

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

**District:** Cherwell

**Application no:** 22/01340/OUT

**Proposal:** Application for outline planning permission (all matters reserved except means of access (not internal roads) from b4100) for the erection of buildings comprising logistics (use class b8) and ancillary offices (use class e(g)(i)) floorspace; energy centre, hgv parking, construction of new site access from the b4100; creation of internal roads and access routes; hard and soft landscaping; the construction of parking and servicing areas; substations and other associated infrastructure.

**Location:** East Of Baynards Green Farm Street To Horwell Farm Baynards Green

**Response Date:** 6th July 2022

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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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## Assessment Criteria

### Proposal overview and mix /population generation

OCC's response is based on a development as set out in the table below. The development is taken from the application form.

Commercial – use class	m <sup>2</sup>
B8	300,00

**Application no: 22/01340/OUT**

**Location:** East Of Baynards Green Farm Street To Horwell Farm Baynards Green

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### **Strategic Comments**

The proposed site is located on unallocated, predominantly agricultural land.

This application is for 300,000sqm of logistics space, located in two parcels. The larger parcel is to the east of the A43 and north of B4100, and the smaller parcel is to the south of the B4100, immediately east of the Albion Land planning application reference 21/03267/OUT.

Key points:

- The transport assessment has not adequately tested the impact on the adjacent junctions, using available transport models, including the various elements of M40 J10 which are closely linked. The TA states that this further work will be carried out;
- Further information is required to confirm that the pedestrian/cycle link to Bicester is feasible;
- No plan has been provided showing the access roundabout in the context of the proposed roundabout to the adjacent Albion Land application;
- No cumulative assessment has been provided including the Oxfordshire Strategic Rail Freight Interchange (OxSRFI);
- The roundabout access design requires refinement, particularly to include cycle facilities and crossings;
- Further information is required on the operation of the lorry park, and additional diverted trips it would generate;
- Provide surface water catchment plans;
- Provide attenuation volumes and discharge rates on the proposed drainage strategy;
- Drainage strategy to clearly state infiltration systems for the proposed SuDS features;
- Provide calculations for all proposed SuDS features for all storm event up to and including the 1:100-year storm event plus 40% climate change;
- Overall site boundary not shown on the drainage plans.

The County is raising Transport and Lead Local Flood Authority objections. Also attached are detailed Archaeology comments.

**Officer's Name: Jonathan Wellstead**

**Officer's Title:** Principal Planner

**Date:** 06/07/2022

**Application no: 22/01340/OUT**

**Location:** East Of Baynards Green Farm Street To Horwell Farm Baynards Green

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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](mailto:planningconsultations@oxfordshire.gov.uk)) as to why material consideration outweigh OCC's objections, and to be given an opportunity to make further representations.

#### **Outline applications and contributions**

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

#### **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.
- **Administration and Monitoring Fee - TBC**  
This is an estimate of the amount required to cover the 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 a S106 agreement is completed or not.

**Security of payment for deferred contributions** - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

**Application no: 22/01340/OUT**

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### **Transport Schedule**

**Recommendation:**

**Objection for the following reasons:**

- The transport assessment provided with the application is not adequate to demonstrate that the development would not have a severe impact on the operation of the highway network
- Further information is required to demonstrate that safe and suitable pedestrian and cycle access can be provided to the development, in accordance with NPPF.
- Further information is required to demonstrate that the access junction would function safely and effectively in conjunction with the adjacent development proposed access.

If despite OCC's objection permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S278 agreement to mitigate the impact of the development plus planning conditions as detailed below.

### **S106 Contributions**

<b>Contribution</b>	<b>Amount £</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Highway works	TBC		Baxter	Proportionate contribution towards improvements to M40 J10 (which includes Baynards Green rbt)
Public transport services	£2 million		RPI-x	Bus services serving the site
Public transport infrastructure ( <i>if not dealt with under S278/S38 agreement</i> )	£8,904	Sept 2020	Baxter	Real time information unit at bus stop
Traffic Reg Order ( <i>if not dealt with under S278/S38</i> )			RPI-x	Possible changes to speed limit and parking controls.

