

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

District: Oxford City

Application No: 20/03034/FUL

Proposal: Demolition of Existing Buildings and construction of 159 dwellings, associated roads and infrastructure, drainage and landscaping

Location: Hill View Farm Mill Lane Marston Oxford

Response date: 21st January 2021

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. The development is taken from the application form.

Residential	
1-bed dwellings	23
2-bed dwellings	70
3-bed dwellings	22
4-bed & larger dwellings	44
Extra Care Housing	
Affordable Housing %	50%
Commercial – use class	m ²
A1	
B1	
B2/B8	
Development to be built out and occupied out over	2 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	406
Primary pupils	54
Secondary pupils	34
Sixth Form pupils	6
SEN pupils	1.3
Nursery children (number of 2 and 3 year olds entitled to funded places)	14
20 - 64 year olds	235
65+ year olds	36

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Strategic Comments

The application is for the demolition of existing buildings and construction of 159 dwellings, associated roads and infrastructure, drainage and landscaping. The site directly borders the A40 and is approximately 1 mile north-east of the allocated Bayswater Brook site (South Oxfordshire Local Plan 2035, Policy STRAT13).

The proposed site is allocated in the adopted Oxford City Local Plan 2036 under Policy SP25 Hill View Farm, which makes provision for residential development on the site, providing a minimum of 110 homes. Pre-application advice has been provided (20/OX0004).

There are objections from Transport and LLFA, see detailed officer comments below.

Officer's Name: Helen Whyman

Officer's Title: Planner

Date: 21 January 2021

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General Information and Advice

Recommendations for approval contrary to OCC objection:

IF within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and given an opportunity to make further representations.

Outline applications and contributions

The number and type of dwellings and/or the floor space may be set by the developer at the time of application, or if not stated in the application, a policy compliant mix will be used for assessment of the impact and mitigation in the form of s106 contributions. These are set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by the developer a matrix (if appropriate) will be applied to assess any increase in contributions payable. The matrix will be based on an assumed policy compliant mix as if not agreed during the s106 negotiations.

Where unit mix is established prior to commencement of development, the matrix sum can be fixed based on the supplied mix (with scope for higher contribution if there is a revised reserved matters approval).

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of s106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the extra monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether an s106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more;
- the developer is direct delivering an item of infrastructure costing £7.5m or more;
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

The County Infrastructure Funding Team can provide the full policy and advice, on request.

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Transport Development Control

Recommendation:

Objection for the following reasons:

- Further information is still required to ascertain the credibility of the proposed access strategy. The proposed access fails to cater to all users.
- The TA has not provided satisfactory information on traffic impact assessment on the network.
- The application has not provided details of the necessary improvements along Mill Lane in order that the policy requirements for the site are met.
- Unacceptable levels of cycle parking provision.
- The site layout has not been supported by an acceptable vehicle tracking to cover the estate roads and the parking spaces.

If despite the LHA's objection permission is proposed to be granted, then the LHA requires prior to the issuing of planning permission a S106 agreement including an obligation to enter into a S278 agreement to mitigate the impact of the development plus planning conditions as detailed in this report.

Key issues:

- Further work is necessary to explore the mitigation required for pedestrians and cyclists which must be carried out in compliance with LTN 1/20. The proposals fail to provide necessary infrastructure to promote opportunities for modal shift to more sustainable forms of transport i.e. walking and cycling.
- The TA has failed to provide a satisfactory assessment of the development impact on the network.
- A CTMP has not been included and no indication has been made of how construction traffic shall access the site.
- Revisions needed to the parking and site layout.
- The applicant should resubmit the plans to demonstrate that a 11.6m refuse vehicle can safely enter the site, turn and drive out of the site in forward gear.

Legal agreement required to secure:

Off-site works associated with the provision of access improvements and visibility splays would be secured by a s.278 agreement.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)

Public transport services	195,183 or 1,227.56 per dwelling	Dec 2019	RPIX	Improvement of bus services in Old Marston to provide an enhanced evening and Sunday service
Public transport infrastructure (<i>if not dealt with under S278/S38 agreement</i>)	13,368	Q4 2020	Baxter	Installation of a pair of Premium Route pole, flag and timetable case at both stops with Real Time Passenger Information screens
Traffic Reg Order	TBC		RPIX	Consultation and implementation of the Old Marston area CPZ
Travel Plan Monitoring	1,426	Dec 2019	RPIX	Enabling the travel plan to be monitored for a period of five years.

