
Response to Local Highway Authority Comments

Land East of Claydon Road – Proposed Development

Application No. 23/00977/OUT

1.0 Introduction

1.1 This response has been prepared by Glanville Consultants on behalf of Obsidian Strategic Asset Management to address comments in a consultation response provided by Oxfordshire County Council (OCC), acting in its role as Local Highway Authority (LHA), in relation to outline planning application ref. 23/00977/OUT for:

“residential development of up to 60 dwellings (Use Class C3) including a community facility, new vehicular and pedestrian access off Claydon Road, public open space and associated landscaping, earthworks, parking, engineering works and infrastructure”.

1.2 The LHA provided a consultation response to the above application, dated 7 June 2023. The LHA’s comments are provided in full at Appendix A and as summarised as follows:

1. **Traffic Generation and Impact** – Clarification is required of the trip rates and proposed traffic generation of the surgery and its impacts on the local highway network;
2. **Access** –
 - a. further design details and dimensions are required of the proposed site access;
 - b. vehicle tracking covers both lanes and should be revised; and
 - c. a Stage 1 Road Safety Audit is required of the proposed site access junction and off-site highway works;
3. **Contributions** – Contributions are required towards improvements to bus services, Public Rights of Way improvements and an off-site footway/cycleway; and
4. **Travel Plan** – A Travel Plan Statement and Travel Information Pack will be required prior to occupation.

1.3 Each point above is addressed in turn under the relevant subheadings below.

1.4 The LHA also made several comments in relation to the internal layout, including, but not limited to, parking, on-site tracking, long-sections, junction and forward visibility splays. As an Outline planning application, with all matters reserved except for access, it is considered that any matters related to the internal layout would be addressed at Reserved Matters stage and do not need to be addressed at this time.

2.0 Traffic Generation and Impact

2.1 The Transport Statement which accompanied the planning application set out trip rates for the residential dwellings (on a per dwelling basis) and for the potential doctor’s surgery (on a per staff member basis).

2.2 This resulted in a traffic generation of 32 two-way vehicle movements in both peak hours for the 60 residential dwellings, which the LHA have accepted. For the doctor’s surgery with 40 staff, a total of 40 two-way vehicle movements would occur in the AM peak, 20 in the PM peak and 506 throughout the day¹.

¹ Table 3 of the Transport Statement incorrectly noted the total daily trips as 306. The LHA are correct that this should say 506 trips and thus this has been amended accordingly.

- 2.3 In their consultation response, the Highways Officer stated that *"It appears the above estimated Surgery vehicle trips is based on the number of staff working at the surgery and does not include any patient trips generated by the Surgery, details of its catchment area and its impacts on the local road network in the TS. Clarification regarding this point is needed."*
- 2.4 For doctor's surgeries, the TRICS database allows users to calculate the trip rates based on the following parameters:
- gross Floor Area;
 - number of Doctors; or
 - number of Employees.
- 2.5 The trip rates obtained from the TRICS database include all trips associated with the surgery, whether they are staff, patients or other trips. It is simply the case that in this instance, the total trips are broken down on a per member of staff basis. Therefore, patient trips associated with the surgery have already been accounted for within the traffic generation calculations, this addressing Point 1 of the LHA's response.

3.0 Access

Dimensions

- 3.1 Although some site access dimensions were shown on the access arrangement drawing 8210439/6101_C, additional dimensions have been shown on updated drawing 8210439/6101_D at Appendix B to close out Point 2a of the LHA's response.

Vehicle Tracking

- 3.2 In its consultation response, the LHA stated that *"Vehicle tracking at the access largely covers opposite lanes on all movement which could cause collisions, this should be addressed by the Applicant"*.
- 3.3 Paragraph 6.8.1 of Manual for Streets states that *"The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre"*.
- 3.4 As outlined in the Transport Statement, Claydon Road is very lightly trafficked, with a weekday (5-day) average of 439 vehicles travelling northbound and 390 travelling southbound. Given refuse collection would be a once per week occurrence, the likelihood of a car travelling along Claydon Road at the same time as a refuse vehicle is considered very low.
- 3.5 Furthermore, the swept path analysis at Appendix C demonstrates that sufficient space is available for a car and refuse vehicle to pass each other at the site access and on Claydon Road.
- 3.6 Finally, as will be outlined below, the Stage 1 RSA did not identify any safety concerns associated with this manoeuvre.

- 3.7 Based on the above, it is considered that no alterations are required to the proposed site access arrangement, thereby addressing Point 2d of the LHA's response.

Stage 1 Road Safety Audit (RSA)

- 3.8 A Stage 1 RSA has been undertaken of the proposed access and the off-site works. This is provided at Appendix D.
- 3.9 A Decision Log which provides the Design Organisation's response to the problems raised in the RSA is likewise appended at Appendix E.
- 3.10 The RSA identified two 'problems', both of which the Design Organisation believe can be readily addressed at such time as the detailed design of the offsite highway works are progressed and hence there are no overriding highway safety concerns that would otherwise prevent the development proceeding in the form proposed.
- 3.11 The above addresses point 2c of the LHA's response.

4.0 Contributions

- 4.1 In its consultation response, the LHA made a request for S106 contributions totalling circa £299,482. These contributions are broken down below.

Bus Services

- 4.2 The LHA requested S106 contributions of £67,980 (£1,133 per dwelling – December 2021 RPI-x index linked) to improve bus services in the vicinity of the site and a contribution of £1,503 (October 2021 Baxter index linked) to improve public transport infrastructure. The Applicant is content that this contribution is reasonable and justified.

Public Rights of Way

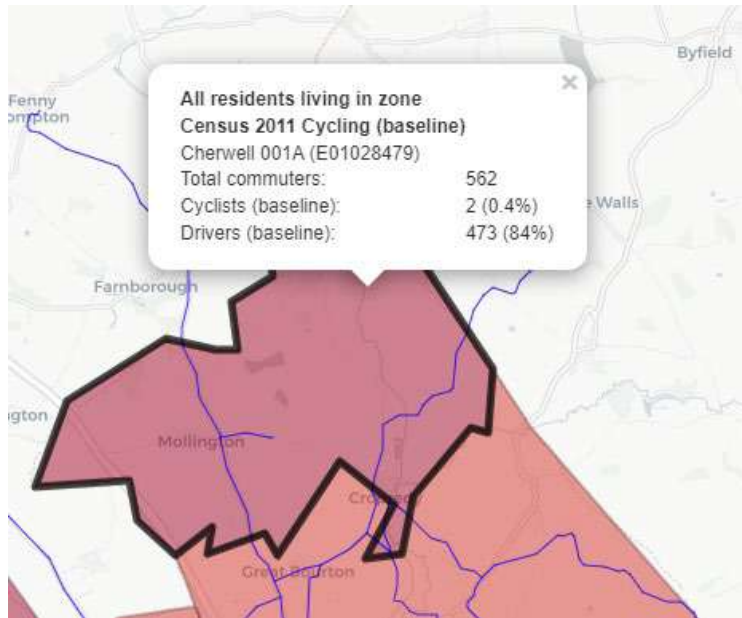
- 4.3 The LHA requested S106 contributions of circa £30,000 (Q1 2023 index linked) to mitigate the impact of the development on the local Public Rights of Way network. The Applicant is content that this contribution is reasonable and justified.

Off-Site Footway/Cycleway

- 4.4 The LHA requested S106 contributions of £200,000 (£200 per metre for 1,000 metres) towards a new off-road shared pedestrian and cycle path.
- 4.5 The LHA's justification for the off-road pedestrian and cycle path is that an off-road pedestrian and cycle path is proposed between Banbury and Great Bourton in the Banbury Local Cycling and Walking Infrastructure Plan (LCWIP), shown as Village Route 2 in the drawing at Appendix F. The LHA consider that *"There is great pressure on Banbury LCWIP to extend the route further from Great Bourton to Cropredy."*
- 4.6 However, there is no evidence provided for the "great pressure" to extend the route, particularly as the route between Great Bourton and Cropredy does not form part of the LCWIP.

- 4.7 To establish whether there would be any “great pressure” to deliver the pedestrian / cycle route, the Propensity to Cycle Tool <https://www.pct.bike/m/?r=oxfordshire> has been interrogated.
- 4.8 For the Lower Super Output Area (LSOA) in which the site is located, 0.4% of commuters currently travel by bicycle to work.

Figure 1: Propensity to Cycle Tool – Cherwell 001A LSOA – 2011 Census



- 4.9 The LHA’s consultation response to the proposals outlines on the first page that the proposed development would generate a total population of 149.44 persons. Therefore, it is anticipated that one person would use the route to travel towards Banbury ($149.44 * 0.4\%$). On this basis, the footway/cycleway would cost £200,000 per person using it.
- 4.10 It is noted that the provision of a footway/cycleway may encourage some modal shift with respect to cycling. The Propensity to Cycle Tool has been interrogated for the LSOA in which the site is located, based on a ‘Government Target (Near Market)’ scenario, which is considered to be the most likely scenario with regard to modal shift².
- 4.11 For the Lower Super Output Area (LSOA) in which the site is located, under the Government Target (Near Market) scenario, 2.0% of commuters would travel by bicycle to work. Therefore, it is anticipated that three people would use the route to travel towards Banbury ($149.44 * 2.0\%$). On this basis, the footway/cycleway would cost £66,666 per person using it.
- 4.12 Paragraph 57 of the NPPF states that: “*Planning obligations must only be sought where they meet all of the following tests: a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development.*”

² The Government Target (Near Market) scenario models a doubling of cycling nationally, corresponding to the proposed target in the English Department for Transport’s draft Cycling Delivery Plan to double cycling in England between 2013 to 2025. The Government Target (Near Market) scenario models the increase as occurring as a function of trip distance and hilliness, plus a number of sociodemographic and geographical characteristics (including age, sex, ethnicity, car ownership, income deprivation).

- 4.13 On the basis that, at best, the footway/cycleway would cost £66,666 person using it and the footway/cycleway is not formally part of the Banbury LCWIP, the Applicant considers that the request for this contribution does not meet the tests of paragraph 57 of the NPPF, as it is not necessary to make the development acceptable in planning terms and is not fairly or reasonably related in the context of the scale of the development.

5.0 Travel Plan

- 5.1 It is agreed that a Travel Plan Statement and Travel Information Pack could be secured through an appropriately worded planning condition and provided prior to occupation.

6.0 Summary

- 6.1 This response addresses the consultation response provided by Oxfordshire County Council, acting in its role as Local Highway Authority, in relation to outline planning application ref. 23/00977/OUT) for:

“residential development of up to 60 dwellings (Use Class C3) including a community facility, new vehicular and pedestrian access off Claydon Road, public open space and associated landscaping, earthworks, parking, engineering works and infrastructure”.

- 6.2 This response has confirmed the following:

1. The trip rates obtained from the TRICS database include all movements associated with the surgery, not just staff. Therefore, there is no need to analyse the impact of the surgery trips in any further detail.
2. A Stage 1 Road Safety Audit has been prepared and the two problems raised have been addressed in the Decision Log and updated site access drawing.
3. The Applicant is content to pay the contributions related to public transport and Public Rights of Way, however they consider that the contribution towards a 1.0km long off-road footway/cycleway is unjustified in the context of paragraph 57 of the NPPF.
4. A Travel Plan Statement and Travel Information Pack could be secured through a reasonably worded Condition and provided prior to occupation.

- 6.3 It is considered that the comments raised by the Local Highway Authority in respect of the development proposals have been adequately addressed by this response and therefore, the Local Highway Authority should be able to confirm that it would be able to remove its objection to the proposed development.

Appendices

Appendix A
LHA Consultation Response

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

District: Cherwell

Application no: 23/00977/OUT

Proposal: Outline Planning Application (except for access) for residential development of up to 60 dwellings (Use Class C3) including a community facility, new vehicular and pedestrian access off Claydon Road, public open space and associated landscaping, earthworks, parking, engineering works and infrastructure

Location: OS Parcel 9195 North Of, Claydon Road, Cropredy

Response Date: 08/06/2023

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.

