

FULL PLANNING APPLICATION FOR A TEMPORARY HAUL ROAD, FOR USE OF CONSTRUCTION TRAFFIC TO SERVE DEVELOPMENT AT SW BICESTER (KINGSMERE)

HAUL ROAD TO SERVE THE DEVELOPMENT OF LAND PARCELS KM 5 and 22

SUPPORTING STATEMENT

1. Introduction

This application proposes a temporary haul road (construction access) to serve part of the mixed use development scheme at SW Bicester (Kingsmere), granted outline Planning Permission under reference 06/00967/OUT.

The haul road is required for vehicles associated with the construction of development on two land parcels:

- Parcels KM 5 and KM 22, which are currently under construction.

This application effectively seeks the continuation of use of the temporary haul road previously approved via reference 10/01027/F and 13/01446/F. The temporary haul road serves construction traffic related to parcels KM 1, 2, 5 and 22. The permission expires on 29th January 2017.

The haul road previously served parcels KM 1 and 2; however these are now complete and no longer require access from the haul road. It continues to be required to serve the construction of land parcels KM 22 and 5.

(It should be noted that residential development on land parcel KM 22 actually has consent via Outline Planning Permission reference 10/01052/OUT).

Permission is sought to use the haul road for a period of three years.

2. Location and description of the development

Plan drawing no. 1903/KM2/SK/02 Rev J, which forms part of this application, shows the location of the proposed haul road.

The application boundary is identified by a bold red line on this plan. The extent of 06/00967/OUT is identified with a broken red line. This indicates how much of the proposed haul road is within and outside of the planning boundaries of 06/00967/OUT.

The haul road takes access off of Middleton Stoney Road. It is approximately 180 metres to the west of the northern vehicular entrance into the SW Bicester development site (new roundabout on Middleton Stoney Road and northern section of the internal spine road (The Avenue), details of which have been approved under Reserved Matters application reference 09/00174/REM). The arrangements and alignment of the northern entrance and spine road are also shown on plan drawing 1903/KM2/SK/02 Rev J.

Whilst access off Middleton Stoney Road is within the planning boundary of 06/00967/OUT, the haul road then follows a route which takes it outside of the boundaries of 06/00967/OUT.

The haul road totals about 415 metres in length (the haul road approved under 10/01027/F was circa 200 metres).

All of the land outside of the planning boundary of 06/00967/OUT is currently the subject of Outline Planning Application reference number 13/00847/OUT which seeks permission for Phase 2 of our Kingsmere (SW Bicester) residential led mixed use development scheme. The haul road will not affect the delivery of this Phase 2 scheme. A separate construction access strategy will be proposed for Phase 2 which will need separate consent most likely via the submission of details pursuant to conditions or other mechanism.

Construction and alignment details are shown on plan drawing number 1903/KM2/Sk/02 Rev J. Construction and decommissioning details are described further in the Design and Access Statement accompanying this application.

Relevant landscaping details are shown on plan drawing number DFD/BIC/L24 Rev A.

To summarise:

- Access (bellmouth) onto Middleton Stoney Road will have 4.5m x 160m sight splays. This has already been provided.
- The length of haul road previously approved is approximately 415 metres.
- The initial 50 to 60 metres runs through an area which is to be landscaped pursuant to requirements of 06/00967/OUT, and which forms part of a western (boundary) habitat corridor of 06/00967/OUT. The remainder of the haul road runs through land currently in agricultural use, and currently the subject of Outline Planning Application 13/00847/OUT.
- The haul road has a carriageway width of 4.5 metres. Two passing points are provided.
- A temporary landscaped bund has been formed along the western boundary of the haul road, utilising excavated top soil. This reaches a height of 0.55 metres above the adjacent ground level.
- The haul road will provide access for vehicles involved in the construction of land parcels KM 22, which received a separate outline planning permission for housing (10/01052/OUT), and KM 5.
- The provision of this haul road will ensure that construction traffic relating to Parcels 5 and 22 does not use the approved and completed Kingsmere spine road, which is already used by properties fronting it and sales traffic.
- The impact of this proposal on the western habitat corridor to be provided as part of 06/00967/OUT is addressed later in this Planning Statement.