Conditions:

Accesses: Full Details

Prior to the commencement of the development hereby approved, details of the means of access between the land and Mill Lane including position, layout and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the occupation of any dwellings, the means of access onto the highway shall be constructed and retained in accordance with the approved details. *Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework*

Cycle Parking Provision

Prior to the first occupation of the development hereby permitted, a plan showing the number, location and design of cycle parking for the dwellings shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shown on the agreed plan shall be provided prior to first occupation of the development. The cycle parking will be permanently retained and maintained for the parking of cycles in connection with the development. *Reason - To ensure appropriate levels of cycle parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.*

Car Parking

No dwelling or other buildings shall be occupied until car parking spaces to serve them have been provided according to plans showing parking and the necessary manoeuvring and turning to be submitted and agreed by the Local Planning Authority. Car parking shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter. *Reason - To ensure appropriate levels of car parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.*

Travel Plan

Prior to first occupation a Full Travel Plan shall be submitted to and approved by the Local Planning Authority. This should then be updated on occupation of 50% of the site (80th dwelling).

Travel Information Pack

Travel information packs, the details of which are to be submitted to and approved in writing by the Local Planning Authority prior to first occupation, shall be provided to every resident on first occupation. *Reason - In the interests of sustainability and to comply with Government guidance contained within the National Planning Policy Framework.*

Construction Traffic Management Plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Construction Traffic Management Plan shall be implemented and operated in accordance with the approved details. *Reason - In the interests of highway safety and the residential amenities of neighbouring occupiers.*

Detailed comments:

Access

The application site is located at the northern end of Mill Lane, Old Marston, Oxford. Mill Lane is a 20mph speed limit road which is a no-through road and benefits from pedestrian footways along both sides of the carriageway for most of its length, with the footway on the western frontage covering its full length continuing onto the A40 albeit narrow.

The application proposes to acquire site access off Mill Lane by way of a priority junction which will include a raised table. The access would serve both vehicular and non-motorised traffic into the site from Mill Lane. A 2m wide footway is provided only on one side of the access mouth while no provision is made for cyclists into the site. Such an arrangement gives little consideration for pedestrians that would emerge from the north along the existing footway. I expect to see an extension of the footway into the site along the northern frontage of the access drive. **(Reason for objection)**

For the initial section of the primary street, and for the majority of the development, cyclists are expected to be accommodated on-street with a traffic-free greenway route in place to connect particularly the north and eastern parts of the development. To reach the site access in the first place, cyclists would have either travelled along Mill Lane via new cycle street or used the A40 cycleway to then be faced with the uncertainty of not knowing where to be. I consider this to be incoherent (in quality and design) to the provisions that would lead up to the development and do not comply with guidance set out in DfT's Local Transport Note (LTN) 1/20. **(Reason for objection)**

I would have expected to see a 3m shared provision on one side of the primary street that is consistent with LTN 1/20. With respect to this site, the guidance states that,

'Although there may be fewer cyclists and pedestrians in rural areas, the same requirement for separation from fast moving motor vehicles applies. A well-constructed shared use facility designed to meet the needs of cycle traffic – including its width, alignment and treatment at side roads and other junctions – may be adequate where pedestrian numbers are very low'.

The applicant needs to consider comfort for all users including children, families, older and disabled people using three or four-wheeled cycles. Families are more likely to use off-carriageway facilities and young children in particular may need additional space to wobble or for an accompanying parent to ride alongside.

I agree that the scale of development does not warrant a vehicular access from the A40 bypass and providing such a junction would only serve to promote car use, with direct access to the city's ring road.

The existing pedestrian facility from Mill Lane onto the A40 bypass cycle track should be upgraded LTN 1/20 standards to facilitate improved access and egress regardless of a new link within the site. We strongly support the need to maximise pedestrian/cycle connectivity, to maximise the opportunity for sustainable travel. Forcing pedestrians to take an indirect route that is longer than necessary encourages people to drive for trips that they could make on non-car modes. I do not want to assume that cyclists would choose to divert through the site onto the A40 from Mill Lane.