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.

Residential	
1-bed dwellings	8
2-bed dwellings	15
3-bed dwellings	26
4-bed & larger dwellings	11

Based on the completion and occupation of the development as stated above it is estimated that the proposal will generate the population stated below:

Average Population	149.44
Nursery children (number of 2- and 3-year olds entitled to funded places)	4.01
Primary pupils	18.11
Secondary pupils including Sixth Form pupils	14.21
Special School pupils	0.37
65+ year olds	15.61

Application no: 23/00977/OUT

Location: OS Parcel 9195 North Of, Claydon Road, Cropredy

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 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 - £10,146**
- 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: 23/00977/OUT

Location: OS Parcel 9195 North Of, Claydon Road, Cropredy

Transport Schedule

Objection for the following reason:

Insufficient details and information on the proposed access, highway and footways layout design for proposed development.

If despite OCC's objection permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S106 agreement including an obligation to enter into a S278 agreement to mitigate the impact of the development plus planning conditions and informative as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Highway works	£200,000	TBC	Baxter	towards a new off-road shared cycling and walking path from the development site access to the School Lane junction.
Public transport services	£67,980	December 2021	RPI-x	Provision for public transport services
Public transport infrastructure (<i>if not dealt with under S278/S38 agreement</i>)	£1,502	October 2021	Baxter	Provision of bus stop flag pole, and time table case at both stops nearest the development.
Traffic Reg Order (<i>if not dealt with under S278/S38 agreement</i>)	TBC		RPI-x	
Travel Plan Monitoring			RPI-x	
Public Rights of Way	£30,000	Q1, 2023	Baxter	To mitigates on nearby PRow to proposed development
Total				

Key points

- TA assessment- Trip generation impacts on highway
- Footway and cycle route improvements
- Principle of access location and design and pedestrian/cycle and road safety mitigation measures for the site.
- Visibility Splay and Swept path Analysis of vehicular movements for the internal road network /parking layout and site access
- Information on Car and Cycle parking facilities supported by detailed design layout drawing
- Bus Service improvements
- Residential Travel Plan

Planning Conditions:

Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the adjacent plot, including, position, layout, construction, drainage shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to first occupation 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

Car Park Layout Plan

Prior to commencement of the development, a plan detailing the layout of the car parking area shall be submitted to, and approved by, the Local Planning Authority. The Car Park Layout Plan must set out so that all car parking spaces meet the minimum dimensions required and can be safely and easily accessed.

Reason: in the interest of highway safety

Swept Path Analysis

Before the development permitted is commenced a swept path analysis all vehicles including Delivery and Emergency Service vehicles (such as a Fire Tender shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate that all vehicles can safely and easily enter and exit the parking space for all the parking bays.

Reason: In the interest of highway safety

Cycle Parking

Before the development permitted is commenced, details of the cycle parking areas, including dimensions and means of enclosure, shall be submitted to, and approved in writing by, the Local Planning Authority. The approved Cycle areas shall thereafter be retained solely for the purpose of the parking of cycles.

Reason: To encourage the use of sustainable modes of transport

Bus Service Improvements

Prior to first occupation bus service improvements details shall be submitted to LPA and approved for in writing for implementation.

Reason: in the interest of sustainable travel.

Provision of New Permanent Public Footpaths

Prior to the commencement of the development hereby approved, full details of the improvements to footpaths including, position, layout, construction, drainage, vision splays and a timetable for the delivery of the improvements shall be 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.

Accesses, Layout, Turning Areas for Cars and Service Vehicles, and Parking for Cars and Cycles

No building shall be occupied until the vehicular accesses, driveways, car, and cycle parking spaces, turning areas (for cars and refuse vehicles of not less than 11.6m in length), and parking courts that serve the buildings has been constructed, laid out, surfaced, lit, and drained in accordance with details that have been first submitted to and approved in writing by the Local Planning Authority. Reason: In the interests of highway safety in accordance with the National Planning Policy Framework

Cycle and Pedestrian connectivity and PROW

Prior to the implementation of the development a plan showing details of the site's Pedestrian and Cycle routes connectivity with existing pedestrian and cycle routes close to development and PROW should be provided for approval by Local Planning Authority.

Reason: in the interest of sustainable travel.

Travel Plan.

Prior to first occupation a Residential Travel Plan and Residential Travel Information Pack should be submitted to the Local Planning Authority.

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.

Construction Traffic Management Plan (CTMP)

Prior to commencement of the development hereby approved; a construction traffic management plan shall be submitted to and approved by the Local Planning Authority. The CTMP will need to incorporate the following in detail and throughout development the approved plan must be adhered to

- 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 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 park, 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.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

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, particularly at morning and afternoon peak traffic times

Comments:

Proposed development

Since this application is outline application for a 60 dwelling development and community facility (anticipated to be a GP Surgery) the primary focus is on the details concerning vehicular and pedestrian access to the site with all other matters to be considered as reserve matters.

The application site is in the village of Cropredy 6.4m north of Banbury and currently used for agricultural purposes with access on to Claydon Road which has a speed limit of 60mph reducing to 30mph to the village.

The submitted Transport Statement (TS) states that the 85th percentile speeds recorded along Claydon Road, towards the site to be 36.8mph northbound and 50.6mph southbound, with a weekday (5-day) average traffic flow of 439 vehicles travelling northbound and 390 travelling southbound respectively.

Traffic Generation and impact

TRICS Database was interrogated to estimate the Trip generation for the proposed development for the 03 private residential for the above site. The estimated traffic vehicle trips for the Am and PM peak hour trips were 32 trips each for both peak periods (Appendix F TABLE 2).

Also the estimated existing vehicle trips for the existing GP surgery for the AM Peak hour (08:00-09:00) was 20 trips and for the PM Peak hour period 10 trips, and daily number of vehicle trips 253.

The TS asserts that given the proposed doubling of the number of consultation rooms, the AM and PM peak hour and daily vehicles have been doubled according resulting in 40trips, 20trips, and 306 trips (I believe the daily trips should be corrected to 506trips) and not 306trips in the table provided for the proposed surgery to replace existing GP surgery.

It appears the above estimated Surgery vehicle trips is based on the number of staff working at the surgery and does not include any patient trips generated by the Surgery, details of its catchment area and its impacts on the local road network in the TS. Clarification regarding this point is needed.

The estimated trip generation for the Surgery without the generated patient trips is therefore an underestimation of the total vehicle surgery trips in my view. As a result of this comment, the total, proposed estimated development trips of the development 72 vehicle movements in the AM peak and 52 vehicle movements in the PM peak together with the net generated trips presented in the Table 6 should be revised.

Vehicular Access- the proposed vehicular access to the site is proposed from Claydon Road via a 5.5m wide access road with 8.0m radii at the junction. An access arrangement drawing is provided at Appendix D. 4.6 It is noted that the site is some 1.5m lower than the road at the proposed access location and as such, levels within the site will be built up to ensure an appropriate gradient of 1:20 is achieved along the site access. A site access/clarendon Road junction design layout details with dimensions with better clarity for assessment would be needed to facilitate the approval of this outline application from the transport perspective.

Visibility Splays Given the recorded approach speeds from the speed surveys along Claydon Road 36.8mph and 50.6mph of 85th percentile traffic speeds northbound and southbound, respectively; the visibility splays of 2.4m x 58m to the left and 2.4m x 152m to the right are required upon egress from the site in line with Manual for Streets (MfS) and the Design Manual for Roads and Bridges (DMRB) guidance will be provided. It is proposed that, subject to a Traffic Regulation Order (TRO), the existing 30mph speed limit would be extended past the site access, in the interest of highway safety. A new village gateway feature would be provided at this location which is welcomed by the LHA.

Parking Provision

According to the Transport Statement Car and cycle parking provision will be determined at the Reserved Matters stage, the Applicant should ensure that the proposed parking provision complies with OCC's current Parking Standards (adopted July 2022)

Accident Data: (PIA)- In total, three slight accidents occurred within the study area in the application site last 5 years, two 'serious' accidents, and one 'fatal'. No accidents occurred within Cropredy itself. It does not however indicate the existing highway network was the contributory factor for the road accidents incidences.

Roads comments: -The suite of application plans does not provide much detail regarding the access with carriageway and footway widths and therefore it is not clear if what is being proposed is feasible. Without this information the LHA would recommend that this application is opposed until these dimensions and information below are provided.

It should be noted that the required 30mph zone extension will need public consultation and a TRO and will need to be extended past the Y distance of the visibility splay.

If access is proposed to be 1:20, it should have flat landing spots to comply with DDA and inclusive mobility specifications

It is evident that the Vehicle tracking at the access largely covers opposite lanes on all movement which could cause collisions, this should be addressed by the Applicant.

Also Tracking on-site must track passing, parked/ stationary vehicles, ensuring it does not overhang/ overrun footways or private areas.

The applicant should also provide drawings of the long section of the internal to ensure compliance with the Equalities Act 2010. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients, the DDA compliance should be i.e., maximum 1:21 or 5%.

The Applicant would be expected to provide a Stage 1 Road Safety Audit for the Access and Highway works in accordance with GG119 (5.46.1). This will be required in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required.

NOTE The highway scheme can be designed by an organisation working for the third-party organisation rather than an organisation working for the Overseeing Organisation.

5.46.1 A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.

NOTE The third party organisation-led scheme is submitted for planning approval to the local planning authority and, where there are highway implications, the highway or Overseeing Organisation is consulted.

The Applicant should also ensure the proposed development and Highway proposal complies with OCC Street Design Guide and offsite works designed in accordance with DMRB.

The Applicant should take cognisance of the following general Highway design standards and specifications for new developments. All new developments will need a 20mph speed limit and supporting by Traffic Regulation Order and self-enforcing measures. Where a TRO is required on public highway, the local Councillor will need to be pre-consulted for their comments.

The carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph.

Where there is not a footway adjacent to the carriageway a 6-metre-wide shared surface block paved carriageway with a minimum 800mm grass margin on either side is required. There are no visibility splays indicated in the submitted drawings for the internal road network. Junction and Forward Visibility Splays and dimensions must be in accordance with the OCC Street Design Guide and dedicated to OCC if they fall out of the existing highway boundary.

Any vertical deflection along bus route to be subject to agreement with Bus operators (table tops etc.).

No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented. Oxfordshire County Council have published the "[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.

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 must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway. Trees that are within 5m of the carriageway or footway will require root protection.

The Highway boundary needs to be checked with OCC Highway Records (highway.records@oxfordshire.gov.uk) to determine whether it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.

It should be noted that no Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.

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.

Minor residential roads that serve four or fewer properties will not be considered for adoption. Roads serving 5 or more houses can be considered for adoption but will need to meet adoptable criteria set out in the OCC Street Design Guide (2021)

Public transport comments: -The County Council seeks financial contributions from the promoters of development schemes for the maintenance and/or improvement of public transport services where reasonable and appropriate, to mitigate the impact of their proposals and to secure sustainable development in line with policy objectives.

Public transport access to Cropredy is extremely poor. As the Transport Assessment notes, only two buses per week are provided to the nearest service centre at Banbury and these are only available in the off-peak period. There is also a community transport service provided by Ability CIC who operate one day per week.

As a result, the village is not a sustainable location for a development of this size. The Transport Assessment appears to acknowledge this fact by making very little summary reference to the available facilities and services. The development will be almost entirely car dependent for essential journeys, contrary to the County Council's policies to secure sustainable growth and reduce reliance on private vehicles.

For non-strategic development the Council levies a fixed per dwelling charge of £1,133 for the provision of public transport services, which would equate to **£67,980** December 2021 (RP1x), in this instance. This would be wholly inadequate to provide a reasonable level of service, including peak time facilities, between Cropredy and Banbury, as the cost of doing so would equate to more than double that for only one year. No reasonable level of contribution would make this development sustainable and acceptable in public transport terms; however, if the LPA is still minded to approve the application, then this contribution would still be sought and utilised to make some improvements to the extremely limited provision that currently exists.

