

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

**District:** Cherwell

**Application no:** 22/02068/REM

**Proposal:** Reserved Matters to 14/01932/OUT: Parcels 1 and 3 for 240 dwellings - appearance, landscaping, layout and scale

**Location:** OS Parcel 7400 Adjoining And South Of, Salt Way, Bodicote

**Response Date:** 19th August 2022

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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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## Transport Schedule

### Recommendation

**Objection** for the following reasons.

- Electric vehicle charging points are required for all dwellings.
- Cycle storage is required for dwellings that do not have a garage.
- There are highways design issues that will need to be addressed prior to the granting of planning permission.

If despite the County's objection permission is proposed to be granted then the County requires prior to the issuing of planning permission a S106 agreement and a S38 agreement to mitigate the impact of the development plus planning conditions and informative as detailed below.

### S106 Contributions

<b>Contribution</b>	<b>Amount £</b>	<b>Price base</b>	<b>Index</b>	<b>Towards</b>
Travel Plan Monitoring	1,558	December 2021	RPI-x	Travel plan monitoring for a period of five years.
<b>Total</b>	<b>1,558</b>			

### Key points

- Electric vehicle charging points are required for all dwellings.
- Cycle storage is required for dwellings that do not have a garage.
- A full Residential Travel Plan and a Travel Information Pack will be required.
- There are highways design issues that will need to be addressed prior to the granting of planning permission.
- Other highways design matters are set out.

## **Comments**

### **Transport Development Control**

Car parking provision at all dwellings meets with the County's standards.

There is no evidence of electric vehicle (EV) charging points on the Planning Layout. EV charging should be provided for each dwelling. **Reason for objection.**

There is a substantial number of dwellings that do not have a garage, and therefore do not have a facility for secure covered cycle storage external to the main dwelling. This should be rectified in the form of sheds or bespoke cycle storage units. **Reason for objection.**

Given the location and scale of the development proposals a Construction Traffic Management Plan will be required. This should be developed using the County's guidance checklist and can be submitted in discharge of a condition of planning permission.

### **Travel Plans**

A 2014 travel plan has been submitted with this application. This is not considered to be a current travel plan and will need completely updating if it is to meet the County's criteria. Further information regarding the required criteria can be found within appendices 5 and 8 of the County's guidance document Transport for New Developments - Transport Assessments and Travel Plans (March 2014). This can be obtained via the County's website or by contacting the Travel Plans Team at the County at [travelplan@oxfordshire.gov.uk](mailto:travelplan@oxfordshire.gov.uk).

A Full Residential Travel Plan is therefore required for this development. This should be produced prior to first occupation and then updated on occupation of 50% of the site (120<sup>th</sup> dwelling) when adequate survey data is available. A Travel Plan monitoring fee of £1,558 is required to enable the travel plan to be monitored for a period of five years.

A Residential Travel Information Pack is also required prior to first occupation and then distributed to all residents at the point of occupation. This will ensure all residents are aware of the travel choices available to them from the outset.

Both the Residential Travel Plan and the Travel Information Pack can be provided in discharge of a condition of planning permission.

Cycle parking and EV charging points should be provided within residential boundaries. **Reason for objection.**

### **Road Agreements**

A 1.0m flat landing area is required behind the highway before any ditch/balancing pond. A stage 1&2 road safety audit will need to be undertaken to take a view of the

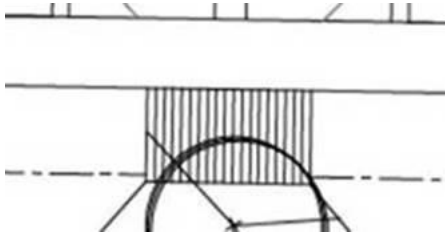
ditch being close to the highway. The depths of the ditches are of concern due to how close they are to the carriageway. **Reason for objection.**

The County requires a swept path analysis for an 11.6m in length refuse vehicle passing an on-coming or parked family car throughout the layout. The carriageway will require widening on the bends to enable this manoeuvre. **Reason for objection.**

A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:21 or 5%. **Reason for objection.**

Other matters relating to design are set out below.

