

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

District: Cherwell

Application No: 18/00825/HYBRID-5

Proposal: Demolition of buildings and structures as listed in Schedule 1; Outline planning permission for up to 1,175 new dwellings (Class C3); 60 close care dwellings (Class C2/C3); 929 m2 of retail (Class A1); 670 m2 comprising a new medical centre (Class D1); 35,175 m2 of new employment buildings, (comprising up to 6,330 m2 Class B1a, 13,635 m2 B1b/c, 9,250 m2 Class B2, and 5,960 m2 B8); 2.4 ha site for a new school (Class D1); 925 m2 of community use buildings (Class D2); and 515 m2 of indoor sports, if provided on-site (Class D2); 30m in height observation tower with zip-wire with ancillary visitor facilities of up of 100 m2 (Class D1/A1/A3); 1,000 m2 energy facility/infrastructure with a stack height of up to 24m (sui generis); 2,520 m2 additional education facilities (buildings and associated external infrastructure) at Buildings 73, 74 and 583 for education use (Class D1); creation of areas of Open Space, Sports Facilities, Public Park and other green infrastructure; Change of Use of the following buildings and areas: Buildings 357 and 370 for office use (Class B1a); Buildings 3036, 3037, 3038, 3039, 3040, 3041, and 3042 for employment use (Class B1b/c, B2, B8); Buildings 217, 3102, 3136, 3052, 3053, 3054, and 3055 for employment use (Class B8); Buildings 2010, 3008, and 3009 for filming and heritage activities (Sui Generis/Class D1); Buildings 2004, 2005 and 2006 for education use (Class D1); Buildings 366, 391, 1368, 1443, 2007, 2008 and 2009 (Class D1/D2 with ancillary A1-A5 use); Building 340 (Class D1, D2, A3); 20.3ha of hardstanding for car processing (Sui Generis); and 76.6ha for filming activities (Sui Generis); the continuation of use of areas, buildings and structures already benefiting from previous planning permissions, as specified in Schedule 2; associated infrastructure works including surface water attenuation provision and upgrading Chilgrove Drive and the junction with Camp Road

Location: Heyford Park Camp Road Upper Heyford

Response date: 5th October 2020

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Assessment Criteria
Proposal overview and mix/population generation

OCC's response is based on a development as set out in the table below.

Residential	No.
1-bed dwellings	164
2-bed dwellings	304
3-bed dwellings	504
4-bed & larger dwellings	203
Close Care Dwellings (Class C2/C3)	60
Extra Care Housing	
Affordable Housing %	35%
Commercial – use class	m²
A1	929
B1	19,965
B2/B8	15,210
Development to be built out and occupied out over	10 years

Based on the completion and occupation of the development as stated above it is estimated that the proposal will generate the population stated below:

Average Population	2766
Primary pupils	294
Secondary pupils	213
Sixth Form pupils	35
SEN pupils	6.1
Nursery children (number of 2 and 3 year olds entitled to funded places)	41.2
20 - 64 year olds	1540
65+ year olds (figure includes Close Care Dwellings)	425
0 – 4 year olds	147

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Strategic Comments

OCC support the principle of this masterplan application and the delivery of Local Plan Policy Villages 5: Former RAF Upper Heyford. Funding from the Oxfordshire Housing & Growth Deal has been released to design and help to deliver the major works required at Junction 10.

However, further work is required to overcome the ecology objections as the submitted amendments do not alter our original ecology comments. Also attached are our Transport comments.