Whilst it is understood that the nearest marked bus stops (albeit only by a shelter) are located by the Brasenose Arms on Station Road, there is some evidence that bus stops previously existed on Claydon Road close to the junction with Newscut Lane – a bench and redundant pole provide an indication of a previous stop here, which could potentially be reinstated and would be likely to be served by both conventional bus services in the village.

To ensure that residents of any new development – and indeed existing residents of Cropredy – are aware of the existence of bus stops, a financial contribution of **£1,502** (October 2021 Baxter index). requested for the provision of a pole, flag, and timetable case at both stops nearest the development, which may be reconstituted stops at Newscut Lane.

We reiterate our position that Cropredy is not a sustainable location for a development of this size without substantial and disproportionate contributions becoming necessary, even after which the likelihood of a self-sustaining solution look remote.

Travel Plan comments: -The LHA is concerned about the level of sustainable, active travel options available for residents meaning that without significant mitigating measures the car is likely to be the default choice for most journeys to and from the development. The Bus services in the vicinity of the site are extremely limited, the closest train station is situated 7.7km from the site. Also, there is no pedestrian infrastructure along Claydon Road.

That said, If the 60 dwelling development is approved, the LHA will require a Travel Plan Statement. This should be produced prior to first occupation and meet the criteria contained within the template in appendix 4 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'. A copy has been attached with this response for ease of reference. Further information or advice can also be sought from the Travel Plans Team travelplan@oxfordshire.gov.uk

A Residential Travel Information Pack should also be produced prior to occupation and then be distributed to all residents at the point of occupation. Reason – to ensure all residents are aware of the travel choices available to them from the outset. Further information regarding criteria can be found within the OCC guidance document also attached with this response.

Cycle parking and EV charging points should be provided within residential boundaries.

PRoW comments: -From the public rights of way perspective there no major issues with this application however, because of the number of Public Rights of Way nearby, they would be impacted by the proposed large development at above site.

A s106 contributions of c£30k(Q1 2023 Index) would therefore be needed to mitigate impacts on the PRoW resulting the future the development.

Strategy comments: -There is great pressure on Banbury LCWIP to extend the route further form Great Bourton to Cropredy.

A contribution towards New off-road shared cycling and walking path from the site vehicular access down to school lane junction is required.

At £200 per meter for approximately 1000 meter (site access to school lane junction) total cost = £200,000.

Similar contribution is requested form a site near school lane up to Crow lane in Great Bourton. This will round up a full connection between Cropredy and Great Bourton. Which in turn is connect to Banbury via LCWIP village route -

https://ehq-production-europe.s3.eu-west-1.amazonaws.com/f3baae0f77816ca833cde30bdbce6c745de82d40/original/1645038279/2be156560f9aadd121f5d5f5ffe41fa_SK02_REV_A_-_Village_routes_map.pdf?X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=AKIA4KKNQAKICO37GBEP%2F20230516%2Feu-west-1%2Fs3%2Faws4_request&X-Amz-Date=20230516T131611Z&X-Amz-Expires=300&X-Amz-SignedHeaders=host&X-Amz-Signature=b1547c3e670c98034c1ec29e94f6d1cb43e921f9cf50e711be982d0e903f93fb

In view of above comments, primarily because of the inadequate information and details of the access, highway and footway works for the above application the LHA is unable to recommend the above application from the transport perspective.

Informative:

Any alterations to the public highway will be at the applicant's expense and to Oxfordshire County Council's standards and specifications. Written permission must be gained from Oxfordshire County Council's Streetworks and Licensing Team (0845 310 1111) for this action. Works required to be carried out within the public highway, shall be undertaken within the context of a legal Agreement (such as Section 278/38 Agreements) between the Applicant and Highway Authority

Officer Name: **Francis Hagan**

Officer Title: Senior Transport Planner

Date: 07/06/2023

Application no: 23/00977/OUT

Location: OS Parcel 9195 North Of, Claydon Road, Cropredy

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Clarification required on the drainage strategy.
- Greenfield run off rate calculations to be provided.
- Outfall located outside the site boundary.

Detailed comments:

The drainage strategy drawing shows an attenuation tank however in the drainage report permeable paving has been considered. The use of permeable paving can be implemented to attenuate flows in the car parking area.

Provide greenfield run off rate calculations. The final discharge rate from the development should be based on Qbar or 2l/s/ha whichever is greater.

The outfall is shown to be outside the site boundary, consent to be provided from the relevant party to make drainage connection to the existing ditch. Should the ditch be located within the applicants land ownership, a title plan needs to be provided to illustrate this.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 24/05/2023

Application no: 23/00977/OUT

Location: OS Parcel 9195 North Of, Claydon Road, Cropredy

Education Schedule

Recommendation:

No objection subject to:

- **S106 Contributions** as summarised in the tables below and justified in this Schedule.

Contribution	Amount £	Price base	Index	Towards (details)
Primary education	£415,316	327	BCIS All-In TPI	Primary education capacity serving the development
Secondary education	£465,318	327	BCIS All-In TPI	Secondary education capacity serving the development
Secondary Land Contribution	£46,662	Nov-20	RPIX	Secondary school land contribution serving the development
Special education	£35,896	327	BCIS All-In TPI	Special school education capacity serving the development
Total	£963,192			

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

£415,316 Primary School Contribution indexed from TPI = 327

Justification:

Cropredy CE Primary School provides 30 places per year group, requiring a total capacity of 210 places, but currently has only 180 places in permanent accommodation; it is reliant on temporary accommodation, which it shares with Cropredy Pre-school, for the remaining necessary capacity. Temporary accommodation would need to be replaced with permanent build to meet the long term needs of local population growth resulting from housing development.

Calculation:

Number of primary and nursery pupils expected to be generated	22
Estimated per pupil cost of primary school expansion	£18,878
Pupils * cost =	£415,316

£465,318 Secondary School Contribution indexed from TPI = 327**Justification:**

Cropredy is within the Banbury secondary school planning area. For secondary education provision, demand for places in the town has risen in recent years, such that in over the last three years there been more applicants than places available. The need for places is expected to continue to grow as a result of population growth from planned housing development in the area, resulting in a sustained shortage of secondary school places across the Banbury area unless additional capacity is provided. Therefore, there would be insufficient secondary capacity in the Banbury area to accommodate the expected pupil generation from the proposed development.

A site for a new secondary school has been included in the Cherwell Local Plan as part of policy area Banbury 12. The new school will need to be at a minimum a 600-place secondary school, and would be built at a size to provide sufficient capacity for the planned growth of the town's population, including that resulting from this proposed development, should it be permitted.

Calculation:

Number of secondary pupils expected to be generated	14
Estimated per pupil cost of building a new 600-place secondary school	£33,237
Pupils * cost =	£465,318

£46,662 Secondary School Land Contribution indexed from Nov-20**Justification:**

The county council will incur a cost to purchase land for the planned secondary school within the Banbury 12 policy area, which would serve this proposed development. This will provide land for 600 pupils

The required site area for a 600-place secondary school is 4.88ha. Based on an educational land value of £409,761/ha @ November 20 this gives a total expected cost of £1,999,633

This equates to a cost per pupil of £3,333 ($£1,999,633 \div 600$)

Calculation:

This application is expected to generate 14 secondary pupils therefore the required contribution is towards school land costs is $£3,333 * 14 = £46,662$

£35,896 Special School Contribution indexed from TPI = 327

Justification:

Government guidance is that local authorities should secure developer contributions for expansion to special education provision commensurate with the need arising from the development.

Approximately half of pupils with Education Needs & Disabilities (SEND) are educated in mainstream schools, in some cases supported by specialist resource bases, and approximately half attend special schools, some of which are run by the local authority and some of which are independent. Based on current pupil data, approximately 0.9% of primary pupils attend special school, 2.1% of secondary pupils and 1.5% of sixth form pupils. These percentages are deducted from the mainstream pupil contributions referred to above and generate the number of pupils expected to require education at a special school.

The county council's Special Educational Needs & Disability Sufficiency of Places Strategy is available at

<https://www.oxfordshire.gov.uk/residents/schools/our-work-schools/planning-enough-school-places> and sets out how Oxfordshire already needs more special school places. This is being achieved through a mixture of new schools and expansions of existing schools.

The proposed development is expected to further increase demand for places at SEN schools in the area, and a contribution towards expansion of SEN school capacity is therefore sought based on the percentage of the pupil generation who would be expected to require places at a special school, based on pupil census data. (This amount of pupils has been deducted from the primary and secondary pupil generation quoted above).

Calculation:

Number of pupils requiring education at a special school expected to be generated	0.4
Estimated per pupil cost of special school expansion	£89,741
Pupils * cost =	£35,896

The above contributions are based on a policy-compliant unit mix of:

8 x 1 bed dwellings
15 x 2 bed dwellings
26 x 3 bed dwellings
11 x 4 bed dwellings

It is noted that the application is outline and therefore the above level of contributions would be subject to amendment, should the final unit mix result in an increase in pupil generation.

Officer's Name: Louise Heavey

Officer's Title: School Place Planning Lead Officer

Date: 17/05/2023

Application no: 23/00977/OUT

Location: OS Parcel 9195 North Of, Claydon Road, Cropredy

Archaeology

Recommendation:

No objection, subject to conditions.

Key issues:

Legal agreement required to secure:

Conditions:

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 along the lines of:

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 (2021).

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 (2021).

Informatives:

Detailed comments:

The site lies in an area of archaeological interest and potential, which is outlined in the submitted Heritage Statement (Savills 2023). The document states that a geophysical survey will be carried out on the site, however, the archaeological consultant has confirmed that this will no longer take place.

In summary, the site lies immediately north of the Saxon and Medieval village of Cropredy, and an archaeological watching brief in the north of the site, during work associated with the marina, recovered Roman pot sherds (EOX3426). Further Roman remains in the form of a small enclosure and agricultural ditches were recorded to the south west of Cropredy, during an archaeological evaluation (EOX6248). The archaeological potential of the proposal site will need to be investigated through a staged programme of archaeological work.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 27/04/2023

Application no: 23/00977/OUT

Location: OS Parcel 9195 North Of, Claydon Road, Cropredy

Waste Management

Recommendation:

No objection subject to S106 contributions

Legal agreement required to secure:

No objection subject to:

- S106 Contributions as summarised in the tables below and justified in this Schedule.

Contribution	Amount	Price base	Index	Towards (details)
Household Waste Recycling Centres	£5,638	327	BCIS All-In TPI	Expansion and efficiency of Household Waste Recycling Centres (HWRC)

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

£5,638 Household Waste Recycling Centre Contribution indexed from Index Value 327 using BCIS All-in Tender Price Index

Towards:

The expansion and efficiency of Household Waste Recycling Centre (HWRC) capacity.

Justification:

1. Oxfordshire County Council, as a Waste Disposal Authority, is required under the Environmental Protection Act 1990 (Section 51) to arrange:

“for places to be provided at which persons resident in its area may deposit their household waste and for the disposal of waste so deposited”;

and that

“(a) each place is situated either within the area of the authority or so as to be reasonably accessible to persons resident in its area;

(b) each place is available for the deposit of waste at all reasonable times (including at least one period on the Saturday or following day of each week except a week in which the Saturday is 25th December or 1st January);

(c) each place is available for the deposit of waste free of charge by persons resident in the area;”

2. Such places are known as Household Waste Recycling Centres (HWRCs) and Oxfordshire County Council provides seven HWRCs throughout the County. This network of sites is no longer fit for purpose and is over capacity.
3. Site capacity is assessed by comparing the number of visitors on site at any one time (as measured by traffic monitoring) to the available space. This analysis shows that all sites are currently ‘over capacity’ (meaning residents need to queue before they are able to deposit materials) at peak times, and many sites are nearing capacity during off peak times. The proposed development will provide 60 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 240 HWRC visits per year.
4. Congestion on site can reduce recycling as residents who have already queued to enter are less willing to take the time necessary to sort materials into the correct bin. Reduced recycling leads to higher costs and an adverse impact on the environment. As all sites are currently over capacity, population growth linked to new housing developments will increase the pressure on the sites.
5. The Waste Regulations (England and Wales) 2011 require that waste is dealt with according to the waste hierarchy. The County Council provides a large number of appropriate containers and storage areas at HWRCs to maximise the amount of waste reused or recycled that is delivered by local residents. However, to manage the waste appropriately this requires more space and infrastructure meaning the pressures of new developments are increasingly felt. Combined with the complex and varied nature of materials delivered to site it will become increasingly difficult over time to comply with the EU Waste Framework Directive 2008, enacted through the Waste Regulations (England and Wales) 2011 (as amended), maintain performance and a good level of service especially at busy and peak times.

