
Project Name : Land off Camp Road, Upper Heyford

Job No : 22-192

Note Title : Highways Technical Note

Author : SRD

Checked : RJH

Approved : RJH

Date : September 2023

1.0 INTRODUCTION

1.1 *Background*

1.1.1 This Highways Technical Note (TN) has been prepared by Odyssey on behalf of David Wilson Homes (DWH) in support of a proposed development on Land off Camp Road, Upper Heyford, Oxfordshire.

1.1.2 A full planning application for the “*erection of 126 dwellings with access from Camp Road, provision of public open space and associated infrastructure*” was submitted to Cherwell District Council (CDC) as the planning authority in October 2022, under reference 22/03063/F.

1.1.3 Subsequently, comments from Oxfordshire County Council (OCC) as the highway authority were issued on 14th December 2022. OCC’s comments are included at **Appendix A**; they have been made by the following OCC teams:



- Transport Contributions
- Transport Strategy
- Transport Development Control
- Travel Plans
- Rights of Way
- Road Agreements

1.1.4 There are some overlapping comments from a number of teams however, the comments can generally be grouped under the following categories:

- Transport Contributions (Section 106 (S106) agreement)
- General layout comments including cycle infrastructure and cycle parking, car parking and Electric Vehicle (EV) Charging Points
- Travel Plan
- Construction Traffic Management Plan

1.1.5 **Section 2.0** of this TN sets out a response to the comments made by OCC, under the headings set out above. This TN accompanies an updated submission package as part of a coordinated response to all relevant consultee comments.

2.0 OCC COMMENTS

2.1 Transport Contributions (S106)

2.1.1 The required S106 contributions are set out in OCC's comments. The principle of S106 contributions is accepted, with the level of contribution to be finalised as part of the S106 agreement.

2.2 General Layout Comments

Cycle Infrastructure

2.2.1 Given the number of dwellings served and the associated low traffic flows on the roads internal to the site, it is considered that no dedicated internal cycle lanes are required in accordance with LTN1/20. It is therefore appropriate that, cyclists would be travelling on-street within the development.

2.2.2 External to the site, cyclists would benefit from the consented S278 'Highway Works Package B – Camp Road East Improvements' as enshrined in the Heyford Park S106 agreement



(consented application reference 18/00825/HYBRID). The relevant Heyford Park S278 works, along with the proposed site access and associated works are shown on **Drawing 22-192/003F**.

Cycle Parking and Storage

2.2.3 Cycle parking would be provided in accordance with OCC's adopted cycle parking standards. Each dwelling would benefit from secure cycle storage either within a garage, if provided, or within a shed in their private garden. We note that the proposed provision was confirmed as acceptable in OCC's comments.

Car Parking

2.2.4 Car parking would be provided in accordance with OCC's adopted parking standards; again we note that the car parking provision made for the proposed development was confirmed as accepted within OCC's comments. However, as the housing mix has been amended in the updated submission the revised figures are shown in **Table 2.1**.

Table 2.1 Proposed Car Parking Provision

Dwelling Type	Beds	No. Dwellings	Proposed Car Parking			As Per Parking Standards		
			Car Parking	Garages	Total	Allocated	Unallocated	Total
Apartment	1	12	12	0	12	12	5	17
	2	24	48	0	48	48	7	55
House	3	56	112	21	133	112	22.5	134.5
	4	34	68	30	98	68	20.5	88.5
Sub-Total		126	240	51	291	240	55	295
Visitors					23			
Total					314			

2.2.5 As shown in **Table 2.1**, the development proposes a total of 240 allocated residential car parking spaces, with a further 51 garage spaces and 23 visitor spaces, totalling 314 car parking spaces. The car parking standards require the provision of 240 allocated and 55 unallocated car parking spaces, totalling 295 spaces.

2.2.6 Car parking bays are to be 2.5m x 5m for perpendicular spaces and 2.5m x 6.0m for parallel bays. **Drawing 22-192-105** shows the Swept Path Analysis (SPA) for the most onerous parking bays.



Electric Vehicle Charging Bays

2.2.7 EV Charging Infrastructure will be provided on site in accordance with the relevant standards. The details of this will be provided as a Discharge of Condition application.

Internal Site Layout

2.2.8 Following receipt of comments from a number of statutory consultees, the masterplan has been revised to take account of the comments. The revised masterplan is included in **Appendix B**.

2.2.9 In highways terms, the changes to the masterplan are generally minor. The roads internal to the site have been designed in accordance with the OCC Street Design Guide (2022). The majority of internal roads are designed to a traditional layout including a 5.0m wide carriageway and 2.0m wide footways on one or both sides of the road with localised widening around bends. Where shared surfaces are provided, these are at least 7.0m wide whilst shared driveways are at least 4.1m wide.

2.2.10 Junction visibility internal to the site is provided in accordance with Manual for Streets (MfS) requirements for speeds of 20mph, whilst forward visibility around 90-degree bends is provided for speeds of 15mph. **Drawing 22-192/101B** shows the General Arrangement including visibility splays at the site access and internal to the site.

2.2.11 In addition to the main site access, two shared private drives are provided in the form of crossovers, one on each side of the site access junction each serving four dwellings.

2.2.12 SPAs have been undertaken on the revised layout for fire tender and refuse vehicles to demonstrate compliance with Building Regulations Parts B and H respectively.

2.2.13 Accordingly, **Drawing 22-192/102B** shows the refuse vehicle SPA to demonstrate that all household bins or bin collection points are located within the prescribed 25m operator drag distance and 30m residents' drag distance, whilst **Drawing 22-192/103B** demonstrates that the fire tender can access all dwellings to within 45m (hose distance).

2.2.14 Furthermore, an SPA has been undertaken for a 9.5m long tanker to demonstrate that access to the pumping station can be achieved. This is shown in **Drawing 22-192/104B**.

2.2.15 As requested by OCC Highways a number of long sections of the spine road have been produced to demonstrate the gradient of the adoptable highways; gradients are less than 1 in 20



(5%) and are therefore compliant with the Disability Discrimination Act (DDA). This is shown on **Drawing 22-192/109**.

2.2.16 A Stage 1 Road Safety Audit (RSA1) of the site access and the internal layout is underway and will be submitted in due course along with a Designer's Response.