Para 4.143 of Oxford Local Plan 2016-2026 stipulates that access to the site will need to be taken from Mill Lane and localised improvements will be required in order to demonstrate that two vehicles can pass each other along the duration of Mill Lane. Drwg No: 7375/204 Rev A illustrates the swept path analysis of two vehicles abreast along Mill Lane in support of the Local Plan requirement. The swept path however assumes no parking to be in place which is not the case. It is my conclusion that unless a solution is presented to the existing parking situation along Mill Lane, this policy requirement cannot be met. **(Reason for objection)**

Also, while some sections of Mill Lane benefit from footways on either one or both of its sides, some are observed to be of a substandard standard. Overgrown vegetation abutting the footways further reduce the available width of pedestrians.

Layout

The Design and Access Statement reports that the main site roads, shared surfaces will be offered for adoption under the S38 agreement. That being the case, allocated bays seen within the highway corridor are likely to complicate the s38 agreement process and may be excluded from any adoption areas. If the LHA were to adopt them, they would need to be unallocated and included within a CPZ.

It is noted from the site layout illustrated by Drawing No: 1604-101 Rev E that the primary street has long straight sections, a design that is likely to encourage higher than the 20mph speed required within developments. There is a need to have traffic calming on the primary street if it is to remain in the straight alignment as shown. If this cannot be changed, then chicanes are preferable over cushions.

A 3m wide tree-lined traffic free cycleway/footway which connects the southeast corner of the site to the northwest and then onto the A40 at the northwest corner needs to suitably lit in compliance to LTN 1/20.

The orientation of the parking bays within the “lozenge” areas could lead to conflict with oncoming vehicles. I assume it is designed to encourage reverse parking into the bays but I feel it will lead drivers to travel the wrong way round the circular route, drive forwards into the bays and coupled with the narrow carriageway, lead to conflict with vehicles going the correct way around the lozenge. The case in point is for bays marked 36-41 and 50-55, including the bays marked car club.

The parking for plots 74, 75 & 76 is so disjointed from the frontages and could lead to vehicles driving up the Greenway and obstructing the emergency access or ad hoc parking elsewhere on the site.

Tracking has not been provided for manoeuvre into and out of the bays within the courts. The turning head for parking court serving 76, 87-92 does not appear deep enough to serve the purpose. Vehicles would thus be expected to reverse all the way back to the gyratory that is accommodating the car clubs for them to safely egress. The LHA also requires swept path analysis for refuse vehicle for all manoeuvres in forward gear. All internal bends and junctions will need to be tracked with two vehicles (refuse vehicle and medium sized car) using the bend/junction at the same time. Tracking needs to be carried out with the below vehicle details;

- Phoenix 2 – 23W with elite 2 6x4 chassis
- Dimensions;
- Overall length – 11.6m (including bin lift)
- Overall Width – 2.530m
- Overall body height – 3.205m
- Min body ground clearance – 0.410m
- Track width – 2.5m
- Lock to lock time – 4.00s

Cycle Street

In as far as the cycle street is concerned, the application has not submitted enough detail of this scheme across the entirety of Mill Lane. While the notion is welcomed, there are still other aspects in the delivery of the cycle street that have not been addressed.

Existing parking – the applicant needs to explore how vehicles that are currently parked along Mill Lane would be mitigated. Parking controls should be considered as one of the mitigating measures. Parking is also one of the issues picked up by the Stage 1 Road Safety Audit (RSA) wherein it is itemised as Problem A1.12. The audit states, *‘This will result in cyclists having to cycle over the imprint rather than over the smooth carriageway’*. The recommendation therein is to *‘Check areas where parking is occurring along the road and amend the design to avoid cyclists having to cycle over the imprint, as cyclists will likely ride on opposing Lane instead.’*

Inconsistent width – while Mill Lane’s width appears constrained in some sections, other sections however are observed to be wider than required for a cycle street which may undermine the ‘no overtaking’ concept that prioritises cyclists.