<i>agreement)</i>				
Travel Plan Monitoring	TBC	Sept 2021	RPI-x	£2,563 for each unit plus £2,563 for framework travel plan - to cover the cost of OCC monitoring the plans
Public Rights of Way	£400,000	July 2022	Baxter	Improvements to PRoW in vicinity of site
Administration fee	TBC depending on the total amount of contributions			To cover the cost of OCC monitoring the agreement

Other obligations:

- Off-site highway works – see below
- Travel plan

### **Key points**

- The transport assessment has not adequately tested the impact on the adjacent junctions, using available transport models, including the various elements of M40 J10 which are closely linked. The TA states that this further work will be carried out.
- Further information is required to confirm that the pedestrian/cycle link to Bicester is feasible
- No plan has been provided showing the access roundabout in the context of the proposed roundabout to the adjacent Albion Land application.
- No cumulative assessment has been provided including the Oxfordshire Strategic Railfreight Interchange (OxSRFI)
- The roundabout access design requires refinement, particularly to include cycle facilities and crossings.
- Further information is required on the operation of the lorry park, and additional diverted trips it would generate.

### **Comments:**

This application is for 300,000sqm GIA of logistics space, located in two parcels. The larger parcel is to the east of the A43 and north of B4100, and the smaller parcel is to the south of the B4100, immediately east of the Albion Land application site ref 21/03267/OUT. The application form states that it would employ 2430 full time equivalent posts and operate 24 hours per day.

## **Access arrangements**

Both parcels are proposed to be accessed via a four arm roundabout on the B4100, with two arms leading into the development, north and south of the B4100. This is in close proximity to the roundabout proposed by the Albion land site, immediately to the west on the B4100. No drawing has been provided showing the roundabouts together, to demonstrate that the designs do not conflict. I am concerned about the proximity of the roundabouts - they are unlikely to operate independently and should be modelled together in a linked model, potentially linked into National Highways' VISSIM model for Junction 10.

I notice that there is an internal access road leading from the southern parcel towards the Albion Land site. Ideally there would be cooperation between the two sites so that the number of roundabouts on the B4100 could be reduced - together with Albion Land proposals west and east of Baynards Green, with this development there would be four roundabouts along the B4100 in close proximity. It is worth noting that the Oxfordshire Strategic Railfreight Interchange proposed highway layout would conflict with Albion Land arrangements and may also conflict with this development's access roundabout.

A Road Safety Audit Stage 1, with Designer's Response, has been submitted with the application. Some problems have been identified with the design, all of which the designer's response say could be addressed at detailed design stage. However, some of these changes could substantially affect the footprint of the roundabout and as access being applied for in detail, should be addressed at planning stage. This includes the splitter islands needing to be larger, the need for vehicles to be able to circulate the roundabout side by side (due to the fact there are two entry and exit lanes on each arm), the need to demonstrate visibility envelopes, and the need for safe pedestrian crossing facilities. The issue that the bus laybys are in the forward visibility envelope to the roundabout in each direction, has not been picked up in the audit, but this is an issue that needs to be addressed.

Consideration should be given to reducing the speed limit on this section of the B4100 to 40mph, however the works would need to be designed to the current speed limit of 50mph.

Specification tables should be provided for the roundabout design to show that it meets DMRB requirements.

The roundabout design will need to accommodate the proposed footway/cycleway which is proposed by the Albion Land application to continue west. Safe crossing facilities over the southern arm of the roundabout need to be provided. Additionally cycle access into both parcels needs to be demonstrated, which must be in accordance with LTN 1/20, and segregated from the carriageway.

Crossing facilities over the B4100 should be provided, connecting with the proposed cycleway on the south side of the B4100 and bus stops. Due to the number of lanes and the volume and nature of traffic, a signalised crossing should be provided. I would like to see a combined design for accessing both this development and the Albion Land development, which could potentially share bus stops and crossing facilities.

Raised Chevron blocks on roundabout should be avoided due to the speed of the road - instead knock-down signage is advisable.

