

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

**District:** Cherwell

**Application no:** 22/02570/REM

**Proposal:** Reserved Matters application to 20/02083/OUT for the approval of details of layout (internal access roads and footpaths), scale, appearance and landscaping relating to the erection of 14 dwellings including 5 affordable dwellings, together with the provision of parking, landscaping and other associated details

**Location:** Hempton Gate Land North Of Hempton Road And West Of, Wimborn Close, Deddington

**Response Date:** 18th October 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:**

- The dimensions of the visitor parking spaces are inadequate
- Waste and recycling collection from all dwellings is not possible.

If, despite OCC's objection, permission is proposed to be granted then OCC requires planning conditions and informatives as detailed below.

**Comments:**

### **Site layout**

The area where the Refuse Collection Vehicle (RCV) is shown to be turning appears to be private parking. If the scheme is proposed for adoption, this turning head would need to be included in the adoptable area.

All new developments will need a 20mph speed limit and supporting Traffic Regulation Order and self-enforcing measures.

The 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 metre wide shared surface block paved carriageway with a minimum 800mm grass margin on either side is required.

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%.

There are no visibility splays indicated. Junction and Forward Visibility Splays and dimensions must be in accordance with the OCC Street Design Guide and dedicated to OCC if they fall out of the existing highway boundary.

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 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 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.

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.

Minor residential roads that serve four or fewer 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 Street Design Guide (2021)

### **Car and cycle parking**

For those dwellings without garages, separate cycle parking facilities will be required. It is likely that this will be in a shed or similar in the garden. A revised route to the garden of Plot 35 is required so that it is not obstructed by parked cars.

There are six visitor parking spaces in the development, all of which are parallel to the carriageway. The length of each space measures 5.5m, but they must be a minimum of 6.0m long to enable the parking manoeuvre, as required by the OCC Street Design Guide (sect. 3.2). Furthermore, the spaces that are not alongside a footway must be at least 2.7m wide to allow a passenger to disembark.

### **Refuse collection**

Manual for Streets specifies a maximum distance of 55m between the RCV and a dwelling. Given that the northern cul-de-sac is approximately 65m long, this distance will be exceeded for at least one dwelling. This also assumes that the RCV can reverse to the northern extent of the spine road, which is not as shown in the Swept Path Analysis drawing.

Bin Collection Points will be required at suitable locations but these are not allowed for in the layout.

### **Planning Conditions:**

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

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.

No development shall commence unless and until full specification details (including construction, layout, surfacing and drainage) of the turning areas and parking spaces within the curtilage of the site, arranged so that motor vehicles may enter, turn round and leave in a forward direction and vehicles may park off the highway, have been submitted to and approved in writing by the Local Planning Authority. The turning areas and car parking spaces shall be constructed in accordance with the approved details prior to the first occupation of the development shall be retained as such for the parking and manoeuvring of vehicles at all times thereafter.

Reason - In the interests of highway safety and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

The development shall not be occupied until a waste and recycling management plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out strictly in accordance with the approved delivery and servicing management plan.

Reason - In the interests of highway safety and to comply with Government guidance within the National Planning Policy Framework.

**Informative:**

Please note, the Advance Payments Code (APC), Sections 219 -225 of the Highways Act 1980, 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. For guidance and information on road adoptions etc. please visit our website.

**Officer's Name: Roger Plater**

**Officer's Title:** Transport Planner

**Date:** 14/10/2022

**Application no: 22/02570/REM**

**Location:** Hempton Gate Land North Of Hempton Road And West Of, Wimborn Close, Deddington

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**Lead Local Flood Authority**

**Recommendation:**

Comments

**Detailed comments:**

Prior to commencement drainage condition 10 of 20/02083/OUT needs to be discharged.

**Officer's Name: Kabier Salam**

**Officer's Title: LLFA Engineer**

**Date: 17/10/2022**

**Application no: 22/02570/REM**

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## **Archaeology**

### **Recommendation:**

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.

### **Key issues:**

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

### **Conditions:**

### **Informatives:**

### **Detailed comments:**

**Officer's Name: Victoria Green**

**Officer's Title:** Planning Archaeologist

**Date:** 07/10/2022