

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

**District:** Cherwell

**Application no:** 15/01777/REM-4

**Proposal:** All Reserved Matters relating to 05/01337/OUT - Parcels D/E for 116 dwellings

**Location:** Longford Park Parcel D And E Phase 3 Longford Park Road Bodicote

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## **Purpose of document**

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a technical team response. Where local members have responded these have been attached by OCCs Major Planning Applications Team ([planningconsultations@oxfordshire.gov.uk](mailto:planningconsultations@oxfordshire.gov.uk)).

**Officer's Name:** David Flavin

**Officer's Title:** Senior Planning Officer

**Date:** 20 October 2016

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## **Transport**

### **Recommendation:**

No objection subject to conditions

### **Key issues:**

- Cycle parking should be covered and secure.

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

### **Conditions:**

#### **Estate Roads, Accesses, Driveways and Turning Areas**

Prior to the commencement of the development hereby approved, full specification details of the estate roads, footways/footpaths, vehicular accesses, driveways and turning areas to serve the dwellings, which shall include construction, layout, surfacing, lighting and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of any of the dwellings, this infrastructure shall be constructed in accordance with the approved details. *Reason - In the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development and to comply with Government guidance contained within the National Planning Policy Framework.*

#### **Drainage**

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Discharge Rates
- Discharge Volumes
- Maintenance and management of SUDS features (this may be secured by a Section 106 Agreement)
- Sizing of features – attenuation volume
- Infiltration tests to be undertaken in accordance with BRE365
- Detailed drainage layout with pipe numbers
- SUDS (list the suds features mentioned within the FRA to ensure they are carried forward into the detailed drainage strategy)
- Network drainage calculations

- Phasing plans
- Flood Risk Assessment

*Reason - To ensure satisfactory drainage of the site in the interests of public health, to avoid flooding of adjacent land and property and to comply with Government guidance contained within the National Planning Policy Framework.*

### **Car Parking**

No dwelling or other buildings shall be occupied or implemented until car parking space(s) to serve them have been provided according to plans showing parking and the necessary manoeuvring and turning to be submitted and agreed by the Local Planning Authority. All car parking shall be retained at all times thereafter, unless otherwise agreed in writing beforehand by the local planning authority. Car parking shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter. *Reason - To ensure appropriate levels of car parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.*

### **Details of Turning for Service Vehicles**

Prior to the commencement of the development hereby approved, and notwithstanding the application details, full details of refuse, fire tender and pantechnicon turning within the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

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

### **Cycle Parking Provision**

Prior to the first occupation of the development hereby permitted, a plan showing the number, location and design of cycle parking for the dwellings shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shown on the agreed plan shall be provided for each phase of the development prior to first occupation of that phase of the development. The cycle parking will be permanently retained and maintained for the parking of cycles in connection with the development. *Reason - To ensure appropriate levels of cycle parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.*

### **Construction traffic management plan**

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Construction Traffic Management Plan shall be implemented and operated in accordance with the approved details. *Reason - In the interests of highway safety and the residential amenities of neighbouring occupiers.*

### **Informatives:**

Prior to the commencement of development, a separate consent must be obtained from Oxfordshire County Council's Road Agreements Team for the proposed main point of access under Section 278 of the Highway Act 1980. For guidance and information please contact the County Council's Road Agreements Team on 01865 815700 or email [road.agreements@oxfordshire.gov.uk](mailto:road.agreements@oxfordshire.gov.uk)

It is noted that there are a number trees indicated within the scheme located in the highway proposed to be adopted. On this basis we will require the developer to pay a commuted sum towards maintenance of such items that have a higher maintenance cost compared with

conventional items at a rate of £1,285 per tree. The commuted sum will generally be secured by way of a section 38 under the Highways Act 1980 (agreement with the county council as Highway Authority) post planning consent.

### **Detailed comments:**

#### ***Visitor Parking***

Looking at plan 40657/ 005 J, the total number of dedicated visitor parking bays within the parcel now totals 10, which is an improvement from the previous layout. It is assumed that visitors to the parcel will also use the parking bays along the spine road, which total 7.

A further 6 spaces have been indicated on the plan, as realistic spaces that visitors could park in, however, these are not going to be physically laid out.

#### ***Cycle Parking***

The total amount of cycle parking being provided on site has risen to 18 stands or 36 spaces. This is an extremely positive change that will encourage residents to consider more sustainable modes of transport to make their daily journeys.

The plan shows these stands to be out in the open, which is not suitable for long term resident parking. We require this parking to be secure and undercover, so that residents can leave their cycles there overnight. I recommend that plans for this be attached to a condition.

**Officer's Name: Kt Hamer**

**Officer's Title: Transport Planner**

**Date: 05 October 2016**

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