### **Sustainable transport connectivity/transport sustainability**

No information is provided on predicted modal share for the development. The draft framework travel plan has predicted 72% car driver, but that is based on Cherwell MSOA 013 workplace data - that MSOA is exclusively urban, including a large employment area adjacent to established housing in the northeast of Bicester, within the perimeter road. This is a completely inappropriate comparison for the site, as employment in the area would be accessible to large parts of Bicester within easy walking distance. The modal share for the site, without mitigation, is likely to be much higher. I note that the Oxfordshire SRFI application predicts 92% single occupancy car modal share and this site is even more distant from residential areas.

The application states that a contribution would be made towards the footway/cycleway link to Bicester proposed by the Albion Land site. OCC was expecting that this would be carried out by the developer under S278, as it is not part of any planned strategic cycle network for the area, and is required solely as mitigation for the developments.

We are awaiting further information from the Albion Land application team concerning design and feasibility of the route. At the present time it is not known whether a safe and suitable route can be provided, and this remains an outstanding reason for objection on both developments. Available land is limited and level changes mean it might take up more space than anticipated. It is recommended that the two applicants work together on this and come to an arrangement regarding its funding and delivery.

This route is of critical importance, both in terms of providing safe access to the site, and in terms of encouraging sustainable and active travel to the site, which would otherwise be heavily car dependent. The application states that 5km is an acceptable distance for people to cycle; however LTN 1/20 states that up to five miles (8km) is an achievable distance for most people, which puts most of Bicester in range.

Crossing facilities over the A43 would be required for safety due to the crossing demand - this applies to the main development as well as the lorry park. The application states that crossing facilities could be incorporated into the Growth Deal scheme of planned improvements at Baynards Green roundabout. This would need to



be agreed with National Highways and the developer would be expected to fund the additional cost.

In terms of public transport, we remain of the opinion, as set out in our response to the Albion Land proposals, that the 505 service passing on the B4100 cannot be relied upon in future, and a new service is required, operating half hourly to be sufficiently attractive, which could potentially serve the Albion Land development if it goes ahead, and potentially run between Bicester and Brackley.

A contribution is required towards the cost of providing two buses over an eight year period to serve the development, to provide a Bicester – Barnard's Green – Brackley route operating half-hourly most of the day and hourly in the evenings and on weekends. Costs have been calculated based on OCC's standard declining subsidy profile – subsidy costs decline each year as patronage/revenue levels rise, ultimately to the point the that service requires no subsidy after eight years.

Costs:

Monday to Friday core service (half hourly 6am – 6pm, 2 buses): £300,000 per year

Monday to Friday evenings / early am (hourly, 5am – 6am, 6pm – 10pm, 1 bus):

£50,000 per year

Saturdays and Sundays (hourly, 5am – 10pm, 1 bus): £75,000 per year

Year 1 cost £425,000

Year 2 cost £375,000

Year 3 cost £325,000

Year 4 cost £275,000

Year 5 cost £225,000

Year 6 cost £175,000

Year 7 cost £125,000

Year 8 cost £75,000

Total £2,000,00 0

The rate of subsidy decline is £50,000 per year. Costs have been based on bus operating costs of £50 per hour during core times and £40 per hour at other times. OCC would endeavour to integrate the route with others to provide longer distance direct journey opportunities (e.g. Oxford – Bicester – Barnard's Green).

This cost could potentially be shared with Albion Land should that development go ahead.

**Bus stop facilities:** Bus stop locations proposed are within the forward visibility envelope to the roundabout. This needs to be addressed in the design, if necessary with a bus loop within the site. Both bus stops should have a bus shelter (at least three bays long with seating) provided and maintained by the site. In addition, a separate bus

stop pole, flag and timetable cases should be provided to OCC specification. The shelters must be suitable for OCC to install real time information displays, with ducting provided. A contribution will be sought for the provision of these displays.