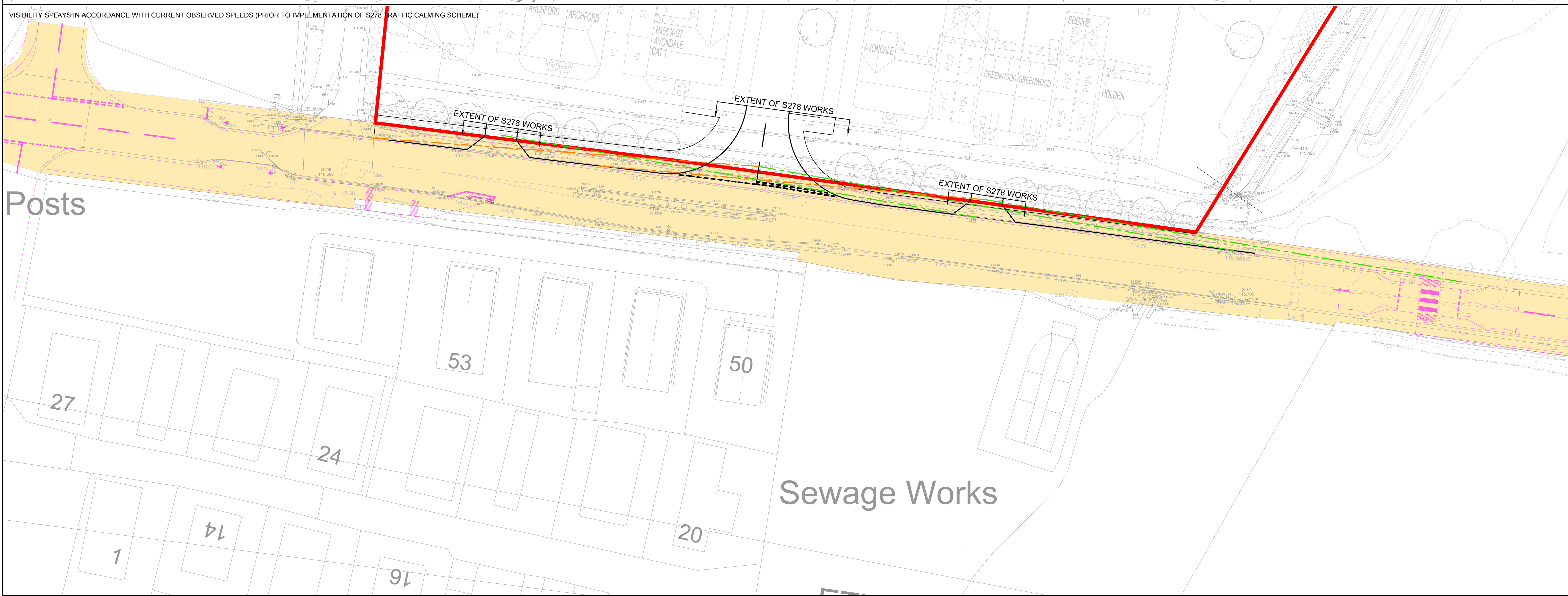
2.3 *Travel Plan*

2.3.1 A Residential Travel Plan (RTP) will be prepared and submitted for approval by OCC as a stand-alone document. This will align closely with the emerging Travel Plan for Heyford Park.

2.4 *Construction Traffic Management Plan*

2.4.1 A Construction Traffic Management Plan (CTMP) will be provided in due course, as part of a Discharge of Condition application.

DRAWINGS



NOTES

- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES
- SITE LAYOUT HAS BEEN PROVIDED BY FOCUS DATED 12 SEPTEMBER 2023.
- TOPOGRAPHICAL SURVEY HAS BEEN PROVIDED BY PYE HOMES, DATED JUNE 2019.
- HIGHWAY BOUNDARY INTERPOLATED ONTO OS MAPPING FROM INFORMATION RECEIVED FROM OXFORDSHIRE COUNTY COUNCIL ON 07/01/22 VIA DAVID WILSON HOMES ON 02/08/22

LEGEND

- SITE BOUNDARY
- HIGHWAY BOUNDARY
- ADJACENT S278 WORKS (TO BE COMPLETED BY OTHERS - TRANSPOSED FROM WOODS HARDWICK DRAWING 16871-SK381 REV B)
- 2.4m x 43m VISIBILITY SPY (30mph MIS)
- 2.4m x 50m VISIBILITY SPY (33.5mph MIS)
- 2.4m x 62m VISIBILITY SPY (38.5mph MIS)

F SITE LAYOUT UPDATED	MS RJH RJP 15/09/23
E SITE LAYOUT FOR OVERLAY ADDED	SCM RM RJP 27/10/22
D MINOR AMENDMENTS	BEBO RM RJP 20/06/22
C SURVEYED VISIBILITY SPY ADDED	MS RM RJP 27/09/22
B SITE LAYOUT UPDATED	MS RM RJP 08/09/22
A UNDERGROUND ELECTRICITY CABLE ADDED	MS RM RJP 25/08/22

Rev	Amendments	Des	Chk	App	Date

ODYSSEY

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S70 2RT

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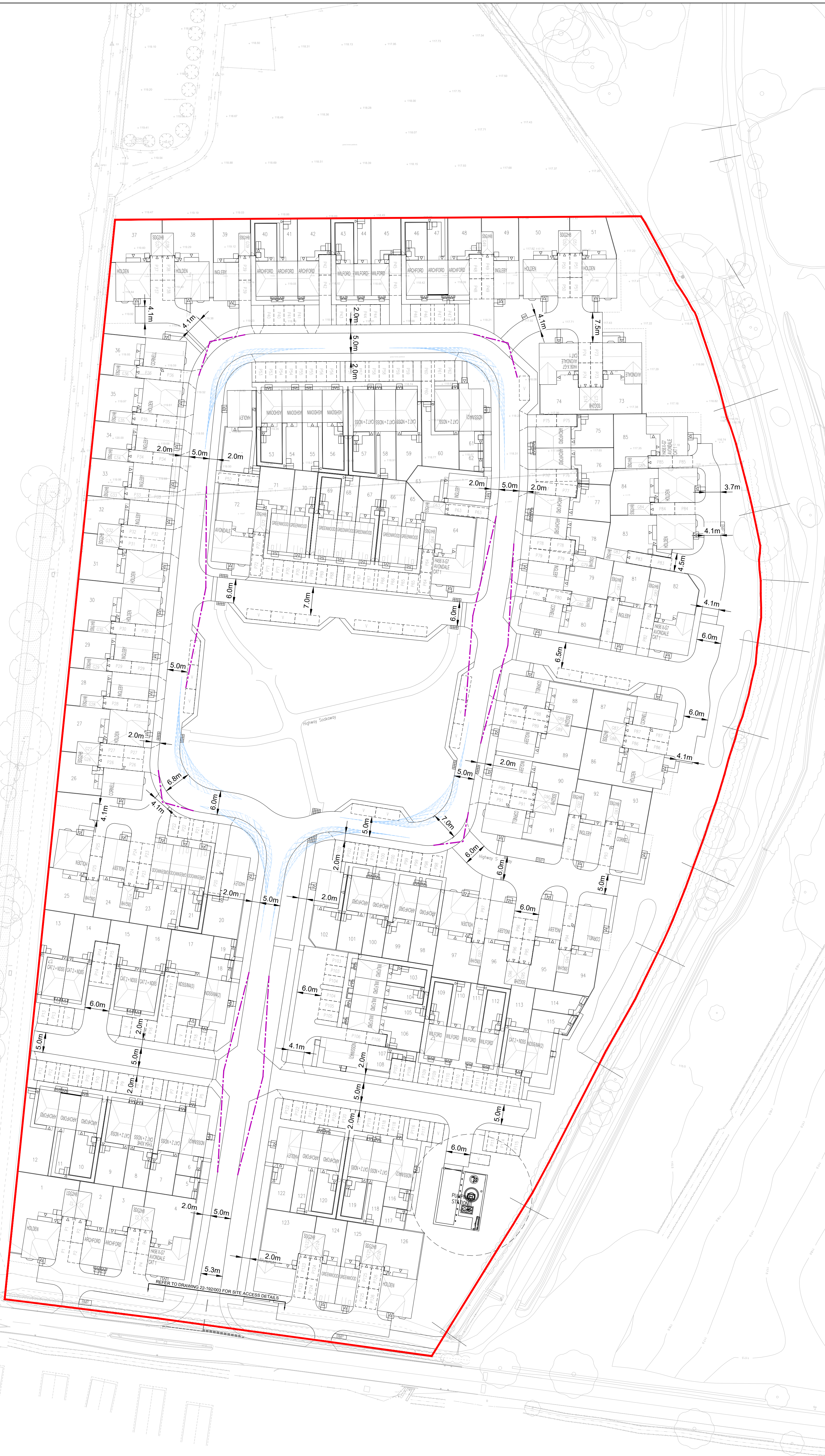
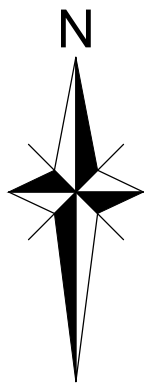
Job Title: LAND OFF CAMP ROAD, UPPER HEYFORD

