

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

District: Cherwell

Application no: 15/01326/OUT-2

Proposal: OUTLINE - Up to 280 dwellings (including 30% affordable housing), introduction of structural planting and landscaping, formal and informal public open space and play areas, surface water flood mitigation and attenuation, new priority junction arrangements to White Post Road, creation of section of spine road to link Bloxham Road with White Post Road as well as creation of 34 space car park and other associated ancillary works. All matters reserved except for access

Location: OS Parcels 6741 And 5426 West Of Cricket Field North Of Wykham Lane Bodicote Oxfordshire

Purpose of document

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a strategic localities response and technical team response(s). Where local members have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

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Strategic Comments

Comments:

This response relates to the submission received 02 March 2016. All points raised in OCC's initial response to the application dated 04 September 2015 still apply, other than those addressed below.

OCC maintain an objection on the basis that no masterplan for the wider Banbury 17 site has been produced, contrary to the requirements of policy BAN 17. It is essential that this policy requirement is fulfilled prior to the determination of the applications on the site in order to ensure that the necessary infrastructure to mitigate the allocation is deliverable.

Officer's Name: David Flavin

Officer's Title: Senior Planning Officer

Date: 22 March 2016

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Transport

Recommendation:

Objection

On the grounds that there is still no masterplan for the Banbury 17 Policy area, which means there is a risk of not being able to secure the spine road and adequate pedestrian/cycle links to the adjacent Gallaghers site.

Key issues:

- Banbury 17 Policy Area – Masterplan
- Contribution to Banbury Area Transport Strategy
- Public Transport / Access to bus stops
- Highways Specification Table
- Pedestrian connectivity
- Travel plan

Legal agreement required to secure:

Transport Strategy: cumulative impact of growth

- Contribution towards Banbury Area Transport Strategy, calculated on the basis of housing mix once known, towards improvements to the A4260 Upper Windsor Street/ A4260 Cherwell Street /Swan Close Road junction.

Banbury 17 Policy Infrastructure provision:

- Provision of spine road with appropriate triggers
- Provision of pedestrian and cycle routes leading from the site to adjacent existing and future built up areas, including across Salt Way

Off-site highway infrastructure: site access junction and associated pedestrian and cycle improvements in White Post Road.

Public Transport:

- a) A contribution to provide for new bus stop infrastructure (shelters, flagpole, information case) on **Oxford Road** for two bus stops £20,000.
- b) A contribution to provide for upgraded bus stop infrastructure (shelters, flagpole, information case) on **White Post Road** for two bus stops £20,000.
- c) Section 106 agreement to provide financial contribution to procuring the new bus service. Contribution towards public transport services of £1000 per dwelling, in line with contributions from adjacent developments, to pump prime bus services serving the site totalling £280,000.
- d) Arrangement to provide bus stop infrastructure within the site.

Conditions:

Design Code

A design code must be secured, in conjunction with a site Masterplan for Banbury 17. This will be needed to assist in assessing reserved matters for spine road and parcels. Exact wording to be agreed.

Spine road details

Suitable conditions are required to ensure the approval of the layout of the spine road prior to the approval of layout of adjacent development parcels, and to ensure its connection with the spine road through the rest of Banbury 17. To include bus stop positions. Wording to be agreed.

Pedestrian connections

Details of the pedestrian connection directly between the site and Salt Way to include improvement of a section of the existing public right of way to be submitted and approved, and thereafter delivered prior to an appropriate trigger. Wording to be agreed.

Footpath improvements

Details of improvements to existing Public Right of Way through the site to be approved and delivered. Wording to be agreed.

Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of vehicular, cycle and pedestrian access between the land and the highway, including, position, layout, construction, drainage and vision splays, and associated pedestrian and cycle improvements on White Post Road shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of access shall be constructed and retained in accordance with the approved details.

[Reason DR1](#)

Close Existing Accesses

Prior to the first use of the access hereby approved, the existing accesses onto Wykham Lane shall be permanently stopped up and shall not be used by any vehicular traffic whatsoever.