### **Public rights of way**

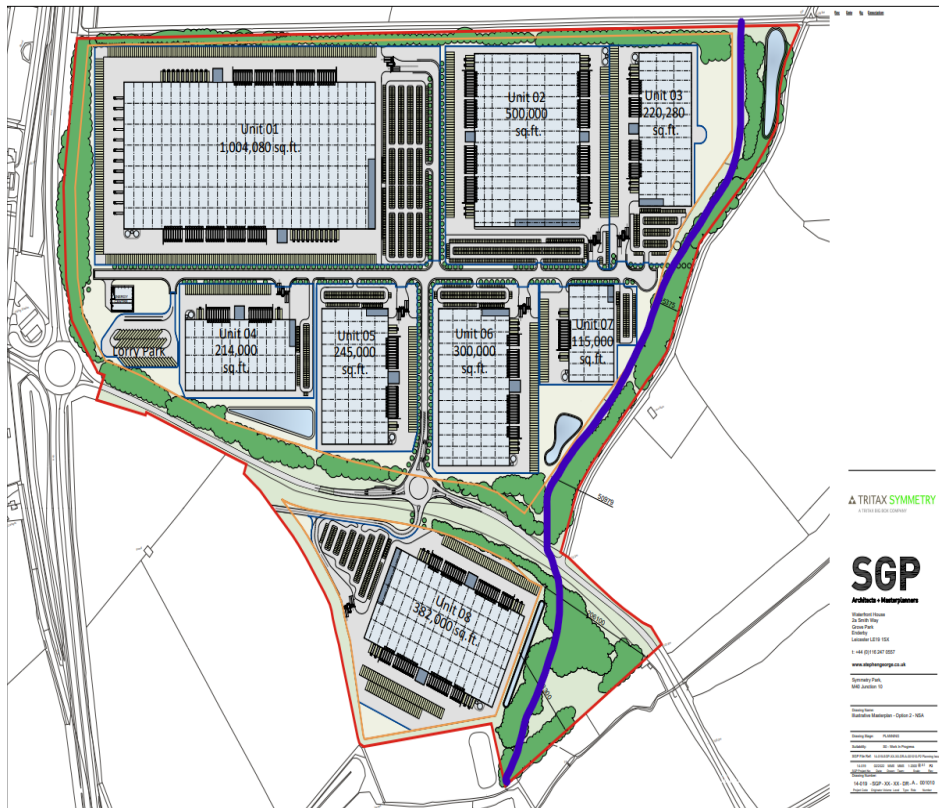
Although this development doesn't have any PRow crossing the site, two PRow are immediately adjacent and more are in the vicinity. Standard measures below will apply.

The public rights of way network outside of the site will be placed under much greater pressure as a direct result of this development. This pressure is related to the traffic increase and the change in the attractiveness and amenity of the countryside and PRow in this area during construction as well as during operations. In short the PRow become less pleasant to use, the roads are harder to cross or use and the area suffers greater impacts on NMUs

A s106 contribution of around **£400,000** will be requested to allow the Countryside Access Team to plan and deliver improvements with third party landowners in a reasonable time period and under the Rights of Way Management Plan aims. The contribution would be spent on improvements to the public rights of way in the vicinity of the development – in the 'impact' area up to 3/5km from the site, predominantly to the east, south and north. Improvements to existing PRow may be made to enable easier access, improved signing etc but for this application the focus will be on creating or trying to create an alternative or bypass routes for PRow to take NMUs away from traffic and operations site impacts across both parts of the site and on the roads. At this stage this could entail seeking the upgrade of footpath to bridleway, creation of entirely new sections of bridleway, works to roads to make them safer for NMUs, along with associated structures, signing, surfaces and signals.

Connections should be made to the bridleway to the north of the site, to enable staff to use it to access the site and walk for recreation on their break. At the south of the site, connection should be made to Bridleway 21/10, in order to allow staff to access the facilities at the motorway service area.

The development is likely to have a an negative impact on the local road network which is used to link up many of the Public Rights of Ways, in particular for Bridleway users. Therefore I would like to see some additional access provided North to South through or along the edge of the site to link up bridleways 367/24/10 and 367/21/10, see suggestion below (blue line).



## Site layout

The application states that pedestrian and cycle routes within the development will be segregated from traffic, which is welcomed.