3. Relevant Planning History

Countryside Properties (Bicester) Ltd was granted outline planning permission (06/00967/OUT) for the development of Kingsmere, South West Bicester, Oxfordshire, on 27 June 2008.

Permission was granted for (description of development):

Up to 1585 no. dwellings; health village to include health and employment uses and elderly persons nursing home; B1 and B2 employment uses; local centre comprising of shops, a pub/restaurant, a children's day nursery, offices and a community centre; 2 no. primary schools (although final approval was for 1 primary school) and 1 no. secondary school; a hotel; a sports pavilion; formal and informal open space; a link road between A41 and Middleton Stoney Road/Howes Lane junction; associated new roads, junctions, parking, infrastructure, earthworks and new accesses to agricultural land.

As already referred to, the planning boundary of 06/00967/OUT is shown on plan drawing number 1903/KM2/SK/02 Rev H

Since the grant of Outline Planning Permission, various Reserved Matters Applications have been approved for strategic highway infrastructure. Of most relevance to this application, is Reserved Matters Application reference number 09/00174/REM, which was for the northern entrance to the site; new roundabout at Middleton Stoney Road and first 480 metres of the internal spine road (Primary Street: The Avenue). This application has been approved. The location and alignment of these works are shown on plan drawing 1903/KM2/SK/02 Rev H.

Further matters of relevance to this application include:

- Application 10/00015/DISC: The Construction Environmental Management Plan, submitted and approved pursuant to condition 40 of 06/00967/OUT
- Application 10/00015/DISC: The Arboricultural Survey and Tree Protection Plan submitted and approved pursuant to condition 28 of 06/00967/OUT
- The landscaping scheme submitted for the western habitat corridor, submitted pursuant to Clause 17.1 of the Section 106 Agreement forming part of 06/00967/OUT (approved via letter dated 31 March 2010 and subsequent minor amendment approved via e-mail 01 April 2010: Drawing number DFD/BIC/L14 Rev E)
- The approved Kingsmere Design Code (July 2008)

The relevance of these documents and survey work that was undertaken to inform Outline Planning Application 06/00967/OUT is detailed in Section 5 of this Planning Statement.

As referred to above, the haul road proposed here has previously obtained temporary approval under reference 10/01027/F and 13/01446/F.

Since those applications were approved, Reserved Matters Planning Permissions have been granted for residential layouts on KM 1 and 2 (11/00110/REM and 10/01491/REM). Both parcels have been completed.

Land parcel KM 22 received Reserved Matters Planning Permission for 46 dwellings under reference 16/00192/REM. KM 5 received permission under application ref 16/00193/REM

Approval has been granted, via reference 11/00380/REM, for a landscape scheme for the habitat corridor.

An Outline Planning Application for Kingsmere Phase 2 has a resolution to grant planning permission: 13/00847/OUT.

4. Planning Policy

The Development Plan for the application site consists of the Cherwell Local Plan, 2011-2031.

The large majority of the land on which the haul road is to be located (being outside of the boundaries of 06/00967/OUT) is within land referred to in the Local Plan as South West Bicester Phase 2 (Policy Bicester 3). This is a strategic development site for the delivery of approximately 650 dwellings.

As referred to above, the Outline Planning Application for the development of Phase 2, is subject to resolution to grant planning permission.

Countryside Properties (Bicester) Limited currently envisages first house occupations on Phase 2 from September 2018, but this is obviously dependent upon obtaining Outline Planning Permission and appropriate Reserved Matters and other approvals, as well being affected by the market and the Joint Ventures delivery and sales strategy.

A construction and delivery strategy for Phase 2 will need to be developed. The role that this haul road plays in the delivery of Phase 2 has not been determined, but it is not likely to be required as it is thought that alternative construction traffic routes off of Vendee Drive (Perimeter Road to the south) would be utilised, subject to the relevant approvals being obtained/construction routes being agreed, pursuant to any grant of Outline Planning Permission for Phase 2.

