

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

District: Cherwell

Application No: 21/00500/OUT

Proposal: Erection of up to 43 new homes, access from Station Road and associated works including attenuation pond

Location: Land North of Railway House Station Road Hook Norton

Response date: 29th March 2021

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	0
2-bed dwellings	10
3-bed dwellings	27
4-bed & larger dwellings	6
Extra Care Housing	
Affordable Housing %	%

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	120.02
Nursery children (number of 2 and 3 year olds entitled to funded places)	3.86
Primary pupils	15.29
Secondary pupils including Sixth Form pupils	10.54
Special School pupils	0.31
65+ year olds	8.84

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Strategic Comments

The application is for a residential development on a non-allocated site. As such the application will be subject to the planning policies set out in the Adopted Cherwell Local Plan 2011-2031 Part 1, including Policy Villages 1 which identifies Hook Norton as a Category A Village which is suitable for developments within the 'built up limits of the settlement'.

The County Council is raising a Drainage objection. Also attached are Transport, Education and Archaeology comments.

Officer's Name: Jonathan Wellstead

Officer's Title: Principal Planner

Date: 26/03/2021

Application no: 21/00500/OUT

Location: Land North of Railway House Station Road Hook Norton

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 - £1,500**
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;

- 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.

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Transport Schedule

Recommendation:

No objection subject to:

- **S106 Contributions** as summarised in the table below and justified in this Schedule:
- **An obligation to enter into a S278 & S38** agreement as detailed below.
- **Planning Conditions** as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Public transport services	£52,550 (£1,051 per dwelling)	December 2020	RPI-x	Public Transport Services serving Hook Norton

Key points

- Proposal seeks outline planning permission for up to 50 dwellings accessed from Station Road.
- Site was previously refused on sustainability grounds in 2014, however, due to proximity of bus stops and local facilities within Hook Norton, the Local Highway Authority do not object to this application.
- In order to gain access to the site, a new bellmouth junction will be required on Station Road, visibility splays have been provided for this and are in line with Manual for Streets. A S278 Agreement will be required for this.
- A Section 38 Agreement will be required for the access road, further detail on the requirements for this are described below.
- Car and cycle parking will be agreed at reserved matters stage; however, these will need to be in line with Oxfordshire County Council standards. All cycle parking should be covered, secure and accessible without having to wheel bikes through properties.
- In order to make the site acceptable on sustainability grounds, 2 new bus shelters will be required at the nearest bus stops either side of Station Road, these should be provided through a Section 278 Agreement. A financial contribution towards the 488 bus service will also be required through a S106 Agreement.

Comments:

Site Location

The site is located on Station Road to the eastern side of Hook Norton. The highway is restricted to a 30mph speed limit at the point of access, approximately 115 metres further east of the access the highway returns to national speed limit.

A previous planning application in 2014 was refused on sustainability grounds and although this is not as sustainable as other parts of the county, Hook Norton is categorised as a Category A village which benefits from a number of local amenities, including a primary school, doctors' surgery and post office. The north side of Station Road has a footway which runs into the centre of Hook Norton and the facilities previously mentioned.

Public Transport

The 488 bus service runs hourly Monday to Friday (08:00-18:00) and two-hourly on Saturdays (09:00-17:00). There is no current Sunday service and the service is reliant on financial support from the county council. The current COVID-19 pandemic also increases the risk to this and other services across the county. It is therefore important that new developments on the corridor contribute to firstly ensure the service remains in place and then improve the times of the service where possible to make the route more frequent. A financial contribution of £1,051 (index-linked) per dwelling has therefore been requested which will be required through a Section 106 Agreement.

To improve bus use, it is important to upgrade waiting areas for users. The nearest bus stops are on Station Road, approximately 135 metres from the proposed site junction and can be accessed via the aforementioned footway on the north side of Station Road. The northern stop currently has a flag and pole which is in relatively poor condition whilst there is no marked point on the southern side. It is considered that to ensure the site is sustainable, these stops should be improved via a S278 Agreement which the applicant suggests in the Transport Statement, this is welcomed.