It is anticipated that the internal road network would remain private, i.e. OCC would not adopt it.

I query the location of the lorry park, which presumably would be publicly accessible and therefore might be better located near the access. Possibly it has been sited in this location to provide access to the facilities at the service station on the opposite side of the A43.

## Car and cycle parking

It is stated that car and cycle parking will be in accordance with OCC standards, which are currently being updated. It is stated that EV charging would be provided - this must be in accordance with the Oxfordshire EV Infrastructure Strategy, which has been agreed jointly with CDC.

With regard to lorry parking, the TA states that lorry parking will be provided across the site within the service yards, at a level to meet operational requirements. It does not

mention the proposed lorry park. Further information is required on the operation of the lorry park. Allowance should be made in the TA for any additional trips it generates.

### **Traffic impact**

The Transport Assessment acknowledges that further work will be done to model the impact of the development using existing models. These are the Bicester Transport (SATURN) model (BTM), and the National Highways VISSIM model of M40 J10, which incorporates the Baynards Green roundabout. This is required to model a development of this size, which so directly impacts on a complex network of junctions.

The proposed trip rate (subject to the above comment regarding the lorry park) matches that proposed in the Albion Land applications and is considered a reasonable prediction.

The trip distribution and assignment are not accepted - in line with our approach to the Albion Land applications, the BTM should be used to model these. Separate HGV distribution/assignment has been agreed for the Albion Land application and does not match what is presented in this application. The HGV distribution agreed for Albion Land is set out below, and there is no reason why this site would be different.

B4100(W)	0%
A43 (N)	41%
B4100 (E)	6%
M40 (N)	11%
B430	2%
M40 (S)	41%

The junction assessments presented in the TA cannot be relied upon and will need amending using modelled flows.

The assessment will need to include the whole of M40 J10, which has been excluded from the list of junctions to be assessed in the TA. Following modelling, further afield junctions may also need to be assessed, dependent on proportionate impact, both of the individual development and cumulatively with the Albion Land development. This could include junctions to the northwest along the B4100. It is likely to include the junctions of Stratton Audley Rd/B4100 and Stratton Audley Rd/A4421.

In paragraph 6.41-2 there is discussion of a merge assessment carried out in relation to the Albion Land development. No justification is provided of the statement that 'the increases in traffic associated with the proposed development are such that they will not materially change the situation.'

In addition to the scenario with the adjacent application, we consider that in order to properly consider the combined impact on the road network in the area, consideration

of a scenario including the proposed Oxfordshire SRFI is also necessary. A public consultation has been carried out by the promoters of that development, with considerable information now in the public domain. It does not follow that because the OxSRFI is being brought forward via a Development Consent Order, it will be required to provide sufficient capacity through its highway works for this development.

### **HGV routing**

A CTMP should be required by condition. All construction traffic must be routed directly to the A43 and M40. Stratton Audley Road must be a prohibited route for local traffic.

An operational routing agreement will also be required, requiring all HGVs to route via the A43 or M40. Routes through villages must be prohibited routes even for local access.

### **Travel Plan**

A Framework Travel Plan is required for the site. Given the challenge in serving the site with sustainable travel, this should be agreed prior to planning permission, secured through the S106, and meet the criteria contained within **appendix 7** of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'. A £2,563 (RPI index linked) travel plan monitoring fee will also be required to enable the travel plan to be monitored for a period of five years.

A Framework Travel Plan has been submitted alongside this application; however, it does not contain the level of detail required to meet OCC criteria.

From the information provided it appears that this is a large B8 development with 8 units operating independently of each other. Any B8 development over 2,999sqm requires a travel plan and so because each of the units is over this threshold, each will require a travel plan and an associated monitoring fee (£2,563 per unit). The travel plan documents should be produced prior to occupation of the individual units and should reference the overarching Framework Travel Plan for the site. Further information regarding the required criteria can be found within **appendix 5** of the OCC guidance document.

