

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

District: Cherwell

Application no: 18/00003/SCOP

Proposal: Scoping opinion for proposed development of up to 400 dwellings.

Location: Land Opposite Hanwell Fields Recreation Adj To Dukes Meadow Drive, Banbury.

Response date: 12th September 2018

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.

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Location: Land Opposite Hanwell Fields Recreation Adj To Dukes Meadow Drive, Banbury.

Transport Schedule

Key points:

- Insufficient information given to justify not including traffic and transport in the Environmental Impact Assessment (EIA)
- A full Transport Assessment (TA) will be needed with any application for planning permission – scoping of that TA in consultation with the county council is strongly recommended
- The development must be designed to maximise the potential for walkable neighbourhoods and enable a high degree of integration and connectivity between new and existing communities
- The applicant will need to robustly assess public transport accessibility between the development site and the wider network.

Comments:

Inadequate information has been submitted as part of the scoping enquiry to allow the applicant to reach a robust conclusion about whether traffic and transport should be included in the EIA accompanying a planning application that is submitted with the proposal for 400 homes on this site.

There is likely to be some impact from the additional traffic generated from the proposed development. Whether the impact is not deemed to be significant to trigger an EIA will depend on other factors such as highway improvements, public transport provision to the site and other alternatives modes likely to discourage single car use.

It is my view that some kind of assessment of the scale of impact of traffic and transport as a result of this development, even if only high level, should have been made in support of this request for a scoping opinion. My view is that the traffic generated by 400 new homes in this location could well have a significant impact but without any data it is not possible to know for sure at this stage.

Ahead of preparing the TA, the applicant is strongly recommended to scope its content in consultation with the county council. The content would need to be in line with the county council guidance document 'Transport for New Developments; Transport Assessments and Travel Plans'. A TA scoping document can be accessed via the link below:

<https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/TravelAssessmentsandTravelPlans.pdf>

Please click on the link to the PDF document entitled “Transport for New Developments: Transport Assessments and Travel Plans,” near the bottom of the webpage. The list which should inform any transport assessment scoping document is shown in Appendix 3 (pages 32-34).

Accordingly we would advise that a detailed note scoping the content and methodology of the TA in support of the application is agreed with the county council transport development control team (TDC) at the earliest opportunity before submitting it with a planning application. This would form part of the pre-application charging process as set out here:

<https://www.oxfordshire.gov.uk/cms/content/pre-application-highways-advice-major-planning-applications>

The applicant is also advised to refer to the Cherwell District Local Plan which can be accessed at: <http://www.cherwell.gov.uk/index.cfm?articleid=11344> and the Oxfordshire Local Transport Plan 4, 2015 – 2031, which can be accessed at: <https://www.oxfordshire.gov.uk/cms/content/connecting-oxfordshire-2015-2031-ltp4>. In particular, please see Volume 2 (ii), which refers to local area transport strategies. Banbury’s strategy is described on pages 47-57.

Transport Strategy and Public Transport

Any planning application would need to be accompanied by a Transport Assessment (TA) and Travel Plan (TP) in order to give a full understanding of the impact that the development would have on the transport network and how this could be mitigated. Clearly this is a significant and complicated proposal and we would therefore recommend that the content of the TA and TP is scoped in pre-app discussions with the county council

As this is a strategic allocation in the Cherwell Local Plan, in addition to any other identified planning obligations or required S278 works, a Strategic Transport Contribution towards a scheme(s) in Banbury will be required.

The proposed location of this site is extremely poor from the perspective of sustainability. This would be yet another ‘orbital’ Banbury development which would be completely car dependent and would add to the problems of movement around a town which already generates far too much car traffic, causing extreme congestion and delays at peak times.

A meaningful bus service cannot be supplied to this site. A frequent and convenient bus service is required to provide an attractive alternative to the private car. In northern Banbury, such a service can only be supplied along the Warwick Road and Southam Road routes into the Town Centre, and thus to the rail station and employment areas.

There are already developments planned and consented at the northern extremities of Warwick and Southam Roads and these services cannot be extended onto this site, without making these routes too indirect and unattractive for the users of these developments.

Thus the EIA must consider the impact of a completely car-dependent development not only on critical junctions along the Warwick and Southam Road corridors towards

Banbury Town Centre, but also on the further degradation of the town's bus network as a consequence of increased delays at already severe locations, such as Bridge Street/Cherwell Street. This degradation of the town's bus network, as a consequence of longer journey times and decreased vehicle utilisation can only lead to a gradual collapse of the bus network, which will result in even more cars attempting to use the town's road network at peak times.