Calculation:

Space at HWRC required per dwelling (m ²)	0.18	Current land available 41,000m ² , needs to increase by 28% to cope with current capacity issues. Space for reuse requires an additional 7%. Therefore, total land required for current dwellings (300,090) is 55,350 m ² , or 0.18m ² per dwelling
Infrastructure cost per m ²	£275	Kidlington build cost/m ² indexed to 327 BCIS
Land cost per m ²	£247	Senior Estates Surveyor valuation
Total land and infrastructure cost /m ²	£522	
Cost/dwelling	£93.96	
No of dwellings in the development	60	
Total contributions requested	£5,638	

Detailed comments:

Oxfordshire councils have ambitious targets to reduce the amount of waste generated and increase the amount recycled as demonstrated in our Joint Municipal Waste Management Strategy 2018-2023. Enabling residents of new dwellings to fully participate in district council waste and recycling collections is vital to allow Oxfordshire's high recycling rates to be maintained and reduce the amount of non-recyclable waste generated.

Given the pressing urgency of climate change and the need to embed the principles of the circular economy into all areas of our society, we encourage the applicant to consider including community spaces that help reduce waste and build community cohesion through assets such as community fridges, space for the sharing economy (library of things), refill stations, space for local food growing etc.

At the reserved matters application stage, we expect to see plans for how the developer will design the development in accordance with waste management policies in Cherwell District Council's waste planning guidance.

Bin storage areas must be able to accommodate the correct number of mixed recycling, refuse and food recycling bins; be safe and easy to use for residents and waste collection crews and meet the requirements of the waste collection authority.

The development will increase domestic waste arisings and the demand for all waste management services including Household Waste Recycling Centres (HWRCs).

Conditions:

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

N/A

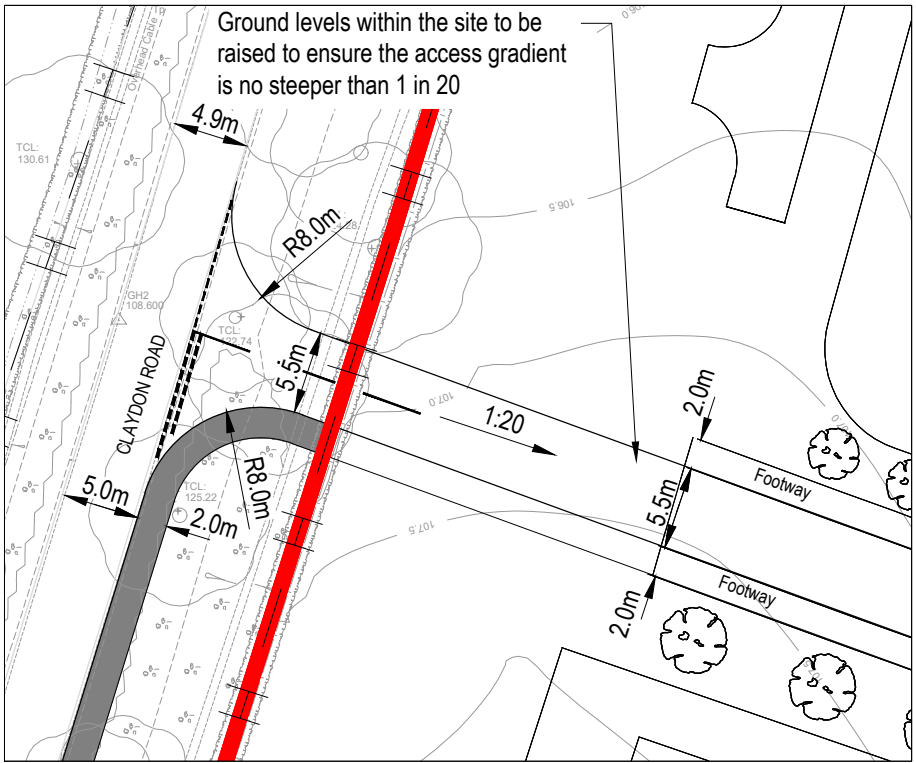
Officer's Name: Mark Watson

Officer's Title: Waste Strategy Projects Officer

Date: 05/05/2023

Appendix B

Site Access Arrangements



NOTES

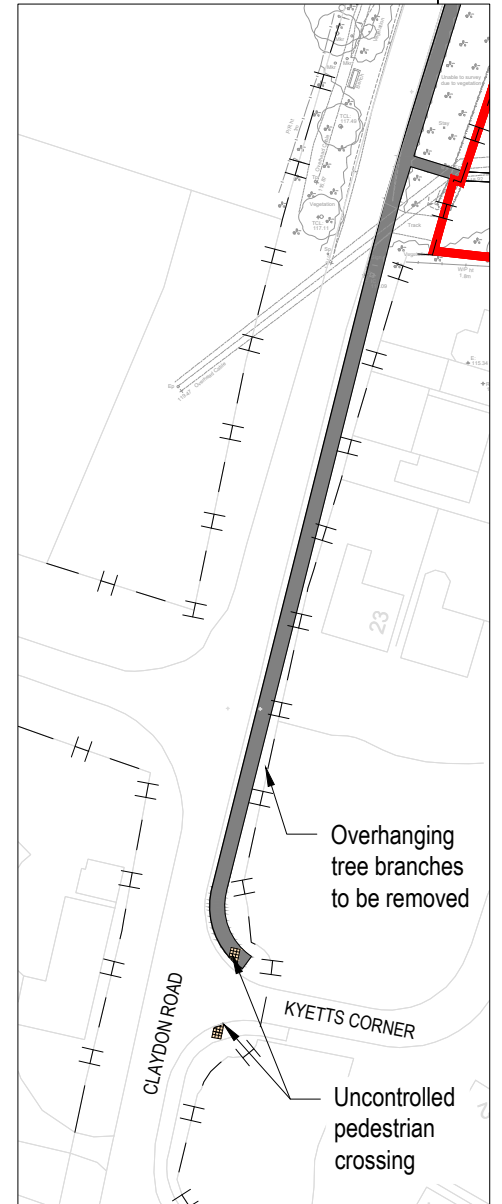
1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Carter Jonas site layout J0050867
Greenhatch Group drawing number 43382-T

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KEY

- Site boundary
- 2.4m x 15m visibility splays (M/S)
- 2.4m x 15m visibility splays (DMRB - desirable minimum)
- Extent of public highway
- Proposed off-site footway



D	Notes and dimensions revised.	17/07/23 T. Hart	AD
C	Architects layout added.	29/03/23 T. Hart	JB
B	Access location updated.	06/02/23 T. Hart	AD
A	Visibility Splays updated.	12/12/22 D. Steenkamp	JB

Rev.	Description	Date	Chkd
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Client :
Obsidian Strategic Asset Management Limited

Project :
**Claydon Road, Cropredy,
Banbury, Oxford**

Title :
Proposed Site Access & Visibility Splays

Project Engineer : T. Hart Scale : As Shown @ A3

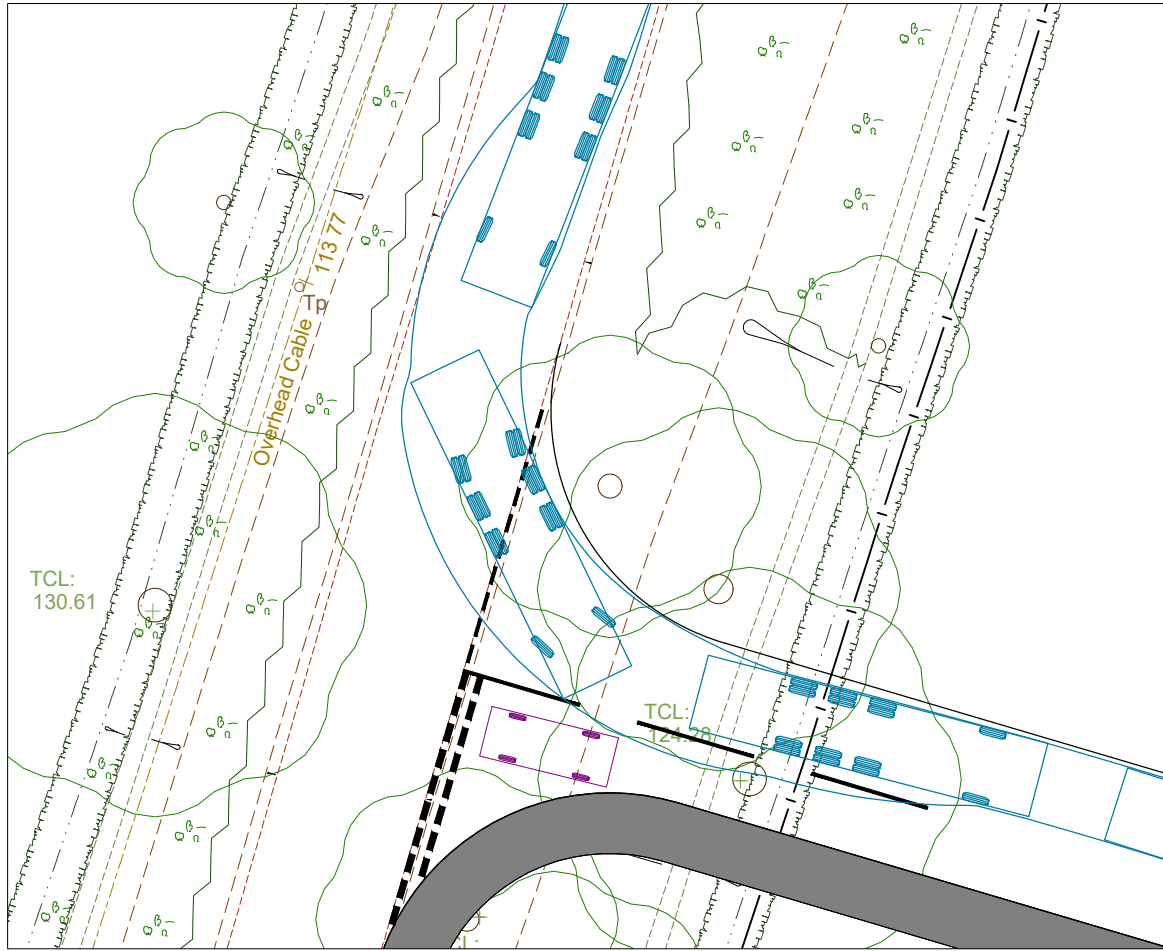
Project Director : J. Birch Date : April 2022

