

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

District: Cherwell

Application No: 20/01830/F

Proposal: Proposed roundabout junction

Location: Proposed Roundabout Access to Graven Hill And Wretchwick Green,
London Road, Bicester

Response date: *3rd September 2020*

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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General Information and Advice

Recommendations for approval contrary to OCC objection:

IF within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and given an opportunity to make further representations.

Outline applications and contributions

The number and type of dwellings and/or the floor space may be set by the developer at the time of application, or if not stated in the application, a policy compliant mix will be used for assessment of the impact and mitigation in the form of s106 contributions. These are set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by the developer a matrix (if appropriate) will be applied to assess any increase in contributions payable. The matrix will be based on an assumed policy compliant mix as if not agreed during the s106 negotiations.

Where unit mix is established prior to commencement of development, the matrix sum can be fixed based on the supplied mix (with scope for higher contribution if there is a revised reserved matters approval).

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of s106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Security of payment for deferred contributions** – An approved **bond** will be required to secure payments where the payment of S106 contributions (in aggregate) have been agreed to be deferred to post implementation and the total County contributions for the development exceed £1m (after indexation).
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the extra monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether an s106 agreement is completed or not.

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Transport Schedule

Recommendation:

Objection for the following reasons:

- Shared use ped/cycle facilities around the roundabout should conform to LTN 1/20 and therefore require to be segregated
- The signalised crossings should be straight across rather than staggered to minimise delay to pedestrians and cyclists

I anticipate that these changes could be made and the objection overcome.

Comments:

This application is for a new four-arm roundabout on the A41, SE of Bicester that would provide a second access into the Graven Hill development (forming the main access for the employment part of Graven Hill), and an access into the Wretchwick Green development (again forming the access to the employment part of Wretchwick Green). It would also form the SE connection to the A41 of the proposed future South Eastern Perimeter Road.

A similar roundabout located slightly to the northeast of the A41, formed part of the planning application for Wretchwick Green, comprising part of its access arrangements. That application has a resolution to grant planning permission. The proposals in this application are for a roundabout located on the Graven Hill side of the A41, which could be brought forward in time to meet the access needs of Graven Hill.

A transport assessment has been submitted with the application. The roundabout that formed part of the Wretchwick Green planning application is shown in Fig 6. The roundabout proposed by this application would remove the need for the Wretchwick Green roundabout to be built.

The principle of an access junction onto the A41 for both Wretchwick Green and for Graven Hill at the location of the existing Pioneer Road junction, in the form of a roundabout, has already been agreed, through the Graven Hill planning permission, and the Wretchwick Green resolution to grant permission.

The proposed design conforms to DMRB standards (as set out in the Transport Assessment) in terms of its geometry, and is appropriate for the current speed limit, notwithstanding the proposal for the speed limit to be reduced to 40mph along the Graven Hill frontage. It is important to note that OCC would not be able to accept a design that was not in accordance with current speed limits. The design has also been

modelled to show that it can provide sufficient traffic capacity in 2031 with acceptable levels of queueing and delay.

Vehicle swept path analysis provided with the application demonstrates that the turning movements of the largest HGVs can be accommodated without the need to overrun kerbs.

Signalised crossings are proposed on all of the arms of the junction, to cater for pedestrian and cycle movements. Whilst they involve a small detour from the desire line, they are positioned as close to the roundabout as possible for safety, in accordance with guidance. The small time advantage to pedestrians and cyclists of placing the crossings closer to the roundabout would be outweighed by the safety risk caused by drivers exiting the roundabout not giving way.

The form of crossing also confirms to the latest Government guidance on Cycle Infrastructure Design (LTN 1/20), which was published on 27 July 2020. However, consideration should be given to making the staggered crossing on the A41 W arm into a single phase, to minimise delay to pedestrians and cyclists. I would like to see this tested.

However, the width of the shared use facility at the roundabout does not conform to LTN 1/20, which requires segregation between pedestrians and cyclists. It should be amended to conform to LTN 1/20 and to be consistent with the facilities planned on the new roads leading into Graven Hill and Wretchwick Green. Sufficient space should be allowed for pedestrians and cyclists to wait at the crossings without obstructing the path of passing pedestrians and cyclists.

