

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

District: Cherwell

Application no: 16/00864/REM

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 technical team responses. Where local members have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

Officer's Name: David Flavin

Officer's Title: Senior Planning Officer

Date: 20 June 2016

District: Cherwell

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Transport Development Control

Recommendation:

Objection

Key issues:

- Parking provisions are acceptable.
- Revised refuse vehicle swept path analysis will be required.
- A Travel Information Pack will be required.
- Further road layout information will be required.
- Further Drainage information will be required.

Conditions:

4.9AB New Estate Roads

4.10AA Estate Accesses and Driveways

4.13CD 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.

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) - Oct 2010 – (Ref C11234 ES 001 / Waterman), and the following mitigation measures detailed within the FRA.

- 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 developed site and not increase the risk of flooding off-site.
- Permeable Paving (extent to be approved by LPA) - Para 3.11 of FRA
- The attenuation tanks as shown on drawing no. HEYF-5-947-B

The scheme shall also include the following.

- Demonstrate that flooding does not occur on any part of the site for a 1 in 30 year rainfall event
- Maintenance and management of SUDS features (Site SUDS Management Plan)

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, 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 provisions for each dwelling meet the standards set out in the Heyford Park Design Code. Garage dimensions also meet standards.

Estate car swept path analysis is acceptable. However, the refuse vehicle swept path analysis shows significant over hang above verges and pedestrian footways and it not acceptable. Refuse vehicle swept path analysis using a vehicle 10.5m in length would be acceptable. **Reason for objection.**

Travel Plans

A Travel Information Pack will be required to be provided to the first residents of each dwelling.

Road Agreements Team

Some of the comments below give cause for the County to object to this planning application. Others can be dealt with through Section 38 or Section 278 procedures.

There is concern about the proximity of existing trees to the proposed highway. Root protection areas may prevent full depth reconstruction and therefore it may not be possible to bring some roads up to adoptable standard.

It is not clear what the layout or method of control will be for the Trident junction immediately to the south of the development site. It should be noted that the existing deflections are not ideal for a roundabout. This leads to safety concerns.

The long straight sections of 6m wide carriageway will promote speed, and no traffic calming measures are proposed. Traffic calming will be required for road safety reasons. **Reason for objection.**

The red line site boundary in the North and West of the site only include the carriageway and not the adjacent footways. Without pedestrian footways the roads that form part of this

planning application not acceptable. These roads will need to be lit, and therefore street lighting columns will need to be positioned within adoptable areas. **Reason for objection.**

800mm maintenance strips will be required at the edge of any carriageway which has no footway. These strips enable the future maintenance of the kerb line and provide areas in which street lighting columns can be safely positioned. These strips can be verge or hard standing.

The junction on the North West corner of the site is only partially within the red line. It is not therefore possible to comment on the acceptability of this junction layout. **Reason for objection.**

The footway links terminate before the Trident junction with no continuity within the red line. **Reason for objection.**

Not all of the 'footpaths' associated with plots 410-439 would be adopted.

The Western footway on the centre road of the trident terminates to the North just before a 90 degree bend leading to safety concerns.

Allocated parking spaces will not be adopted.

There should be a strip of hardstanding around the outside edge of parallel visitor parking bays.

Root barriers will need to be installed around new trees.

Refuse vehicle tracking will need to be approved before the adoptable areas are agreed.

All adoptable areas will need to be lit.

Private areas should not drain onto the highway.

Private storm water must not drain into highway drainage including permeable paving.

Adoptable and private sections of permeable paving should be separated by dam walls.

Drainage

The flood risk assessment compliance document prepared by Woods Hardwick for the reserved matters application (Ref:16871 Rev1 2016) generally demonstrates that the proposed drainage design complies with the approved Flood Risk Assessment (FRA) carried out by Waterman dated October 2010 (Ref: C11234 ES 001).

However, there are some issues that need to be addressed as part of the surface water drainage strategy for the scheme and it is proposed that these are dealt with by way of a planning condition associated with any future planning application for the site.

The permeable paving shown on the submitted drainage plan (HEYF-5-947-B) is confined to the parking bay area at the south eastern corner of the site and there may potentially be scope to extend the permeable paving to cover the residential road within the site.

In terms of meeting the site flood service level criteria for the site, SUDS Non-Statutory National Technical Standard Clause S7 requires: That the drainage system must be designed so that, unless an area is designated to hold and/or convey water as part of the design, flooding does not occur on any part of the site for a 1 in 30 year rainfall event. In this respect, the Microdrainage modelling documentation provided does not appear to include modelling for the 1 in 30 year storm, required to demonstrate that there is no surcharge of surface water from manholes at the site.

Finally, it is not clear whether there is a SUDS Management Plan for the site, and no mention of it in the compliance document, which would be required as part of a future planning application.

Officer's Name: Chris Nichols

Officer's Title: Transport Development Control

Date: 16 June 2016

District: Cherwell

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Ecology

Recommendation:

Select Recommendation

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: 07 June 2016