Drawing Title: PROPOSED SITE ACCESS GENERAL ARRANGEMENT

Client: DAVID WILSON HOMES SOUTHERN

Scale: 1:250 @A0	Date: AUG 22	Designed: MS
Drawn: MS	Checked: RJH	Approved: RJH
Job No: 22-192	Drawing No: 22-192/003	Rev: F

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- NOTES
1. LAYOUT RECEIVED FROM FOCUS ON 12/09/23
- KEY:-
- SITE BOUNDARY
 - 2.4m x 25m VISIBILITY SPLAYS (20mph MFS)
 - 17m FORWARD VISIBILITY(15mph MFS)
 - 2.4m x 43m VISIBILITY SPLAY (30mph MFS)
 - 2.4m x 50m VISIBILITY SPLAY (33.5mph MFS)
 - 2.4m x 62m VISIBILITY SPLAY (38.5mph MFS)

B	SITE LAYOUT UPDATED FOR SUBMISSION			MS	MS	SRD	14/09/23
A	UPDATED TO SUIT REVISED SITE LAYOUT			SD	SRD	SRD	04/07/23
Rev	Amendments			Dm	Chk	App	Date



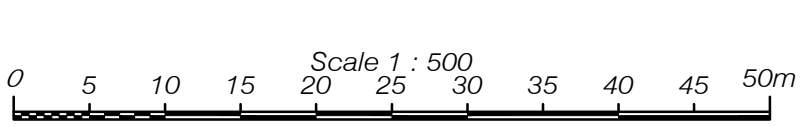
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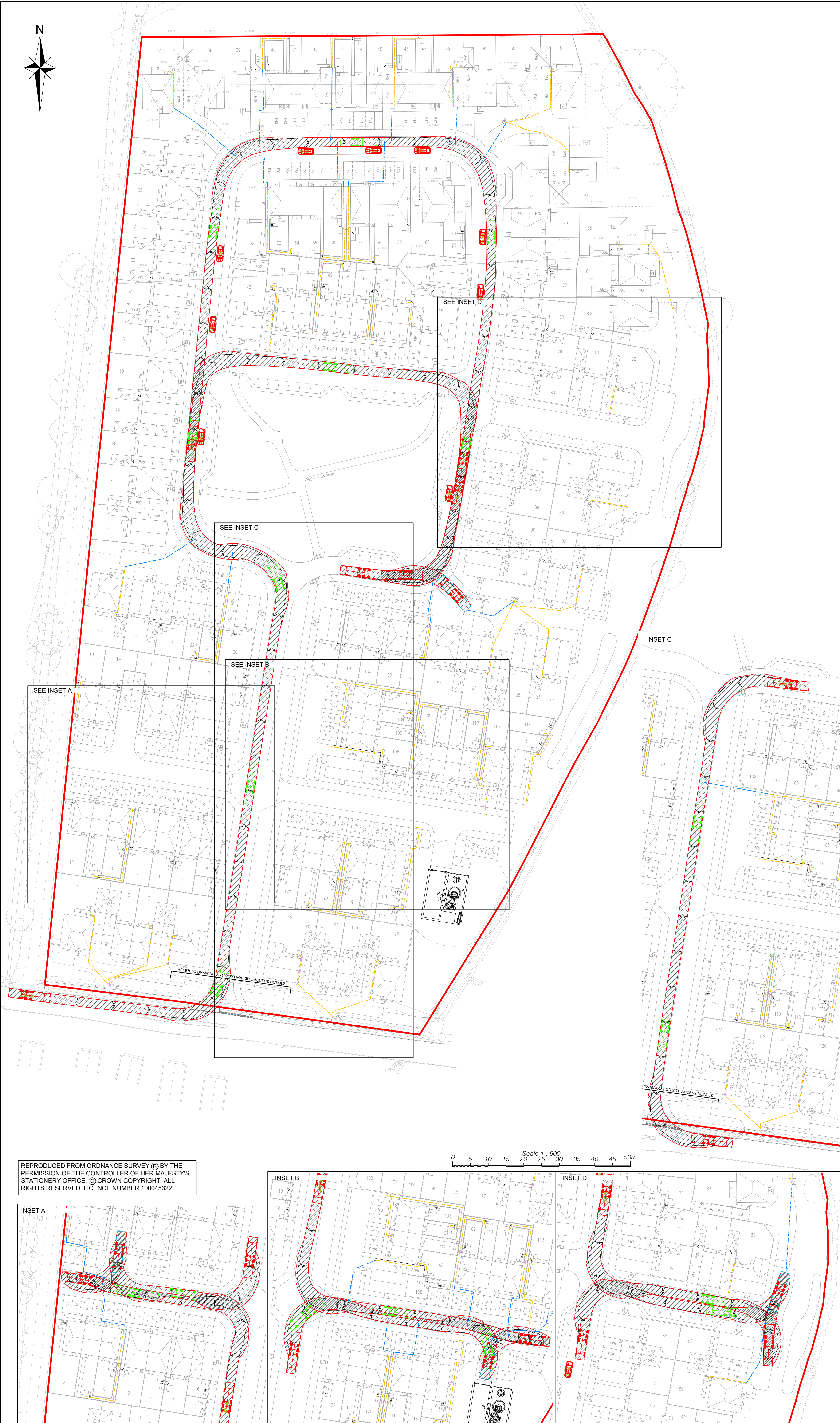
Telephone: 01256 331144
Fax: 01256 331134
E: info@odysseyconsult.co.uk
W: www.odysseyconsult.co.uk

Job Title									
LAND OFF CAMP ROAD, UPPER HEYFORD									
Drawing Title									
GENERAL ARRANGEMENT									
Client									
DAVID WILSON HOMES SOUTHERN									
Scale	1:500 @A1			Date	JUN 23		Designed	SD	
Drawn	SD			Checked	MS		Approved	SRD	
Job No	22-192			Drawing No	22-192/101			Rev	B

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P:22-192 - Land off Camp Road, Upper Heyford\Tech\Acad\Drawings\100 Series\22-192-102 Refuse Vehicle Swept Paths.dwg



NOTES

- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES.
- LAYOUT RECEIVED FROM FOCUS ON 12/09/23.