- The application will need to comply with the County's Street Design Guide.
- Forward visibility should be designed to 20mph unless traffic calming is in place to reduce the speed further.
- Trees should not be present in traffic build outs as this reduces visibility of oncoming vehicles.
- Some visitor parking is shown encroaching in to the carriageway.
- It is uncertain if the hatching below is indicating a rumble strip. For the avoidance of doubt the County would not recommend the use of a rumble strip.



- All new developments will need a 20mph speed limit and supporting Traffic Regulation Order and self-enforcing measures.
- Carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph.
- Where there is not a footway adjacent to the carriageway a 6.0m wide shared surface block paved carriageway with a minimum 800mm grass margin on either side is required.
- Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1). This will be required in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required.
- 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. Oxfordshire

County Council have published the "[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.

- 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 10.0 metres away and a minimum 1.5m from the carriageway. Trees that are within 5.0m of the carriageway or footway will require root protection.
- Trees within the highway will need to be approved by the County 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 including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors or gas/electric cupboards must open over 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.
- The County requires 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.

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

A Section 106 agreement for the outline application under 14/01932/OUT which covers this parcel of land was executed on 18 December 2019.

**1,558 Travel Plan Monitoring Fee** indexed from December 2021 using RPI-x

#### **Justification**

To enable monitoring of the effectiveness of the Residential Travel Plan over a period of five years from first occupation.

## **Calculation**

Appendix 12 (Travel Plan Monitoring Fees) of County guidance note Transport for New Developments: Transport Assessments and Travel Plans (March 2014) sets the Travel Plan monitoring fee for residential development of 200 – 399 homes at £1,240.

Calculated as 31 hours at £40/hour to cover initial checks and set up and monitoring in years 0, 1, 3, and 5.

This is uplifted from March 2014 to December 2021 using RPI-x as follows:

Index base data: RPI-x March 2014 = 254.3; December 2021 = 319.6.

$319.6 / 254.3 \times £1,240 = £1,558$

## **S278 and S38 Highway Works**

The County has already received the Section 278 application for the roundabout access to the estate which is currently under construction. It has also received the application for the linking spine road.

If the developer wishes for these phases to be considered for adoption it will need to apply for a Section 38 application once planning permission is granted.

## **Planning Conditions**

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

### **Provision of Access Parking Turning**

The proposed access, parking, turning, loading and unloading facilities shall be provided in accordance with the approved plans before first occupation of the development hereby permitted. The access, parking, turning, loading and unloading facilities shall thereafter be retained for use in connection with the development for those purposes only.

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.

Prior to first occupation a Residential Travel Plan and Residential Travel Information Pack which meets the Local Highways Authority's criteria should be submitted to the Local Planning Authority.

**Informative**

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.

**Officer's Name: Chris Nichols**

**Officer's Title:** Transport Development Control

**Date:** 15 August 2022

**Application no: 22/02068/REM**

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### **Lead Local Flood Authority**

#### **Recommendation:**

Comments

#### **Detailed comments:**

Prior to commencement, drainage conditions 10 and 11 needs to be discharged of 14/01932/OUT. LPA should be aware conditions 10 & 11 still needs to be discharged at detailed design stage.

**Officer's Name: Kabier Salam**

**Officer's Title: LLFA Engineer**

**Date: 15/08/2022**



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### **Education Comments**

The development site is covered by an existing S106 Agreement (dated 18th December 2019) in relation to planning permission 14/01932/OUT. Matrices to calculate Education Contributions are laid out within that agreement.

**Officer's Name:** Louise Heavey

**Officer's Title:** Access to Learning Information Analyst

**Date:** 11/08/2022

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## **Archaeology**

### **Recommendation:**

The site has been subject to an archaeological excavation, and there are no further archaeological constraints to this scheme.

### **Key issues:**

### **Legal agreement required to secure:**

### **Conditions:**

### **Informatives:**

### **Detailed comments:**

The site has been subject to an archaeological excavation which was asked for following a geophysical survey and archaeological trenched evaluation. The excavation recorded pits of early and middle Neolithic date, as well as three cremation burials with Neolithic or Bronze Age pottery. Two sub-rectangular enclosures, two roundhouses and several enclosures dating to the Iron Age or Roman period. These have been fully recorded and a post-excavation assessment has been prepared.

**Officer's Name: Victoria Green**

**Officer's Title:** Planning Archaeologist

**Date:** 10th August 2022