
Land at Gosford

Technical Note 10: Response to National Highways (NH) comments dated 6th April 2022 Reference 94443

3rd August 2022

1 Introduction

- 1.1** Brookbanks is appointed by Barwood Development Securities Ltd to provide technical support for a proposed residential development at Gosford, Oxfordshire, which is the subject of a planning application (reference: 22/00747/OUT). The following development is proposed at the site:

'Outline planning application for the development of up to 370 homes, public open space (including play areas and woodland planting), sports pitches and pavilion, drainage and engineering works, with all matters reserved (appearance, landscaping, layout and scale) except for vehicular and emergency accesses to Bicester Road'.

2 Background information

- 2.1** The proposed development lies to the south-east of the village of Kidlington.
- 2.2** The Site is bound to the north by existing agricultural land/fields and to the east by agricultural fields, Water Eaton Lane and the A34. The south of the Site is bound by Oxford Road and to the west, Bicester Road. A cemetery is situated adjacent to the north-west of the Site, off Bicester Road.
- 2.3** This planning application covers part of the site allocated under Policy PR7a in the Cherwell Local Plan Partial Review. The application does not cover the entirety of the allocated site, with the northern area owned separately by Hill Residential.
- 2.4** The site is currently undeveloped agricultural land and the land is not thought to have been historically subject to any significant built development. The Site location and boundary is shown indicatively on **Figure 2-1**, below:

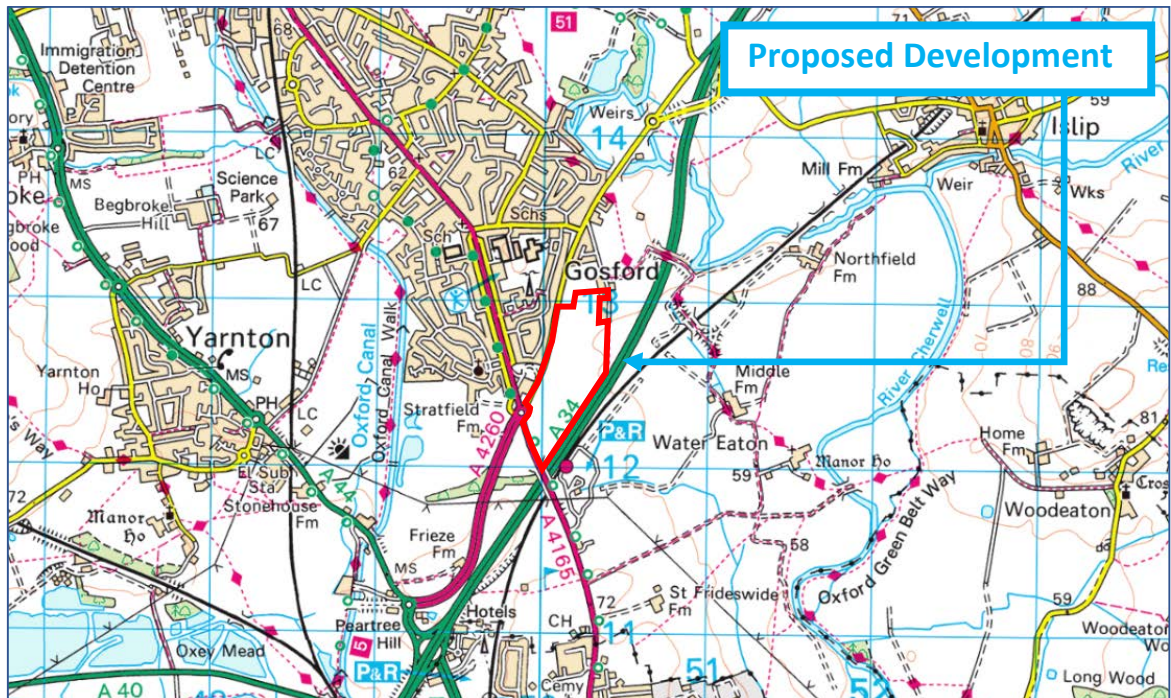


Figure 2-1: Site Location

3 Response to NH – 7th April 2022

- 3.1 The purpose of this section is to respond to observations raised by NH, dated 6th April 2022. These comments are shown below in the green text with Brookbanks response immediately below.