New pole and flags are required on either side as well as two-bay shelters and improved hard-standing areas. On-street 'cages' will also be required, and each stop will come with a commuted sum for future maintenance.

Site Access

The applicant has proposed a simple priority junction in the form of a bellmouth which will act as the site access. Manual for Streets states that visibility splays of 43 metres should be provided within 30mph speed limits, the Transport Statement shows that the 85th percentile speed at the point of access is 42mph eastbound and 39 mph westbound. Visibility splays required for 42mph in line with MfS are 71 metres, as the applicant has shown that visibility splays of 120m can be provided within the highway boundary, this is considered acceptable.

The applicant has provided accident data for the vicinity of the site, although there have been 10 incidents over the 5-year period supplied, the majority would be considered 'driver error' and do not indicate a highway safety issue. In terms of traffic generation, the impact assessment undertaken is considered realistic and shows 37

trips in the AM Peak hour (08:00-09:00) and 31 trips in the PM Peak hour (17:00-18:00), this level is not considered severe and is unlikely to cause significant impact upon the network.

2 metre footways are provided either side of the site access which will connect with the existing pedestrian network and continue throughout the site, this is beneficial to pedestrian movement and considered appropriate.

Car and Cycle Parking

Parking will be agreed at reserved matters stage; however, the following will apply:

- Car parking will need to be in line with Oxfordshire County Councils parking standards
- All spaces will need to adhere to standard dimensions (5m x 2.5m if unobstructed, 5m x 2.7m if obstructed on one side, 5m x 2.9m if obstructed on both sides and 6m x 3m for garages).
- Cycle parking numbers will need to be in line with Oxfordshire's Cycling Design Standards and the Oxfordshire Street Design Guide which will be released within the next few months.
- All cycle parking should be covered, secure and have level access without having to wheel bikes through properties.

Detailed Design

- The access road should have a minimum width of 5.5m.
- The carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph. The main straight seems excessively straight with no proposed bends or calming.
- A long section indicating the vertical alignment will be required to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:20 or 5%.
- OCC require a swept path analysis for an 11.6m in length refuse vehicle for all manoeuvres in forward gear passing an on-coming or parked family car throughout the layout.
- No property should be within 500mm to the proposed highway, some houses appear very close to the footway. No doors, gates, windows, garages or gas/electric cupboards should open onto the proposed highway.
- 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.
- 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.
- Trees must not conflict with streetlights and must be a minimum 10 metres away. Trees that are within 5m of the carriageway or footway will require root protection. Given the number of trees indicated it would be helpful that the proposed street lighting is provided as trees will have to be located at least 10 metres away to ensure the streetlights can perform effectively.

- Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.
- The Visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.
- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design will be subject to a full technical audit.
- Minor residential roads that serve four or less properties will not be considered for adoption. Roads serving 5 or more houses can be considered for adoption but will need to meet adoptable criteria set out in the OCC Residential Design Guide Second Edition (2015).
- 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.
- 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.

S278 Highway Works:

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

- The construction of two 2-bay bus shelters either side of Station Road at the existing locations with adequate hard standing, pole and flags and on-street bus cages.
- The creation of the proposed access on Station Road in line with Oxfordshire County Council design standards.

Notes:

This is 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.

S38 Highway Works

An obligation to provide a spine road as part of the highway network be required for the development. The S106 agreement will secure delivery via future completion of a S38 agreement.

The S106 agreement will identify for the purpose of the S38 agreement;

- Approximate location of spine road and information as to provision eg minimum width of carriageway, footways etc as appropriate.
- Timing – this may be staged.
- Additional facilities/payments

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, details of the means of access between the land and the highway on Station Road, including position, layout and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the occupation of any of the dwellings, 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

Cycle Parking Provision

No dwelling of the development hereby permitted shall be occupied until cycle parking has been provided according to a plan showing the number, location and design of cycle parking for the dwellings that has previously been submitted to and approved in writing by the Local Planning Authority. The cycle parking will be permanently retained and maintained for the parking of cycles in connection with the development.