If the haul road needs to be removed to facilitate the delivery of Phase 2 before the expiry of any temporary consent for the haul road, then it will be removed, and land made good prior to the commencement of the Phase 2 development. It would not therefore prejudice the development of SW Bicester Phase 2.

Other relevant policies in the Proposed Submission Local Plan are:

PSD1: Presumption in Favour of Sustainable Development

BSC1: District Wide Housing Distribution

ESD1: Sustainable Construction

ESD 6: Flood Risk management

ESD 7: SuDS

ESD 8: Water Resources
ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment
ESD 13: Local Landscape Protection and Enhancement
ESD 15: Green Boundaries to Growth

An assessment of this proposal against key policies is set out in section 5 of this Statement.

Due regard has also been paid to the key objectives and statements within the NPPF.

5. Reasoning/justification for the development

a) Reasoning behind the alignment of the haul road

It was previously envisaged that the haul road serving parcels KM1 (west of the spine road) and KM2 would take the alignment of the northern part of the western habitat corridor. This was shown within the approved CEMP (see plan drawing Z00700-SP-364 Rev B in Appendix B of the CEMP: Haul Road 'A').

A haul route was required in this location to avoid construction traffic sharing use of the spine road with other vehicular traffic, potentially leading to highway safety issues.

However, after further assessment, it was considered that the haul road should be moved slightly west. This would achieve several purposes:

(i) That the majority of the western habitat corridor could be provided within the first planting season following commencement of development (as required by the Section 106 Agreement: Structural Planting Plan). This would not have been possible with the haul road alignment shown in the approved CEMP. Construction on the SW Bicester site commenced on 1 June 2010 and some planting of the habitat corridor has since taken place.

(ii) Would avoid the need for a haul road which would serve KM2 running through or immediately adjacent to land parcel KM1. This new alignment meant that construction on KM1 could be completed without having to wait for the completion of KM2 or safeguard against the impact of construction traffic using the haul road serving KM2. The haul road provides a further access to KM22 and KM5, and its positioning means there is a 10 metre wide habitat corridor in place to act as a visual and noise buffer. Safety fencing would also be provided for.

b) Time Period

Permission is sought for a period of three years.

This would enable adequate time for the completion of the construction of the residential schemes for land parcels KM 5 and 22.

As referred to above, an Outline Planning Application for Phase 2 has received a resolution to grant planning permission, and that development, will require its own

construction strategy. This may even result in the removal of the temporary haul route before the 3 year period is up, but we cannot assume that/do not know that at the current time.

A further consideration is the future provision of traffic calming works on Middleton Stoney Road. Such works are required pursuant to the Section 106 forming part of 06/00967/OUT. We are currently preparing a Reserved Matters Application for these works, following discussion with Oxfordshire County Council (OCC) with regard to technical approval/designs.

Dependent upon the timing of the delivery of these works and the design of traffic calming, we may need to seek an alternative route for construction traffic to serve these parcels, avoiding use of Middleton Stoney Road. Again, as there is no certainty of the timing of such works, it is not possible to know at this time when such works would affect this haul route.

As described in the Design and Access Statement accompanying this application, the haul road would be decommissioned and land made good in advance of any date on which planning permission expired.

Whenever the haul road is decommissioned and land made good, the western habitat corridor can be fully completed and made ready to offer for transfer to Cherwell District Council (unless an alternative landscape scheme has been accepted or approved as part of the Phase 2 proposals).

(c) Access into the land parcels

Two vehicular links between the haul road and land parcels KM 1 and 2 were previously provided on site and have now been stopped up following completion of those parcels. A link into KM 22 was approved by the Local Planning Authority via an amendment to the CEMP, as the access links were within the planning boundary of 06/00967/OUT.