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The EIA should include public rights of way and publicly accessible routes and greenspace as part of traffic and transport assessment – although the assessment and impact criteria will be different. The development site offers the opportunity to create new routes around the site as mitigation measures and also to enhance the quality and attractiveness of the development

Travel Plan

Hanwell Fields Primary School and the local neighbourhood village centre has a history of unsafe and inappropriate parental parking. The ability to travel actively and sustainably from the development to this school is therefore extremely important to avoid further congestion in this area.

A full residential travel plan is required for this development. This shall need to be produced prior to first occupation and then updated on occupation of 50% of the site 200th dwelling when adequate survey data becomes available. The travel plan shall need to include both a residential travel information pack and the offer of personalised travel planning. Reason – to ensure all residents are aware of the travel choices available to them from the outset.

A development of this size triggers the requirement of a travel plan monitoring fee of £2,040. This enables the travel plan to be monitored for a period of five years.

Further information regarding travel plan criteria and thresholds can be found within OCC's guidance document 'Transport for New Developments - Transport Assessments and Travel Plans – March 2014'.

Construction Traffic Management Plan

The construction impacts such as noise are highly probable in the event that development takes place. However, impacts associated with construction would be temporary.

Given the scale of development there will be a request for a Construction Traffic Management Plan (CTMP) at the formal submission of a planning application/s. However, failing this there will be a condition on any planning approval if this is the case requesting a CTMP. The correct level of detail must be provided to allow us to discharge the condition if this is the situation.

Officer's Name: Rashid Bbosa

Officer's Title: Transport Engineer

Date: 11 September 2018

Application no: 18/00003/SCOP

Location: Land Opposite Hanwell Fields Recreation Adj To Dukes Meadow Drive, Banbury.

Education

Key issues:

- Oxfordshire County Council has a statutory duty under S14 of the *Education Act 1996* to secure sufficient school places to meet the needs of local population, including as a result of housing developments such as this proposal. Under Section 7 of the *Childcare Act 2006* and extended by the *Childcare Act 2016*, the Council has a responsibility to ensure that there is sufficient childcare and early education provision.
- The proposed development will have a significant impact on demand for pre-school, primary and secondary education – this includes on demand for special education places across all sectors.
- Paragraph 1.1 of the scoping report states that the proposed development will include up to 400 residential units. For a development of this size, primary and early years education provision needs would be usually be expected to be met off-site through the development contributing towards new schools or the expansion of existing provision if necessary.
- Additional early years education and childcare provision could be through a mixed market of private and voluntary providers, including pre-schools, day nurseries and childminders. The inclusion of suitable accommodation within the development, for example within any neighbourhood centre / community hub, should be considered.
- Secondary and SEN education provision would be expected to be delivered off-site, and would need to consider the wider picture of population growth in and around Banbury, where new and expanded schools are planned.
- Where further education provision is required to address the needs arising from the development proposal then the costs of such provision would need to be assessed, and the development would be expected to contribute towards such costs in a proportionate manner.
- The EIA needs to include consideration of travel patterns from the development to local schools. For primary education this includes to existing schools for which the likely direction of travel would be towards Banbury Town Centre and to schools such as Hanwell Fields Community School, Hardwick Primary School and Hill View Primary School. For secondary schools, the likely direction of travel would be towards Banbury town centre to North Oxfordshire Academy.

- It should be noted that demand and supply of school places in this area is going through a period of rapid change, and will continue to do so in response to planned housing developments, including this one. The Education Sufficiency team at Oxfordshire County Council can advise as required on appropriate data regarding school place planning. In the first instance, the OCC Pupil Place Plan (available from www.oxfordshire.gov.uk) should be referred to. Data on the current situation and past trends needs to be supplemented with information about future plans and forecasts. The School Organisation team at Oxfordshire County Council will base its response to any future planning application on the latest available information.

Officer's Name: Barbara Chillman

Officer's Title: Pupil Place Planning Manager

Date: 07 September 2018

Application no: 18/00003/SCOP

Location: Land Opposite Hanwell Fields Recreation Adj To Dukes Meadow Drive, Banbury.

Archaeology Schedule

Recommendation:

Comments

Comments:

The applicant's documentation states that the environmental statement, if required, will contain a chapter on Archaeology and Heritage. We would agree with this conclusion and recommend that this should take the form of a desk based assessment (DBA) assessing the archaeological potential of the site.

If an EIA is not required then a DBA will need to be submitted along with any planning application in line with paragraph 189 of the National Planning Policy Framework (2018).

This desk based assessment should be undertaken in line with the Chartered Institute for Archaeology standards and guidance including the submission of a written scheme of investigation to ensure that the scope of the assessment has been agreed.

A programme of archaeological investigation will need to be undertaken ahead of the determination of any planning application for the site. This will need to include a geophysical survey as well as a trenched evaluation.

Planning Conditions:

Not at scoping stage.

Officer's Name: Richard Oram

Officer's Title: Planning Archaeologist

Date: 03 September 2018
