

**Application no: 21/CH0003/Preapp**

**Location:** Camp Road and West of Chilgrove Drive Upper Heyford

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## **Transport Development Control**

As you may be aware, Oxfordshire County Council is a consultee of the local planning authority and provides advice on the likely transport and highways impact of development where necessary.

It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

At this stage in the process, I set out the main issues/information that will need to be considered with the proposal, and these are:

- *A Transport Assessment (TA) will be required.*
- *The TA will need to use outputs from the Bicester Saturn Model under scenarios set out here.*
- *Clarification of proposed pedestrian provisions is required in plan form.*
- *A new pair of bus stops will be required on Chilgrove Drive.*
- *Contributions will be requested towards the public transport strategy for Heyford Park.*
- *A full residential Travel Plan will be required.*
- *The proposed location and design of the site access is acceptable in principle.*

We can also point you to guidance which is contained on the web, and the following links will direct you to a lot of the basic information needed to assist in the highway and transport consideration of many proposals.

### **County Council Transport Guidance for new developments**

<https://www.oxfordshire.gov.uk/cms/content/transport-new-developments>

**TRICS** – National information source for assisting the prediction of trip generation from new developments.

<http://www.trics.org/>

### **Local Planning Guidance and Information**

Newly adopted Cherwell Local Plan 2011-2031 Part 1:

[Cherwell District Council - Local Plan Development Framework](#)

[Cherwell District Council - Planning advice and guidance](#)

There are also references on these websites to other documentation and advice which may assist you in formulating a viable proposal.

### **Chargeable Pre-application Highways Advice**

If you need further assistance, either in the form of meeting, site visit, and or further written advice, we can provide that in accordance with our charging regime, which is also set out on Oxfordshire County Council web site

<https://www.oxfordshire.gov.uk/cms/content/pre-application-highways-advice-major-planning-applications>

We do encourage this further input, as experience proves that well formulated plans prior to planning applications being made frequently produce better result for all parties. In addition, should on the rare occasion, the proposals be wholly unacceptable from a transport / highway safety or policy point of view, a more formal input at this stage can avoid abortive costs were the proposals to proceed further.

If you need to discuss any of the above over the telephone, please do not hesitate to contact me.

Yours sincerely

*Chris Nichols  
Transport Development Control  
Oxfordshire County Council  
07966 536322*

## **Key issues**

- A Transport Assessment (TA) will be required.
- The TA will need to use outputs from the Bicester Saturn Model under scenarios set out here.
- Clarification of proposed pedestrian provisions is required in plan form.
- A new pair of bus stops will be required on Chilgrove Drive.
- Contributions will be requested towards the public transport strategy for Heyford Park.
- A full residential Travel Plan will be required.
- The proposed location and design of the site access is acceptable in principle.

## **Legal agreement required to secure**

Some required contributions are outlined in the following passages. Details of all requirements will be established on receipt and evaluation of a planning application.

## **Conditions**

In the event that a planning application was forthcoming then the following transport related conditions would likely be applied.

D4 Access

D5 Vision splays

D7 Vision splay protection

D10 Estate Accesses, Driveways and Turning Areas

D16 Details of Turning for Service Vehicles

D17/D18 Plan of Car Parking Provision

D19 Cycle Parking Provision

Prior to the first occupation of the development a full residential Travel Plan shall be submitted to and approved by the Local Planning Authority. The Travel Plan should be prepared in accordance with the County's guidelines.

Prior to the commencement of the development a Construction Traffic Management Plan prepared in accordance with Oxfordshire County Council's checklist, must be submitted to and approved in writing by the local planning authority. The construction works must be carried out in accordance with the details approved in the Construction Traffic Management Plan.

## **Informatives**

The Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage

owners. Alternatively, the developer may wish to consider adoption of the estate road under Section 38 of the Highways Act.

Prior to commencement of development, a separate consent must be obtained from the County's Road Agreements Team for the new highway vehicular access under S278 of the Highway Act. Contact: 01865 815700; RoadAgreements@oxfordshire.gov.uk.

## **Detailed comments**

### **Transport Development Control**

The pre-application documents are accompanied by a Transport Assessment Scoping Report (TASR) which notes that a planning application would be accompanied by a Transport Assessment (TA). This considered to be an appropriate level of submission given the quantum of residential units that is being proposed.

The TASR also notes that the Heyford Park development was assessed using a "strategic area model". The model in question is the Bicester Traffic Model and the County can make output from this model available for use in the TA that will be prepared for this proposal. The following model scenario will need to be employed.

