

**Application no: 18/00904/F-2**

**Location:** Glebe Farm, Boddington Road, Claydon, Banbury, OX17 1TD.

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## **Transport Schedule**

### **Recommendation:**

Objection – Unsatisfactory Drainage scheme

### **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.
- A regime to inspect and maintain all signing, barriers etc.
- 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 Obligations:**

#### S106 Contributions

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

### **Comments:**

#### **Access**

The site currently has a gated access on Boddington Road, which the design and access statement (DAS) indicates that a new access shall be formed to serve the Marina and ensure that the existing access shall be retained to solely serve as agricultural access for farm traffic.

My opinion from the last site visit undertaken in June 2018 was that the required visibility splays are not achievable for a national speed limit road. This view was not supported by a traffic survey. With the revised Transport Assessment (TA), which includes traffic surveys it is demonstrated that the average speeds of vehicles going past the site are quite low. To this effect, and in consideration of the physical constraints of Boddington Road such as the hump back bridge south of the site I am now convinced that the adjacent highway would command relatively low speeds.

#### **Development Proposal**

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.

Although this would still generate significant new traffic onto the local 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.

### **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.

### **Drainage**

Following the recently submitted Drainage Strategy, we continue to object to this application as an inappropriate Sustainable drainage scheme is still being proposed.

Infiltration is being proposed for the access and parking areas, but it is unlikely that infiltration will be feasible either due to low permeability or high groundwater as the areas will be located within or adjacent to flood zones 2 and 3. If infiltration is to be proposed then infiltration testing and groundwater monitoring will be required to demonstrate it will be feasible.

A gravel surface as proposed for the access and parking areas is inappropriate as it looks like it will be in constant use. The proposals will need to ensure that all water within areas that are being used will be collected and treated appropriately as well as being appropriately managed to not increase flood risk elsewhere.

Although permeable surfaces are being proposed, they will need to provide storage as well either within the permeable system or a separate attenuation system. This does need to be quantified for the whole site and will require a controlled outfall to an existing watercourse or surface water drainage system if infiltration is not feasible.

There will be a requirement for some areas of the sites to be accessed by HGV's. These areas will need to be a heavy-duty permeable system or hardstanding draining to a separate SuDS system. It will need to be demonstrated that the drainage system will be appropriate for the lifetime of the development.

At the moment, the calculations provided in the flood risk assessment have only included the access road served by the swale. The proposed buildings as well as all the access roads parking areas and other hardstanding areas need to be included and it needs to be demonstrated that all surface water on the site will be managed appropriately not to increase flood risk elsewhere. The proposed drainage scheme

needs to be in accordance with the “Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire”. The main points that need to be demonstrated are below;

- Evidence that the proposed flows from the site will be restricted to greenfield run-off rates for all events up to and including events up to and including the 1 in 100-year event + allowance for climate change (Currently 40%);
- Evidence that the proposed runoff volume will not increase the existing greenfield volume for the corresponding event;
- If infiltration is proposed, detailed infiltration testing to DG365 and extensive groundwater monitoring has been provided to demonstrate infiltration is feasible;
- Details of how the drainage scheme has been designed to incorporate SuDS techniques to manage water quantity and maintain water quality in accordance with best practice guidance including the latest SuDS Manual C753;
- Drainage plan showing the location of the proposed SuDS and drainage network with exceedance flow routes clearly identified;
- Drainage calculations for all rainfall events up to and including the 1 in 100 year plus climate change event to demonstrate that all SuDS features, and the drainage network can cater for the critical storm event for its lifetime;
- Details of how the scheme shall be maintained and managed after completion;
- Construction phase surface water management plan including details of how water quality and water quantity shall be maintained and managed during and after construction; and
- The submission of evidence relating to accepted outfalls from the site, particularly from any third-party network owners.

As well as advising that the development is appropriate within the proposed flood zones, the environment agency may also have further requirements that may affect the requirements for the proposed drainage system and therefore we will also require their approval and requirements for the proposed development before we can confirm the scheme is acceptable.

### **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: 03 April 2019**

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