Traffic calming – although Mill Lane is a 20mph speed signed road, the TA reports that results of the ATC survey undertaken recorded 23.2mph as the 85th percentile speed for northbound movements and 20mph for southbound. It may be appropriate to introduce traffic calming that would ensure speeds do not exceed 20mph.

To achieve a successful cycle street, the design should incorporate the following;

- A maximum traffic speed of 20mph with emphasis on physical traffic calming features.
- Narrow street profile that discourages overtaking without on-street parking.
- Typical lengths should lie between 200 to 500 metres.

Contribution should be sought to improve amenability of Mill Lane as a pedestrian /cycle route consistent with the principles of a cycle street and in line with the routes designation as a ‘quietway’ in the counties adopted LCWIP strategy. It is suggested that further discussion on the design and layout of this should be made. The Jack Straws Lane example reference in the TA should not be assumed as a default for best practice.

Old Marston Proposed CPZ and Parking

Old Marston CPZ

Para 4.5 of the TA suggests that the proposed development will be located outside of a controlled parking zone (CPZ). Whilst this is the case now, the applicant has been made aware through preapp discussions of the LHA’s proposal to extend the CPZ to the Old Marston area and covering Mill Lane. It is however anticipated that this would not be delivered/ confirmed in time for this application. Contributions shall however be sought towards delivery of a CPZ in this area.

A successful consultation will render the development a part of the Old Marston CPZ and the proposed level of parking on site must not undermine the scheme.

Car Parking

The TA states that car parking levels shall be in compliance to Policy M3. Bearing in mind that the LHA proposes to extend the CPZ scheme to cover this area, we should appraise parking provision on the basis of that process being implemented. Even considering a successful CPZ, I agree that the criteria for a car-free development could not be met as required by the policy. In respect of that, and to comply to this policy, a maximum provision of 1 space per dwelling and a car club parking up to 0.2 per dwelling is expected which represents 32 car club spaces rather than 2 spaces as indicated at Para 4.9 of the TA.

The site layout illustrated by Drawing No: *1604-101 Rev E* shows quite a number (59) of unallocated parking spaces. The LHA remains concerned that suitable mitigation to deter residents of the development from parking indiscriminately within the site and on Mill Lane is not in place. This risks compromising the movement and safety of all users and the intention of Mill lane as an intended ‘cycle street’.

I seek clarification on the allocation of the parking spaces within the parking court serving plots 3-10. Are these meant to be unallocated parking spaces?

Policy M4 of Oxford Local Plan 2016-2036 requires all allocated parking spaces to be provided with charging equipment, and at least 25% of non-allocated spaces. While Para 4.7 suggests that electric charging points shall be provided, it should explicitly state this provision on all allocated parking spaces.

Cycle Parking

While Para 4.13 and Table 4.1 of the TA allude to cycle parking levels as set in the local plan, these details are not represented on submitted plans. For houses, I note that provision is made for bike storage within rear gardens of individual properties referenced as '*Trimetals Metal Bike Storage*' on site layout plan. No further detail of these have been made nor has differentiation been made of their respective holding capacity based on the size of the property.

Similarly, the FOG units are two-bedroom properties but seen to have a provision of only a single cycle parking space within a 2m x 1m store. The stores are therefore not big enough to accommodate the two bike spaces as required by the adopted parking standards. For an in-depth guide to cycle parking dimensions, please see LTN 1/20.

Observation is made of the inadequate levels of provision for cycle storage for blocks of flats. Taking Block 4 as an example, the application proposes only 11 cycle stands for 12 units (8 of which are 2-bedroom flats). A similar substandard level of provision is seen across other blocks. This is a gross contradiction to parking standards set in the Local Plan which require at least 2 spaces per dwelling for flats and houses up to 2 bedrooms. **(Reason for objection)**

Cycle parking preferably of the sheffield stand type are required around the LEAP.

Traffic impact

Accident Data

A review of the accident data for the area has been carried out and has highlighted a number of incidents that have occurred within the last 5 years. A notable proportion of incidents were recorded especially around the B4495/B4150 (Cherwell Drive/ Marston Road/ Headley Way/ Marsh Lane) junction have been down to driver error and vehicles failing to give way. This junction that was a staggered one with two mini roundabouts has since been modified to a signalised junction. Similar incidents are observed at the Marston Ferry Road/ Cherwell Drive/ Oxford Road junction.