### **S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):**

#### **£TBC Highway Works Contribution indexed from TBC using Baxter Index**

**Towards:** Capacity improvements at M40 J10 including Baynards Green Roundabout

#### **Justification:**

A high proportion of the development traffic will pass through Baynards Green and the rest of Junction 10. A scheme of improvements is planned for the junction, which is

required to accommodate planned growth. Subject to further modelling, additional works may be required to accommodate the traffic from this development.

**Calculation:** TBC - Contribution towards the planned scheme will be proportionate based on contributions to be secured from development at Heyford, with additional amount as required to provide for additional capacity.

**TBC Public Transport Service Contribution indexed from November 2021 using RPI-x Towards:** Bus services serving the site.

**Justification:** A range of sustainable travel options to the site is required to make the site sustainable in planning terms. The existing bus service between Bicester and Brackley is unlikely to continue past the end of its current contract, which would leave the site with no public transport.

**Calculation:** See amount and commentary above. Amount may be split with Albion Land development if that goes ahead.

**£TBC Public Transport Infrastructure Contribution indexed from TBC using**

**Baxter Index Towards:** Provision of Real Time Information unit in the bus shelter which are to be provided by the developer.

**Justification:** To encourage public transport use, people will need the reassurance that the bus is on its way, especially given local traffic congestion.

**Calculation:** The amount will be based on the cost to OCC to provide the unit, together with a commuted sum for maintenance.

**£TBC Travel Plan Monitoring Fee indexed from December 2020 using RPI-x**

**Justification:** To ensure that the travel plan is delivered and revised as required in order to be effective, OCC will need to monitor it over its life.

**Calculation:** The amount is based on the staff cost for OCC to monitor the travel plan, based on an estimate of the time it will take over the life of the plan

**£400,000 indexed from July 2022 using Baxter towards:** Improvements to PRoW in the vicinity of the site.

**Justification:** The public rights of way network outside of the site will be placed under much greater pressure as a direct result of this development. This pressure is related to the traffic increase and the change in the attractiveness and amenity of the countryside and PRoW in this area during construction as well as during operations. In short the PRoW become less pleasant to use, the roads are harder to cross or use and the area suffers greater impacts on NMUs

**Calculation:** To follow

**S278 Highway Works:**

An obligation to enter into a S278 Agreement with OCC will be required to secure mitigation/improvement works, including:

- Site access roundabout, bus stops and crossings (to be agreed)
- Ped/cycle route to Bicester, depending on who delivers it

**Notes:**

This is to be secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments, including commuted sums, that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

**Planning Conditions:**

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

No development shall commence unless and until full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays have been submitted to and approved in writing by the Local Planning Authority. The means of access shall be constructed in strict accordance with the approved details and shall be retained and maintained as such thereafter. Agreed vision splays shall be kept clear of obstructions higher than 0.6m at all times. *Reason - In the interests of highway safety and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.*

No development shall commence unless and until full specification details (including construction, layout, surfacing and drainage) of the turning areas and parking spaces within the curtilage of the site, arranged so that motor vehicles may enter, turn round and leave in a forward direction and vehicles may park off the highway, have been submitted to and approved in writing by the Local Planning Authority. The turning area and car parking spaces shall be constructed in accordance with the approved details prior to the first occupation of the development shall be retained as such for the parking and manoeuvring of vehicles at all times thereafter. *Reason - In the interests of highway safety and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.*

Prior to the first use or occupation of the development hereby permitted, covered 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 covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development. *Reason - In the interests of sustainability, to ensure a satisfactory form of development and to comply with Government guidance contained within the National Planning Policy Framework.*

Prior to the first occupation of the development, a scheme for the provision of vehicular electric charging points to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The vehicular electric charging points shall be provided in accordance with the approved details prior to the first occupation of the unit they serve, and retained as such thereafter. *Reason - To comply with Policies SLE 4, ESD 1, ESD 3 and ESD 5 of the adopted Cherwell Local Plan 2011-2031 Part 1 and to maximise opportunities for sustainable transport modes in accordance with paragraph 110(e) of the National Planning Policy Framework*

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved CTMP. *Reason: In the interests of highway safety and the residential amenities of neighbouring occupiers and to comply with Government guidance contained within the National Planning Policy Framework.*

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", shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be implemented and operated in accordance with the approved details. *Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.*

The development shall not be occupied until a signage strategy for the site has been submitted and approved in writing by the Local Planning Authority. The development shall thereafter be completed and signage installed in accordance with the approved details prior to the first use of any building on the site. *Reason - To ensure that traffic is directed along the most appropriate routes and to comply with Government guidance contained within the National Planning Policy Framework.*

A condition will also be required to close up any existing field accesses, in the interest of highway safety.

