

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: 09/11/2023

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

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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) 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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Location: Land East Of Larsen Road, Heyford Park

Transport Schedule

Recommendation:

Objection for the following reason:

- The absence of cycle infrastructure along the Camp Road boundary means that the site is not connected to the village centre or the wider cycle route network.

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

Contribution	Amount £	Price base	Index	Towards (details)
Bus Improvement	257,557	August 2021	<u>RPI-x</u>	The provision of enhanced bus services linking Heyford with Bicester
Highway works	997,413	August 2021	Baxter	The provision of highway mitigation
Cycle route	49,345	August 2021	Baxter	The provision of an off-carriageway cycle route between the site and Bicester
Middleton Stoney	58,884	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	29,485	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	196,264	August 2021	Baxter	Improvement works to Junction 10 of the M40.
Safety Improvements	3,924	August 2021	Baxter	Safety measures at the junction of North Aston Road and the A4260 arising from the impact of the Development.
Safety Improvements	4,226	August 2021	Baxter	The provision of a scheme to improve safety at the staggered junction of the A4260 and B4027.
Local weight restriction	3,488	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

Total	1,600,586			
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Comments:

Introduction

This response must be read in conjunction with the previous Transport Schedules contained within the OCC responses dated 14/12/2022 and 16/10/2023.

Reasons for objection in previous response

The three previous reasons for objection given in the response dated 16/10/2023 have been addressed by the submission of revised documents and an email from David Wilson Homes dated 20/10/2023.

Number of private parking spaces

The total number of private parking spaces has been brought into line with the adopted standards by re-sizing the garages so that they do not count as usable spaces and, therefore, this objection is removed. It is accepted that the garages will provide the necessary cycle storage facilities for the associated dwelling.

Electric Vehicle (EV) charging infrastructure

It is proposed that EV charging for unallocated visitor spaces is covered by a condition. The proposed condition put forward in our response dated 14/12/2022 should be amended to the following:

“Prior to the first occupation of the development, a scheme for the provision of vehicular electric charging points to serve at least six of the unallocated parking spaces in 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 and retained as such thereafter.”

It is agreed that the condition does not need to refer to individual dwellings as the EV charging is necessary to comply with Building Regulations.

Footpath link to Larsen Road

A footpath link to Larsen Road / Trenchard Circle has been included on the drawings, as requested. This, along with the link on the east side of the site, is denoted as a “Hoggin Footpath”. Details of the footpath construction are requested by condition to ensure that the path is suitable for all users. A proposed condition is as follows:

“Prior to the commencement of the development hereby approved, full details of the footpath links to the north of Plot 36 and to the east of Plot 85 shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the footpath links shall be constructed and retained in accordance with the approved details.”

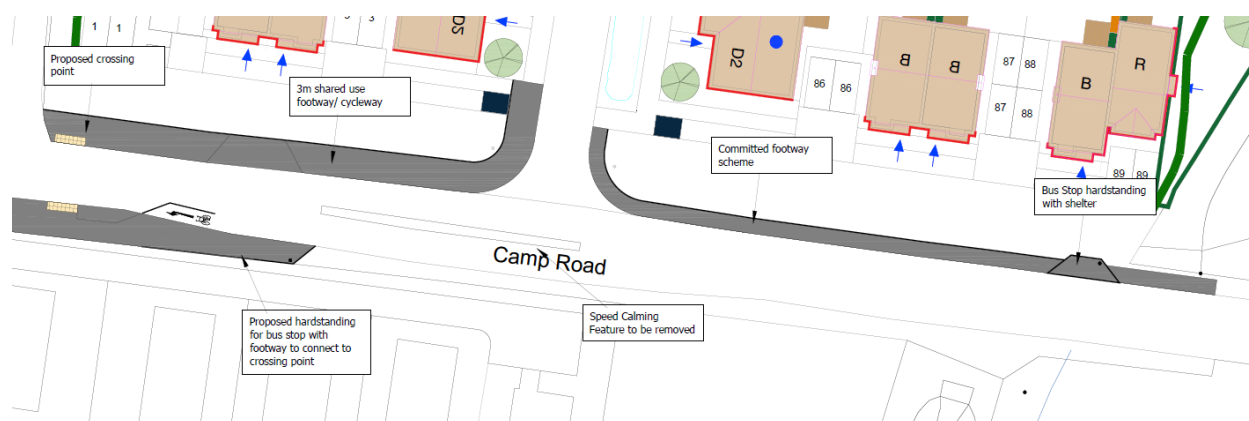
Cycle connectivity

One of the most important factors in enabling and encouraging active travel is the provision of continuous routes. Where possible, these should be separated from vehicular traffic. The five Core Principles in LTN 1/20 are that:

1.5.2 Networks and routes should be Coherent; Direct; Safe; Comfortable and Attractive.

The proposed access arrangements (Drg. no. 22-192/003 Rev. D within the Transport Assessment) do not show a cycle facility linking the site access to existing cycle facilities on Camp Road to the west. This is required to provide a safe and attractive cycle route for residents to access facilities and schools in the village centre.

