

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

District: Cherwell

Application No: 17/02006/REM

Proposal: Reserved Matters application to 10/01642/OUT - 21 plots within the B3 parcel following on from approved reserved matters application 15/01209/REM

Location: Heyford Park Camp Road Upper Heyford Bicester OX25 5HD

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 strategic localities response and technical team response(s). Where local member have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

District: Cherwell

Application No: 17/02006/REM

Proposal: Reserved Matters application to 10/01642/OUT - 21 plots within the B3 parcel following on from approved reserved matters application 15/01209/REM

Location: Heyford Park Camp Road Upper Heyford Bicester OX25 5HD

Transport

Recommendation

No objection subject to conditions

Key issues

- A revised Parking Strategy plan is required.
- Swept path analysis is required for service vehicles.
- Highway design requirements are set out.
- There is opportunity for the greater use of permeable paving at the site.

Conditions

Should the Local Planning Authority grant planning permission, then the following highways and transport related conditions should be applied.

D16 Details of Turning for Service Vehicles
D17 / D18 Plan of Car Parking Provision

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (Ref: C11234 ES 001. Waterman. October, 2010) and the Flood Risk Assessment Compliance Report (Ref: 16871/ Parcel B3 REV 1. Woods Hardwick. October, 2017) and the following mitigation measures detailed within the FRA and associated FRA compliance report:

- *Limiting the surface water run-off generated by the 1 in 100 year critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site. (Paragraph 3.2 of the FRA)*
- *Attenuation by use of balancing pond, tanks and permeable paving (parking areas will be constructed in permeable paving) – (Paragraph 3.11 and 4.6 of the FRA).*
- *Provision of a SuDS Management and Maintenance Plan to the proposed maintenance company for the development – (Paragraph 5.4 of the FRA Compliance Report)*

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

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 provisions under S278 of the Highway Act. Contact: 01865 815700; RoadAgreements@oxfordshire.gov.uk.

Detailed comments

Transport Development Control

Parking provision presented on drawing No.UPP2-02-281 meets the standards set out in the Heyford Park Design Code. However, the following discrepancies should be noted.

- The two private parking spaces outside plot 242 are not allocated, and this plot therefore has no allocated parking.
- The two private parking spaces allocated to plot 277 are outside the red line.
- The private parking space outside plot 241 is allocated to plot 243, and this plot therefore has no allocated parking.

These items should be rectified on a revised Parking Strategy plan to be submitted in discharge of a condition of planning permission.

Road Agreements

- OCC require a swept path analysis for an 11.6m in length refuse vehicle for all manoeuvres in forward gear. All internal bends and junctions will need to be tracked with two vehicles using the bend or junction at the same time.
- Highway boundary needs to be checked with OCC Highway Records (highway.records@oxfordshire.gov.uk) to determine whether or not it coincides with the site boundary at the proposed access junction. If there is a ditch present the highway boundary is usually the roadside edge of the ditch.
- Visibility Splays must be dedicated to OCC if they fall out of the existing highway boundary.
- No private drainage to discharge onto existing Highway.
- No private drainage to discharge onto any area of proposed adoptable highway.
- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design will be subject to a full technical audit.
- Minimum width of access road to be 4.8m however, this is dependent on size of development.
- Footway width adjacent to carriageway should be a minimum of 2.0m.
- If there is not a footway adjacent to the carriageway an 800mm maintenance margin is required.
- Any vertical deflection along bus route to be agreed with Bus operators (table tops etc.)
- Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach on the proposed adoptable areas.

- Trees that are within 5m of the carriageway or footway will require root protection. Trees must not conflict with street lights.
- Visitor parking bays parallel to the carriageway can be adopted but accrue a commuted sum. Any other bays, either echelon or perpendicular, or private bays will not be considered for adoption.
- Shared surfaces width is to be a minimum of 6.0m, although localised narrowing's are permitted. A minimum of 800mm maintenance margin is required either side of the shared surface.
- Service corridors are to be 2.0m wide.
- Roads, apart from spine road, that are straight for over 70m will require some form of traffic calming.
- No property should be within 500mm of the proposed highway. No doors, gates, windows, garages or gas/electric cupboards should open onto the proposed highway.
- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- Minor residential roads that serve four or fewer properties will not be considered for adoption. Roads serving 5 or more houses can be considered for adoption but will need to meet adoptable criteria.
- OCC requires saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.

Drainage

OCC Drainage raises no objection to this reserved matters application. However, there is concern as the use of permeable paving at the site, as shown on the applicant's submitted drawings, appears limited in extent. Permeable Paving plays a role in the treatment train process of improving water quality, through a process of water filtration. There is opportunity for the greater use of permeable paving at the site, for example in the private parking bays/ parking areas.

Officer's Name: Chris Nichols

Officer's Title: Transport Development Control

Date: 14 November 2017