Clarification of Trip Distribution: Appendix E in the Transport Assessment is incomplete and appears to be inconsistent within itself. It also does not appear to match Table 7 - 1 in the main section of the same document.

- 3.2 On checking the appendices on the first submission it would appear that there was an omission in the figures in the appendices. For consistency the new complete Appendix E is attached to the end of this note. When considering the complete information in Appendix E in relation to Table 7-1 within the submitted TA, the figures now match. We have noted one minor error, in terms of the model For Oxford Road south, the Evening Peak data is 42 but is shown in the Table 7-1 as 43. This has been corrected, but in terms of outcome it has a non material effect.

Determination of Traffic Impact at A34 Peartree Roundabout: The proposed development forms a part of the Policy PR7a allocation of the adopted Cherwell Local Plan 2011–2031 (Part 1) Partial Review. Given potential increases in forecast development in the area, the traffic impact assessment should include A34 Peartree Roundabout in addition to the two junctions that have been modelled.

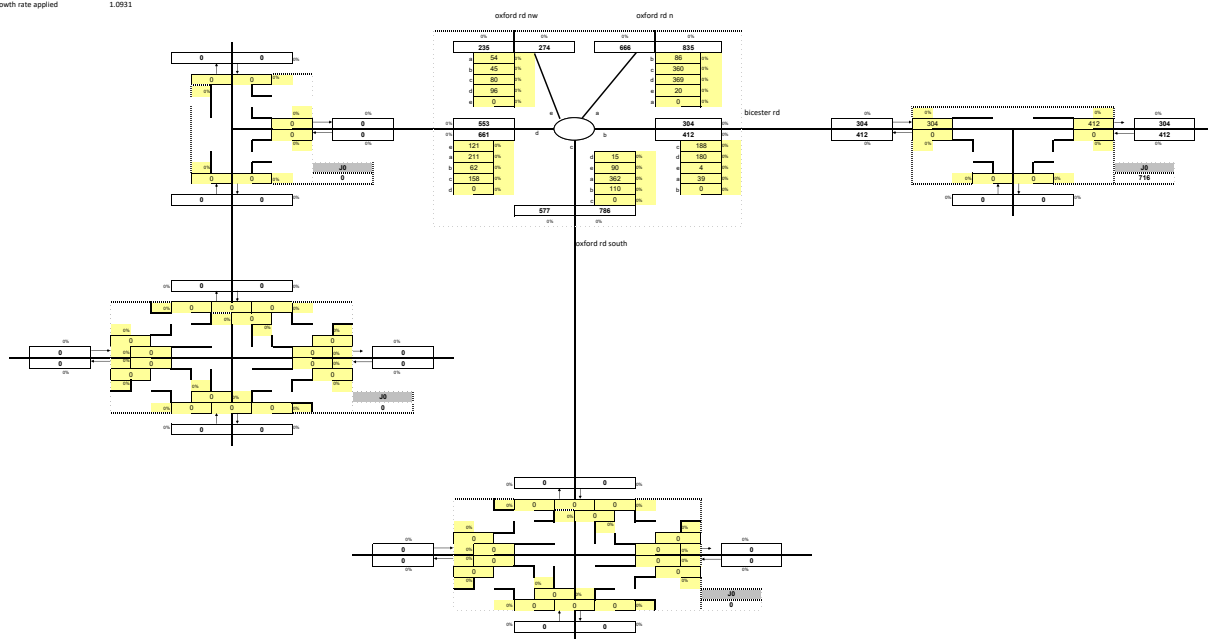
- 3.3 As indicated in paragraph 7.2 of the TA. Table 7-1 demonstrates that based on the percentage increases due to the development, the site entrance and the Kidlington roundabout will be assessed in detail. The increase in traffic at adjacent junctions is not significant and is within daily variation of flow and on that basis do not need assessing in detail. However, based on our trip generation the following morning peak movements are identified, with evening peak in brackets.