In light of the nature and location of the recorded incidents, I consider it unlikely that the proposed development would be attributable to an increase in the number of recorded accidents in this area.

Trip generation and distribution

The TA accompanying this application seeks to estimate the amount of traffic that the development would generate and what impact this might have on the adjacent transport network. Trip rates have been determined using the TRICS database.

It is my view that the trip rates proposed (as had been agreed upon) in the TA for the development are reasonable for a site of this size in this type of location. The submission predicts that there will be about 61 and 66 two-way movements in the AM and PM peak periods respectively. As such it is considered that the volume of traffic as set out in the TA is a reasonable prediction of what might generally be generated on a day to day basis.

Trip distribution has been undertaken using 2011 census data. All vehicles leaving the site in the AM peak hour have been set to travel south to Elsfeld Road and Oxford Road where.

Having calculated the level of new traffic generated by the development and where it will go, the TA considers what impact it would have in 2026 (the year when the development is predicted to be fully built) considering background traffic growth. This background traffic growth has been estimated using Government approved TEMPro planning growth factors.

The TA alleges that in order for a robust assessment, a similar process has been undertaken to predict the volume and impact of flows from the adjacent allocated site (SP26) in junction capacity appraisal. Without the modelling output files, it is not possible to verify whether flows from the adjacent site have been added and used in the capacity assessment as was agreed during preapp discussions.

Junction Capacity Appraisal

The applicant has undertaken detailed assessment to only one junction – the Mill Lane/ Oxford Road/ Elsfeld Road junction.

Table 7.5 in the TA is a summary of the PICADY modelling undertaken to predict operation of Mill Lane/ Oxford Road/ Elsfeld Road junction. This table shows that the junction shall continue to operate within its designed capacity for the various scenarios i.e. 2026 without development, 2026 with the proposed development, and 2026 with both allocated site developments (SP25 and SP26). While not attempting to undermine the modelling, I am disappointed that the modelling outputs have not been submitted. Such outputs are a means for us to verify whether the right input data and other parameters of the model against each scenario have been used. As such, without this information, I am not in a position to conclude that a satisfactory assessment has been undertaken. **(Reason to object)**

With impact assessments undertaken to only one junction, there is no consideration of the impact beyond this particular junction and in particular at the Marston Ferry Road/ Cherwell Drive/ Oxford Road and the Cherwell Drive/ Marston Road/ Headley Way/ Marsh Lane junctions. These junctions are busier than the one assessed and it is my view that even a relative increase of traffic on one arm of the junction may have a significant impact on its operation. The assumption that because development traffic dissipates out beyond the Mill Lane/ Oxford Road/ Elsfeld Road junction is not justification enough for not appraising the junctions beyond. On this basis, I do not find the highway impact assessment to have been robust enough. I recommend additional junction assessment on the above junctions in that regard.

Public transport

The County Council seeks to ensure that new developments are sited in appropriate locations in relation to public transport services and makes adequate contributions towards their upkeep and improvement.

For a site within the Oxford city boundary, this is a relatively remote location from public transport services and those that are available in Old Marston itself are relatively infrequent by city standards, particularly in relation to the lack of late evening and Sunday services.

The nearest bus stops are 650m from the site access, and this means that the most northerly dwellings on the development could be as much as 1km from a bus stop. This makes the attractiveness and relevance of the bus service through Old Marston to development residents significantly more difficult; services on Cherwell Drive are considered to be so distant as to be irrelevant for all but the most determined of people.

It is common practice for some developments that are deemed to be over the acceptable walking distance of an existing bus stop to fund the diversion of the service closer to the site. The nature of the road network (particularly the sections of inhibited width of Mill Lane including street parking) does not appear suitable for buses. It is likely that no bus operator would be willing to serve the development because of possible delays and damage to vehicles. Therefore, there is not a justifiable requirement to extend a bus service into or closer to the development.