To confirm that there will continue to be no direct link off of the haul road into Parcel KM5. Any vehicular link off of this haul road is to be via Parcel KM 22. Again, this ensures that construction traffic can be kept separate from other vehicles using the spine road. It should also avoid the need construction traffic to run over/through a Greenway within the Kingsmere development

Wherever access links are located, the landscaping scheme for the habitat corridor will need to be amended to allow for the links and the protection of any landscaping put in.

(d) Impact on the western habitat corridor

Via reference 11/00380/REM approval has been granted for a landscape scheme for the habitat corridor. Much of the landscaping scheme has been provided.

The habitat corridor (10 metre) is identified on plan drawing no. DFD/BIC/L24 Rev A.

As referred to above, should the Outline Planning Application for Phase 2 receive approval, the design of this landscape corridor will change. Until such approval, the corridor including trees planted will be managed and maintained.

(e) Landscape and ecological impact

The previously approved haul road application (10/01027/F) resulted in a length of hedgerow being removed adjacent to Middleton Stoney Road. The hedgerow affected was purely within the boundaries of 06/00967/OUT.

This hedgerow was identified as being within category C in the arboricultural report forming part of 06/00967/OUT, which is of the lowest value/category. The ecological survey undertaken as part of 06/00967/OUT identified no significant biodiversity value. No protected species were identified.

With the above in mind, via the consideration of 10/01027/F and 13/01446/F it is considered that the hedgerow had little landscape or ecological value, and as long as it is replaced by appropriate native species once the haul road is removed, this should be adequate mitigation against its loss.

The approved landscaping scheme for the habitat corridor (11/00380/REM) identifies hedgerow and tree planting in this northern part of the application site, increasing the potential for habitat creation.

The remainder of the land affected by the haul road is currently in agricultural use. Previous ecological surveys indicate no ecological/biodiversity interest.

We have aimed to integrate the haul road into the landscape setting as far as we can, whilst recognising that the development proposal is only of a temporary nature.

The landscaping within the habitat corridor and construction works on the land parcels will form the backdrop to the haul road when viewed from the west. However, to screen the road surface itself from any long distance views that there may be from outside of the site, a landscaped bund has been constructed to the western edge of the haul road. This bund is 0.55 metres high, and so would not, in itself, form an unnatural feature on the landscape. It also provides the most appropriate way of storing the topsoil removed to enable the provision of the extended element of the haul road.

The haul road will have no visual impact from the east, being screened predominantly by the habitat corridor landscaping and development on parcels KM1 and KM2.

It is important to remember that this is only a temporary development, and will therefore only have a temporary impact. Conditions attached to any grant of planning permission can ensure that the haul road, including sub-base, is removed and land made good by relaying the topsoil and making the land available for continued agricultural use.

Further consideration regarding the visual appearance of the haul road and landscaping matters are dealt with on the Design and Access Statement. It is considered that the proposal has no significant adverse impact upon the landscape character of the area, visual appearance, or any ecological interest. Any minor impact will only be temporary, as permission is only sought for a three year period, with the land made good and hedgerow replaced. The proposal is not considered to be contrary to any of the policies relating to the protection of the natural environment, landscape character or trees and hedgerows set out in the adopted Local Plan, Non Statutory Local Plan, the Submission Local Plan or NPPF.

(f) Highway Safety

Design aspects of the haul road are covered in the Design and Access Statement. As stated earlier, a haul road is required to serve construction traffic associated with development at 2 land parcels, to separate such traffic from other vehicular traffic entering the SW Bicester Development site. This has been provided to manage traffic movements in the interests of highway safety and efficiency.

The access onto Middleton Stoney Road (bellmouth) has been designed to ensure that heavy goods vehicles entering and leaving the haul road do not affect traffic safety on Middleton Stoney Road. This road now has a speed limit of 30 mph (temporary Traffic Order, but permanent Traffic Order will also be put in place to continue this speed limit). Traffic on Middleton Stoney Road has probably been slowed further in the vicinity of the haul road with the introduction of the new roundabout and northern entrance to the SW Bicester site.

There are no pedestrian footways or public rights of way in the vicinity of the haul road, so pedestrian safety will not be compromised.