Status : **PLANNING**

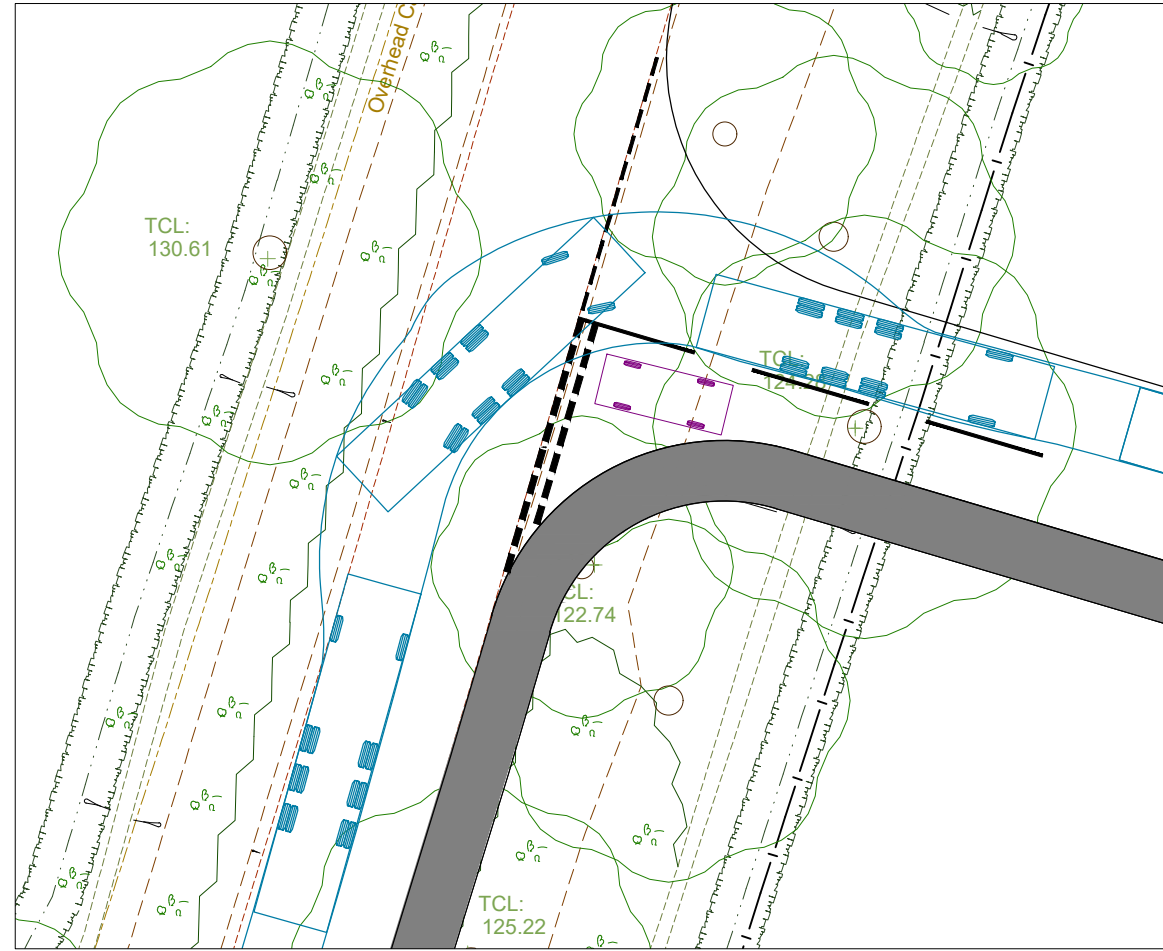
Drawing No. **8210439/6101** Rev **D**

Appendix C

Swept Path Analysis



LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY



LEFT-TURN - EXIT

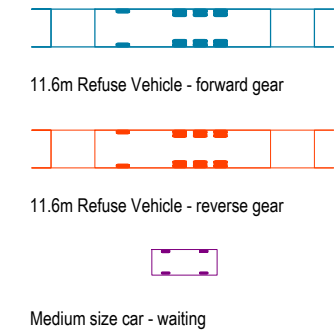


RIGHT-TURN - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Carter Jonas' drawing number P20_119_004
Greenhatch Group drawing number 43382-T

KEY



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Claydon Road, Cropredy, Banbury, Oxford	
Project Engineer : D. Steenkamp	Scale : 1:250 @ A3
Project Director : J. Birch	Date : December 2022
Status :	PLANNING
	Rev

Appendix D
Stage 1 Road Safety Audit



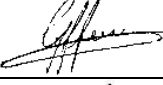
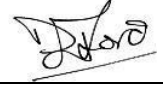

STAGE 1 ROAD SAFETY AUDIT
Proposed Off-Site Highway Works
Land East of Claydon Road, Cropredy

Prepared for: Obsidian Strategic Asset Management Limited
Ref: 012/8210439/GT
Issue 1: 13 July 2023

Project Details

Report Title	Stage 1 Road Safety Audit
Prepared on behalf of	Oxfordshire County Council

Control

	Name	Date	Signature
Author	Graeme Turner	13 July 2023	
Checker	Duncan Lord	13 July 2023	
Authoriser	Graeme Turner	13 July 2023	

Report Version

RSA Report Ref	Issue No.	Date of Issue
012_8210439_GT	Issued to Asher Davey (Glanville)	13 July 2023

Glanville

Glanville Consultants is a multi-disciplinary engineering, design and surveying consultancy with the following expertise:

Structural Engineering | Transport and Highways | BIM
Civil Engineering | Geomatics | Building Surveying

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3.0	Items Resulting from Stage 1 Road Safety Audit.....	5
	Audit Team Statement	7

Figures

Figure 1 Location of Problems

1.0 Introduction

- 1.1 This report results from an independent Stage 1 Road Safety Audit carried out on proposed off-site highway works in connection with the development of land east of Claydon Road, Cropredy, Oxfordshire to provide residential dwellings and a community facility. The audit was carried out at the request of Asher Davey, representing the Design Organisation (Glanville) and the developer (Obsidian Strategic Asset Management Limited) and on behalf of the Overseeing Organisation (Oxfordshire County Council).

The Audit Team membership was as follows:

Road Safety Audit Team Leader

G. Turner BEng MSoRSA
Associate, Glanville Consultants

Road Safety Audit Team Member

D Lord IEng FIHE
HE Approved RSA Certificate of Competency (2012)
Duncan Lord Road Safety Consultancy

- 1.2 The terms of reference of the Road Safety Audit are as described in GG 119 '*Road Safety Audit*' (Revision 2), which forms part of the Design Manual for Roads and Bridges. The Audit Team has examined and reported only on the road safety implications for users of the scheme as presented. The scheme has not been examined or verified for compliance with any other standards or criteria. However, to clearly explain a safety problem or a recommendation to resolve a safety problem, the Audit Team may on occasion refer to a design standard for information only. Any recommendations or comments made in this report should not be construed as implying that a technical audit of the scheme, as presented, has been undertaken in any respect.
- 1.3 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the safety problem identified. Recommendations are intended only to indicate a proportionate and viable means of eliminating or mitigating the safety problem identified, in accordance with GG 119 (Revision 2), and considered by the Audit Team to require action to improve the safety of the scheme and to minimise accident occurrence. The Audit Team recognises that there may be alternative methods for addressing a safety problem which may be equally acceptable in achieving the desired elimination or mitigation and thus such alternatives should also be considered when responding to this report.
- 1.4 The Audit Team has not been involved in any aspect of the scheme design and the Design Organisation has not been involved in the road safety auditing process, other than to respond to any safety concerns identified herein.

1.5 Although a formal Audit Brief has not been issued to the Audit Team they are, nevertheless, satisfied that adequate information has been provided to enable them to carry out a valid Road Safety Audit.

1.6 The Audit took place in July 2023 and comprised examination of the following information:

Drawings

- 8210439/6101 Rev C Proposed Site Access & Visibility Splays
- 8210439/6103 Proposed Access Long-Section
- 8210439/6201 Site Access Swept Path Analysis (11.6m Refuse Vehicle)

Supplementary Information

- Transport Assessment, Ref. 009_8210439_AD (Issue 3), dated 11 April 2023

1.7 The site is located in Cropredy, to the north of Banbury, Oxfordshire and is currently used for agricultural purposes. It is bound to the east by Oxford Canal, to the south by residential properties and to the north by Cropredy Marina and further agricultural land. Claydon Road forms the site's western boundary as well as its frontage. The national speed limit (60mph) applies along the site frontage and continues north. South of the site's southern boundary the posted speed limit is 30mph. There are no footways or street lighting present in the vicinity of the site.

1.8 It is proposed to develop the site to provide residential dwellings and a community facility. The development will include internal roads, amenity space and on-site parking for residents and visitors. Access to the site will be achieved via a simple priority bellmouth access on Claydon Road. Other off-site highway works to be provided comprise a 2.0 metre wide footway on the eastern side of Claydon Road, from the southern side of the proposed bellmouth access to the site and the existing access to Kyetts Corner. An uncontrolled pedestrian crossing facility, incorporating dropped kerbs and buff coloured tactile paving, will be provided across Kyetts Corner to link with an existing footway continuing south. Subject to a Traffic Regulation Order the existing '30' limit will be extended to the north as far as the site's northern boundary. An existing field access will be permanently closed off.

1.9 The road safety audit has been requested in respect of the proposed off-site highway works only. The Audit Team has not been asked to review any other part of the development site.

1.10 A site visit was undertaken on 3 July between 12.00 and 13.00 hours. The weather conditions were initially fine and dry with rain towards the end of the visit. Traffic flows on Claydon Road were light and no non-motorised users were observed.

1.11 The Audit Team is not aware, nor has it been notified, of any requirements for a Departure from Standard, pending or otherwise, or Relaxation of Standards applied in connection with the proposed highway works.

- 1.12 No details in respect of levels, drainage (including gully provision and location), surfacing materials, traffic signs (including roads studs where applicable), vehicle restraint systems and street lighting have been provided for the Audit Team to review. It is recommended that these are reviewed as part of a Stage 2 Road Safety Audit to be conducted following completion of the detailed design proposals.
- 1.13 All safety problems and recommendations are referenced to the layout drawing at Figure 1.

2.0 Items Raised at Previous Road Safety Audit

- 2.1 The Audit Team is not aware that any previous Road Safety Audits have been carried out on these, or similar, proposals.

3.0 Items Resulting from Stage 1 Road Safety Audit

3.1 Problem 1

Location: Proposed site access.

Summary: Risk of vehicle / vehicle collisions.

Visibility splay to the right, from the proposed site access, is shown to pass close to or partly through existing vegetation. There is a concern that any obstruction to visibility may lead to a vehicle exiting the site into the path of an approaching vehicle. This may lead to collisions with consequent personal injury occurring.



View to right from proposed site access.

Recommendation

It is recommended that the extent of vegetation clearance is clearly indicated on the drawings. It should be noted that the extent of existing vegetation growth as, observed on site both within the verge and around tree trunks, was not of a uniform growth or spread as is suggested on the drawings. The lack of uniformity should be accounted for when determining the impact on the visibility splays and the extent of clearance.

3.2 Problem 2

Location: Proposed footway.

Summary: Risk of pedestrian injuries.

