

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

District: Cherwell

Application No: 18/00904/F-3

Proposal: Formation of inland waterways marina with ancillary facilities building, car parking, access and associated landscaping including the construction of a new lake

Location: Glebe Farm Boddington Road Claydon Banbury OX17 1TD

Response date: 12th September 2019

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.

Application no: 18/00904/F-3

Location: Glebe Farm, Boddington Road, Claydon, Banbury.

Transport Schedule

Recommendation:

No objection subject to condition(s)

Planning Conditions:

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

Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays 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 - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework

Construction Traffic Management Plan (CTMP)

Prior to development; a CTMP shall be submitted to and approved by the Local Planning Authority. Throughout development the approved plan must be adhered to. NB: The CTMP is likely to require the construction of the access prior to commencement of development. A CTMP will also need to incorporate the following in detail:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.

- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.

Reason - In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents.

Legal agreement required to secure:

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Public Rights of Way	10,000	June 2018	Baxter	Footpath improvement works
Total	10,000			

An agreement will be required under Section 106 of the Town and County Planning Act 1990 to:

- Mitigate the developments local highway impact under Section 278 of the Highways Act 1980 to enable completion of off-site highway improvements. This includes identifying places within highway to provide at least passing places along Boddington Road.

Comments:

Access

The position of the proposed site access has been amended (from its position proposed in the previous application) in order to avoid any encroachment into the floodplain slightly to the north of the site. This move has resultantly brought the access closer to the hump-back bridge along Boddington Road. Illustrations of the proposed access appended to the Transport Assessment (TA) shows that the new access position benefits from about 82m visibility splays from the crest of the hump-back bridge, which is considered to be the critical pinch point along this frontage.

My initial opinion from a site visit undertaken in June 2018 was that the required visibility splays could not be achieved for a national speed limit road. Subsequent TA's have however included traffic surveys that have demonstrated that the average speeds of vehicles going past the site are significantly low. To this effect, and in consideration of the physical constraints of Boddington Road such as the hump-back bridge south of the site and the bendy and narrow characteristics of Boddington Road, I am now convinced that the adjacent highway would command relatively low speeds.

Swept path analysis for an 11.2metre long refuse collection truck is shown to enter and also leave the site with left in/right out manoeuvres. No left out turn has been provided, which to my assumption is that large vehicles such as this one shall avoid accessing the site from the south (via the hump-back bridge).

Access from a strategic area is understood to be via Boddington Road. It was acknowledged that the vast section of Boddington Road from Banbury Road is not without numerous constraints such as narrow carriageway width which cannot accommodate two lanes of traffic, sharp bends and dilapidated surfacing. In order to improve accessibility discussions between the OCC and the applicant agreed that it is reasonable to provide passing places.

As such, the application will identify areas along Boddington Road for localised widening to act as passing places that would ensure that safe passage of vehicles in opposite directions can be achieved, which we believe the development will increase the possibilities of such cases. This will be subject to a S278 agreement of the Highways Act 1980 secured through a S106 obligations of the same Highways Act.

Traffic Impact

The previous application proposed a development of up to 250 narrow boats, to include a clubhouse and parking for 200 vehicles. This amendment however is suggesting a proportional reduction to bring the development to 192 narrow boats. This would include a clubhouse building, workshop and office space and parking for 150 vehicles.

The proposed development is aimed at boaters with their vehicles and not envisaged to generate any HGV's as part of the development traffic but operational only such as weekly refuse collections and during construction. Data extracted from TRICS database on marinas possessing similar characteristics such as this one show that they are busiest during bank holiday weekends, generating about one vehicle every 3 minutes during the busiest hour. It is not expected for such a development to generate significant movements during the local network peak hours. Although this would still be additional movements on the network, in view of the nature of development and location, this is not likely to result in a significant detriment to highway safety and/or traffic flow.

It is understood that there will be very limited HGV's during the construction of the development. The TA states that there will be no need to import or export earth as any soil excavated for the marina will be used to form bunds around its perimeters. Construction vehicles will be limited to bringing in earth excavating and digging plant at the start and end of the build and bringing in materials for the clubhouse and car parking/yard areas.

It is also indicated that these construction vehicles can be brought in across the fields to the east of the site which is within the applicant's ownership via the access to Springfield Farm (avoiding the canal bridge). This is acceptable and should be clearly stated as part of the routeing structure in the Construction Traffic Management Plan.

Policy

The development proposal is considered contrary to National Planning Policy Framework standards in that it fails to reduce the need to travel and maximise trips by sustainable modes.

The proposal is also contrary to Local Transport Plan 4 Policy 17...

“Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport”

A development that would regularly attract large commercial vehicles or large numbers of cars onto unsuitable minor roads will not normally be permitted. It should be noted that heavy goods vehicles will probably only need to have access to the site in significant numbers during construction.

PROW

The proposed footbridge should be constructed to DMRB standards, or to Canal and River Trust (C&RT) public towpath standard. This structure must be maintainable by the applicant or C&RT and OCC accepts no liability for its construction, public liability or future maintenance. The footpath/towpath will need to be closed to enable construction and a temporary closure needs to be applied for from OCC. Note that there is normally a 12 week lead time for this. It is expected that the footpath/towpath will be protected from plant damage and repaired to same or higher standard after the works have been completed.

The applicant should fund improvements for the footpath to Claydon to enable visitors/residents to gain access. A sum of £10k is considered appropriate for spot surface, furniture (stile to gate replacement) and vegetation management works

Other than this the following PROW standard measures must apply:

Standard measures

- 1. Temporary obstructions.** No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that obstructs the public right of way whilst development takes place. Reason: To ensure the public right of way remains available and convenient for public use.
- 2. Route alterations.** No changes to the public right of way direction, width, surface, signing or structures shall be made without prior written permission by Oxfordshire County Council or appropriate temporary diversion. Reason: To ensure the public right of way remains available and convenient for public use.
- 3. Vehicle access (construction):** No construction / demolition vehicle access may be taken along or across a public right of way without prior written permission and appropriate safety/mitigation measures approved by Oxfordshire County Council.

Reason: To ensure the public right of way remains available and convenient for public use.

4. **Vehicle access (Occupation):** No vehicle access may be taken along or across a public right of way to residential or commercial sites without prior written permission and appropriate safety and surfacing measures approved by Oxfordshire County Council. Reason: To ensure the public right of way remains available and convenient for public use
5. **Gates / right of way:** Any gates provided in association with the development shall be set back from the public right of way or shall not open outwards from the site across the public right of way. Reason: To ensure that gates are opened or closed in the interests of public right of way user safety
6. **Improvements to routes:** Public rights of way through the site should be integrated with the development and improved to meet the pressures caused by the development whilst retaining their character where appropriate. No improvements may be implemented without prior approval of Oxfordshire County Council. For this site it is recommended that the applicant funds and undertakes appropriate improvements to the canal towpath in the vicinity of the site in order to give residents/visitors more options for walking. Reason: To ensure the public right of way through the development retains character and use as a linear corridor and is able to integrate with the development

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 29th August 2019

Application no: 18/00904/F-3

Location: Glebe Farm, Boddington Road, Claydon, Banbury

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- A sustainable drainage scheme in line with Local and National Standards has not been provided

Detailed comments:

Whilst we note that a new flood risk assessment has been submitted, most of our recent comments have been ignored and the proposed scheme does not demonstrate it is inline with the "[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)" The document has not even been referenced in the Flood Risk Assessment.

Officer's Name: Richard Bennett

Officer's Title: Flood Risk Engineer

Date: 12 September 2019
