not been mentioned in the report or considered in the design

**Officer's Name: Adam Littler**

**Officer's Title: Drainage Engineer**

**Date: 01 October 2020**

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## **Education Schedule**

### **Recommendation:**

#### **No objection subject to:**

- **S106 Contributions** as summarised in the tables below and justified in this Schedule.

Contribution	Amount £	Price base	Index	Towards (details)
<b>Secondary</b>	<b>£56,013</b>	<b>333 (related to 3Q19)</b>	BCIS All-In TPI	Expansion of secondary capacity serving the proposed development.
<b>Total</b>	<b>£56,013</b>			

### **S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):**

**£56,013 Secondary School Contribution** indexed using BCIS All-In Tender Price Index Value 333 (published 25 October 2019)

#### **Towards:**

The expansion of secondary capacity serving the proposed development.

#### **Justification:**

The proposed development is nearest to Heyford Park Free School for secondary education, but is in the designated are for The Warriner School in Bloxham.

Heyford Park Free School currently offers 60 Year 7 places each year, and is full or close to full across most of the year groups from Year 7 to Year 11, according to the 2019/20 Pupil Census.

The Warriner School is regularly oversubscribed, and an expansion programme is now underway. Prior to its expansion, its capacity was 1300, and as of the January 2020 pupil census there were 1338 pupils on roll. The school increased its intake by one form of entry in 2017, and by another in 2019, ahead of completion of building works, bringing the total capacity to approximately 1600 places.

Pupil numbers are forecast to increase further at both schools, due to planned housing development in both the Bloxham planning area and at the Heyford site.

Heyford Park School has very limited ability to absorb any additional pupils resulting from housing growth, and additional places are expected to be required in the future. This would also have been the case for The Warriner School, had it not already increased its admission number as result of the current expansion project. The proposed development is therefore required to contribute towards the cost of expansion at either of these schools, in proportion to its expected secondary pupil generation (as the proposed development is expected to generate less than one sixth form pupil, contributions towards expansion of sixth form provision are not being requested).

**Calculation:**

Number of secondary pupils expected to be generated	2.12
Estimated per pupil cost of secondary school expansion, as advised by Government guidance "Securing developer contributions for education" (November 2019)	£26,421
Required contribution = 2.38 * £26,421	<b>£56,013</b> index linked from All-inTPI 333

**Officer's Name:** Barbara Chillman  
**Officer's Title:** Pupil Place Planning Manager  
**Date:** 07 September 2020

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## **Archaeology Schedule**

### **Recommendation:**

No Objection.

### **Comments:**

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.

**Officer's Name: Richard Oram**

**Officer's Title:** Lead Archaeologist

**Date:** 7<sup>th</sup> September 2020

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**Application no: 20/02227/OUT**

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## **Minerals & Waste Planning Schedule**

### **Recommendation:**

No Objection.

### **Comments:**

Thank you for consulting Oxfordshire County Council Mineral and Waste Planning Policy Team. We have recently commented on the above planning application which appears to be in the same as planning application reference 20/0964/OUT with the following in an email sent to Bob Neville from Kevin Broughton on 20<sup>th</sup> May 2020:

*"I would have preferred to see the applicant address the issue of possibly sterilising the mineral by bringing the housing nearer to the mineral reserve, but they have in part addressed sterilisation by stating that the site is already in use as a private railway within the curtilage of the site, so they have addressed the site itself if not beyond.*

*In the interests of being positive and creative, as required by the NPPF, and considering that the loss of mineral would be relatively minor, Oxfordshire County Council does not object to the proposed development."*

In this consultation reference 20/02227/OUT, it is noted that the houses have been moved slightly further away from the boundary edge and therefore as a result of that and for the reasons as stated on 20<sup>th</sup> May 2020 we do not object to the proposed development.

### **Planning Conditions:**

N/A

**Officer's Name: Anna Herriman**

**Officer's Title:** Mineral and Waste Planning Policy Officer

**Date:** 29<sup>th</sup> September 2020

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