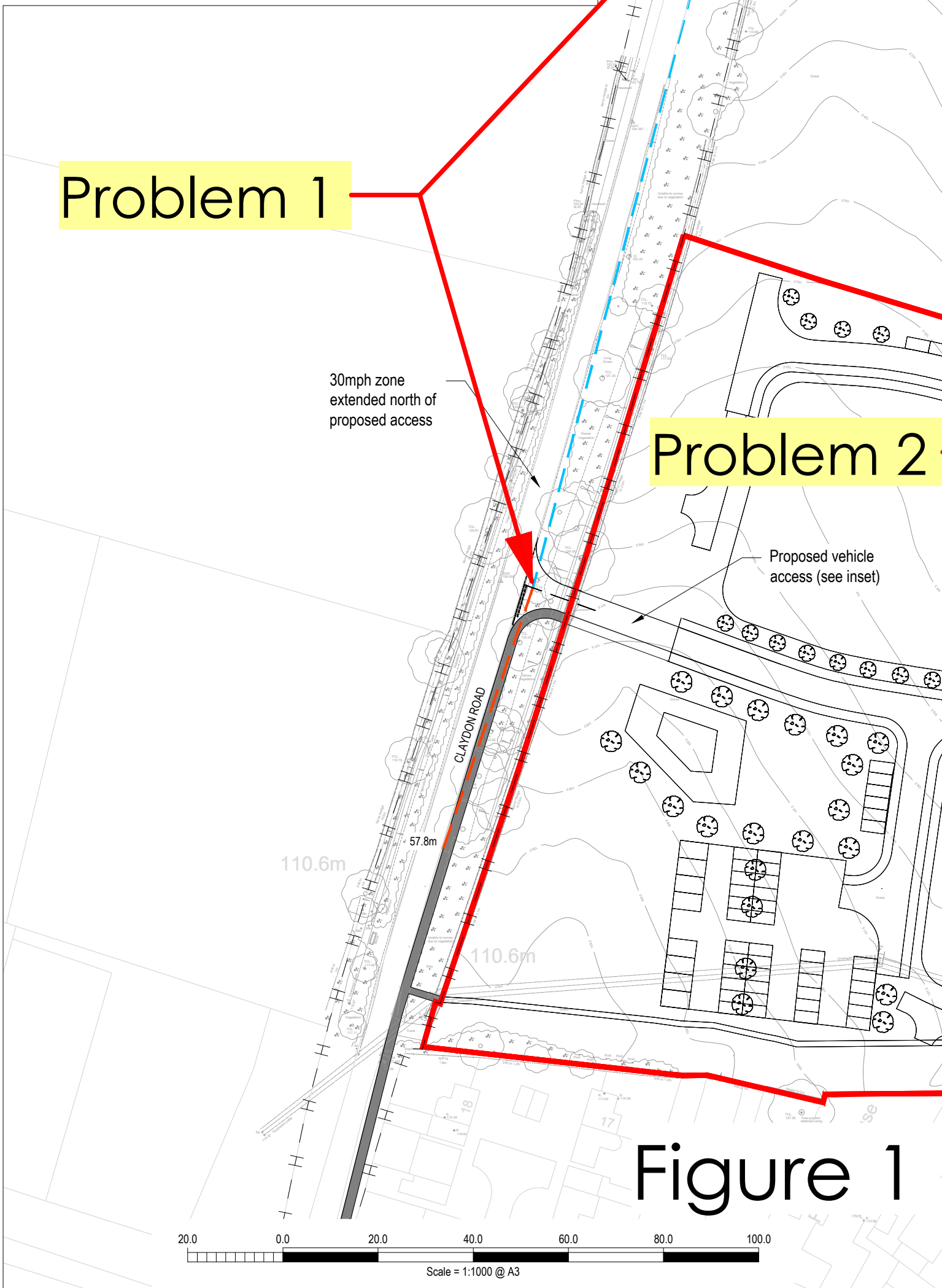
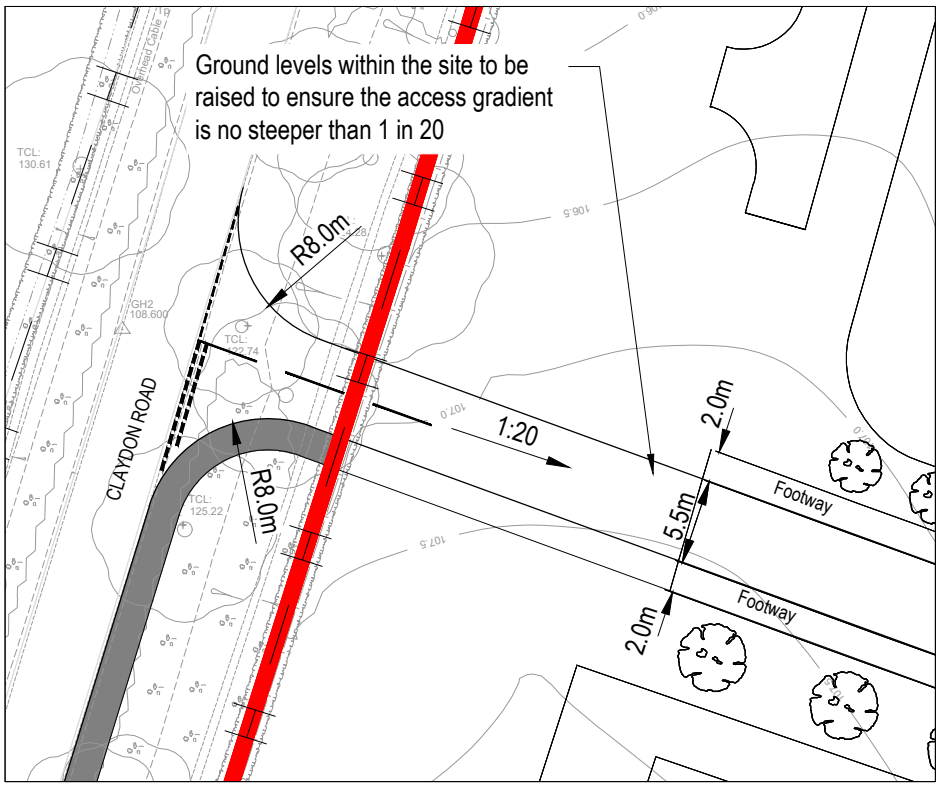
The proposed footway between the site access and Kyetts Corner will pass under an existing tree. There is insufficient vertical clearance (headroom) under the tree canopy which may lead to pedestrian injuries.



*Insufficient vertical clearance
beneath existing tree canopy*

Recommendation

It is recommended that measures are taken to ensure that there is sufficient vertical clearance beneath the existing tree canopy.



NOTES

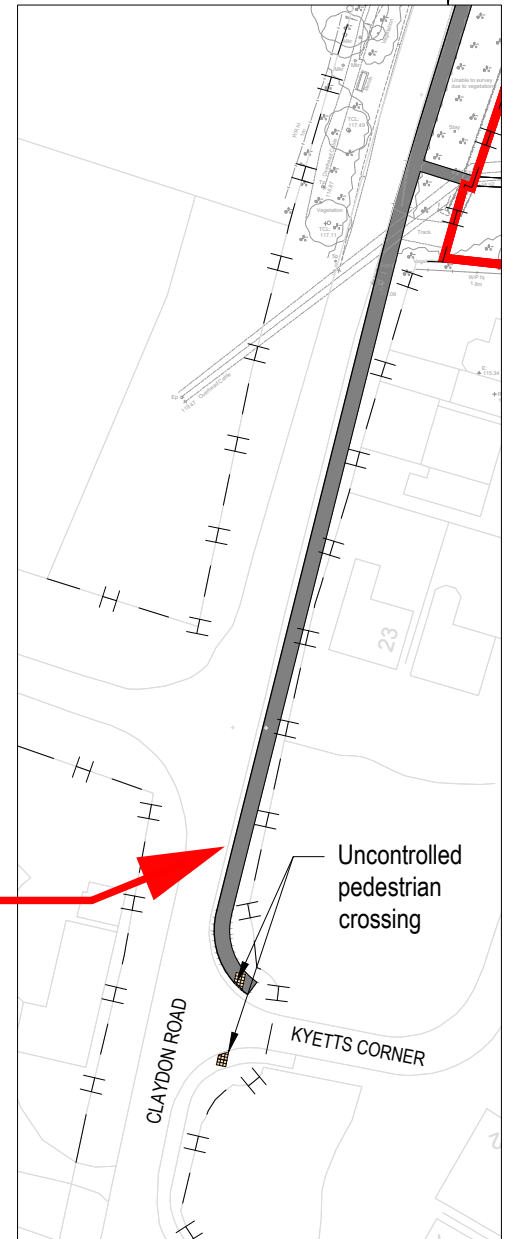
1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Carter Jonas site layout J0050867
Greenhatch Group drawing number 43382-T

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KEY

- Site boundary
- - - 2.4m x 1.5m visibility splays (M/S)
- - - 2.4m x 1.5m visibility splays (DMRB - desirable minimum)
- Extent of public highway
- Proposed off-site footway



C	Architects layout added.	29/03/23 T. Hart	JB
B	Access location updated.	06/02/23 T. Hart	AD
A	Visibility Splays updated.	12/12/22 D. Steenkamp	JB

Rev.	Description	Date	Chkd
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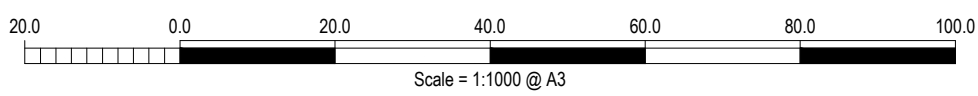
Client :
Obsidian Strategic Asset Management Limited

Project :
**Claydon Road, Cropredy,
Banbury, Oxford**

Title :
Proposed Site Access & Visibility Splays

Project Engineer : T. Hart Scale : As Shown @ A3
Project Director : J. Birch Date : April 2022
Status : **PLANNING**

Drawing No. 8210439/6101 Rev C

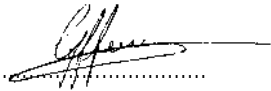


Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119 (Revision 2).

Road Safety Audit Team Leader

G Turner BEng MSoRSA
Associate
Glanville Consultants

Signed: 

Date:13 July 2023.....

Road Safety Audit Team Member

D Lord IEng FIHE
Duncan Lord Road Safety Consultancy

Signed: 

Date:13 July 2023.....



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- Structural Engineering
- Civil Engineering
- Transport & Highways
- Geomatics (Land Surveying)
- Building Surveying
- BIM


Appendix E Decision Log

Project Details

Report title:	Stage 1 Road Safety Audit Response
Date:	18 July 2023
Document reference and revision	014_8200795_AD_Decision_Log
Prepared by:	Glanville Consultants
On behalf of:	Obsidian Strategic Asset Management

Authorisation Sheet

Project:	Land East of Claydon Road, Cropredy
Report title:	Road Safety Audit Decision Log

Prepared by	
Name:	A Davey
Position:	Transport Planner
Signed:	
Organisation:	Glanville Consultants
Date:	18 July 2023
Approved by	
Name:	J Birch
Position:	Director
Signed:	
Organisation:	Glanville Consultants
Date:	18 July 2023

Introduction

The site is located to the east of Claydon Road, Cropredy, 6.4km to the north of Banbury. The proposals comprise the construction of up to 60 new dwellings and a community facility, which is anticipated to be a GP surgery, along with a new access and associated infrastructure.

The access and off-site highways works comprise a new vehicular and pedestrian access onto Claydon Road, along with a further pedestrian-only access onto Claydon Road at the south-western corner of the site. The off-site pedestrian footway will be 2.0m wide and will connect southwards towards the existing pedestrian infrastructure at Kyetts Corner via an uncontrolled crossing with tactile paving.