A previous application on the site, 15/01357/F, was approved recently. One of the submitted, revised drawings was the Proposed Site Access & Associated Highway Works drawing no. 16413-01 Rev. F (extract below), which shows a crossing point, shared use footway/cycleway, and a bus stop hardstanding with shelter, and these works are secured through the S106. At the west extent of the site, an informal crossing of Camp Road will link to the existing cycle track on the south side. The path between the crossing and the bellmouth is shown as 3.0m wide so can be a shared use facility.

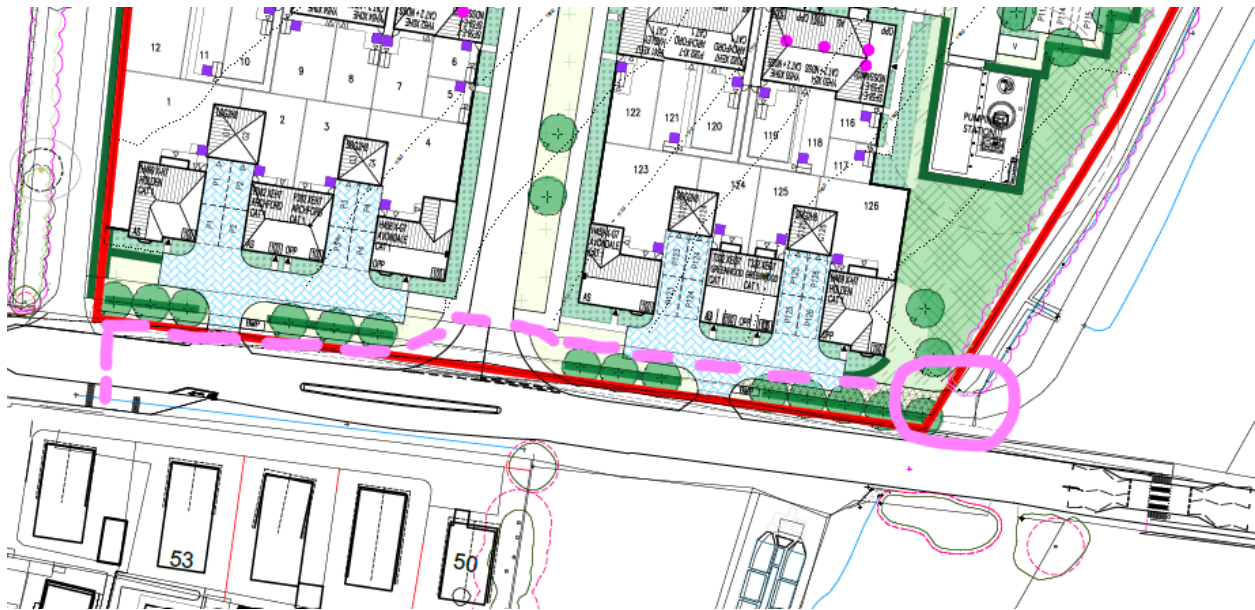


This application should include these features within the proposed access arrangements. Space must also be allocated in the red line area for bus stop hardstanding behind the 1.5m wide footway, as indicated in the S106 drawing for application 15/01357/F.

The potential for planning permission on the adjacent site to the east (ref 21/04289/OUT), which is subject to an appeal, offers an opportunity for cycle connectivity to the east, which would not be possible within the highway boundary. To ensure that opportunities for sustainable travel are taken up, in accordance with NPPF, a connection should be made to the site boundary to allow for the continuation of the cycle route behind the hedge, within the appeal site, linking to Chilgrove Drive. Even if the appeal is not allowed, the connection through the adjacent land could potentially be achieved in future through negotiation, and so it is still worth putting in the connection to the site boundary.

This would connect to an off-road cycle facility secured on 18/00825/HYBRID, which will be constructed from Chilgrove Drive to the B430 Ardley Road. This will connect with other paths and will eventually create a cycle route to Bicester.

