

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

District: Cherwell

Application no: 21/02893/REM

Proposal: Approval of reserved matters pursuant to condition 1 of planning permission 18/01894/OUT for details of layout, appearance, scale, landscaping, access and parking for 25 dwellings

Location: North Of Shortlands And South Of High Rock, Hook Norton Road, Sibford Ferris

Date: 9 November 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.

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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.

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Transport Schedule

Recommendation:

Objection for the following reasons:

- **There is no turning head at the end of Road 2**

Comments:

Road 2 serves the parking spaces for four dwellings, as well as two unallocated parking spaces. Any vehicles entering this road will not be able to turn unless they are actually using one of the private off-road spaces. This means that any delivery vehicles, visitors to the dwellings, vehicles using the unallocated spaces, etc. will have to reverse out of Road 2 and across both lanes of Road 1 in order to leave the development. Apart from the inconvenience this will cause, there will also be an unacceptable highway safety risk.

The two one-bedroom flats have one parking space and all the other residences have two, which is in accordance with OCC parking standards. The larger dwellings also have garages. There are fourteen unallocated visitor parking spaces within the development, again in alignment with standards. Unfortunately, though, these are not well distributed throughout the site as ten of them are grouped at the end of Road 3. This road does appear to have a turning area which will be required if all spaces are occupied.

I am concerned about the pedestrian routes to Plots 3 to 12, 24 and 25. Any visitors to these properties who arrive in a vehicle, particularly grocery deliveries or similar, will wish to park up as close to the north-south path as possible, and this will be very near to the bellmouth junction. It is unlikely that such deliveries will seek out the visitor spaces as they are hidden from view down side roads and/or too far away to be practical for deliveries. It would be a significant benefit to the development if visible visitor parking could be incorporated along Road 1, where it is most needed.

Attention is drawn to the Oxfordshire Electric Vehicle Infrastructure Strategy which was adopted earlier this year. In particular, Policy EVI 8 requires that

- Provision is made for EV charging points for each residential unit with an allocated parking space; and

- Non-allocated spaces are provided with at least 25% (with a minimum of 2) having electric charging points installed. [In this case, four of the fourteen spaces].

Road Agreements Standard Comments:

Where there is not a footway adjacent to the carriageway i.e. a shared surface carriageway, a minimum 800mm maintenance margin is required.

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%.

Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1) including a designers response.

GG 119 Revision 2

5. Undertaking the road safety audit

NOTE The highway scheme can be designed by an organisation working for the third-party organisation rather than an organisation working for the Overseeing Organisation.

5.46.1 A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.

NOTE The third party organisation-led scheme is submitted for planning approval to the local planning authority and, where there are highway implications, the highway or Overseeing Organisation is consulted.

Trees must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway. 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 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 property should be within 500mm to the proposed highway. No doors, gates, windows, garages or gas/electric cupboards should open onto the proposed highway.

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.

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.

Conditions:

Electric Vehicle Charging

Prior to first occupation the applicant must submit plans to the Local Planning Authority for the Electric Vehicle Charging points across the site in line with Policy EVI8 of the Oxfordshire Electric Vehicle Infrastructure Strategy and thereafter construct according to the approved plans.

Reason: To ensure the site is in line with Policy EVI8.

Officer's Name: Roger Plater

Officer's Title: Transport Planner

Date: 26 October 2021

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Lead Local Flood Authority

Recommendation:

Comments

Drainage aspect will be assessed once Discharge of Condition for drainage has been submitted.

Officer's Name: Richard Bennett

Officer's Title: Flood Risk Engineer

Date: 9 November 2021