

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

District: Cherwell

Application no: 16/00864/REM-2

Proposal: Reserved Matters Application for 10/01642/OUT - Dorchester Phase 8 (Trident) only. The application represents the provision of 91 residential units of mixed type (dwellings and apartments) and tenure (open market and affordable) with associated gardens, access roads, car parking, landscaping, a local area of play (LAP), utilities and infrastructure.

Location: Dorchester Phase 8 Trident Only Camp Road Upper Heyford

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).

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Strategic Comments

Comments:

There are no strategic comments to add to the detailed ones below.

Officer's Name: Jacqui Cox

Officer's Title: Principal Infrastructure Planner

Date: 30 September 2016

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Transport

Recommendation

Objection

Key issues

This is the third consultation under this planning application. The comments set out here should be taken as being sequential to those set out under the County's last response of 16 June 2016.

- Refuse vehicle swept path analysis is now acceptable.
- Elements of the road layout are still not acceptable.

Conditions

All previous conditions set out in the County's response of 16 June 2016 apply, except where modified here.

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) OCT 2010 Waterman and update in AUG 2016 Woods Hardwick (Ref: 16871/B4 - REV 3) by and the following mitigation measures detailed within the FRA:

- *Limiting the surface water run-off generated by the 1 in 100 year + 30% allowance for Climate Change critical storm so that it will not exceed the run-off from the existing site and not increase the risk of flooding off-site.*
- *Underground Storage Cells. (As shown on drawing HEYF- 5-946D, HEYF- 5-947E and para 3.9 of the FRA update)*

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

Prior to occupation of the development the Applicant shall submit to the Local Planning Authority a SUDS Maintenance and Management Plan for the development. This will include:

- *A maintenance schedule, A site plan showing location of SUDS features and details, Maintenance areas, and Outfalls. Responsibility for the management and maintenance of each element of the SUDS scheme will be detailed within the Management Plan and a health and safety plan where risks are involved in the maintenance activity will be required.*

Prior to occupation of the development the Applicant shall submit to the Local Planning Authority a revised Flood Route and Storage Plan for exceedance flows at the site:

- *This will update the existing drawing (Ref: HEY- 5-148D) to reflect any revised microsimulation modelling results, as-built constructed site changes, and storage areas.*

Informatives

All previous informatives set out in the County's response of 16 June 2016 apply.

Detailed comments

Transport Development Control

The refuse vehicle swept path analysis still shows some overhang but represents an improvement over that submitted previously.

Road Agreements

Insufficient deflection at the roundabout for traffic heading south down the straight middle road. Even if this road is not adopted, the roundabout needs to be safe.

There still seems to be a lack of sufficient traffic calming on the straight sections as noted in the previous OCC comments. **Reason for objection.**

On middle road, the key states private road except for cycles? Apparently this is possible but would need a clear cycle lane demarcation which is not shown.

It is assumed that the rumble strip is for traffic calming purposes. If this is the case then speed cushions are preferable. Ideally, not to have these straight sections and design in some natural traffic calming.

It is not clear if the footway issue has been addressed thoroughly. The red line boundary still does not seem to include the necessary footways or maintenance margins as stated in the previous response. This is most notable at the North and West of the site. **Reason for objection.**

Footway still terminates before the roundabout junction on the middle road. The roundabout is shown on the Highways plan but not shown on the External Works or Planning Layout drawings. **Reason for objection.**

Concerns regarding the existing trees still remain. There will be a need for root barrier protection to carriageway.

Street lighting of all adoptable areas still required, and is not shown on the plans.

Drainage

The amendment is accompanied by an updated Flood Risk Assessment (Ref: 16871/B4-REV 3. August 2016).

Drawing No: HEYF/5/148D shows flood routes in exceedance events and storage areas, and appears satisfactory. It is recommended that it is updated *prior to occupation* of the development to take into account any as-built information and any revised micro-simulation modelling.

The maintenance schedule and details provided within the revised FRA should form part of a more comprehensive 'SUDS Site Management and Maintenance Plan' for the development. The scope of this document should be based on the advice given in 'The SUDS Manual' (Ref: Ciria 753) Chapter 32 - Operation and Maintenance. This Management and Maintenance plan should be updated *prior to occupation* of the development so that the final document issue is agreed.

Officer's Name: Chris Nichols

Officer's Title: Transport Development Control

Date: 28 September 2016