*Subject to further traffic modelling:* The development shall not be occupied until the planned scheme of enlargement and signalisation of Baynards Green roundabout, or other similar capacity improvement scheme as agreed with National Highways, has



been implemented at Baynards Green junction

**Officer's Name: Joy White**

**Officer's Title:** Principal Transport Planner

**Date: 5 July 2022**

**Application no: 22/01340/OUT**

**Location:** East Of Baynards Green Farm Street To Horwell Farm Baynards Green

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### **Lead Local Flood Authority**

#### **Recommendation:**

Objection

#### **Key issues:**

- Provide surface water catchment plans.
- Provide attenuation volumes and discharge rates on the proposed drainage strategy.
- Drainage strategy to clearly state infiltration systems for the proposed SuDS features.
- Provide calculations for all proposed SuDS features for all storm event up to and including the 1:100 year storm event plus 40% climate change.
- Overall site boundary not shown on the drainage plans.

#### **Detailed comments:**

Provide surface water catchment plans clearly showing the extent of the areas and stating the area.

Provide attenuation volumes and discharge rates on the drainage strategy plans.

Clearly identify infiltration systems on the drainage strategy plans.

Provide attenuation volumes and discharge rates on the proposed drainage strategy.

Overall site boundary not shown on the drainage plans.

**Officer's Name: Kabier Salam**

**Officer's Title: LLFA Engineer**

**Date: 04/07/2022**

**Application no: 22/01340/OUT**

**Location:** East Of Baynards Green Farm Street To Horwell Farm Baynards Green

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## **Archaeology**

### **Recommendation:**

The site lies in an area of archaeological interest, on the site of a medieval and post Medieval Green, mentioned in historical records. The site has been subject to a geophysical survey which highlighted a number of features suggesting a complex and extensive settlement, a banjo enclosure and further enclosures suggesting different phases of occupation. These features and 'blank' areas highlighted in the survey will have to be investigated through a trenched evaluation.

### **Conditions:**

In accordance with the National Planning Policy Framework (NPPF 2021, paragraph 189), we would therefore recommend that, prior to the determination of any planning application for this site the applicant should therefore be responsible for the implementation of an archaeological field evaluation to investigate the results of this geophysical survey.

This must be carried out by a professionally qualified archaeological organisation and should aim to define the character and extent of the archaeological remains within the application area, and thus indicate the weight which should be attached to their preservation. This evaluation must be undertaken in line with the Chartered Institute for Archaeologists standards and guidance for archaeological evaluation including the submission and agreement of a suitable written scheme of investigation.

This information can be used for identifying potential options for minimising or avoiding damage to the archaeology and on this basis, an informed and reasonable decision can be taken.

### **Detailed comments:**

We have previously advised on an application for this site and asked for a pre-determination evaluation. The first phase of this evaluation was a geophysical survey, which has been undertaken, and it recorded a number of archaeological features suggesting a complex and extensive settlement, a banjo enclosure and further enclosures suggesting different phases of occupation (WYAS 2021).

The site is located in an area of archaeological interest immediately south of a medieval and post medieval green mentioned in historical records. The area of the green has been suggested to be either the site of Medieval jousting or a camp site for these jousts, horse racing and a rendezvous site during the Civil War. A number of possible Bronze or Iron Age banjo enclosures have been recorded in the vicinity of the site from aerial photographs and a ring ditch has been recorded 500m north east of the site.

**Officer's Name: Victoria Green**

**Officer's Title:** Planning Archaeologist

**Date: 13th June 2022**