

Application no: 18/01246/F-3

Location: Warehouse Car Park And Land At Jacobs Douwe Edberts, Ruscote Avenue, Banbury.

This is a revised response following submission of a Transport Assessment and further updates in junction capacity assessment in support of the application.

Transport Schedule

Recommendation:

No objection subject to conditions

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Public Transport Infrastructure contribution	£16,000	August 2018	Baxter	A pair of Premium Route bus stop pole /flag /information cases and two shelters
Total	£16,000			

Key points

- A requirement to provide a safe crossing facility between the standalone cycle stands to the front of the building

Comments:

Access

Although the site currently benefits from vehicular access from Ruscote Avenue, the application seeks to acquire new access off Southam Road utilising the recently constructed service access for Waitrose. This would render intensification of use on this service access. Swept path analysis for a 16.5m articulated vehicle has been submitted (Drwg No. 19519 – 03). This is acceptable which shows that the access is suitable for large vehicles.

Given the site constraints on Southam Road it is considered that it is difficult to see how the intensified use of access could be incorporated safely within a scheme that would not be to the detriment of highway safety without a right turning pocket. However, given the traffic collision record that does not raise concern in the vicinity of the site it is reasonable to lower these concerns in support of the development.

Traffic Assessment

The development trip generation has been robustly assessed following the HA's report that expressed concerns the derived trips. The application has now provided

an updated junction capacity assessment as a sensitivity test based on doubling peak hour development and network trips. This 50% notional uplift presents a generous loading of trips on the network. The resultant modelling continues to demonstrate that the access junction in 2023 shall operate within theoretical capacity. In relation to delays, the sensitivity scenario predicts the worst RFC value as 0.354 with delays of 20.78 seconds in the PM peak.

My conclusion, in traffic generation terms, it is felt that the proposed development would have a negligible impact on traffic flow and congestion on the surrounding highway network.

Parking

Car Parking – Clarification has been given to the level of parking proposed, which I am minded to settle with. I would however wish (as suggested by the applicant in the email dated 05/10/2018) for an alternative parking layout with more car parking spaces and less HGV requirement should a B1(c)/B2 use operator come forward, which shall be secured by condition.

Cycle Parking – The recent site plan has also clarified the application's position on cycle parking provision. Site plan (**Drwg No. 16083 SK007 Rev B**) now shows an acceptable level of cycle provision. It is not clear though of the exact details and whether these are covered or not. I would however wish to suggest that the standalone 15 stands located to south-eastern pocket of the site (towards the access) should be supplemented with a pedestrian crossing facility towards the building.

Public Transport

Owing to Southam Road providing both vehicular and pedestrian access, it is vital to ensure that staff and visitors can access the site by all modes of transport. The Council's Local Transport Plan provides the policy background for much improved bus services in Banbury (the 'Banbury Bus Strategy'), as a means of increasing the proportion of people travelling by bus, and therefore reducing the currently very high proportion of car use for journeys wholly within the town, which causes significant traffic congestion.

There are two pairs of bus stop located on Southam Road in the vicinity of the site access with the closest pair located about 100metres south of the access. The other bus stops (about 200metres) north of the proposed site access were recently improved as part of the Waitrose development which saw a provision of hardstanding, a bus shelters, flag pole including information cases.

Whilst the infrastructure of the bus stops north of the site was uplifted, the quality of the stops closer to the access is extremely poor with just a flag pole and shall need significant improvements. It is considered reasonable for this development to fund for two Premium Route bus stop pole/flag./information cases and two shelters at an indicative cost of £16,000.

The developer will be required to liaise with Banbury Town Council regarding the style of bus shelter to be procured, along with confirmation that the Town Council will take on the ongoing liability for maintenance.

Drainage

In response to OCC's comments (Lead Local Flood Authority) the applicant's email, said; *'Your comments do not reflect that fact that the use of the site already benefits from a lawful B8 consent and the building is there. The requested details is disproportionate in this context and that the matter will be discussed with the LPA in the first instance'*

A rebuttal to that, I feel OCC's comments were fair and did not object to the proposals but imposed a condition aimed at securing satisfactory SuDS drainage scheme for the site. The proposals will introduce a new underground SuDS tank for which a maintenance plan will be required. OCC therefore wishes to maintain its position as before...

The SuDS proposals include the use of underground attenuation tank to manage surface water so that flood risks are not increased. The surface water will be restricted to outflow at 2.3 l/s in the 100-year (+CC allowance) storm event scenario by the use of a hydrobrake. Full detailed design details of the proposed SuDS system were not provided within the FRA and it is proposed to undertake a survey of the existing system on site so that levels and pipe sizes can be confirmed.

Infiltration potential at the site through infiltration testing to BRE 365 was not confirmed. However, the FRA reports that the site is unsuitable for infiltration via soakaway due to high ground water levels encountered at the site.

As well as the consideration of the modelled events, there should be a qualitative examination of what would happen if any part of the drainage/SuDS system fails, to demonstrate that flood water will have flow routes through the site without endangering property and where possible maintaining emergency access/egress routes. This should be supported by a flood exceedance route plan.

It is not clear the party responsible for maintenance of SuDS at the site. A SUDS Management and Maintenance Plan must be provided and include:

- Details of which organisation or body will be responsible for vesting and maintenance for individual aspects of the drainage proposals (individual properties/curtilages, roads, special areas etc) with evidence that the organisation/body has agreed to such adoption. Where the agreement is subject to other legalities, it may be acceptable to provide agreement-in-principle.
- Details of which organisation or body will be the main maintaining body where the area is multifunctional (e.g. open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption.
- A Maintenance Schedule setting out which assets need to be maintained, at what intervals and what method is to be used.
- A Site Plan identifying the location of each element of the drainage scheme, including access points, maintenance access easements and outfalls. Maintenance operational areas are to be identified and shown on the plans, to ensure there is room to gain access to the asset,

maintain it with appropriate plant and then handle any arisings generated from the site for example by providing a silt deposit area and cut weed composting area for large ponds.

- Any health and safety information required to manage identified residual risks associated with maintenance activities

Planning Conditions:

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

Standard conditions would need to be applied for:

- Approval of car parking and cycle parking detail
- Provision of a safe pedestrian walkway within the site
- Travel plan
- Drainage condition to include;
 - Discharge Rates
 - Discharge Volumes
 - SUDS (Underground Attenuation Tank)
 - Maintenance and management of SUDS features (To include provision of a SuDS Management and Maintenance Plan)
 - Detailed drainage layout with pipe numbers
 - Network drainage calculations
 - Phasing
 - Flood Flow Routing in exceedance conditions (To include provision of a flood exceedance route plan)

Officer's Name: Rashid Bbosa

Officer's Title: Transport Engineer

Date: 11 October 2018