KEY:-

- SITE BOUNDARY
- RESIDENT DRAG DISTANCE (30m MAX)
- OPERATIVE DRAG DISTANCE (25m MAX)
- RELOCATED BIN COLLECTION POINT

PLOTS 107/108/114/115/116/117 ARE ASSUMED TO BE STANDARD BINS AS SHOWN IN THEIR GARDENS

QCC Refuse Vehicle
Overall Length 11.640m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Wall to Wall Turning Radius 11.250m

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Scale 1 : 500

0 5 10 15 20 25 30 35 40 45 50m

INSET A

INSET B

INSET C

INSET D

B	SITE LAYOUT UPDATED FOR SUBMISSION	MS	MS	SRD	14/09/23
A	UPDATED TO SUIT REVISED SITE LAYOUT	SD	SRD	SRD	04/07/23
Rev	Amendments	Orn	Chk	App	Date

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Job Title

LAND OFF CAMP ROAD,
UPPER HEYFORD

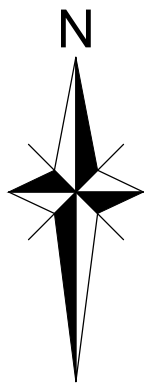
Drawing Title

REFUSE VEHICLE SWEEP
PATH ANALYSIS

Client

DAVID WILSON HOMES
SOUTHERN

Scale	1:500 @A1	Date	JUN 23	Designed	SD
Drawn	SD	Checked	MS	Approved	SRD
Job No	22-192	Drawing No	22-192/102	Rev	B

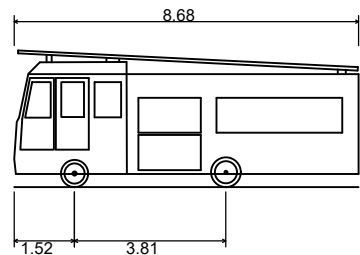


NOTES

1. LAYOUT RECEIVED FROM FOCUS ON 12/09/23

KEY:-

- SITE BOUNDARY
- 20m MAXIMUM DISTANCE FROM JUNCTION
- 45m MAXIMUM HOSE DRAG DISTANCE



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Look to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

B	SITE LAYOUT UPDATED FOR SUBMISSION	MS	MS	SRD	14/09/23
A	UPDATED TO SUIT REVISED SITE LAYOUT	SD	SRD	SRD	04/07/23
Rev	Amendments	Drn	Chk	App	Date

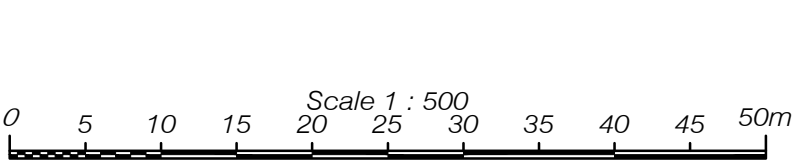


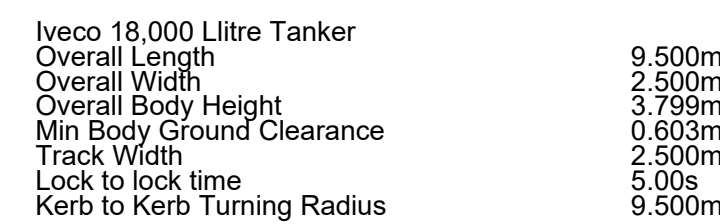
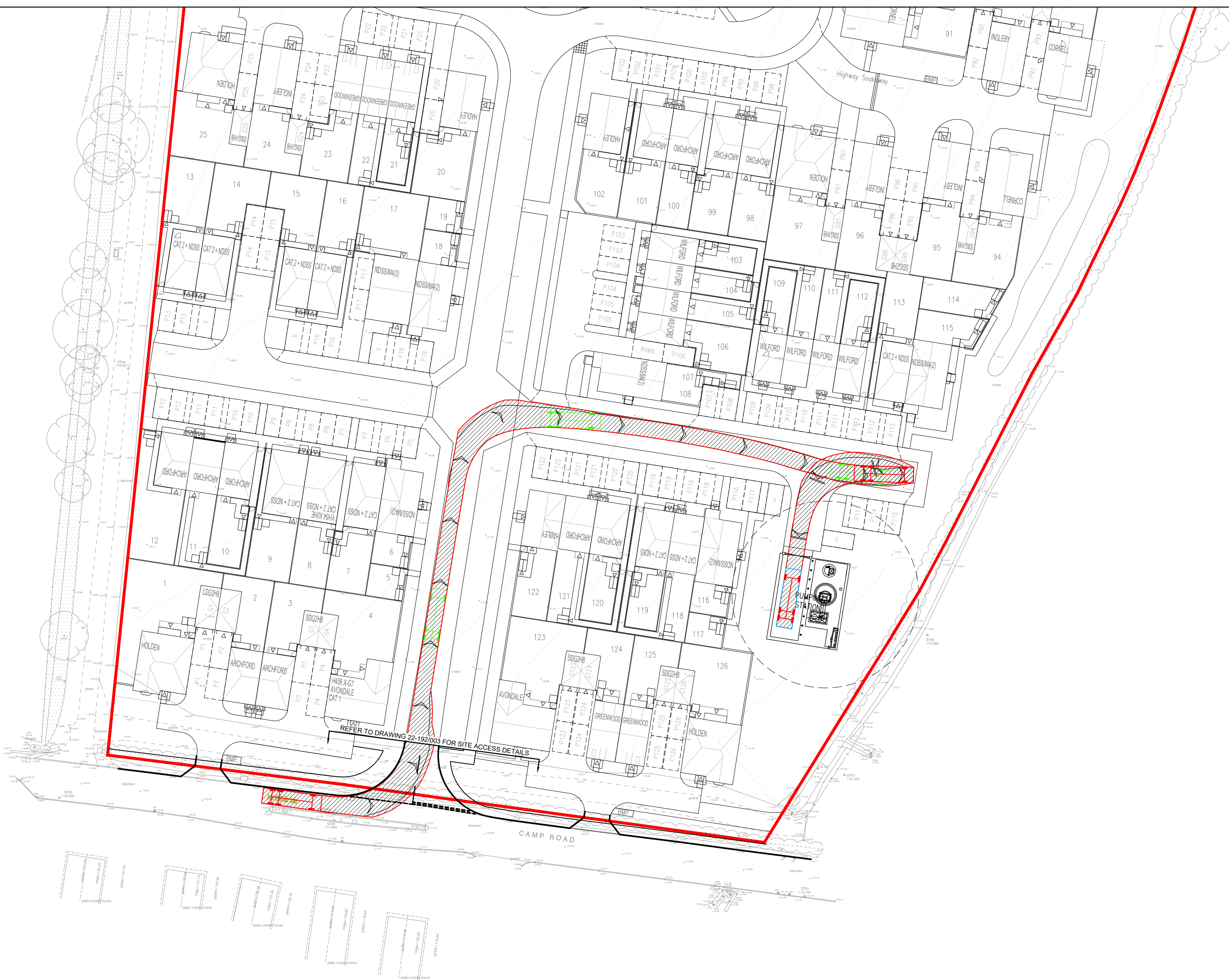
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W: www.odysseyconsult.co.uk