- Right turn from A44 to A34 – 12 (6)
- Straight ahead A44 north to A44 South – 23 (12)
- Left from A34 to A44 – 5 (12)

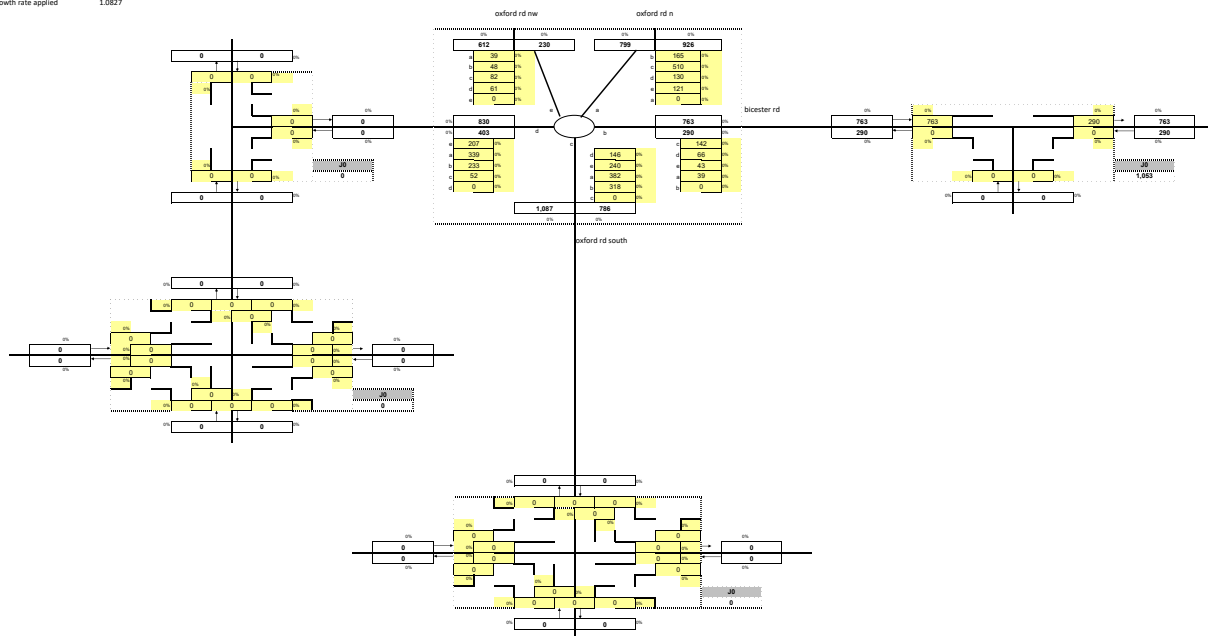
- Straight ahead from A44 south to A44 north - 9 (21)