The current frequency of service in Old Marston was introduced in 2020 because of a temporary Park & Ride arrangement on Marsh Lane for JR Hospital staff. Therefore, the continued provision of the 30 minute frequency service and the additional later evening journeys cannot be guaranteed without continued funds.

A financial contribution is therefore required towards the improvement of bus services in Old Marston. Given the site's relative remoteness from the public transport network, it is considered that the two allocated sites in this area should provide for an enhanced evening and Sunday service on route 14A for a period of 5 years. The cost of this is £287,250 at 2020 prices:

Mon-Sat evening service 3 hrs @ £30/hr x 305 days per year = £27,450 x 5 years = £137,250

Sunday service £30,000 per annum x 5 years = £150,000

This application is for 159 dwellings and the adjacent allocation (under Local Plan policy SP26) is for a minimum of 75 units. Therefore, the total number of dwellings is considered to be 234. Using a pro-rata calculation, the total contribution requested from this application is **£195,183**.

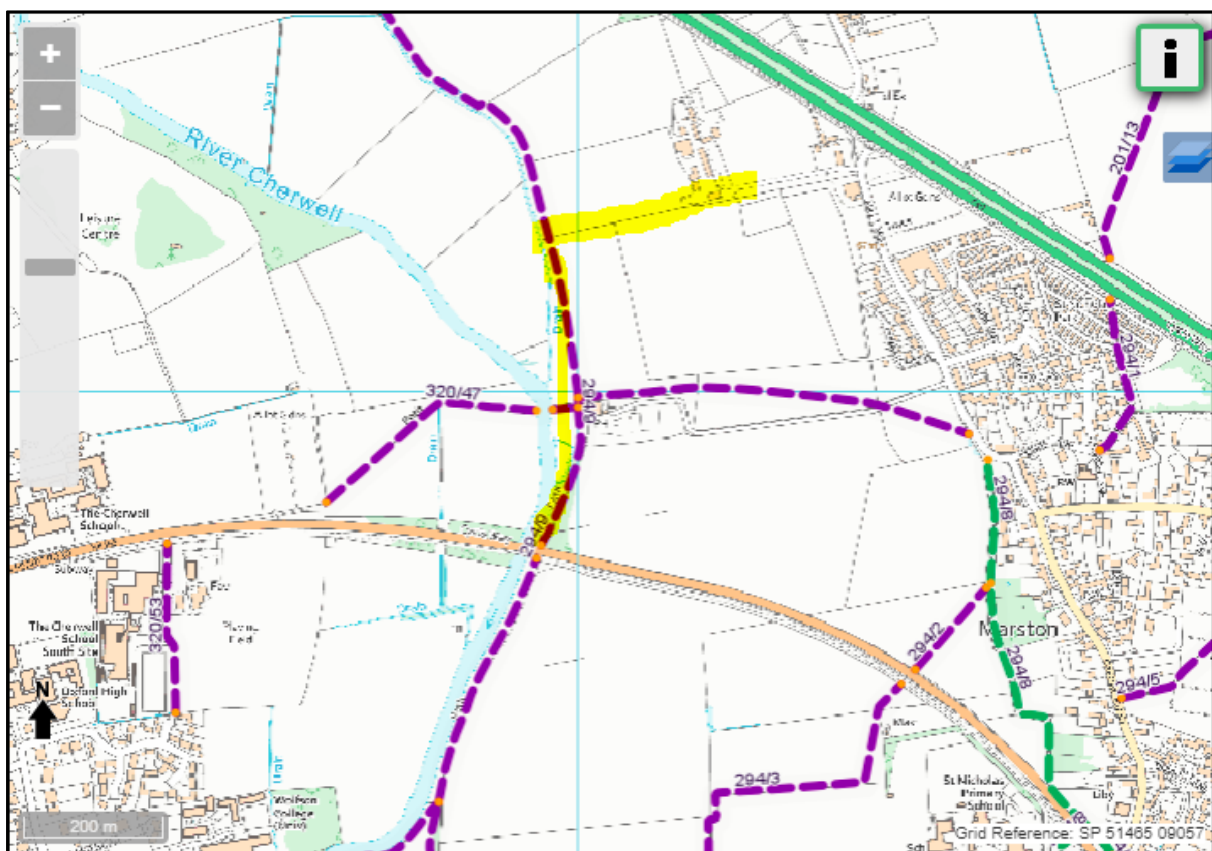
The bus stops at St Nicholas' Church are mostly adequate. The shelter on the south side is of a rustic style and there is no shelter on the north side but it is considered likely to be impractical to install one. However, installation of a Premium Route pole, flag and timetable case at both stops with Real Time Passenger Information screens would be beneficial and encourage bus use amongst all residents of Old Marston. The