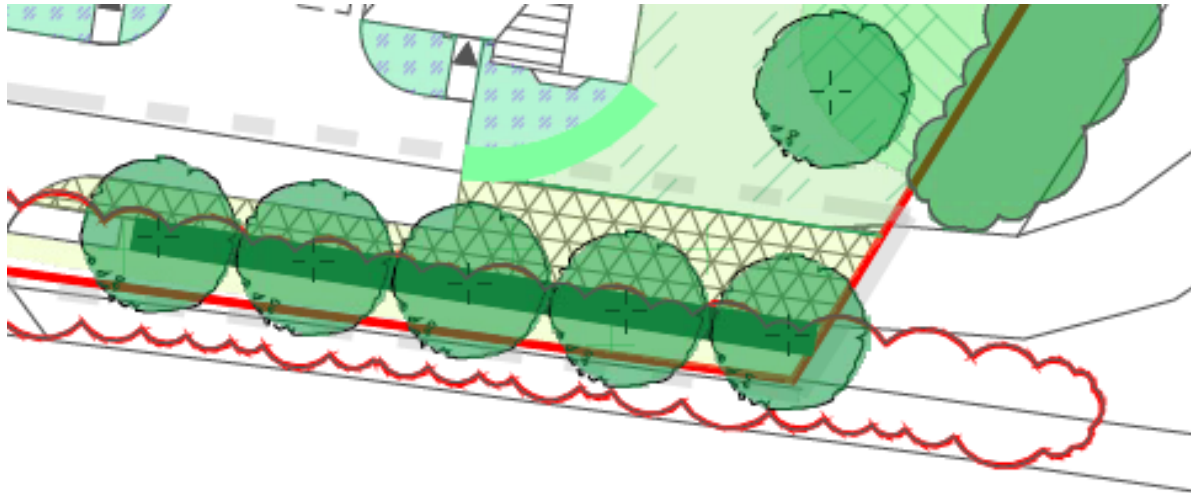
In order to create a continuous cycle route from the village centre to the B430, a suitable facility will be required through the development site, as indicated below:



At the west extent, an informal crossing of Camp Road will link to the existing cycle track on the south side. The path between the crossing and the bellmouth is shown as 3.0m wide so can be a shared use facility, with ped/cycle priority across the western driveway opening. Appropriate signage will be necessary to indicate the presence of the cycle route.

An LTN 1/20 compliant crossing of the access road will be necessary if this section through the site is to be part of a continuous cycle route. However, as this route is not guaranteed at this stage, the crossing cannot be required in the S278 works. Depending on the timing of the finalisation of the S106 and the appeal decision, it may be possible to write this requirement into the S106 if necessary.

Where the existing track passes through the eastern boundary (circled in pink, above), the opening needs to be secured to ensure that a continuous off-road cycle route is possible. The area leading up to the opening is shown as grasscrete on the General Arrangement drawing no. 2099.16/01, Rev. J (submitted 31 October 2023, extract below). This system should only be used if it can be demonstrated that it is suitable for cycling over.



Details of the opening, and the track leading up to it, should be the subject of a condition, as follows:

“Prior to the commencement of the development hereby approved, full details of the opening through the boundary in the south-east corner of the site, and the surfacing of the track leading up to the opening, together with a timetable for its delivery, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the opening and the track shall be constructed and retained in accordance with the approved details and timetable.”

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

Please see previous response

S278 Highway Works:

Odyssey drawing Proposed Site Access General Arrangement, drg. no. 22-192/003 Rev. D, contained within the Transport Assessment, indicates the extent of the S278 works. However, this drawing does not reflect the 3.0m wide footway/cycleway as shown on the General Arrangement, nor the informal crossing or the bus stop hardstanding.

The S278 works can be summarised as follows:

- New site access bellmouth (with LTN 1/20 compliant cycle crossing, if applicable)
- Two crossovers
- 3.0m wide footway/cycleway to the west of the bellmouth
- Dropped kerb informal crossing, including tactile paving
- Hardstanding area at new bus stop location

These are as secured on the existing S106 agreement for the site.

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, plus those conditions included in the text above.

Informative:

Please see previous response

Officer's Name: Roger Plater

Officer's Title: Transport Planner

Date: 3 November 2023

Application no: 22/03063/F

Location: Land East Of Larsen Road, Heyford Park

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:

Drainage strategy drawing (DRG NO.22-192-100, Rev C) provided and does not address the comments below. Drainage connections around the plots from and to the permeable needs to be shown.

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 life span of the development and include this in the maintenance regime.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 08/11/2023