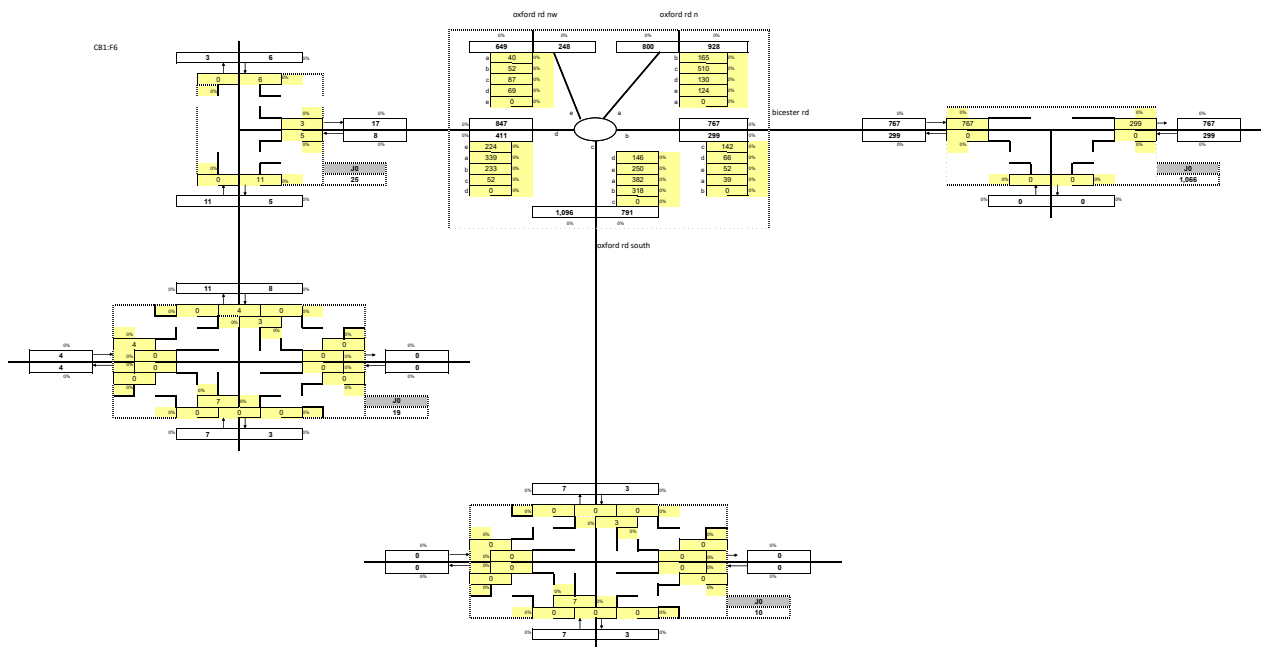
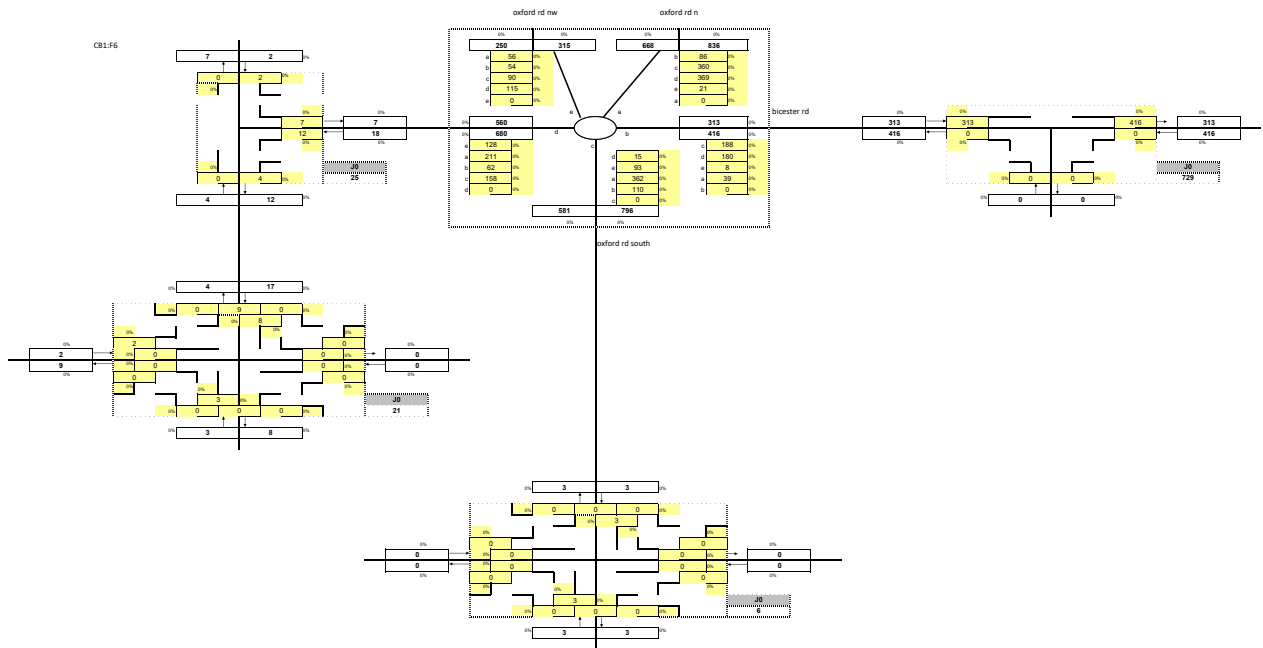
3.4 This demonstrated the impact at this junction is minimal with the increases within daily variation of flow.