cost of this is £19,674; using the same pro-rata calculation as above, the contribution requested from this development is **£13,368**. These shall be secured by means of a s106 agreement.

Public Rights of Way

The cycleway connection to A40 is noted. This should be blacktop and constructed to OCC design spec – adopted as cycle path

Other routes to wider network identified at south of site (“adjacent field”) should be extended and surfaced as a 3m wide shared use path so that they connect to the network. The continuation of the footpath/cyclepath south to the Marston Bypass should also be upgraded and surfaced to OCC cycle path standard.



Improvements to the PRow shall be secured by s278 agreement.

Travel Plan

Although the development is situated on the outskirts of Oxford, options for sustainable travel for prospective residents are limited. For example – no lighting on top half of Mill Lane, no bus services serving the development (meaning a considerable walk to the nearest bus stop and with no lighting this will be potentially down a dark lane), no Sunday service at the nearest bus stop and the current footpaths along Mill Lane need widening and foliage removed to accommodate buggies, wheelchairs etc. In addition to this the distance to the majority of the local facilities is considerable (although a question is raised about how far the actual distance may be for some residents situated

at the furthest point of the development as the stated measurement seems to be from the closest edge of the development.).

Both St Nicholas and New Marston Primary Schools have suffered in the past with inappropriate and unsafe parental parking and so the prospect of further journeys to school being made by car is unlikely to be welcomed.

If the development is approved, a full residential travel plan will be required prior to first occupation. This should then be updated on occupation of 50% of the site (80th dwelling), once adequate survey data is available. Further information regarding OCC travel plan criteria can be found within appendices 5 and 8 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'.

<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/Transport%20assessments%20and%20travel%20plans.pdf>

A residential travel plan has been submitted and has been checked against our approved guidance. The Travel Plan does not meet the criteria and requires further work before it can be approved. We have pointed out below issues that we consider important for a Travel Plan to be acceptable. These are:

- Add planning application number to the Travel Plan
- Include contact details of site owner/developer
- Provide the planned occupation date of whole site or each stage
- Include the anticipated number of residents
- A commitment should be made for the baseline surveys to be analysed and submitted to Oxfordshire County Council within one month of the survey completion
- References to walking distance are from the edge of the site and therefore do not account for residents travelling from the most northerly point. The reference should instead be from the centre of the site
- There is currently no street lighting provision on Mill Lane between the farm and the nearest residential property which could be problematic for commuters accessing the local bus stops
- The local primary schools are situated a considerable distance from the site, meaning that parents are likely to drive their children to school, especially those with younger children. Both St Nicholas and New Marston Primary schools have had issues with inappropriate and unsafe parental parking practices in the past and so more cars arriving at the site could exacerbate any such situation.
- The facilities available at the nearest bus stop should be noted, including whether there is seating, shelter and lighting
- There is currently no Sunday service serving the nearest bus stop which curtails the sustainable transport options for residents at the weekends, meaning that the car is likely to be the default option for leisure or work purposes on a Sunday.
- Installation of EV charging points are welcomed and should be added to the action plan.

- Similarly, broadband provision to enable working at home has been discussed but not included in the action plan?
- Ensure that all measures outlined within section 9 of the document are included within the action plan table.
- A commitment is required that the name of the TPC will be forwarded to the Travel Plans Team at OCC prior to occupation of the site.
- A commitment is required that monitoring reports should be submitted to the OCC Travel Plans Team in years 1,3 and 5.

I advise the applicant to consult the Oxfordshire County Council guidance document and the comments below to ensure all the required information is included before revising and resubmitting for approval.