Job Title			LAND OFF CAMP ROAD, UPPER HEYFORD		
Drawing Title			FIRE TENDER SWEEP PATH ANALYSIS		
Client			DAVID WILSON HOMES SOUTHERN		
Scale	1:500 @A1	Date	JUN 23	Designed	SD
Drawn	SD	Checked	MS	Approved	SRD
Job No	22-192	Drawing No	22-192/103	Rev	B

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1. LAYOUT RECEIVED FROM FOCUS 12/09/23

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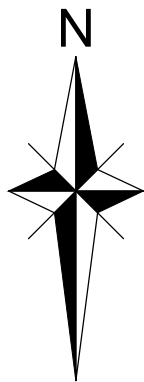
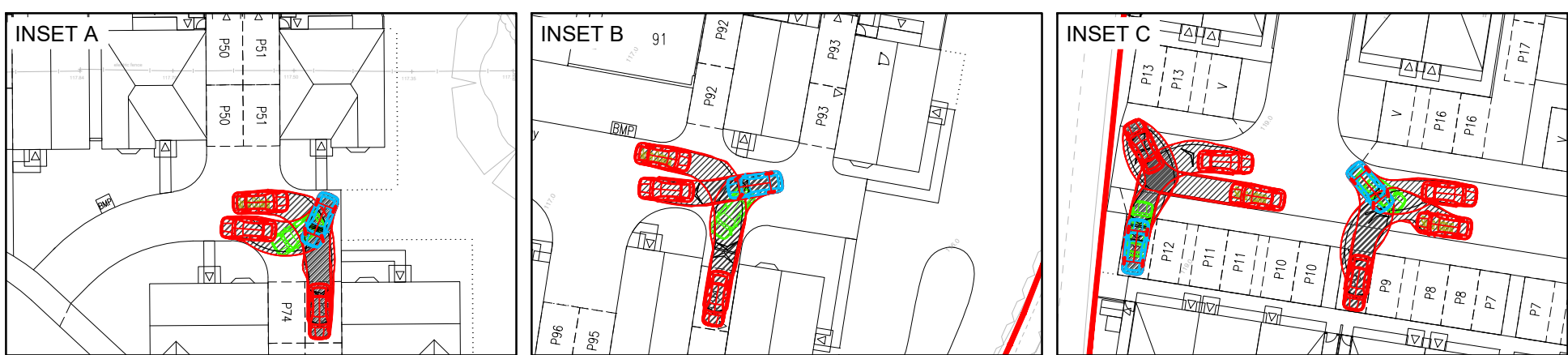
 SITE BOUNDARY

B	SITE LAYOUT UPDATED FOR SUBMISSION	MS	MS	SRD	14/09/23		
A	UPDATED TO SUIT REVISED SITE LAYOUT	SD	SRD	SRD	04/07/23		
Rev	Amendments	Dm	Chk	App	Date		



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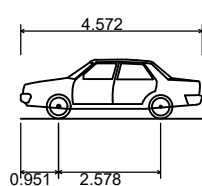
0 5 10 15 20 25 30 35 40 45 50m



NOTES

1. BASED ON LAYOUT RECEIVED FROM FOCUS ON 12/09/2023

KEY:-



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m

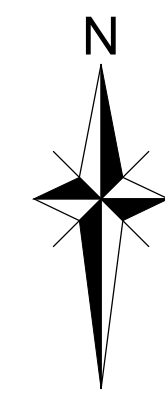
Rev	Amendments	Drn	Chk	App	Date
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**ODYSSEY**

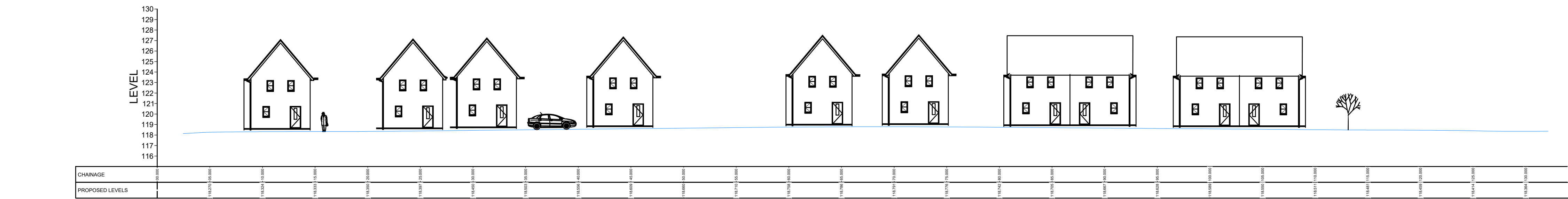
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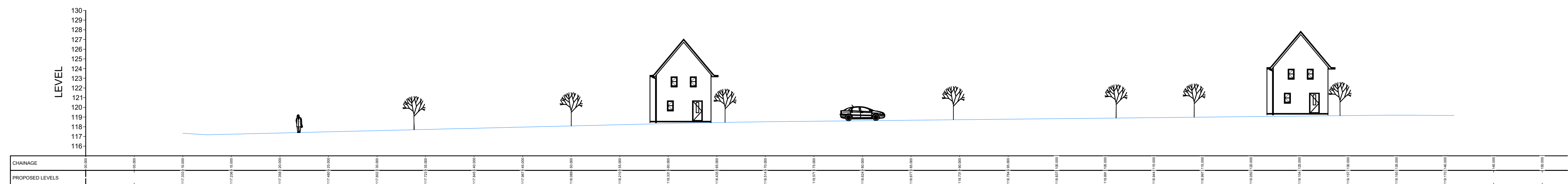
Job Title LAND OFF CAMP ROAD, UPPER HEYFORD					
Drawing Title CAR SWEEP PATH ANALYSIS					
Client DAVID WILSON HOMES SOUTHERN					
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Drawn SD	Checked SRD	Approved SRD			
Job No 22-192	Drawing No 22-192/105		Rev		