Key Personnel

Overseeing Organisation:	Oxfordshire County Council
RSA Team:	<u>Road Safety Audit Team Leader</u> G Turner BEng MSoRSA Associate, Glanville Consultants <u>Road Safety Audit Team Member</u> D Lord IEng FIHE HE Approved RSA Certificate of Competency (2012) Duncan Lord Road Safety Consultancy
Design Organisation:	Glanville Consultants
Developer's Representative:	P Scott – Director of Planning, Obsidian Strategic

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation's Response	Overseeing Organisation's Response	Agreed RSA Action
1	<p>It is recommended that the extent of vegetation clearance is clearly indicated on the drawings. It should be noted that the extent of existing vegetation growth as, observed on site both within the verge and around tree trunks, was not of a uniform growth or spread as is suggested on the drawings. The lack of uniformity should be accounted for when determining the impact on the visibility splays and the extent of clearance.</p>	<p>The recommendation of the RSA is agreed, and the proposed site access drawing has been updated to identify the extent of vegetation removal.</p>		
2	<p>It is recommended that measures are taken to ensure that there is sufficient vertical clearance beneath the existing tree canopy.</p>	<p>The recommendation of the RSA is agreed, and the proposed site access drawing has been updated to identify that any overhanging branches will be cut back to provide sufficient vertical clearance beneath the tree canopy.</p>		

Design Organisation and Overseeing Organisation Statements

Design Organisation Statement

On behalf of the design organisation, I certify that:

- 1) the RSA actions identified in the response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	A Davey
Signed:	
Position:	Transport Planner
Organisation:	Glanville Consultants
Date:	18 July 2023

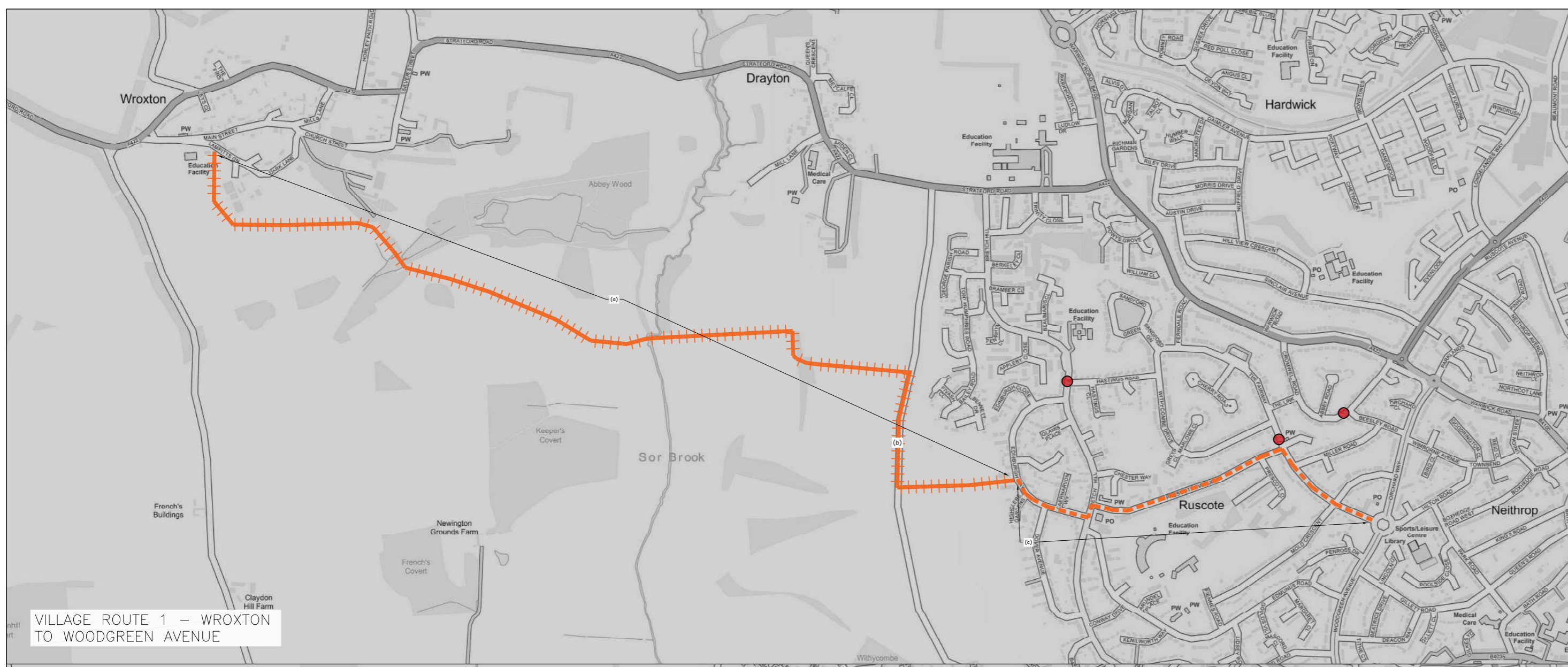
Overseeing Organisation Statement

On behalf of Overseeing Organisation, I certify that:

- 1) the RSA actions identified in the response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- 2) the agreed RSA actions will be progressed.

Name:	
Signed:	
Position:	
Organisation:	
Date:	

Appendix F
Banbury LCWIP Route Map



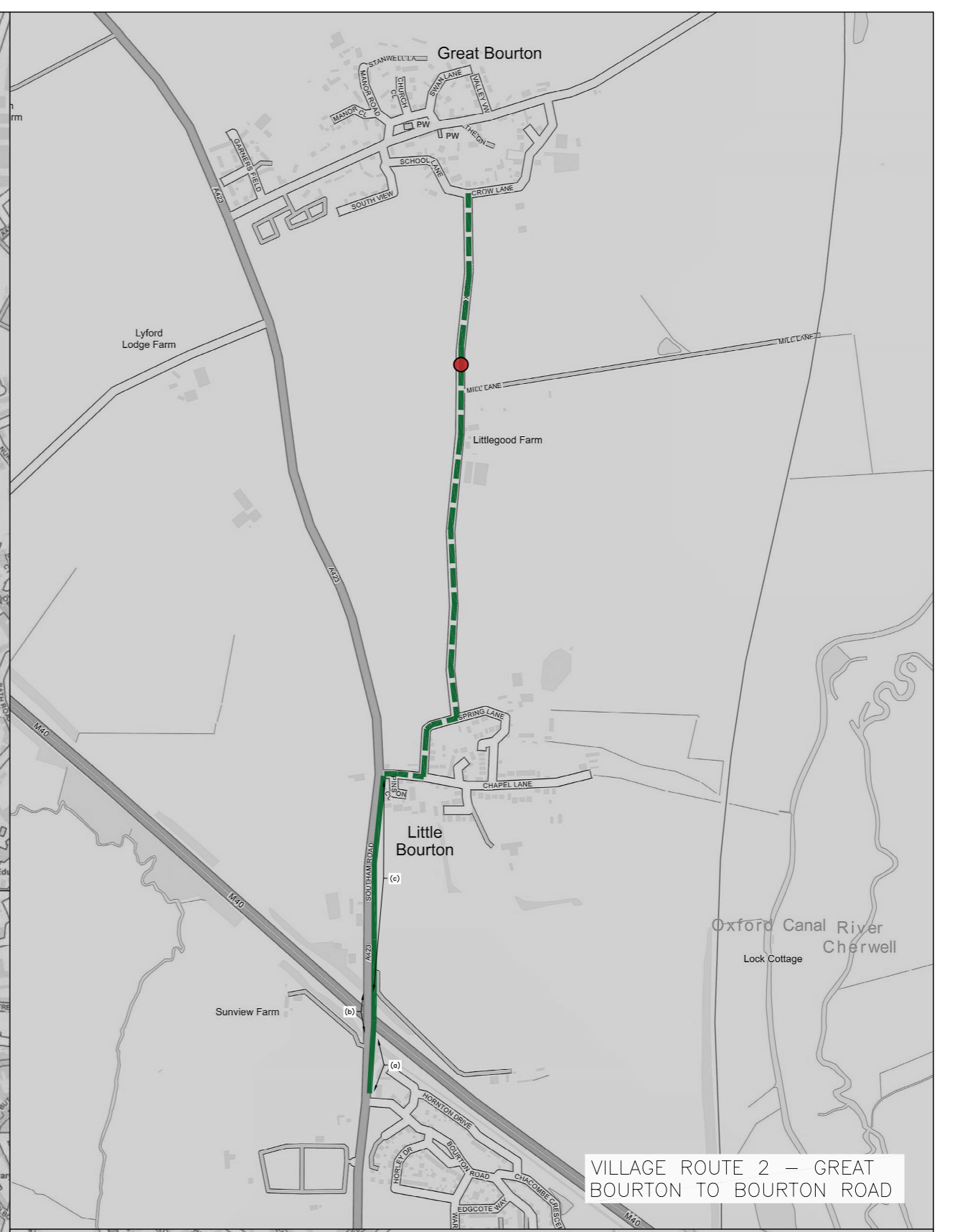
VILLAGE ROUTE 1 – WROXTON TO WOODGREEN AVENUE



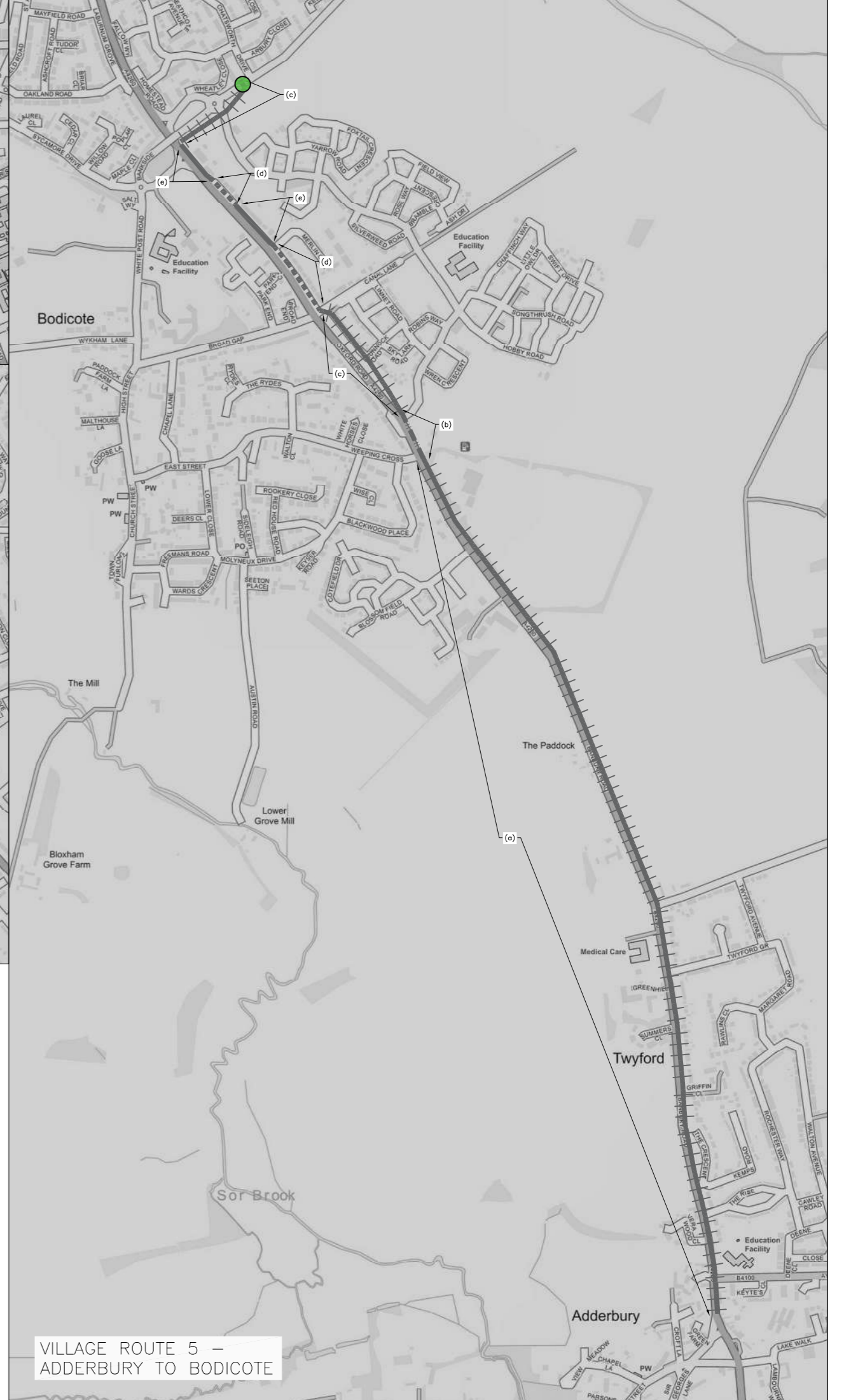
VILLAGE ROUTE 3 – NORTH NEWINGTON TO WOODGREEN AVENUE



VILLAGE ROUTE 4 – BROUGHTON TO PARSONS PIECE



VILLAGE ROUTE 2 – GREAT BOURTON TO BOURTON ROAD



VILLAGE ROUTE 5 – ADDERBURY TO BODICOTE

KEY AND ROUTE NOTES:

