

District: Cherwell

Application No: 20/03391/DISC

Proposal : Discharge of Conditions 19 (Ecological Management Plan), Con 23 (Hard Landscaping), Con 24 (Hard Landscaping), Con 29 (Streetlighting), Con 30 (Fire Hydrants), Con 31(Travel Plan), Con 32(Public Artwork), Con 36(On street parking controls) and Con 37 (public infrastructure) of 15/01326/OUT - up to 280 residential dwellings (including up to 30% affordable housing), introduction of structural planting and landscaping, informal public open space and children's play area, surface water flood mitigation and attenuation, vehicular access point from White Post Road and associated ancillary works

Location: OS Parcels 6741 And 5426 West Of Cricket Field Nor, Wykham Lane, Bodicote

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## Transport Development Control

### Recommendation:

No comment to the following:

*Condition 19 (Ecological Management Plan)*  
*Condition 30 (Fire hydrants)*  
*Condition 32 (Public Artwork)*  
*Condition 37 (Public infrastructure)*

No objection to the following:

*Condition 24 (Hard landscaping (cycle tracks))*  
*Condition 29 (Street lighting)* – Drawing A4804b as designed by OCC street lighting team is acceptable.  
*Condition 36 (On street parking controls)* – Drwg No: 957-278-20 illustrates an acceptable scheme of parking control.

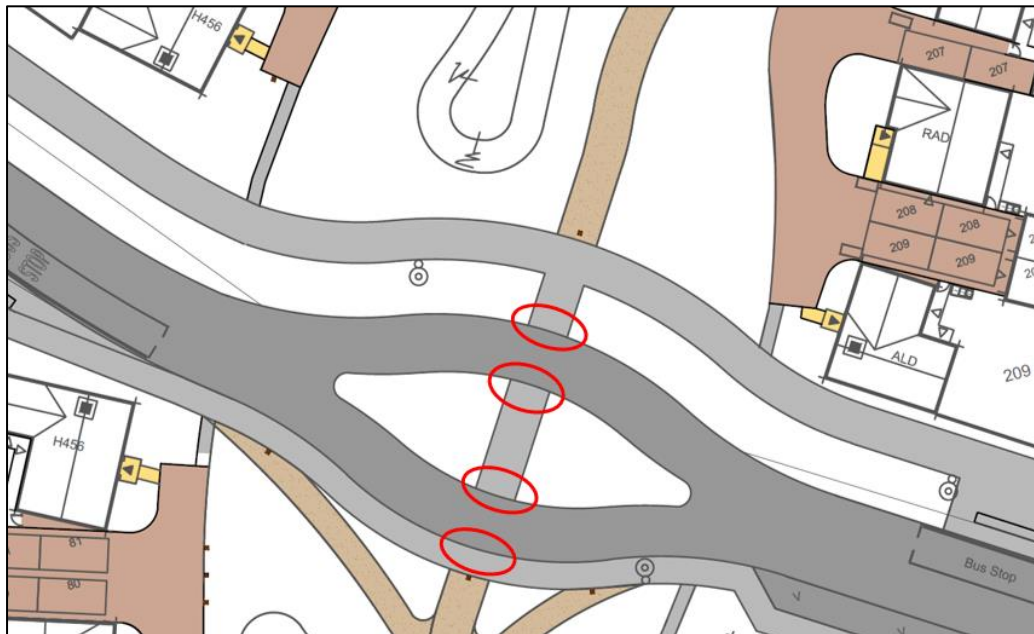
Objection to the following:

*Condition 23 (Hard landscaping (Bridleway))* – I notice the intention of installing bollards at the points where the bridleway crosses the shared footway/cycleway and the spine road. This would practically split the 3m wide facility into 1.5m either side of these bollards and may make the route more difficult for horse riders.

If bollards are to be authorised, then two should be installed so that the width of the bridleway could be narrowed enough to prevent vehicles with one of each side of the route. There must be at least 1.5m between the bollards.

For more information on vehicle barriers on routes used by riders, visit the link below:

Also, the detail for the transition of the bridleway across the spine road has not been made clear.



*Condition 31 (Travel Plan)* – The document still seems to be in a draft stage with multiple sections highlighted that need confirmation before we can approve. See image below:

- Improvements to bus infrastructure are to be provided as part of the proposed development. The aim of this is to promote bus travel to residents of the site through providing better bus stop facilities. Proposed bus stop improvements are also of benefit to existing public transport users in the vicinity of the site. The applicant proposes, as per the S106, to:
  - Upgrade the existing northbound and southbound stops on White Post Road, in the vicinity of the site, to provide shelters;
  - Upgrade the bus stop infrastructure on Oxford Road in the vicinity of the site; and,
  - Introduce bus stops within the site on the main spine road in both directions, as shown on the masterplan at **Appendix A**.

<To be confirmed by Barratt Homes & David Wilson Homes Mercia>

Alongside this, to recommend approval we would need to see the following changes:

- The appendices are missing;
- Add the planned / estimated date of occupation of whole site or each stage;
- We would like to see an estimated mode share for journeys from the site, Census data can be used for this;
- Add first / last bus services into the table;
- Other measures to be considered include hosting bike mechanic sessions, bike promotion days (including training) and offering PT taster tickets;
- All surveys should be analysed and submitted to OCC within one month of survey completion, not two;
- Surveys and targets need to be for 5 years after full occupation;
- Targets for mode share should be presented in a table showing modes of transport and a mode share for each year monitoring is due to take place; and

- Sentences need to be added to state “If targets are not met at the end of the initial period of monitoring, the Travel Plan should be reviewed, new measures introduced and monitoring extended for another two cycles; for example where monitoring has taken place in Year 1, 3 and 5, if targets have not been met monitoring should continue in years 7 and 9” and “Once it has been approved, any changes to the Travel Plan, in particular the targets, must be made in agreement with the Travel Plans Team at Oxfordshire County Council.”

**Officer's Name:** Rashid Bbosa

**Officer's Title:** Senior Transport Planner

**Date:** 27 January 2021

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