Some of the key concerns were that there is not currently a commitment to baseline travel surveys which should be undertaken on occupation of 50% of the site – 80th dwelling. There is also a reference to ‘shared surfaces’ which can be problematic, especially for people with disabilities or small children.

Construction Travel Management Plan (CTMP)

A CTMP will be needed for this development, given the traffic sensitive nature of Mill Lane and the approaching roads – which in my view do not seem appropriate to accommodate long vehicles.

We would normally expect the CTMP to incorporate the following in detail:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.

- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Informative

- OCC require 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.
- 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.
- Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.
- Trees that are within 5m of the carriageway or footway will require root protection, trees must not conflict with streetlights.
- No private drainage to discharge onto any area of existing or proposed adoptable highway.

Please note 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. For guidance and information on road adoptions etc. please contact the County's Road Agreements Team on 01865 815700 or email roadagreements@oxfordshire.gov.uk

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 15 January 2021

Application no: 20/03034/FUL

Location: Hill View Farm Mill Lane Marston Oxford

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Insufficient information provided on Proposed Drainage Strategy drawings and no construction details provided for SuDS features;
- Greenfield run-off rate calculations were not provided;
- Full site exceedance flow routes not provided;

Detailed comments:

The Proposed Drainage Strategy drawing which was appended in the Flood Risk Assessment & Drainage Strategy (issue 3) report (CEC, November 2020), provides insufficient information. The surface water drainage pipework does not indicate the direction of flow, size of pipes and fall of pipework. The construction details for the SuDS features were also not available.

Greenfield run-off rate calculations not included in Appendix 6 as mentioned in the FRA paragraph 4.2.

Full site exceedance flow routes are not provided, more required for all hardstanding areas.

Flows routes to the south boundary are shown in the direction to the site boundary. This is not acceptable. All flow exceedance routes must be contained within the site boundary and into the on-site SuDS features.

Officer's Name: Nagina Bawar

Officer's Title: Civil Engineer

Date: 11 January 2021

Application no: 20/03034/FUL

Location: Hill View Farm Mill Lane Marston Oxford

Education Schedule

No objection subject to:

- **S106 Contributions** as summarised in the tables below and justified in this Schedule.

Contribution	Amount £	Price base	Index	Towards (details)
SEN	£118,833	333 (related to 3Q19)	BCIS All-In TPI	Special school provision serving the area
Total	£118,833	333 (related to 3Q19)	BCIS All-In TPI	

Based on the housing mix provided, the proposed development is estimated to generate:

- 14 additional nursery pupils requiring funded early education places
- 54 additional primary school pupils
- 40 additional secondary school pupils
- 1.3 additional pupils requiring special school provision.

Primary schools in the Marston area would be expected to have sufficient capacity to accommodate the expected pupil generation from the proposed development.

The recent opening of The Swan School in Marston would be expected to result in sufficient secondary education capacity in the area to accommodate the expected pupil generation from the proposed development.

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

£118,833 Special School Contribution indexed from TPI = 333

Justification:

Approximately half of pupils with Education Needs & Disabilities (SEND) are educated in mainstream schools, in some cases supported by specialist resource bases, and approximately half attend special schools, some of which are run by the local authority and some of which are independent. Based on current pupil data, approximately 1.5% of pupils attend special schools.

The county council's Special Educational Needs & Disability Sufficiency of Places Strategy is available at <https://www.oxfordshire.gov.uk/residents/schools/our-work-schools/planning-enough-school-places> and sets out how Oxfordshire already needs

more special school places. This is being achieved through a mixture of new schools and expansions of existing schools.

The proposed development will further increase the need for additional special school places. Funding is therefore sought from developers to increase special school capacity in proportion to their estimated pupil generation.

Calculation:

Number of pupils requiring education at a special school expected to be generated	1.3
Estimated per pupil cost of special school expansion, as advised by Government guidance "Securing developer contributions for education" (November 2019)	£91,410
Pupils * cost =	£118,833

The above contributions are based on a unit mix of:

23 x 1 bed dwellings
70 x 2 bed dwellings
22 x 3 bed dwellings
44 x 4 bed dwellings

Officer's Name: Barbara Chillman

Officer's Title: Pupil Place Planning Manager

Date: 22nd December 2020