- Inclusion of the Policy Villages 5 (PV5) allocation in the Cherwell District Local Plan at Upper Heyford in the base case.
- Inclusion of the PV5 highway mitigation schemes, to include "with" and "without" scenarios for the proposed bus gate mitigation at Middleton Stoney.
- Inclusion of the "Great Wolf" proposal at Chesterton should it be successful at a currently pending appeal. Should the outcome of the appeal not be known at the time of submission then the TA should examine "with" and "without" scenarios.
- Use of the sensitivity trip rates as set out in Table 6.15 of the Heyford Park Transport Assessment and Table 1 of the TASR.

The County would expect to provide junction turning movements under this scenario in order for the developer to carry out suitable junction capacity assessment. Initially the TA would be expected to assess all junctions as presented in Figure 3.2 of the Heyford Park Transport Assessment. It is expected that this would take the form of an initial screening process to determine which junctions should be carried forward for more detailed capacity assessment.

The TA would also be expected to provide details as follows.

- Site vehicular access details as set out in Section 3.0 of the TASR.
- Plans showing on and off site pedestrian provisions as described in 3.0 of the TASR, to include a footway behind the hedge connecting to the junction of Camp Road and Chilgrove Drive.
- If the site were to come forward before the opening of Chilgrove Drive, bus stops (on Camp Road) and access to them would need to be provided, if not first provided by the adjacent Pye Homes site.
- Details of personal injury accidents to be acquired from the County's own database rather than from the Crashmap website.
- On site transport provisions including details of car parking and turning.
- Tracking of refuse vehicle on all site roads.

### **Public Transport**

The TASR makes references (para 3.8 and Drawing SK03) to a new footway linking to a new bus stop on Camp Road. It should be noted that in the longer term buses are intended to use Chilgrove Drive instead of this section of Camp Road, although this will not take place until the through route around the north east area of the consented Heyford Park development is available and development has taken place upon it. The footway will still be required to allow pedestrians to access the village centre.

A new pair of bus stops will therefore also be required on Chilgrove Drive, in an appropriate location for pedestrian links from the development. Whether these are undertaken by Section 278 works or via a Section 106 contribution will depend on whether improvements to Chilgrove Drive are carried out prior to implementation of this development or subsequent to them. Whichever option is appropriate, each bus stop will require infrastructure including shelters and real time passenger information to be provided.

Contributions will be requested towards the public transport strategy for Heyford Park which currently envisages up to a 15 minute service to Bicester, but no service to Oxford, contrary to paragraph 6.3 of the TASR. The current standard contribution rate is £1,051 per dwelling. It is expected that the current frequency and hours of operation of the current service 250 will be improved in the near future.

### **Travel Plans**

Based on a quantum of 220 residential units the development will require a full residential Travel Plan together with a monitoring fee of £1426. This is set out in the Oxfordshire County Council guidance document Transport for New Developments Transport Assessments and Travel Plans (March 2014). The main Heyford Park development has a Travel Plan under development, and it is expected a Travel Plan forthcoming as part of this development proposal will be closely aligned with the main Heyford Park plan.

The Travel Plan can be provided in discharge of a condition of planning permission.

## **Rights of Way**

The inclusion of two proposed walking and cycling access onto Chilgrove Drive are welcomed but their location will need to be agreed. The provision of footways into Camp Road heading west is supported, but the possibility of providing a cycle path along Camp Road in some way should be explored.

The absence of a proposed walking and cycling access immediately behind the hedge across the site and to Chilgrove Drive to provide a direct route for NMUs is noted. This should be an essential component of this application going forward as it aids permeability of the site and surrounds.

Given the quantum and location of the proposed development the County will be seeking a reasonable S106 contribution towards offsite public rights of way mitigation. This is likely to seek to improve the nearby public right of way to the south and east of the site, possibly including Chilgrove Drive depending on when that new road gets constructed and how the 2018 hybrid application for Heyford Park proceeds.

## **Road Agreements**

The location of the proposed access is acceptable in principle, and the County does not have concern regarding the relocation of the zebra crossing. However, this will be subject to a public consultation at the technical application stage.

The County does have concerns regarding the chicane near the signalised junction due to the possibility of vehicle queuing backing up to block the chicane. This may cause vehicles passing in the opposite direction to back up towards the junction. Pending the result of traffic modelling at this junction this aspect may require re-design.

It is recommended that the new hedgerows are replaced at a 2.0m offset from the visibility splay to allow for growth.

Costs and timescales in relation to the highway works would be able to be determined during auditing of the S278 application.

<b>Officer's Name</b>	:	Chris Nichols
<b>Officer's Title</b>	:	Transport Development Control
<b>Date</b>	:	31 March 2021

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