

# 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:** 16/10/2023

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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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## **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.

<b>Residential</b>	
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

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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](mailto: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 an excess number of private parking spaces.
- No EV charging infrastructure is proposed.
- A footpath link to Larsen Road is required.

If, despite OCC's objection, permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S106 agreement, including an obligation to enter into a S278 agreement and S38 agreement, to mitigate the impact of the development plus planning conditions and informatives as detailed below.

S106 Contributions

<b>Contribution</b>	<b>Amount £</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Bus Improvement	<b>257,557</b>	August 2021	<u>RPI-x</u>	The provision of enhanced bus services linking Heyford with Bicester
Highway works	<b>997,413</b>	August 2021	Baxter	The provision of highway mitigation
Cycle route	<b>49,345</b>	August 2021	Baxter	The provision of an off-carriageway cycle route between the site and Bicester
Middleton Stoney	<b>58,884</b>	August 2021	<u>Baxter</u>	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.
Village Traffic Calming	<b>290,013</b> <b>29,485</b>	August 2021	<u>Baxter</u>	As a proportionate contribution towards the overall cost of measures to mitigate the impact of traffic in the following villages calculated on the basis of a total requirement from Policy Villages 5 Allocation of £75,000 per village for Fritwell; Ardley; Somerton; North Aston; Chesterton; Middleton Stoney; Lower Heyford; Kirtlington (and £37,500 for Bucknell and £25,000 for Upper Heyford only).
M40 Junction 10	<b>196,264</b>	August 2021	Baxter	Improvement works to Junction 10 of the M40.
Safety Improvements	<b>3,924</b>	August 2021	Baxter	Safety measures at the junction of North Aston Road and the A4260 arising from the impact of the Development.
Safety Improvements	<b>4,226</b>	August 2021	Baxter	The provision of a scheme to improve safety at the staggered junction of the A4260 and B4027.
Local weight restriction	<b>3,488</b>	August 2021	Baxter	The cost of the promotion, consultation and, if appropriate, the making of a 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

<b>Total</b>	<b>1,600,586</b>			

## **Comments:**

### **Introduction**

This response must be read in conjunction with the previous Transport Schedule contained within the OCC response dated 14/12/2022.

### **Contributions**

Transport contributions were set out in the previous response. It is noted that section 2.1.1 of the Highways Technical Note states "*The principle of S106 contributions is accepted, with the level of contribution to be finalised as part of the S106 agreement.*"

All the contribution values have been derived from those agreed, and included in the S106s, for the two sites on the same land that have recently been granted planning permission (15/01357/F and 21/03523/OUT). These two sites had a combined number of dwellings of 120, compared with 126 for 22/03063/F, so the combined contributions have been increased by 5% (126/120).

Following a check on the figures, the Village Traffic Calming contribution is to be adjusted.

Previously quoted: £290,013

Recalculated: £20,943 (15/01357/F) + £7,138 (21/03523/OUT)  
= £28,081 x 1.05  
= £29,485

### **Active travel connectivity**

The Committee Report for 21/03523/OUT includes the following paragraph:

*9.17. In terms of integration with the surrounding movement network the proposal fails to provide a new footpath to join with Larsen Road which will allow residents to access the village in a safe fashion on foot. However, the applicants have stated that a footpath would be provided within a future reserved matters application.*

Given that the current application is for a full permission, a footpath from the northern portion of the site, up to the western boundary, to join with Larsen Road is to be included on the Planning Layout. The absence of a footpath link is a reason for objection.

## **Car and cycle parking**

The Planning Statement and the Transport Assessment refer to the Cherwell Residential Design Guide Supplementary Design Guide, 2018, which in turn refers to the OCC Residential Street Design Guide (RSDG) for car parking amounts. The RSDG has been withdrawn, and parking is now dictated by the OCC document Parking Standards for New Developments, which was adopted in 2022.

<https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/PARKINGS.PDF>

Table 4(b) of the Standards is reproduced below:

Table 4(b): Car Parking Standards for the rest of Oxfordshire (Villages & Hamlets)

<b>Rural Oxfordshire</b>	<b>Parking Provision</b>
1-bedroom dwelling	Up to 1 space per dwelling to be provided within the development site
2-bedroom dwelling	Up to 2 spaces per dwelling to be provided within the development site
3 - 4-bedroom dwellings	Up to 2 spaces per dwelling to be provided within the development site
5+ bedroom dwelling	Up to 3 spaces per dwelling to be provided within the development site

It can be seen that 2-, 3- and 4-bedroom dwellings may have a maximum of two spaces, which would tally with the number of Bays listed in the Parking Matrix document. However, as the garages have minimum internal dimensions of 6.0m x 3.0m, they are also to be counted as parking spaces. This results in 51 dwellings having three parking spaces each and exceeding the adopted standards, which is a reason for objection.

23 unallocated visitor parking spaces are proposed, which is in accordance with the guideline maximum of one bay per five dwellings. 25% of the bays (6 no.) have to be equipped with electric vehicle charging points to meet the requirements of Policy EVI 8 of the Oxfordshire Electric Vehicle Infrastructure Strategy.

[https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/OxfordshireElectricVehicleInfrastructureStrategy\\_0.pdf](https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/OxfordshireElectricVehicleInfrastructureStrategy_0.pdf)

The absence of charging infrastructure on the Unallocated Parking Plan is a reason for objection.

Cycle parking provision, at a rate of two spaces per bedroom, is also outlined in the Standards.

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

Please see previous response and comments above

**S278 Highway Works:**

Please see previous response

**S38 Highway Works**

Please see previous response

**Planning Conditions:**

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

Please see previous response

**Informative:**

Please see previous response

**Officer's Name: Roger Plater**

**Officer's Title:** Transport Planner

**Date:** 12 October 2023



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## **Lead Local Flood Authority**

### **Recommendation:**

Objection

### **Key issues:**

- Detailed drainage drawing required.
- Provide ownership details of existing ditch/watercourse.
- Clarification required on party that will conduct the maintenance.

### **Detailed comments:**

All the drainage infrastructure around the private plots needs to be shown. Provide invert and cover levels of all SuDS/drainage infrastructure. Include pipe gradients and pipe numbering which should read in line with the calculations.

Surface water from the development can't be discharged into a highway system, highways systems will only take run off from highways only. Provide correspondence from the highway authority.

Provide the contact details of the party that will conduct the maintenance during the lifespan of the development and include this in the maintenance regime.

**Officer's Name: Kabier Salam**

**Officer's Title: LLFA Engineer**

**Date: 11/10/2023**