

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

**District:** Cherwell

**Application no:** 16/00263/F

**Proposal:** Demolition of Buildings 485 and 488 and the erection of 43 dwellings with associated parking, infrastructure, landscaping and public open space.

**Location:** Dorchester Phase 6, Heyford Park, Camp Road, Upper Heyford.

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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 technical team responses. 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:** 19 April 2016

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## **Transport**

### **Recommendation**

Objection

### **Key issues**

- The difference in development quantum between this full application and 10/01642/OUT is not stated.
- Parking provisions are acceptable.
- A Travel Information Pack will be required.
- Improvements will be required to the road design under the Section 278 agreement.
- Further information regarding drainage proposals is required.

### **Conditions**

D9 New estate roads

D10 Estate accesses, driveways and turning areas

D12 Road construction, surface and layout

D15 Parking and manoeuvring areas retained

Prior to first occupation a Travel Information Pack shall be submitted to and approved by the Local Planning Authority. The first residents of each dwelling shall be provided with a copy of the approved Travel Information Pack.

### **10/01642/OUT**

Relevant transport conditions contained within the decision notice for 10/01642/OUT (including compliance with the approved Heyford Park Design Code) should be applied to this application.

### **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, separate consent must be obtained from OCC Road Agreements Team for the new highway provisions under S278 of the Highway Act. Contact: 01865 815700; RoadAgreements@oxfordshire.gov.uk.

## **Detailed comments**

### **Transport Strategy**

Clause 14 in the legal agreement for 10/01642/OUT dated 22/12/11 sets a ceiling of 1075 dwellings (or 1,135 as varied by the agreement for 13/01811/OUT). Any development over and above this ceiling will be expected to contribute to a transport mitigation package for allocation covered by Policy Villages 5. Moreover, a comprehensive masterplan that sets out the transport mitigation package required to mitigate the additional growth should be in place prior to the determination of applications that will exceed the ceiling.

### **Transport Development Control**

It is noted that this is a Full planning application rather than a Reserved Matters application under 10/01642/OUT. In this respect the Design and Access Statement notes that:

*“Section 2 of this report...explains that due to a change in use from residential, commercial and village green to residential, the decision was made to submit a full planning application.”*

However, Section 2 of the Design and Access statement does not offer such an application, and nowhere in the application is the difference in quantum for this phase set out. It is not therefore possible to assess the transport impact implications of this change of use. **Reason for objection.**

Car parking provisions are acceptable, however garage dimensions are sub-standard. Internal garage dimensions should be 3.0m x 6.0m. The provision of sheds for cycle parking at dwellings with no garage is welcomed.

### **Travel Plans**

This is a small part of the much larger Heyford Park development that already has a travel plan which will act as the guiding master document for the site. This development should form a small part of the master travel plan and be guided by the aims of that travel plan.

A Travel Information Pack will be required.

### **Road Agreements**

The basic layout of the roads is acceptable, although more detail will need to be submitted to the Road Agreements team under the Section 278 agreement. In this consideration the following points should be noted.

- There should be hard standing around the outside of the visitor parking bays.
- The red line on adoption plan (0521-107) shows significant sections of the two north-south roads included in this phase. These areas include traffic calming features which will need amending.
- The purpose of the verged build-out on the western north-south road is not clear. It doesn't appear to restrict the carriageway width enough to deter two vehicles from passing, and may encourage parking close to the entrance to the private road bordering the open space.

- The traffic calming build-outs on the eastern of the two north-south roads are not acceptable. There appear to be some very wide sections of carriageway, which may encourage parking opposite junctions. Small areas of verge are not acceptable as are angular build-outs. The two build-outs to the north may be too close together to allow a large vehicle travelling north to move back in.

### **Drainage**

Further information is required prior to a condition being applied to a planning permission.

#### SUDS Management Plan

Details are required of the proposed SUDS management plan for the site. This should include:

- SuDS plan overview. Functions of the SUDS components, Descriptions of each component, inlets outlets and flow control.
- Maintenance. Including key principles, management plan, maintenance schedule, maintenance programme, performance and frequency, maintenance activities.
- Waste Management. Waste generated, waste management based on risk assessment, waste evaluation for SUDS management.

#### **Reason for objection.**

#### System Performance - XP Solution Microdrainage Modelling Calculation Sheets

The XP Solution default settings for min and max backdrop manhole height have been altered from the default settings and set to zero. It is not clear if this reflects the proposed actual situation, or what the reason is for altering the default settings to zero. **Reason for objection.**

The calculation sheets provided appear to be in support of proven simulation of the 1/100 year storm. Calculation details will be required of the simulation modelling of the 1/30 year storm event with respect to the site flooding service criteria of no surcharge from the drainage system. **Reason for objection.**

**Officer's Name: Chris Nichols**

**Officer's Title: Transport Development Control**

**Date: 19 April 2016**

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## **Education and Property**

### **Recommendation:**

No objection

### **Key issues:**

The erection of 43 dwelling units are deemed to be “Dwellings” as defined in the Principal Agreement (dated 22 December 2012) for the comprehensive redevelopment at Heyford Park. This proposal is deemed to be a “Qualifying Application” as defined in that Principal Agreement. The proposed dwellings will not trigger additional requirements above and beyond those secured in the extant legal agreement (as varied).

For the avoidance of doubt, these 43 dwellings are part of the 1,075 dwelling cap as defined in the Principal Agreement, although it is noted that should the recent “Dow Street” planning permission (13/01811/OUT) be implemented this overall cap on dwellings would increase to 1,135 units.

### **Conditions:**

The County Council as Fire Authority has a duty to ensure that an adequate supply of water is available for fire-fighting purposes. There will probably be a requirement to affix fire hydrants within the development site. Exact numbers and locations cannot be given until detailed consultation plans are provided showing highway, water main layout and size. We would therefore ask you to add the requirement for provision of hydrants in accordance with the requirements of the Fire & Rescue Service as a condition to the grant of any planning permission

### **Informatives:**

Fire & Rescue Service recommends that new dwellings should be constructed with sprinkler systems

**Officer's Name:** Diane Cameron / Will Madgwick

**Officer's Title:** School Organisation Officer / Planning Liaison Officer

**Date:** 19 April 2016

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## **Ecology**

### **Recommendation:**

Comments

### **Key issues:**

The District Council should be seeking the advice of their in-house ecologist who can advise them on this application.

In addition, the following guidance document on Biodiversity & Planning in Oxfordshire combines planning policy with information about wildlife sites, habitats and species to help identify where biodiversity should be protected. The guidance also gives advice on opportunities for enhancing biodiversity:

<https://www.oxfordshire.gov.uk/cms/content/planning-and-biodiversity>

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

N/A - For the District Council to comment

### **Conditions:**

N/A - For the District Council to comment

### **Informatives:**

N/A - For the District Council to comment

### **Detailed comments:**

**Officer's Name:** Tamsin Atley

**Officer's Title:** Ecologist Planner

**Date:** 15 April 2016

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