

**District:** Cherwell

**Application No:** 20/01099/DISC-2

**Proposal:** Discharge of condition 2 (phasing plan) of 14/01932/OUT

**Location:** OS Parcel 7400 Adjoining And South Of, Salt Way, Banbury

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## **Transport Development Control**

### **Recommendation:**

Objection

### **Comments:**

The document 'Wykham Park Farm Phasing Statement July' provides further clarity on the phasing plan.

It refers to the triggers in the S106 agreement and states clearly that this phasing plan does not supersede the S106.

However, I still have the following reservations:

- Whilst it is specified in the S106 agreement, the phasing plan does not state the trigger for the primary street loop at the local centre.
- The trigger for the bridleway to be complete is 600 units. However, the section alongside parcels C and D and the primary school is a very important link up to Salt Way and will provide access to the primary school when it opens and has to take in pupils from outside the estate. The trigger for this section should be earlier. I suggest it should be provided prior to first occupation on parcels C or D and no later than the opening of the local centre.
- Whilst there is a trigger for the provision of the community centre, there is nothing in the phasing plan about the opening of the car park at the local centre. This is critical for the operation of the primary school. I suggest it should be provided at the same time as the primary street loop past the school.
- There is no time commitment to complete the dotted line 'indicative leisure routes' These are a key part of pedestrian connectivity for residential parcels and their completion should be tied into the phasing of those parcels. I note that the drainage swales at these locations are due to be complete prior to the first occupation of any dwelling on parcels A-F.
- Emergency access – legend should state that it must connect to the spine road by 400 dwellings.

- Bus stops – I understand that Stagecoach has queried the positions of bus stops and is seeking a meeting to discuss them. I'd suggest that it should be indicated that locations are provisional only in this phasing plan.
- Access points to residential parcels – these are not fixed and will be agreed as part of the reserved matters application for the spine road. These should be marked as indicative only.

Finally, the phasing plan mentions construction access and states that it will be addressed in the CTMP. I'd suggest that this ought to be considered alongside the phasing of the infrastructure.

**Officer's Name:** Joy White  
**Officer's Title:** Principal Transport Planner  
**Date:** 25 August 2020

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