Reason - To ensure appropriate levels of cycle parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.

Travel Plan

A Residential Travel Information Pack is required prior to first occupation and then distributed to all residents at the point of occupation.

Reason – to ensure all residents are aware of the travel choices available to them from the outset.

Swept Path Analysis

Before the development permitted is commenced a swept path analysis shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate that for a modern family vehicle and refuse vehicle can safely and easily pass one-another throughout the development site.

Reason: In the interest of highway safety.

Construction Traffic Management Plan

A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed prior to commencement of works. The CTMP should follow Oxfordshire County Council's template if possible. This should identify;

- The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
- Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),
- Details of wheel cleaning / wash facilities to prevent mud, etc from migrating on to the adjacent highway,
- Contact details for the Site Supervisor responsible for on-site works,
- Travel initiatives for site related worker vehicles,
- Parking provision for site related worker vehicles,
- Details of times for construction traffic and delivery vehicles, which must be outside network peak hours,
- Engagement with local residents

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

Officer's Name: Will Madgwick

Officer's Title: Transport Planner

Date: 26 March 2021

Application no: 21/00500/OUT

Location: Land North Of Railway House Station Road Hook Norton

Drainage

Recommendation:

Objection

Key issues:

LLFA appreciate the information submitted. Unfortunately, we require more information in order to assess the application in detail.

There are discrepancies between the report and the calculations provided. This needs to be clarified;

- Rate used in Microdrainage 3.23×10^{-5} m/s, but rate stated on investigation report and FRA is 3.31×10^{-5} m/s

Infiltration trial locations stated in the plan do not correlate with the drainage layout. The trial locations must be where infiltration has been proposed.

As there are numerous infiltration locations proposed, several tests are needed in order to conclude with a conservative rate.

There is no mention of soft standing and hard standing areas in the report. A total of 0.062ha is used in the microdrainage calculations, this needs to be clarified.

Maintenance plan and exceedance plan are not submitted.

Officer's Name: Sujeenthan Jeevarangan

Officer's Title: LLFA Planning Engineer

Date: 17 March 2021

Application No: 21/00500/OUT

Location: Station Road, Hook Norton

Education Comments

This proposed development would have an impact on educational infrastructure, which includes childcare and nursery education providers, primary schools, secondary schools and Special Educational Needs (SEN) schools.

The site lies in the designated area of Hook Norton Primary School, which the county council has recently expanded to meet the needs of local housing growth, and would have sufficient capacity to meet the needs of the proposed development. For secondary education the site lies within the designated area of Chipping Norton School, which would have sufficient capacity to meet the needs of the proposed scale of development.

As such, the county council does not seek s106 contributions from the proposed development.

Officer's Name: Louise Heavey

Officer's Title: Access to Learning Information Analyst

Date: 16/03/2021

Application no: 21/00500/OUT

Location: Land North Of Railway House Station Road Hook Norton

Archaeology

Recommendation:

No objection subject to conditions

Key issues:

Legal agreement required to secure:

Conditions:

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 within two years of the completion of the archaeological fieldwork.

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).

Informatives:

Detailed comments:

The site is located in an area of some archaeological potential as indicated by the accompanying archaeological desk-based assessment. A Roman road has been recorded to the north of the site and Roman finds have been recorded for the area. Although parts of the site have been extensively quarried the archaeological desk-based assessment highlights that parts of the site do not appear to have been quarried and there is therefore the potential for previously unknown archaeological deposits to survive within these areas. A programme of archaeological investigation will therefore be required ahead of any development of these areas of the site.

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 above.

Officer's Name: Richard Oram

Officer's Title: Lead Archaeologist

Date: 12 March 2021