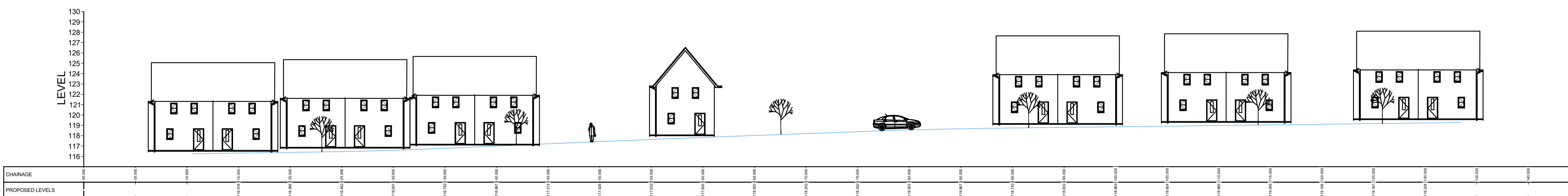
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B-B
SCALE: H 1:100,V 1:100. DATUM: 115.000



C-C
SCALE: H 1:100,V 1:100. DATUM: 115.000



- NOTES
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES.
 - TOPOGRAPHICAL SURVEY IS BASED ON A DRAWING BY PYE HOMES, DATED JUNE 2019.
 - SITE LAYOUT HAS BEEN PROVIDED BY FOCUS DP, DRAWING REF. 0778-102, DATED 14.09.2023.
 - RETAINING WALL HEIGHT BASED ON A MAXIMUM GARDEN GRADIENT OF 1:20
- LEGEND
- PROPOSED SITE BOUNDARY
 - PROPOSED FINISHED FLOOR LEVELS
 - PROPOSED HIGHWAY CONTOURS
 - PROPOSED RETAINING WALL 0.5m-1.0m HIGH
 - LEVEL OF HIGHWAY

FOR PLANNING
PURPOSES ONLY

Rev	Amendments	Dis	Chk	App	Date
 ODYSSEY					
Tasera House White Hart Lane Barnsley S70 2ET Telephone: 01226 331144 Fax: 01226 331144 E: info@odysseyconsult.co.uk W: www.odysseyconsult.co.uk					
Job Title					
LAND OFF CAMP ROAD, UPPER HEYFORD					
Drawing Title					
STREET SCENE SECTIONS					
Client					
DAVID WILSON HOMES SOUTHERN					
Scale	1:500 @A0	Date	SEP 23	Designed	TB
Drawn	HM	Checked	GG	Approved	GG
Job No	22-192	Drawing No	22-192-109	Rev	

APPENDIX A

OCC Highways Comments

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

District: Cherwell

Application no: 22/03063/F

Proposal: Erection of 126 dwellings with access from Camp Road, provision of public open space and associated infrastructure

Location: Land East Of Larsen Road, Heyford Park

Response Date: 14/12/2022

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 taken from the application form.

Residential	
1-bed dwellings	10
2-bed dwellings	25
3-bed dwellings	54
4-bed & larger dwellings	37

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	332.78
Nursery children (number of 2- and 3-year olds entitled to funded places)	9.03
Primary pupils	41.41
Secondary pupils including Sixth Form pupils	32.75
Special School pupils	0.84
65+ year olds	34.41

Application no: 22/03063/F

Location: Land East Of Larsen Road, Heyford Park

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 outweigh 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.

Application no: 22/03063/F

Location: Land East Of Larsen Road, Heyford Park

Transport Schedule

Recommendation

No objection subject to the following.

- S106 Contributions as summarised in the table below.
- An obligation to enter into a S278 S38 agreement as detailed below.
- Planning Conditions as detailed below.
- Note should be taken of the informatives stated below.

S106 Contributions

It is noted that this planning application covers the combined sites of the existing two planning applications in this location under reference numbers 15/01357/F and 21/03523/OUT for which S106 contributions are already determined. This application is for 126 dwellings which equates to 6 additional dwellings over and above the two existing applications combined. Section 106 contributions are determined pro-rata from those required for the two existing planning applications, and are set out below.

Public transport service £257,557 towards the provision of enhanced bus services linking Heyford with Bicester payable in two instalments as follows: • Bus Improvement Instalment 1 being 50% of the Bus Improvement Contribution. • Bus Improvement Instalment 2 being the remaining 50% of the Bus Improvement Contribution [	Index: Price Base:	RPIx August 2021
Highway works £997,413 towards agreed policy Villages 5 highway mitigation package	Index: Price Base:	Baxter August 2021
Cycle route £49,345 towards an off-carriageway cycle route between the site and Bicester.	Index: Price Base:	Baxter August 2021
Middleton Stoney £58,884 towards the promotion, consultation and if appropriate the making of a traffic regulation order to close to general traffic part of the B4030 west of Middleton Stoney and any works to the highway required to bring that into effect or an alternative scheme of similar benefit.	Index: Price Base:	Baxter August 2021

Village Traffic Calming £290,013 towards basic traffic calming schemes for the villages of Upper and Lower Heyford, Middleton Stoney, Ardley, Fritwell, Somerton, North Aston, Bucknell, Chesterton and Kirtlington.	Index: Price Base:	Baxter August 2021
M40, Junction 10 £196,264 towards a scheme of capacity improvements entailing signalisation at Padbury Roundabout.	Index: Price Base:	Baxter August 2021
Safety Improvements £3,924 towards safety measures at the junction of North Aston Road and the A4260 arising from the impact of the Development.	Index: Price Base:	Baxter August 2021
Safety Improvements £4,226 towards a scheme to improve safety at the staggered junction of the A4260 and B4027 by the construction of a roundabout.	Index: Price Base:	Baxter August 2021
Local weight restriction £3,488 towards the cost of consultation and implementation of the necessary traffic regulation order(s) to implement weight restriction on the B4030 at Middleton Stoney or other local weight restriction scheme together with any signage and other works necessary for the order(s) to take effect	Index: Price Base:	Baxter August 2021

Comments

Transport Strategy

Provision for cycling/walking, space for cycling within highways, transitions between carriageways, cycle lanes and cycle tracks, junctions and crossings, cycle parking and other equipment design within the development site should follow the LTN 1/20 guidance.

Cycle parking provision needs to be in line with the County's adopted cycle parking standards.

Electric vehicle charging provision must align with the 2020 Oxfordshire Electric Vehicle Infrastructure Strategy ensuring that sufficient spaces are both dedicated to electric vehicles, the minimum number of charging points are provided, but more importantly the infrastructure is prepared to allow for future increased demand without significant interruption.

All completed works need to be in line with applicable guidance & policy at the time of completion. It is therefore the responsibility of the developer to liaise with Oxfordshire County Council officers throughout to ensure that the scheme aligns with the relevant guidance & policy.

Transport Development Control

The planning application is accompanied by a Transport Assessment (TA). This is considered to be an appropriate level of submission. The County's comments on the TA are set out below.

