

Consultee Comment for planning application 24/00539/F

Application Number	24/00539/F
Location	Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station Oxford Road Kidlington
Proposal	Erection of a stadium (Use Class F2) with flexible commercial and community facilities and uses including for conferences, exhibitions, education, and other events, club shop, public restaurant, bar, health and wellbeing facility/clinic, and gym (Use Class E/Sui Generis), hotel (Use Class C1), external concourse/fan-zone, car and cycle parking, access and highway works, utilities, public realm, landscaping and all associated and ancillary works and structures
Case Officer	Laura Bell
Organisation	Drainage (CDC)
Name	Tony Brummell
Address	Cherwell District Council Bodicote House White Post Road Bodicote Banbury OX15 4AA
Type of Comment	Comment
Type	
Comments	<ol style="list-style-type: none">Flood Risk<p>It is agreed that there is no material flood risk on the site from any source save for a small area of surface water flood risk which can be mitigated within the site infrastructure design. Therefore, I have no objections in principle to the development on flood risk grounds.</p>Surface Water Management<p>The site is considered to be "major development." Consultations have taken place with the LLFA and it has been agreed that the maximum rate of run-off from the site will be the "greenfield" rate.</p><p>There are critical off-site drainage considerations which are acknowledged by the applicant and have been the subject of investigations and discussions with me both on-site and by Teams meetings.</p><p>(i) The site will drain in a generally westward direction through an existing culvert under the A4260, then into an Ordinary Watercourse ditch system, owned by the Woodland Trust, then through an inverted siphon under the Oxford Canal, and then to the Kingsbridge Brook which is a Main River direct tributary of the River Thames. The water levels in the Kingsbridge Brook are largely influenced by those in the River Thames at any time and cause the system to back up into the Woodland Trust ditch and also affect the Stratfield Brake sports ground.</p><p>(ii) Improvements to the outfall system (as detailed below) are required to be completed before the commencement of the development. It is important to ensure that the surface water infrastructure requirements both on and off the development site are in place before any land-form changes and creation of impermeable areas have taken place.</p><p>(iii) The A4260 culvert is currently very largely blocked. It must be unblocked before the commencement of any on-site activities. Furthermore, the free-flowing capacity of the culvert must be established so that it can be compared with the "greenfield " rate emanating from the site. If the culvert capacity is less, then the culvert must be upgraded or the allowable discharge rate from the site reduced.</p><p>(iv) the ditch system downstream of the highway culvert must be improved and brought to its optimum conveyancing capacity as much as reasonably practical. I would recommend as a minimum that the ditch is cleared so that its capacity is at least that of the culvert to a point downstream where its hard-bed invert is at least 500mm below that of the exit invert of the culvert. This is to ensure that if surcharging should take place, it will not impact the development site and only affect low-risk land.</p>

(v) All improvements that require access to or working within the Woodland Trust land must be carried out very sensitively having strong regard to the local flora and fauna. A site specific Impact Assessment will be required.

(vi) it is understood that the applicant is very minded to undertake as much improvement to the systems downstream of the site as is practical. However, the nature and accessibility of the systems are such as to preclude wholly optimum hydraulic conditions.

(vii) Further investigations are required on how the highway systems in both the A4260 and A4165 are drained. Any inflows through or onto the development site and through the A4260 culvert must be fully understood and accommodated within the site infrastructure.

(viii) The Construction Management Plan must include effective silt and pollution mitigation measures, to be approved prior to the commencement of the development. The site run-off has the potential to seriously impact the wildlife area west of Stratfield Brake and east of the Oxford Canal.

Received Date

19/03/2024 12:42:44

Attachments