

District: Cherwell

Application no: 20/01099/DISC

Proposal: Discharge of condition 2 (phasing plan) of 14/01932/OUT

Location: OS Parcel 7400 Adjoining And South Of, Salt Way, Banbury

Transport Development Control

Recommendation:

Objection

Key issues:

- Does not cover the phasing of pedestrian links including to Salt Way
- Does not include the number of dwellings within each phase
- Individual phases are very large and the application refers to future sub-phases
- Does not tie in the order of the phasing of infrastructure to development parcels
- Incorrect assumptions regarding S106 requirements for timing of spine road in the covering letter

Detailed comments:

This is a very basic phasing plan which in my view is not adequate to ensure that the development is planned holistically and in a way that encourages sustainable travel. The only transport infrastructure shown is the link road and the road leading towards the farm access. Whilst the triggers for the link road are set out in the S106, I note that the trigger for the completion of the link road in the covering letter is incorrect. The 750 dwelling trigger relates to its opening for through traffic.

There is nothing in this plan that shows when ped/cycle connections would be made to Salt Way, which are necessary for connections to the east and north, and nothing concerning completion of the bridleway.

I would expect the infrastructure to be ordered in sequence with the residential parcels, the school and the local centre, but there is no overall sequence shown.

The phasing plan does not relate to a sequence of reserved matters applications – this is suggested by the wording of the condition but I leave it to the LPA to decide whether that is necessary. However, I question whether each parcel could be designed holistically, with adequate pedestrian connectivity and SUDS, if there is unlimited potential for subdivision into sub-phases.

Drainage infrastructure is not mentioned either – my LLFA colleagues may have responded on this already but I would suggest that the drainage strategy requirements should be incorporated into this phasing.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 02 June 2020