- Paragraph 1.1.5. The full list of contributions that will be required by this planning application is as set out above.
- Section 4.2. Access proposals are reviewed in comparison to the approved proposals under **Road Agreements** below.
- Section 4.6. Car and cycle parking provision has been reviewed for each dwelling and meets standards.
- Section 5 references the Transport Assessment submitted in support of the Policy Villages 5 planning application under 18/00825/HYBRID and notes that both the sites that combine to form the site area for this application are included in the capacity analysis. It also notes that: *"It is anticipated that a contribution to the mitigation package would be made proportionate to the impact resulting from the proposed development."* The required contributions are set out above.
- Section 6 addresses Travel Plan requirements. However, it is unclear what is being proposed. Paragraph 6.1.2 states: *"It is envisaged that the RTP for the proposed development would be in line with the FTP produced for Heyford Park."*, whilst paragraph 6.1.3 states: *"It is anticipated that, as indicated in **Section 1.0**, DWH would contribute to the TP measures and monitoring of the Heyford Park RTP."* It is not therefore clear whether the Applicant will submit its own Travel Plan or place the application site under the Heyford Park RTP.

The application plans do not show any electric vehicle (EV) charging points. Policy EVI8 of the County's Oxfordshire Electric Vehicle Infrastructure Strategy states that:

- *"Where parking is to be provided, planning permission will only be granted for developments if:*
 - *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."*

A scheme for the provision of EV charging for each residential dwelling can be submitted in discharge of a condition of planning permission.

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

The development will need to come under the influence of a Travel Plan. This could be achieved in one of two ways, as follows.

- The site could be included in the emerging Heyford Park Travel Plan currently being developed by the Dorchester Group, to which it would be required to make a proportionate contribution to the cost of delivery.
- A stand alone Travel Plan for this site together with the adjacent Phase 1 site (15/01357/F) could be developed. This would need to align closely with the emerging Heyford Park Travel Plan.

To support active travel for the new residents a Travel Information Pack should be produced. Guidance on the requirements for this document can be obtained from the Travel Plans team at Oxfordshire County Council.

These requirements can be met in discharge of conditions of planning permission.

Rights of Way

There is concern as to how this development sits in terms of accessibility to wider countryside and public rights of way network. The development needs non-motorised user access alongside Camp Road, either inside the development or along the road to give safe access east to west. Internal access routes also need to connect to the neighbouring development parcels.

Road Agreements

There have been some issues along this stretch of road where there have been land boundary issues. It would be important for the developer to thoroughly check their title with the actual highway boundary for any Section 278 applications to check if there are any gaps.

It is not clear what and for whom the 6.0m easement is for.

The County would want full highway adoption for the vision splays for the main junction.

It looks like there would be some S278 works necessary to amend the current Camp Road island which currently would hinder traffic turning right from the new development.

A footway link should be proposed between site and existing highway.

General adoptability notes are set out below.

- Where there is not a footway adjacent to the carriageway i.e. a shared surface carriageway, a minimum 800mm maintenance margin is required.
- Adoptable visitor parking bays must be 2.5m x 6.0m
- If roads are to be proposed for adoption they will require a turning head.

- 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%.
- The Service corridor will need to be a minimum 2.0m wide under the footway or verge.
- There are no visibility splays indicated. Junction and Forward Visibility Splays must be in accordance with the County's Residential Design Guide Second Edition (2015) and dedicated to the County if they fall out of the existing highway boundary.
- Shared surfaces width will be a minimum of 6.0m and a minimum of 800mm maintenance margin is required either side of the shared surface. A blocked paved surface or similar will be required for shared surfaces.
- Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1) including a designers response.
- 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 and a minimum 1.5m from the carriageway. 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 the County and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.

S278 Highway Works

An obligation to enter into a S278 Agreement will be required to secure the site access as shown on Odyssey Drawing No.22-192-003, Rev D included in the Transport Assessment.

Notes

This is to be 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.

S38 Highway Works

An obligation to provide on site roads as shown on the Adoption Plan, Focus Drawing No. 0778-107.

The S106 agreement will secure delivery via future completion of a S38 agreement.

Planning Conditions

Should the local planning authority be minded to grant planning permission then the following conditions should apply. Where appropriate these conditions can be applied at the Reserved Matters stage.

The proposed access and 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.

No dwelling shall be occupied until space has been laid out within the site in accordance with the Planning Layot for bicycles to be parked and that space shall thereafter be kept available for the parking of bicycles.

Prior to the first occupation of the development, a scheme for the provision of vehicular electric charging points to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The vehicular electric charging points shall be provided in accordance with the approved details prior to the first occupation of the unit they serve, and retained as such thereafter.

Prior to the commencement of the development a Construction Traffic Management Plan must be prepared in accordance with Oxfordshire County Council guidelines and submitted to and approved in writing by the District Planning Authority. The construction works must be carried out in accordance with the details approved in the construction traffic management plan.

The developer shall submit a Residential Travel Plan for this development and this will need to be approved by the Travel Plan Team at Oxfordshire County Council before first occupation of the site.

The developer shall submit a Travel Information Pack for this development and this should be sent to the Travel Plan Team at Oxfordshire County Council for approval before first occupation.

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 OCC Road Agreements Team for the new highway vehicular access under S278 of the Highway Act. Contact: RoadAgreements@oxfordshire.gov.uk.

