

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

**District:** Cherwell

**Application no:** 16/00264/FUL

**Proposal:** Construction of a road with associated infrastructure within the Heyford Park development

**Location:** New Access Road Adj To 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:** 15 March 2016

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## **Transport**

### **Recommendation**

Objection

### **Key issues**

- The design does not represent an adoptable standard, but it is not clear whether the road is intended for adoption.
- The specification is not to an acceptable standard.
- The road is not of a bus friendly design and is unlikely to be used by buses.

### **Conditions**

D7 Vision splay protection. The vision splays shall not be obstructed by any object, structure, planting or other material of a height exceeding 0.9m measured from the carriageway level.

### **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: 01865 815700; RoadAgreements@oxfordshire.gov.uk.

### **Detailed comments**

The design as proposed does not represent an adoptable standard, but it is not clear from the application whether the road is intended for adoption.

The General Arrangement on plan no.HEYF-5-760 B shows both private and highway storm water discharging into the same sewer line. Since April 2014 OCC standards do not allow for this. However, the Heyford Park Design Code precedes these new standards and does allow for this arrangement. If the road is intended for adoption then OCC would prefer the design to demonstrate how private storm water will be kept separate and not impact on the highway system.

The specification on the Typical Construction Details plan no.HEYF/5/765 is not to an acceptable standard. The tarmac penetration specification should be 100/150Pen for surface course and binder for footway and vehicle crossovers with 150mm lean mix concrete as sub base.

### **Reason for Objection**

The access proposals and visibility splays at Camp Road, as shown on the General Arrangement plan no.HEYF-5-760 B, are acceptable. However visibility to the west is across the kerblines, and must therefore be maintained as unobstructed.

### **Public Transport Comments**

The application needs to be reassessed to take into account existing and future bus service routing in and around the Upper Heyford area. The road subject to the application is unlikely to be used by public buses.

The current 25A bus service is not commercially viable. It must attract additional patronage from the new residents to bridge the gap between costs and revenue. To do this the service must be attractive, reliable and direct, and not constrained by routing around slow residential streets as this application appears to propose.

The current 25A bus service is scheduled to make the journey between Bicester and Oxford (via Upper Heyford) in approximately 55 minutes with two buses providing an hourly service. There is simply insufficient time in the schedule for this bus to make a detour around narrow slow-speed side roads, encumbered with build-outs and parked vehicles. The economics of this bus operation cannot sustain the cost of an additional vehicle which would be needed to cover the additional time required for this detour around the residential area.

Successful bus services are based on direct operation along main roads, with users walking to appropriately located bus stops on such roads (Camp Road). 'Held' and 'secured' Section 106 funds are currently required to be deployed to create a commercially viable bus service. If this cannot be achieved, then there will be no bus service to and from Upper Heyford in the future.

The developer should concentrate on providing a 'bus-friendly' route along Camp Road, without severe vertical calming measures, to help build an enduring and successful public transport service to and from the Upper Heyford area.

Adverse comment about the promotion of this narrow slow route around the residential streets has been made before, but has not been heeded. A meeting is required between relevant parties, to ensure an agreed level of public transport can be provided to the Upper Heyford area in the future.

### **Road Safety Comments**

It is important to ensure that lighting is adequate and reflective bollards used as appropriate.

**Officer's Name: Chris Nichols**

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

**Date: 11 March 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:** 10 March 2016

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