[Reason DR1](#)

Estate Accesses, Driveways and Turning Areas

Prior to the commencement of the development hereby approved, full specification details of the vehicular accesses, driveways and turning areas to serve the dwellings, which shall include construction, layout, surfacing and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of any of the dwellings, the access, driveways and turning areas shall be constructed in accordance with the approved details.

[Reason DR2](#)

Cycle Parking Provision

Prior to the first use or occupation of the development hereby permitted, secure cycle parking facilities shall be provided on the site in accordance with details which shall be firstly submitted to and approved in writing by the Local Planning Authority. Thereafter, the secure cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

[Reason DR4](#)

Travel Plan

Prior to the first occupation of the development hereby approved, a Travel Plan, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans" and its subsequent amendments, shall be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented and operated in accordance with the approved details.

[Reason DR4](#)

Prior to the 140th occupation of the development an updated Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved updated Travel Plan shall be implemented and operated in accordance with the approved details.

[Reason DR4 \(to take into account the analysis of survey data from households\)](#)

Drainage

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Discharge Rates
- Discharge Volumes
- Maintenance and management of SUDS features (this maybe secured by a Section 106 Agreement)
- Sizing of features – attenuation volume
- Infiltration in accordance with BRE365
- Detailed drainage layout with pipe numbers
- SUDS (list the suds features mentioned within the FRA to ensure they are carried forward into the detailed drainage strategy)

- Network drainage calculations
- Phasing

Protection of Existing Public Footpaths

Prior to the commencement of any part of the development hereby approved within 10m of the existing public footpath(s), the affected footpath(s) shall be protected and fenced to accommodate a width of a minimum of 5m in accordance with details to be firstly submitted to and approved in writing by the Local Planning Authority.

Thereafter, the footpath(s) shall remain fenced and available for use throughout the construction phase in accordance with the approved details until a time that the diverted footpath(s) is/are available for use by the public in accordance with condition unless provision has been made for temporary closure under the Highways Act 1980.

[Reason DR10](#)

Informatives:

Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. For guidance and information on road adoptions etc. please contact the County's Road Agreements Team on 01865 815700 or email roadagreements@oxfordshire.gov.uk

Detailed comments:

Revised site access junction arrangements: These are considered broadly acceptable in line with the indicative drawing supplied 1361/22 Rev C. However, there are minor improvements recommended in the Safety Audit, which will need to be taken into account in the detailed design. Some small amendments to the cycle infrastructure proposals will be needed to ensure the safety of pedestrians, particularly around the school access. I have some concerns about the convenience of use of the car park and consider that further thought needs to be given to the layout, especially given that there will be a high turnover of spaces and lots of manoeuvring – I am concerned that parents dropping off children will not want to use it, and that there is a possibility of traffic backing up onto the access road as a result of drivers being unable to enter the car park.

Highways Specification Table

With regard to document "24 2 16 Highways Specification Table.pdf" this document states Traffic Calming at 60m intervals – please confirm the type and style of proposed traffic calming.

The specification will need further detail added to it as part of developing the design code for the site, including radius of curvature, further detail regarding the amount and type of parking, and traffic calming.

For the carriageway surfacing, OCC would require asphaltic concrete, not SMA. (This is our normal requirement).

Banbury 17 Policy Area – Masterplan

The Local Plan Banbury 17 Policy stipulates that there must be a site wide masterplan. The Banbury 17 policy area has come forward through three separate planning applications: it is a policy requirement that each provides and is accompanied by a joint Banbury 17 wide masterplan. As yet a Banbury 17 masterplan has not been submitted with any of the applications. Therefore the application is not compliant with Banbury 17 policy.

I note that the TA still refers to the Cherwell Local Plan as 'emerging'. Now that it is adopted I would have expected reference to this, as well as more detailed reference to Banbury 17 Policy requirements.

Congestion on the network and contribution to Banbury Area Transport Strategy

It is recognised that the all peak hour trips add to the Banbury transport network. I am still concerned about a significant impact in terms of the increase in queue lengths and delay at some junctions. At OCC's request the revised TA additionally includes assessment of the junction of Oxford Road/Farmfield Road, and Swan Close Road/Bankside/Hightown Road. (Concorde Ave/Cherwell Drive was also requested but the increase in traffic at the junction caused by the development has been shown to be low enough for the junction not to require assessment.)