Heavy Goods Vehicles using the haul road will comply with lorry routeing arrangements already approved via the Routeing Agreement associated with 06/00967/OUT (dated 27 June 2008). Routeing Plan CT1 within this Routeing Agreement allows for the use of Middleton Stoney Road for construction traffic. Heavy Goods Vehicle traffic generated would be the same whether the haul route was in this location or any other within the SW Bicester site.

To ensure that vehicles do not deposit mud onto the highway, wheel washers will be required at or near to the access links onto the haul road from land parcels.

The proposal is not considered therefore to be contrary to those policies which relate to Heavy Goods Vehicles or road safety within the adopted Local Plan, Non-Statutory Local Plan, Submission Local Plan or guidance contained within the NPPF. The proposal will not be detrimental to highway safety.

(g) Impact upon local amenities

As referred to previously, the alignment of the haul road helps to minimise the impact of construction traffic on the amenities of occupiers of new properties within the affected land parcels. There is a buffer between the haul road and the new development (the western habitat corridor), which would not have been the case had the route in the CEMP been implemented.

Existing residents are far enough away from the haul road that impact of its use will not be noticed over and above the adjacent construction operations.

Noise, visual or any other impact from the use of the haul road is not any different from the use of the haul road alignment shown in the approved CEMP.

The proposal is not considered to give rise to any significant impacts upon amenities, or generate any environmental impact over and above that which was already found acceptable via the grant of planning permission 06/00967/OUT. It is not considered to

be contrary therefore to those policies controlling the impact of noise or environmental impacts on the amenities of nearby owner occupiers.

(h) Drainage/Surface Water Run Off

The drainage arrangements for this proposal are set out in the Design and Access Statement and indicated on plan drawing 1903/KM2/GA/01 Rev J. Surface run off will be directed towards a temporary ditch. To the northern end of the haul road the ditch has been deepened to give positive fall and discharge into the existing ditch to Middleton Stoney Road, thus preventing surface water collecting in the area.

No water courses are affected by this proposal. The proposal will not adversely affect water quality or lead to any flooding issues. It is therefore considered that the proposal will not conflict with those policies relating to water quality and management.

(i) Ground Conditions

The area affected by this proposal which is within the boundaries of 06/00967/OUT, does not contain any contaminated land. This has been confirmed by the detailed Geo-Environmental and Geotechnical Interpretative Assessment (report) submitted to the Council pursuant to condition 20 of 06/00967/OUT.

Furthermore, surveys undertaken and forming part application 06/00967/OUT (informing the ES) covered land outside of the planning boundary (land in which the haul road is located). Whilst not of the same level of assessment/detail as the report referred to above, no significant contamination was found in the area of the haul road. Survey work concluded that development of this land would not give rise to any significant risk to ground waters.

The proposal is not therefore considered to be at odds with those policies relating to contaminated land.

(j) Archaeology

Archaeological surveys were conducted to inform outline planning application 06/00967/OUT.

Desk top and aerial survey work was conducted (and covered a wider area than that within 06/00967/OUT) and did not identify any signs of significant archaeology in this area. Trial trenches were also dug to the north western end of 06/00967/OUT, near to the haul road, and no significant features were found.

Furthermore, archaeological surveys, including trial trenching, have been undertaken to inform our Outline Planning Application for Phase 2 (13/00847/OUT). Again, no significant features were found in the vicinity of the haul road.

It is considered therefore that the proposal will not have any adverse effect upon archaeological interests. The proposal will not therefore conflict with policy requirements or national or other guidance regarding the preservation or protection of archaeological interests.

6. Conclusion

The proposal will not have any detrimental impacts upon or cause demonstrable harm to any environmental interests, residential amenities or traffic safety. It complies with relevant policies contained within various Local Plan, and key national planning guidance.

Permission is sought for a 3 year period only. Prior to the expiry of any planning permission granted, the totality of the haul road will be dug up and land made good. That part of the western habitat corridor (11/00380/REM) affected by this proposal will be planted once the land has been made good/topsoil laid.

18/01/17