Officer's Name: Jonathan Wellstead

Officer's Title: Senior Planner

Date: 05/10/2020

Application no: 18/00825/HYBRID-5

Location: Heyford Park Camp Road Upper Heyford

Transport Development Control

Recommendation:

No objection subject to:

- **S106 Contributions** as summarised in the table below and justified in this Schedule:
- **An obligation to enter into highways (S278/S38)** agreements as detailed below.
- **Planning Conditions** as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Highway works – strategic highway contribution	Circa £4 million (capped – actual amount payable on final accounts)	July 2020	Baxter	Works at M40, J10. Specifically, mitigation schemes at Baynards Green and Padbury junctions.
Public transport services	£2,189,170	August 2019	RPI-x	New bus service between Heyford Park and Bicester. (Note: the amount in our previous response was incorrect).
Public transport infrastructure (<i>not dealt with under S278/S38 agreement</i>)	£115,398	August 2019	Baxter	Bus stops at six locations on new bus service route at Heyford Park. To include shelters, seating and timetable information.*
Village traffic calming	£425,000 comprising £50,000 each for: Fritwell, Ardley,	July 2020	Baxter	Traffic mitigation measures in the affected villages

	Somerton, North Aston, Chesterton, Middleton Stoney, Lower Heyford, and Kirtlington plus £25,000 for Bucknell			
Safety improvements (1)	£80,000	July 2020		Safety improvements at the junction of North Aston Road and the A4260 to include speed limit reduction, signage, road markings and/or upgrade of safety camera
Safety improvements (2)	£63,263	July 2018		Safety improvements at the junction of the A4260 and the B4027
Total	£6,872,831			

, * Bus shelter costs are based on standard OCC bus stops – if higher specification stops are required for heritage reasons this will need to be reviewed.

The S106 agreement will also need to include obligations related to:

- Occupations based triggers for highway works – no proposal has yet been received.
- Construction and opening of on-site bus route and access to the new school, including the works to enable HGV access to the secondary commercial access, as shown on drawing HEYF-5-391 (Woods Hardwick)
- Requirements for HGV operational traffic routing agreements, including routing within the development (avoiding the village centre).
- Travel plan measures and monitoring, which will include financial commitments

Key points

- Public rights of way: We welcome the revised parameter plan showing Aves Ditch inside the existing fence around the southern bomb store
- Camp Road works: We have received revised plans 16871-SK381 Rev B and 16871-SK380 Rev B, which show a continuous footway linking existing provision with the new signalised junction at Chilgrove Drive. This is

acceptable in principle subject to technical approval, and the footway will need to be completed once Chilgrove Drive is open as an access to the employment area. Part of it may be completed as required highway works for the 'Pye Homes' site off Camp Road if that development comes first.

- Trident Roads works to enable secondary HGV access: We have received plan HEYF-5-391 (Woods Hardwick), which shows an appropriate arrangement suitable for HGV access, and accommodating a parallel crossing of the primary cycle route over the spine road. This is acceptable subject to technical approval, and the works will be required as soon as the bus route is open, to allow HGVs to stop using the village centre to access the relevant buildings.
- S106 obligations and highway works have been refreshed in light of recent discussions

S106 contributions and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£4.0m (capped – actual amount payable on final accounts) Highway Works Contribution indexed from July 2018 using Baxter Index

Towards

Works at M40, J10. Specifically, mitigation schemes at Baynards Green and Padbury junctions.

Justification

Mitigation of off-site highway impacts at M40, junction 10 as presented in the Section 8 of the TAA.

Calculation

A breakdown of costs is expected from Highways England. This will include an element of scheme costs other than construction costs, including traffic management, the costs of which are very considerable at this location.

£2,189,170 Public Transport Service Contribution indexed from August 2019 using RPI-x

Towards

New high frequency bus service between Heyford Park and Bicester.

Justification

To provide an acceptable public transport level of service to and from Heyford Park, offering a credible alternative choice of mode to the private car. This is required in order to mitigate the traffic impact of the development.

Calculation

The overall public transport service contribution required for Policy Villages 5 allocation was calculated at £2,880,000 (July 2018). This has been calculated on the basis of four buses required to provide the service, with the net cost declining to zero after year 8 because of increasing fare revenue. The amount requested from this application has been calculated pro rata per dwelling from the amount secured for Phase 9 (296 dwellings) which formed part of PV5.

£115,398 Public Transport Infrastructure Contribution indexed from August 2019 using Baxter Index

Towards

Bus stops at six locations on new bus service route at Heyford Park. To include shelters, seating and timetable information.

Justification

To provide safe, comfortable and informed access to the public transport system serving the site, required in order to encourage public transport use and achieve the required bus modal share to mitigate the traffic impact.