It is noted that the existing shared use footway/cycleway along the western side of the A41 is substandard, and there are aspirations to widen this. However, they are outside the scope of this planning application. Until such time as they are improved, the new facilities will need to tie in safely, with warning signs if necessary.

The works will require a S278 agreement with OCC and will be subject to technical approval of the detailed design. I have received the following comments from our Road Agreements Team (though note that drainage comments will also be supplied by our Lead Local Flood Authority officer): We will not consider the use of Kerbdraains on roundabouts or approaches to roundabouts – this approach will not be accepted by the asset teams who maintain the infrastructure as the cost and traffic impacts of maintenance are too great. Kerbdraains are too vulnerable to be used on roundabouts. Gullies need to be provided. Alternatives could be discussed but we will not accept kerbdraains.

Standard advice from our Road Agreements Team:

- Visibility Splays must be dedicated to OCC if they fall out of the existing highway boundary.
- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design will be subject to a full technical audit.
- Informative note: OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main

ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.

- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- Trees within the highway will need to be approved by OCC and will carry a commuted sum.
- Trees that are within 5m of the carriageway or footway will require root protection, trees must not conflict with street lights.
- No private drainage to discharge onto existing Highway.
- No private drainage to discharge onto any area of proposed adoptable highway.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 27 August 2020

Application no: 20/01830/F

Location: Proposed Roundabout Access To Graven Hill And Wretchwick Green,
London Road, Bicester

Lead Local Flood Authority

Recommendation:

No objection subject to conditions

Conditions:

Construction shall not begin until a detailed surface water drainage scheme for the site, in accordance with the approved Watermans Drainage Strategy WIE11386-101-TN-1-1-2 June 2020, has been submitted to and approved in writing by the planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- A compliance report to demonstrate how the scheme complies with the [“Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire”](#);
- Full microdrainage calculations for all events up to and including the 1 in 100 year plus 40% climate change;
- A Flood Exceedance Conveyance Plan;
- Detailed design drainage layout drawings of the SuDS proposals including cross section details;
- Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element; and
- Details of how water quality will be managed during construction.

Detailed comments:

The proposed drainage strategy is predominantly reliant on Filter drains and the attenuation basin in the centre of the roundabout which is acceptable in principle.

Kerb drainage is being proposed to drain parts of the highway. This has not been detailed but combined kerb drainage must be designed out wherever possible, especially on a roundabout. Other methods such as dropped kerbs must be considered.

Further detailed information is required at the detailed design stage including cross sections of the drainage features and full calculations up to the 1 in 100 plus 40% climate change event to demonstrate that all water will be collected and managed appropriately post construction.

Officer’s Name: Richard Bennett

Officer’s Title: Flood Risk Engineer

Date: 02 September 2020

Application no: 20/01830/F

Location: Proposed Roundabout Access To Graven Hill And Wretchwick Green,
London Road, Bicester

Archaeology Schedule

Recommendation:

No Objection subject to the planning conditions below.

Comments:

The site is located in an area of considerable archaeological interest immediately south west of an area where Roman field systems, though to represent wine growing, have been recorded. The line of Akeman Street, the Roman Road from Alchester to Verulanium (Margary Road 16a) is located immediately south of the proposed development. The line of this Roman Road was confirmed through archaeological evaluation and mitigation as part of an earlier phase of work on this site. Further archaeological deposits dating from the later prehistoric through to the medieval period have been found around Graven Hill during archaeological work ahead of the phase 1 development.

This proposed access and roundabout are likely to encounter further aspects of these features. The site is however partly covered by hardstanding and trees which would make investigations ahead of the determination of this application unfeasible and a staged programme of archaeological evaluation and mitigation will therefore need to be undertaken ahead of any development of this proposal.

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of a staged programme of archaeological investigation to be maintained during the period of construction. This can be ensured through the attachment of a suitable negative condition as suggested below.

Planning Conditions:

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

1. Prior to any demolition and the commencement of the development a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation, relating to the application site area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2019).

2. Following the approval of the Written Scheme of Investigation referred to in condition 1, and prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2019).

Officer's Name: Richard Oram
Officer's Title: Lead Archaeologist
Date: 24th August 2020