1.0931

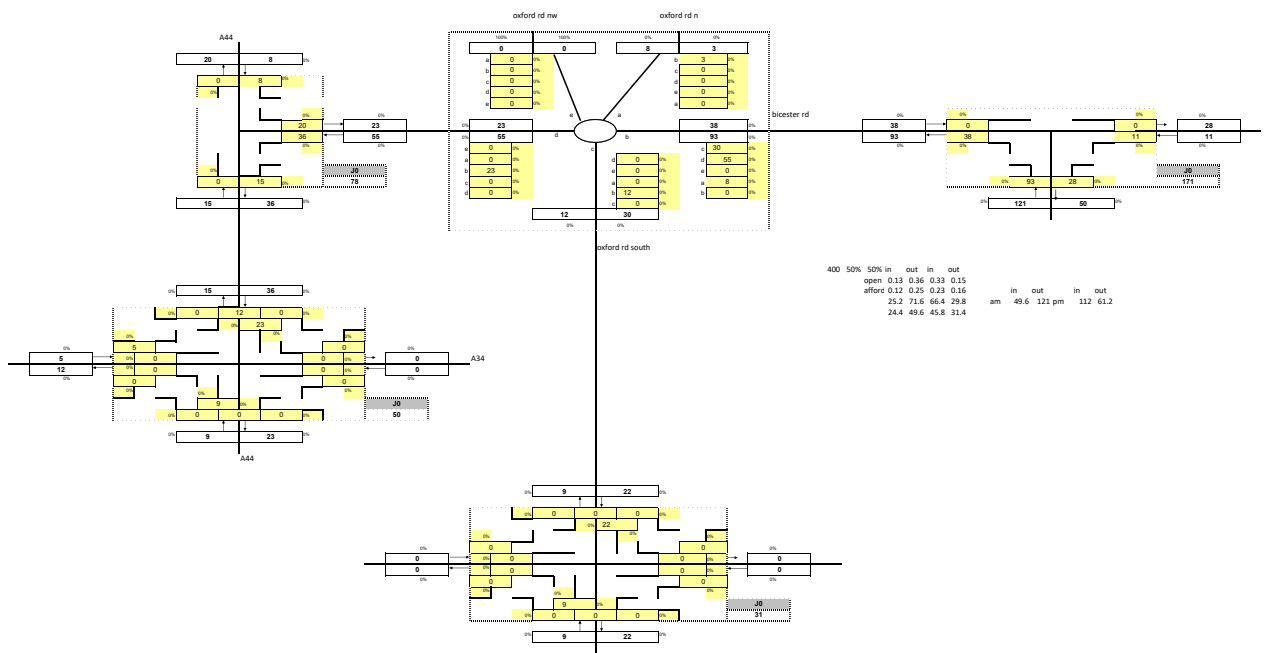


1.0827

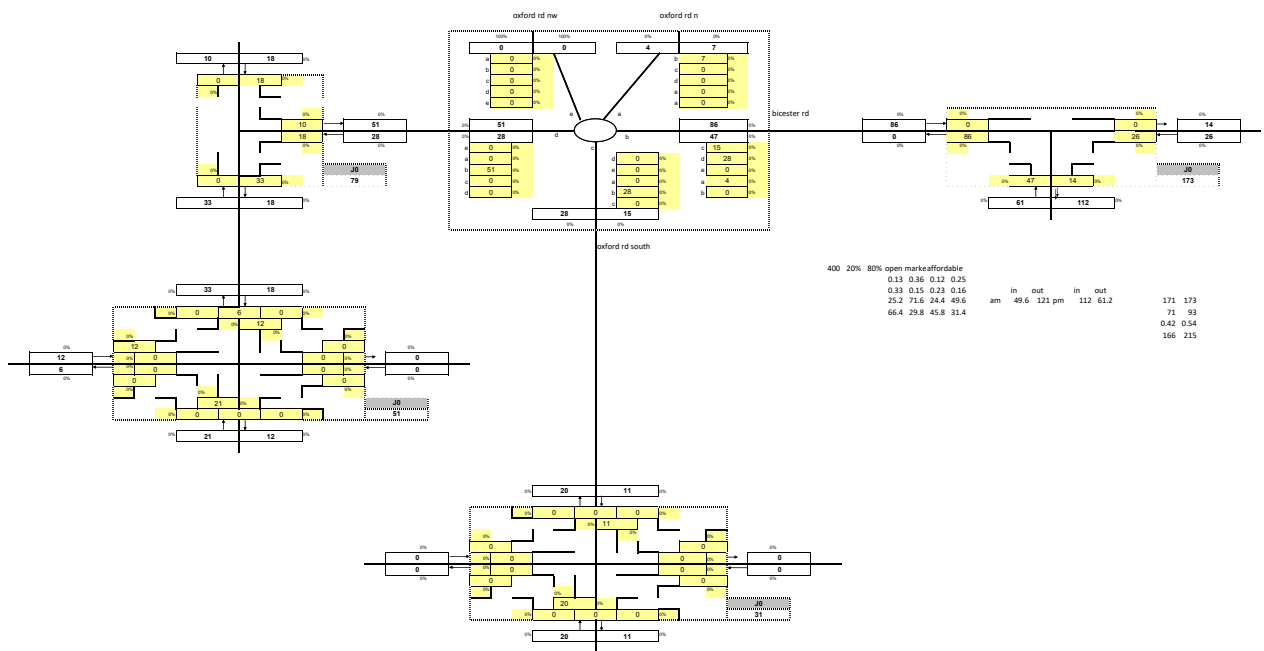




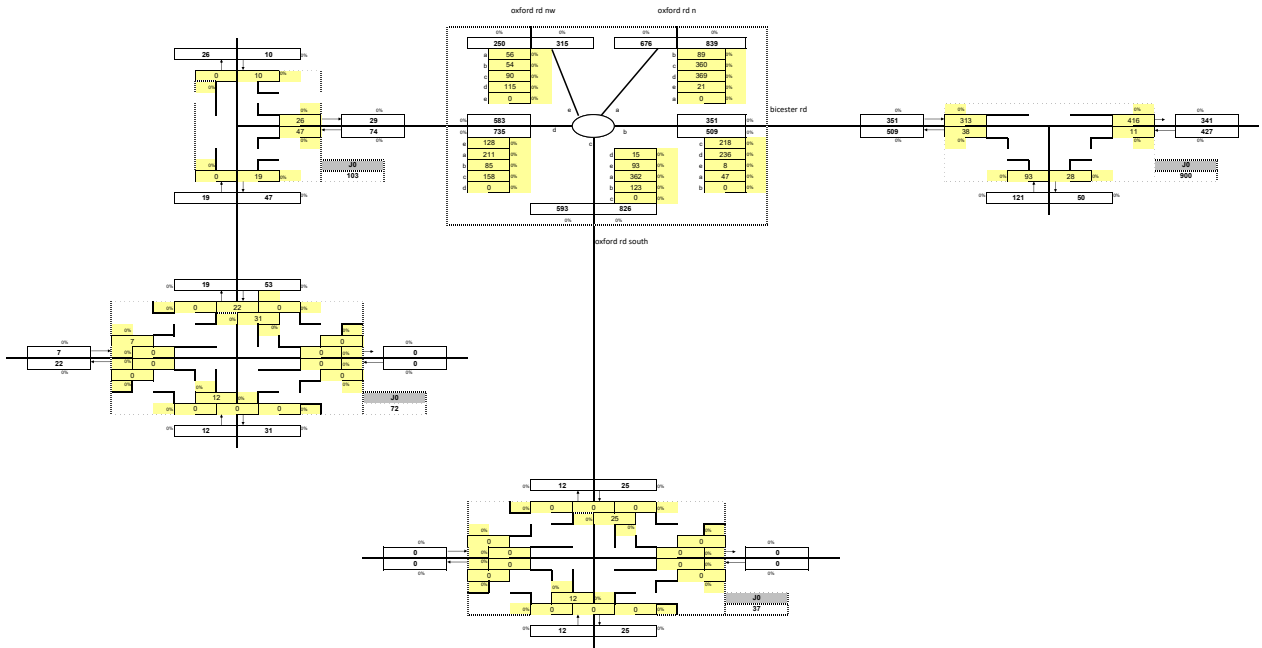
Development traffic vehicles



Development traffic



2031 AM + Development VEHICLES



2031 PM + Development VEHICLES

