

Application no: 24-00615/DISC

Location: Proposed Himley Village North West Bicester Middleton Stoney Road Bicester

Transport Development Control

Recommendation:

Objection

Key issues:

The applicant has not provided sufficient detail in the CEMP report for the condition to be discharged.

Detailed Comments:

Location and proposals

The site is located north of the B4030 and approximately 350m west of the A4095 Howes Lane / B4030 roundabout.

The wider site has planning permission (14/02121/OUT) to provide up to 1,700 dwellings, a retirement village, flexible commercial floorspace, community facilities, land to accommodate an energy centre and land to accommodate a new primary school.

Phase 2 is the first residential phase and follows phase 1A, which includes infrastructure comprising two junctions to provide vehicular and pedestrian access into the site from Middleton Stoney Road and two initial sections of internal road, and received permission on 27 February 2024.

This application relates to the Partial Discharge (for phase 2 only) of Condition 30 (Construction Environmental Management Plan) of 14/02121/OUT.

Condition 30 states: *“No development shall take place on any phase, including any works of demolition until a Construction Method Statement for that phase has been submitted to, and approved in writing by the Local Planning Authority. The statement shall provide for at a minimum:*

- a. The parking of vehicles of site operatives and visitors;*
- b. The routing of HGVs to and from the site;*
- c. A restriction on construction and delivery traffic during the peak traffic periods*
- e. Storage of plant and materials used in constructing the development;*
- f. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;*

- g. Wheel washing facilities/ road sweeping;*
- h. Measures to control the emission of dust and dirt during construction;*
- i. A scheme for recycling/ disposing of waste resulting from demolition and construction works;*
- j. Delivery, demolition and construction working hours;*
- k. The mitigation measures summarised at Table 5.5 and recommended at paragraphs 6.78, 7.62 – 7.79, 8.130 – 8.133, 9.91, 10.112, 12.78 – 12.80, 13.66 and 14.55 and tables 8.19 and 10.13 of the submitted Environmental Statement (December 2014). “*

In addition to the above we would expect the CEMP to also include:

- A layout plan of the construction 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.
- Information on how local residents will be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.

The applicant has submitted a Construction Environmental Management Plan (CEMP) dated 14th April 2023.

With regards to parking for site operatives and visitors, the CEMP states *“On-site parking will be provided with designated parking areas benefiting from hardstanding to prevent spoiling of the local road network. There will be provision of a maximum of 60 parking spaces, which is considered adequate for the size of the site. Designated parking areas are to be presented on a plan, and this document will be updated when this information is received.”*

Further information is required to provide evidence that 60 spaces is sufficient, as well as a plan showing the location of the car parking.

The CEMP includes information on the considerations that will be taken into account for the routing strategy but does not include a proposed routing strategy. The report states: *“Construction traffic routes are yet to be confirmed and this document will be updated when this information is received.”* While further on in the report it states: *“A Construction Traffic Management Plan will be prepared as required by the ES.”*

The applicant is required to submit a proposed construction traffic route in the CEMP.

The CEMP states that no road sweeping will occur during rush hours or school collection times. However, no information is included on construction delivery traffic restrictions during peak hours.

The applicant is required to include a commitment in the CEMP that there will be no construction and delivery traffic during the network peak hours.

The CEMP states: *“The location of the construction compound for the works is yet to be confirmed and this document will be updated when this information is received. The compound will include enough parking for operatives, a storage area and welfare provision.”*

The applicant is required to provide a layout plan of the construction site which demonstrates that sufficient space is available for storage, for HGVs to turn and for parking for operatives. This plan should also show the access to the compound. If temporary access arrangements are proposed from the existing highway network into the site, the applicant needs to demonstrate that adequate visibility in line with posted speed limit can be achieved and agree the location of the temporary access with Highways Depot.

There is no commitment to before-work commencement highway condition survey in the CEMP. The applicant is required to include this in the CEMP.

Although there is a section on communications and a contact email, no information has been provided on how local residents will be kept informed. The applicant is required to include this in the CEMP.

Officer's Name: Sarah Halsey

Officer's Title: Senior Officer Transport Development Management

Date: 27 March 2024