VILLAGE ROUTE 1 – WROXTON TO WOODGREEN AVENUE

- (a) UPGRADE PUBLIC FOOTPATH INTO PUBLIC BRIDLEWAY, INCLUDING HARD SURFACING. VIABLE IN TERMS OF ACHIEVABLE WIDTHS AND ACCESS, ALTHOUGH THE ROUTE ENCOMPASSES STEEP GRADIENTS BETWEEN WROXTON AND THE RESTRICTED BYWAY
- (b) RESTRICTED BYWAY (i.e. NO MOTOR VEHICLES)
- (c) SUGGESTED ROUTE TO MAJOR CYCLE TRACK (WOODGREEN AVENUE) VIA ROADS QUIETENED BY MODAL FILTERS

VILLAGE ROUTE 2 – GREAT BOURTON TO BOURTON ROAD

- (a) TWO-WAY CYCLE TRACK TO LITTLE BOURTON, REMOVING NORTHBOUND RIGHT-TURN LANE AT CHAPEL LANE TO ALLOW FLOATING BUS STOP. REDUCE SPEED LIMIT TO AT LEAST 40mph (PERHAPS 30mph)
- (b) NARROW LANES AND USE VERGE SPACE TO CONTINUE TWO-WAY CYCLE TRACK ALONG SOUTHAM ROAD. REDUCE SPEED LIMIT TO 30mph WITH GATEWAY FEATURES REPRESENTING CHANGE TO RESIDENTIAL AREA
- (c) REMOVE WESTERN FOOTWAY ALONG BRIDGE AND NARROW LANES TO PROVIDE SPACE TO CONTINUE CYCLE TRACK

VILLAGE ROUTE 3 – NORTH NEWINGTON TO WOODGREEN AVENUE

- (a) UPGRADE PUBLIC FOOTPATH INTO PUBLIC BRIDLEWAY, INCLUDING HARD SURFACING. VIABLE IN TERMS OF ACHIEVABLE WIDTHS AND ACCESS, ALTHOUGH THE ROUTE ENCOMPASSES STEEP GRADIENTS
- (b) SUGGESTED ROUTE TO MAJOR CYCLE TRACK (WOODGREEN AVENUE) ON ROADS QUIETENED BY MODAL FILTERS

VILLAGE ROUTE 4 – BROUGHTON TO PARSONS PIECE

- (a) IMPROVE SURFACE AND ADD LIGHTING
- (b) CREATE PUBLIC RIGHT OF WAY BRIDLEWAY FROM WESTERN EXTENT OF SALT WAY TO BROUGHTON ALONG THE EDGE OF FIELDS PARALLEL TO B4035 ROAD

VILLAGE ROUTE 5 – ADDERBURY TO BODICOTE

- (a) USE VERGE SPACE AND NARROW VEHICLE LANES TO PROVIDE CYCLE PATH
- (b) ADD CYCLE PHASE INTO TRAFFIC SIGNALS AND/OR NARROW VEHICLE LANES TO CONTINUE CYCLE ROUTE
- (c) ROUTE ON EXISTING PATH, WIDEN WHERE POSSIBLE
- (d) ROUTE ON PARALLEL ACCESS ROADS
- (e) USE VERGE SPACE TO CONTINUE ROUTE

VILLAGE ROUTE 6 – MIDDLETON CHENEY TO OVERTHORPE ROAD

- (a) LIGHTING
- (b) WIDEN DROP KERB
- (c) REMOVE CHIACNES, ADD LIGHTING, WIDEN SURFACE WHERE POSSIBLE
- (d) IMPROVE ACCESS FROM BRIDLEWAY
- (e) RESURFACE, LIGHTING
- (f) TRAFFIC CALMING TO REDUCE SPEEDS OF VEHICLES APPROACHING FROM NORTH AND SOUTH, LIGHTING
- (g) REDUCE TO 30mph, TRAFFIC CALMING, LIGHTING
- (h) REMOVE ONE VEHICLE LANE AND PROVIDE PASSING PLACES (TRAFFIC WOULD BEEN LOWERED THROUGH MODAL FILTERS), CREATING SPACE FOR A CYCLEWAY. WOULD REQUIRE COLLABORATION WITH NORTHAMPTONSHIRE COUNTY COUNCIL. POSSIBLY A NEW PEDESTRIAN AND CYCLIST BRIDGE ALONGSIDE EXISTING VEHICLE BRIDGE OVER THE M40

VILLAGE ROUTE 7 – BLOXHAM TO BODICOTE

- (a) REDUCE SPEED LIMIT TO 30mph, WITH TRAFFIC CALMING. ADD LIGHTING
- (b) IN AGREEMENT WITH LANDOWNER (ROUTE IS A PUBLIC RIGHT OF WAY RESTRICTED BRIDLEWAY) IMPROVE SURFACE, ADD LIGHTING

PROTECTED CYCLEWAY IN AVAILABLE CARRIAGEWAY/VERGE/CENTRAL RESERVATION SPACE

PROTECTED CYCLEWAY BY MAKING ROAD ONE-WAY FOR VEHICLES

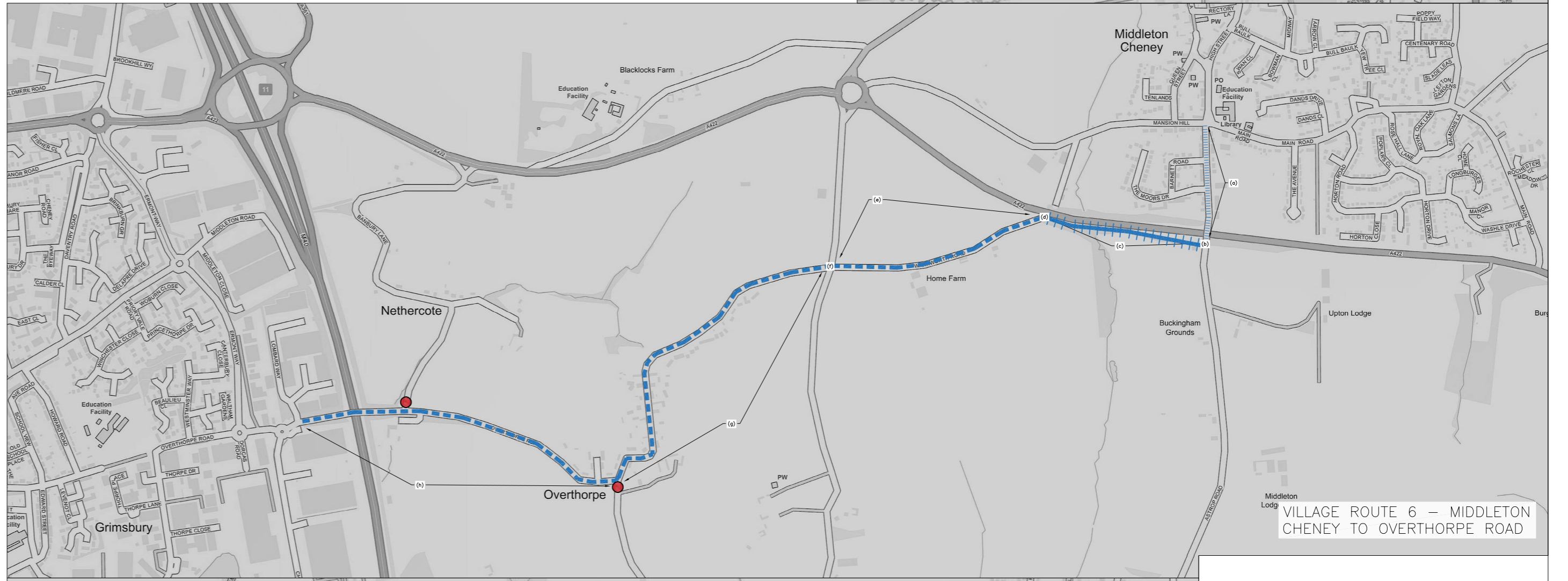
CYCLE ROUTE ON QUIET ROAD e.g. PARALLEL ACCESS ROAD, QUIET COUNTRY ROAD

SLOW BUT MODERATELY BUSY ROAD e.g. CAR PARK

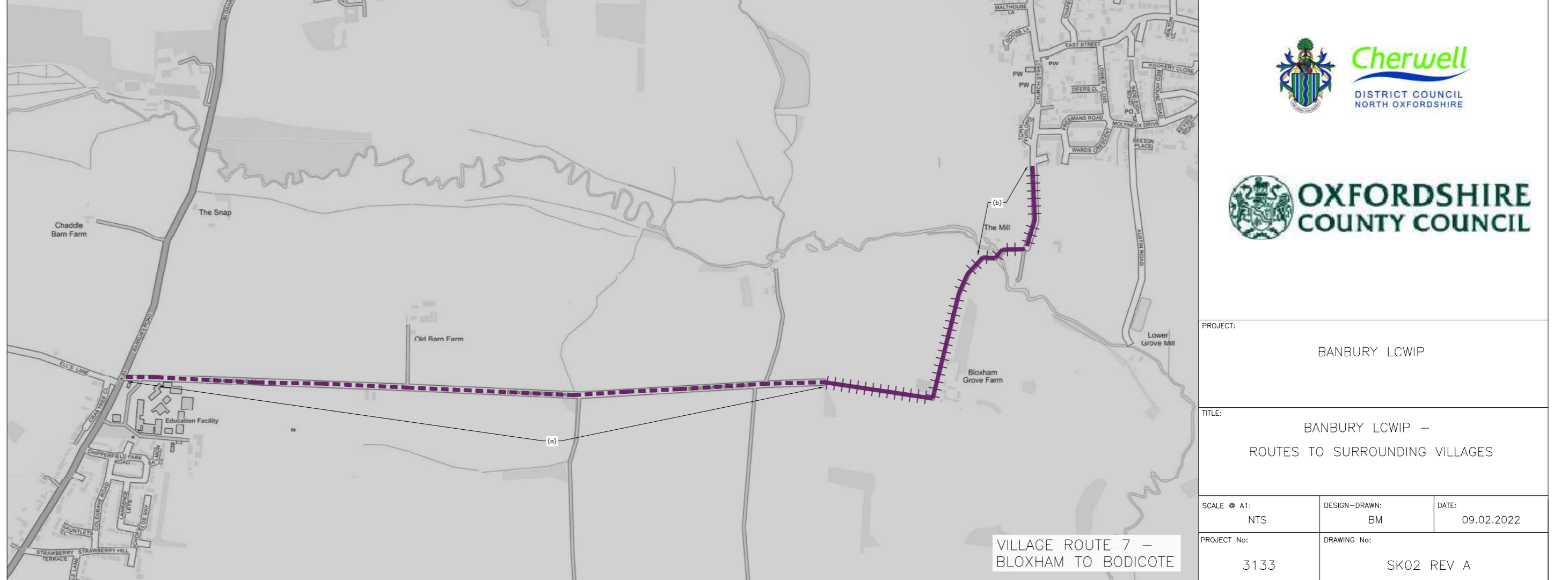
OFF-ROAD CYCLE PATH SHARED WITH PEDESTRIANS

CYCLE ROUTE ON BUSY ROAD BUT SEPARATED FROM VEHICLES BY TRAFFIC LIGHTS

- MODAL FILTER
- NEW/AMENDED PEDESTRIAN/CYCLE CROSSING
- REDESIGNED JUNCTION



VILLAGE ROUTE 6 – MIDDLETON CHENEY TO OVERTHORPE ROAD



VILLAGE ROUTE 7 – BLOXHAM TO BODICOTE



PROJECT: BANBURY LCWIP

TITLE: BANBURY LCWIP – ROUTES TO SURROUNDING VILLAGES

SCALE: A1:	DESIGN-DRAWN:	DATE:
NTS	BM	09.02.2022
PROJECT No:	DRAWING No:	
3133	SK02 REV A	