I disagree with the TA's assertion that the proposed development does not lead to a material traffic impact at Junction 16. Although the junction is at a high Degree of Saturation in the 2025 base scenario, the addition of the development traffic takes it close to 100% saturation (98.5%) and adds 12 vehicles (almost doubling) to the queue on Oxford Road north Left/Ahead.

A contribution toward the Banbury Area Transport Strategy is required to mitigate the cumulative impact of planned growth by funding transport infrastructure and services which cannot be attributed to a single development, but which will benefit trips from this proposed development.

The Cherwell Planning Obligations Draft Supplementary Planning Document (July 2011) provides a contribution rate towards general transport and access impacts.

Once a housing mix is provided the following will be used to calculate the contribution toward the Banbury Area Transport Strategy:

The Transport Infrastructure means the formula Matrix"
 $\pounds(A \times 442) + (B \times 638) + (C \times 994) + (D \times 1,336)$

When

A means the number of 1 Bedroomed Units
B means the number of 2 Bedroomed Units
C means the number of 3 Bedroomed Units
D means the number of 4 Bedroomed Units

Direct mitigation schemes, including public transport, are additional to the contribution to the Banbury Area Transport Strategy.

Contributions will be specified towards a specific scheme/s within the Banbury Area Strategy of Connecting Oxfordshire: Local Transport Plan 2031.

A contribution toward the Banbury Area Transport Strategy is required to mitigate the cumulative impact of planned growth by funding transport infrastructure which cannot be attributed to a single development, but which will benefit trips from this proposed development. Using the CDC Planning Obligations matrix funds are sought towards improvements to the A4260 Upper Windsor Street/ A4260 Cherwell Street /Swan Close Road junction. This junction is shown to be worsening in the Transport Assessment provided with the application, and has been identified within LTP4 within policy BAN1 as part of the Bridge Street/ Cherwell Street eastern corridor improvements.

Access to bus routes – bus stops

Over the next 10 years there will be significant changes and opportunities to the existing bus network in the area to the south of Banbury. To realise the NPPF guidance “to make the fullest possible use of public transport,” it is essential the development delivers access to the range of routes:

1. **Strategic Inter-urban route from Banbury to Oxford** runs along the Oxford Road within walking distance of the site. This is a commercially operated bus route, however there are no bus stops located close to the development site, both northbound and southbound bus stops are required for trips arising from the development site to access the bus service. A contribution is sought of £10,000 per bus stop, totalling £20,000k, towards bus stop pole and flag, shelter and a commuted sum for maintenance.
2. **Local town service.** Cuts to subsidised bus services (February 2016) will alter the existing bus services in Banbury. However, there is significant opportunity arising from the Longford Park development to serve Bodicote village and potentially White Post Road fronting the site with a local bus service. This is particularly important in the period from dwellings being occupied on site but before the Saltway spine road is open. It is noted that drawing 1361/22/C “Proposed Access Arrangement” does not show any bus stop locations. It is proposed the existing bus stops on White Post Road are upgraded to include bus stop pole and flag, shelter and a commuted sum for

maintenance, contribution is sought of £10,000 per bus stop, totalling £20,000k.

3. **Bus Service serving the Saltway Spine Road** – bus stops will need to be provided within the development to access the new bus route that will travel through the Saltway development site when the spine road is open. Bus stops locations should be identified at the earliest opportunity and included in the reserve matters applications for the spine road. Based on the length of spine road within the development site two pairs of bus stops (and associated infrastructure) will be required.

Pedestrian links across Salt Way

Pedestrian linkage across Salt Way must be secured in order for this development to be acceptable. I note that the links have been reduced to one, at the Public Right of Way. The walking isochrones in Figure 3 must assume that this connection is provided – without this connection walking distances would be significantly increased. However, clarification on the assumed connections should be provided since it is unclear how the revised isochrones have been produced.

It should be noted that the B1 route is unlikely to continue after July 2016 – therefore this reduces the number of stops within suitable walking distance.

Revised Travel Plan

A revised travel plan has been submitted but it does not seem to take into account our previous comments which included a commitment to survey and update the travel plan once the 140th dwelling had been occupied and a number of other suggestions.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 22 March 2016
