

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

District: Cherwell

Application no: 14/01833/REM-2

Proposal: Reserved Matters to 05/01337/OUT - Details of the proposed community park adjacent to Bankside, including play, recreation, education and biodiversity features, a footpath and cycle network and other public amenities.

Location: Land North East Of Oxford Road West Of Oxford Canal And East Of Bankside Banbury.

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 member have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

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Transport

Recommendation:

No objection subject to conditions

Key issues:

- The shared used route through the site will be a vital link that must remain accessible at all times
- We generally cannot support additional restrictions to public access on public rights of way. New gates are usually only allowed to be authorised to control the movement of livestock
- Where footpaths terminate, there should be an area of hardstanding for pedestrians to continue their route on.
- More details will be needed about the cycle parking for the MUGA

Legal agreement required to secure:

The S106 was signed on 30th June 2009, which contains information relating to the Community Park in Clause 5.

Conditions:

Parking and Manoeuvring Areas Retained

Prior to the commencement of the development hereby approved, full specification details (including construction, layout, surfacing and drainage) of the parking and manoeuvring areas shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the parking and manoeuvring areas shall be provided on the site in accordance with the approved details and shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter.

Reason: In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework

Cycle Parking Provision

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 and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.

Provision of New Permanent Public Footpaths

Prior to the first use of any new public footpath, the new footpath shall be formed, constructed, surfaced, laid and marked out, drained and completed in accordance with specification details which shall be firstly submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and public amenity and to comply with Government guidance contained within the National Planning Policy Framework.

Informatives:

No private drainage is to discharge onto existing Highway, or onto any area of proposed adoptable highway.

Detailed comments:

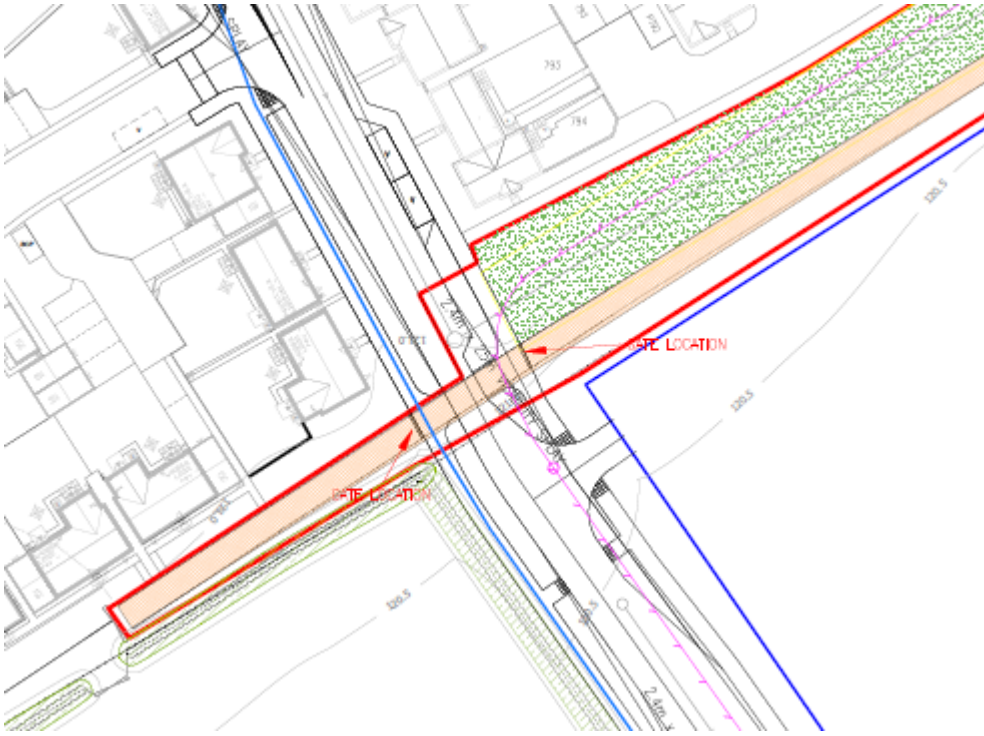
Non motorised user routes

There are some provisions in clause 5 of the S106 relating to the Community Park. The commitments are given to the District Council with the intention being that the Community Park is transferred to CDC.

The shared used route through the site that links phase 1 and 2 with the rest of the northern part of the site and the town centre will be a vital link that must remain accessible at all times.

It is assumed that footpaths and shared routes will not be designated/dedicated as public rights of way but will be protected and managed as public open space by the management company, employed by CDC. We would prefer these not to be additional public rights of way.

An important issue is the designation of 'gate location' each side of the access road where it crosses Canal Lane public bridleway –see snip below. I can't recall if there are gates there already but we generally cannot support additional restrictions to public access on public rights of way. New gates are usually only allowed to be authorised to control the movement of livestock and this isn't applicable here. Safety barriers may be allowed but these need to cause the least restrictions and still allow maintenance vehicles to access the route. I'd suggest that gates are replaced by a single lockable/collapsible (hi-visibility) bollard sufficient to deter and prevent vehicle access. This can be agreed in detail in later stages though.



Layout

Where footpaths terminate, there should be an area of hardstanding for pedestrians to continue their route on. Where the footpath terminates at the north eastern corner of the pavilion car park, there is an area of grass and parked cars in front of it. Suitable provision should be made in instances like these, that allow pedestrians to continue their journey unhindered and on a suitable surface for all seasons.

Cycle Parking

We require more details about the cycle parking that is being provided on the MUGA, which preferably are Sheffield Stands that are at a distance of 900mm apart.

Officer's Name: Kt Hamer

Officer's Title: Transport Planner

Date: 11 September 2017