Calculation

£20,052 per pair of bus stops x six pairs of bus stops = £120,312. Note that this is based on OCC's standard bus shelters. If a different type of bus shelter is required for heritage reasons, this will need to be reviewed.

£425,000 Village traffic calming Contribution indexed from July 2018 using Baxter Index

Towards

Traffic mitigation measures in the villages listed above.

Justification

Mitigation of the impacts caused by the predicted increased traffic flow through local villages.

Calculation

Contributions per village as set out above. £50,000 is considered to be sufficient to fund modest traffic calming measures in each village. The amount requested of £25,000 for Bucknell is based on the fact that the village is likely to be affected by traffic from NW Bicester development, from which contributions will also be sought.

£80,000 Safety Improvements 1 – Indexed from July 2020 using Baxter Index.

Towards Safety improvements at the junction of North Aston Road and the A4260 to include speed limit reduction, signage, road markings and/or upgrade of safety camera.

Justification

Traffic modelling predicts a significant increase in turning movements at this junction, arising from the proposed mitigation at Middleton Stoney. The junction has had a

relatively high number of injury accidents and the risk of collisions will be increased by the additional turning movements.

Calculation

The amount has been estimated by officers based on their professional experience of implementing similar schemes.

£63,263 – Safety Improvements 2

Towards Safety improvements at the junction of the A4260 and the B4027.

Justification

The Transport Assessment predicted that the development would contribute to severe congestion and delay at the junction, and originally proposed significant junction alterations (either traffic signals or a roundabout). OCC rejected the traffic signal design on safety grounds. It was subsequently accepted that the development traffic was only a small part of a large increase in predicted background traffic, and agreed that overall, the Policy Villages 5 allocation should contribute 5% of the cost of a roundabout, and should not be required to deliver the roundabout. The contribution may be spent on interim safety measures at this very busy staggered junction.

Calculation: The amount is calculated on the basis of 5% of the estimated cost of the roundabout scheme, shared pro-rata over the 1600 dwellings. A pro rata contribution has been secured from the 'Phase 9' development (ref 16/02446/F).

S278 Highway Works (Note, triggers for these works have yet to be agreed)

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, to include the following.

- Signalisation of junction of Camp Road and Chilgrove Drive as shown indicatively on drawing No.39304/5501/SK26, Revision I.
- Signalisation of B430 and unnamed road T junction as shown indicatively on drawing No.39304/5501/SK58 (revision will be needed to incorporate NMU crossing facilities).
- Mitigation at Middleton Stoney in respect of overcapacity of traffic signal junction of B430 and B4030 as set out in Section 7 of the TAA to comprise
 - the two-way bus gateway as shown on drawing No.39304/5501/SK60, plus all necessary signage and enforcement infrastructure
 - a cycle facility between Camp Road and the Himley Village development on Middleton Stoney Road, Bicester, comprising on carriageway cycle lanes linking Camp Road and Middleton Stoney village, (as shown indicatively on drawing number 39304-5501-SK52 Rev A) and an off-carriageway cycle/pedestrian path linking Middleton Stoney village and Himley Village (as shown indicatively on drawing number 39304-5501-101)
 - All necessary signage for a ban on HGVs on Bicester Road, Middleton Stoney

- Signalisation of the junction of the B430 and Ardley Road, Ardley as shown indicatively on drawing 39304-5501-SK65
- Works on Camp Road to provide a footway between the existing footway and Chilgrove Drive, including a zebra crossing, as shown indicatively on drawings 16871-SK381 Rev B and 16871-SK380 Rev B (The part of this route along the frontage of the 'Pye' site (ref 15/01357/F) and linking to existing facilities to the west will be requested from this development and may have been delivered by it).

Notes

This is secured by means of S106 restriction not to implement development (or other trigger point) until S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific items such as Traffic Regulation Orders. In this case this will include the consultation and advertisement costs for the bus only restriction and HGV restriction at Middleton Stoney.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

As set out in our response of June 2020.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 30 September 2020