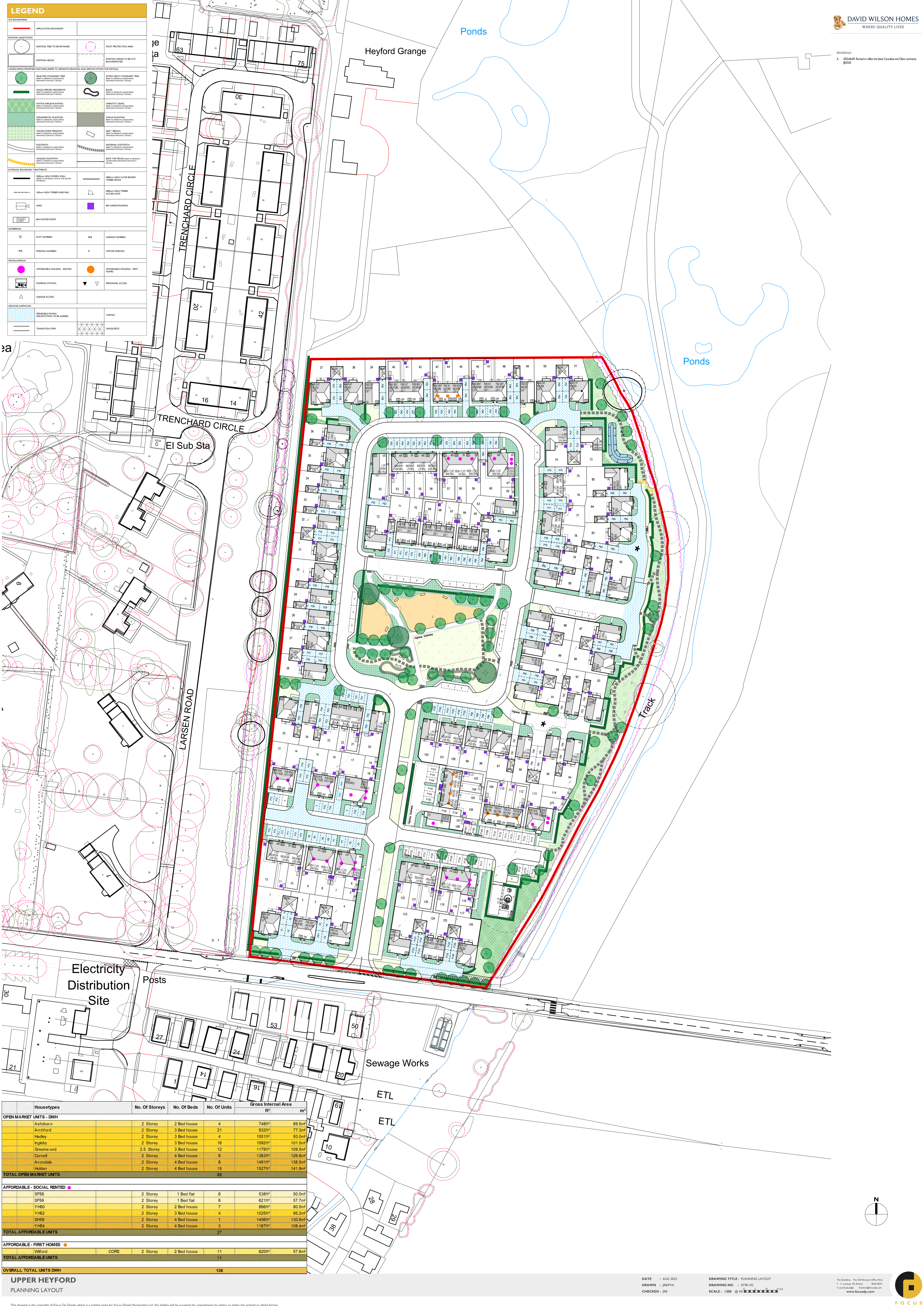
Officer's Name: Chris Nichols

Officer's Title: Transport Developement Control

Date: 13 December 2022

APPENDIX B

Updated Masterplan



LEGEND			
SITE BOUNDARIES			
	APPLICATION BOUNDARY		
EXISTING VEGETATION			
	EXISTING TREES TO BE RETAINED		ROOT PROTECTION AREA
	EXISTING HEDGE		EXISTING HEDGE TO BE CUT BACK/REMOVED
LANDSCAPING PROPOSED FEATURES REFER TO SEPARATE DRAWING AND SPECIFICATIONS FOR DETAILS			
	SUBJECT TO STANDARD TREE SPECIFICATIONS FOR RETENTION		EXTRA HEAVY STANDARD TREE SPECIFICATIONS FOR RETENTION
	SINGLE SPECIES HEDGEROW SPECIFICATIONS FOR RETENTION		BURR SPECIFICATIONS FOR RETENTION
	NATIVE SHADE PLANTING SPECIFICATIONS FOR RETENTION		AMBITIOUS GRASS SPECIFICATIONS FOR RETENTION
	ORIENTAL PLANTING SPECIFICATIONS FOR RETENTION		SHRUB PLANTING SPECIFICATIONS FOR RETENTION
	WIDE OPEN HEDGEROW SPECIFICATIONS FOR RETENTION		DECK SPECIFICATIONS FOR RETENTION
	DOORWAYS SPECIFICATIONS FOR RETENTION		MODERN FOOTPATH SPECIFICATIONS FOR RETENTION
	DOORWAY FOOTPATH SPECIFICATIONS FOR RETENTION		ROW TOP FENCE SPECIFICATIONS FOR RETENTION
EXTERNAL BOUNDARY TREATMENTS			
	REINFORCED HIGH SCREEN WALL SPECIFICATIONS FOR RETENTION		REINFORCED HIGH CLOSE BOARD FENCE SPECIFICATIONS FOR RETENTION
	KIDNEY HIGH TREES KNEE KAL		REINFORCED HIGH TREES ACCESS GATE
	SHED		REINFORCED HIGH TREES ACCESS GATE
	REINFORCED HIGH TREES ACCESS GATE		REINFORCED HIGH TREES ACCESS GATE
NUMBERING			
	12 ALLOT NUMBERS		012 GARAGE NUMBERS
	012 PARKING NUMBERS		012 VISITOR PARKING
MISCELLANEOUS			
	AFFORDABLE HOUSING - RENTED		AFFORDABLE HOUSING - FIRST HOMES
	PUMPING STATION		PERSONNEL ACCESS
	GARAGE ACCESS		
GROUND SURFACING			
	REINFORCED PAVING SPECIFICATIONS FOR RETENTION		TARMAC
	TRANSITION STRIP		GRASSCRETE

DAVID WILSON HOMES
WHERE QUALITY LIVES

REVISIONS:
A. 2024/06/01 Revised to reflect the latest Consultation and Client comments.
J000K

DATE : AUG 2023
DRAWN : JRB/PVA
CHECKED : JRB

DRAWING TITLE : PLANNING LAYOUT
DRAWING NO : 0778-102
SCALE : 1:500 @ A0

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www.dwilshomes.com

FOCUS
ON DESIGN

Housetypes		No. Of Storeys	No. Of Beds	No. Of Units	Gross Internal Area	
					ft ²	m ²
OPEN MARKET UNITS - DWH						
Ashdown		2 Storey	2 Bed house	4	748ft ²	69.5m ²
Archford		2 Storey	3 Bed house	21	832ft ²	77.3m ²
Hadley		2 Storey	3 Bed house	4	1001ft ²	93.0m ²
Ingleby		2 Storey	3 Bed house	16	1092ft ²	101.5m ²
Greenwood		2.5 Storey	3 Bed house	12	1179ft ²	109.5m ²
Cornel		2 Storey	4 Bed house	9	1363ft ²	126.6m ²
Avondale		2 Storey	4 Bed house	9	1481ft ²	138.5m ²
Holben		2 Storey	4 Bed house	15	1527ft ²	141.9m ²
TOTAL OPEN MARKET UNITS				88		
AFFORDABLE - SOCIAL RENTED						
SF58		2 Storey	1 Bed flat	6	538ft ²	50.0m ²
SF59		2 Storey	1 Bed flat	6	621ft ²	57.7m ²
YH60		2 Storey	2 Bed house	7	866ft ²	80.5m ²
YH62		2 Storey	3 Bed house	4	1029ft ²	95.2m ²
SF63		2 Storey	4 Bed house	1	1486ft ²	138.6m ²
YH64		2 Storey	4 Bed house	3	1167ft ²	108.4m ²
TOTAL AFFORDABLE UNITS				27		
AFFORDABLE - FIRST HOMES						
Wiford	CORE	2 Storey	2 Bed house	11	620ft ²	57.6m ²
TOTAL AFFORDABLE UNITS				11		
OVERALL TOTAL UNITS DWH				126		