

1.0 Introduction

- 1.1 This Technical Note response to comments from the Local Highway Authority (LHA) dated 17th November 2022. For completeness a copy of the comments is enclosed in **Appendix A**.

2.0 Objections from LHA

- 2.1 Three points of objection has been raised by the LHA, each one is addressed in turn below:

South East Footway / Cycleway Connection

- 2.2 An updated access drawing enclosed in **Appendix B** shows the footway / cycleway connection in the south eastern corner connecting with the existing footway / cycleway on the adjacent highway. Based on the plans we have there are no changes to the footway / cycleway provision as a result of offsite improvements by others within the vicinity of the site.

Western Boundary Footway Connection – Bridge

- 2.4 The development will make a pro-rata financial contribution to the delivery of the canal bridge alongside PR8 which will also benefit from the delivery of the bridge, which will be detailed in a S106 agreement.

Croxford Gardens Footway Connection

- 2.6 The development will make a footway connection up to the site boundary near Croxford Gardens, the proposed footway is shown on the plan enclosed in **Appendix C**. The development will make a financial contribution via a 106 agreement for delivery of the offsite connection which is located on third party land.



Application no: 22/01611/OUT

Location: Stratfield Farm 374 Oxford Road Kidlington OX5 1DL

This report should be read in conjunction with comments made in our previous report dated 14/07/2022

Transport Schedule

Recommendation: Objection for the following reasons;

- Unacceptable access arrangements - contrary to 108 a) and b) of the NPPF. There are still access and connectivity gaps particularly related to the proposed walking and cycling facilities between the site and the adjacent highway. The access details remain insufficient to warrant HA support.
- The proposals have not indicated compliance to policy requirements set within the Local Plan. A cycle/ pedestrian footbridge over the canal to the west of the site must be delivered as part of the development.

If despite OCC's objection permission is 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 as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Proportionate contribution to the infrastructure identified in the Cherwell Local Plan Partial Review - Oxford's Unmet	see table in the report below.	See table in the report below	See table in the report below	Appendix 4 of the Local Plan Partial Review provides details.
Public transport services	£133,458.0	June 2022	RPI-x	Bus service improvements required to maximise service frequency in order to increase bus modal share from the site
Traffic Regulation Order	£3,320.0	March 2022	RPI-x	TRO to consult the implementation of a Controlled Parking Zone or alternative parking restrictions within the

				site
Travel Plan Monitoring fee	£1,558.0	June 2022	RPI-x	Enabling the travel plan to be monitored for a period of 5 years
Total				

Other obligations:

- A pedestrian/cycle bridge over the canal to the west of the site, connecting the development to the canal towpath/ footpath and to the PR8 development.
- Promotion of a Controlled Parking Zone (CPZ) within estate roads to deter commuter parking within the development.

Key points:

- Access arrangement is still unacceptable. The lack of detail at the connection points of the walking and cycling facilities does not render HA support for the application where means of access must be fully established.
- Application still fails to maximise opportunities for sustainable travel. Connectivity with adjacent and existing facilities must be established for the development to be considered positively.
- I have confirmed that appraisal of capacity at the proposed Kidlington roundabout scheme did actually take account of the likely trips that shall be generated by this development. Capacity assessments do not have to be undertaken.

Comments:

A Technical Note (TN) has been prepared to address issues raised in the LHA's comments dated 14/07/2022. I have reviewed the TN and wish to make the following remarks;

Access arrangements

In OCC's previous response, concern was raised over the following connection points presented where voids were noted between the development and the adjacent facilities;

- The 2.0m wide footway either side of the site access does not clearly show how these transition into the existing 3m+ wide along Oxford Road. The proposed footway as illustrated by *Drawing No: 122-TA05 Rev E* shall need to be extended to cover the extent of the bellmouth + a kerb length. The arrangement must also include dropped kerbs and tactile paving. You will be aware that this point is a crucial link for walking and Cycling that must not be left undermined. **To be conditioned.**

- A gap is still in place at the point where the proposed shared footway/ cycleway terminates at the south eastern corner of the red application line. (see snippet in our previous response). This has not been addressed by the TN. Now that the applicant has the benefit of the proposed Kidlington roundabout schematic drawing, the application must show how the proposed shared facility would tie into the shared use path of such a vital committed scheme. **This remains an objection in detail rather than in principle.**
- Para 3.3 of the TN states that the connection to the western boundary (to the canal towpath via a bridge) shall only be delivered up to the red line citing third party land ownership. This connection including a foot, cycle and wheelchair accessible bridge over the Oxford Canal is a policy requirement for this development in the Adopted Cherwell Local Plan 2011 - Partial Review as well as one of the Development Principles in the PR7b Land at Stratfield Farm Development Brief 2021. The bridge is intended to enable access between the two allocated sites either side of the canal (PR7b and PR8) and to as far as the local employment facilities off Langford Lane via the canal towpath. Both applicants should engage in a third party works process with Canal and River Trust that would deliver the bridge. This is an essential infrastructure for the development which must be delivered between the two developments. Should this site come first, then development is required to deliver the bridge except where this provision has been made by the PR8 development. **Objection in principle**
- Again, the pedestrian link onto Croxford Gardens to the north of the site needs to be established at the outset. Provision of an internal walking facility right up to the site boundary as Para 3.3 alludes to is incoherent, incomplete and fails its purpose. Provision of a pedestrian access onto Croxford Gardens to make the development permeable as established in the Development Brief. **Objection in Principle**

I remain of the view that the site has the potential to benefit from the good sustainable location in which it lies but has not taken up the opportunities to maximise connections to the required level.

Car and cycle parking

In addition to comments in the previous response on parking, the application is minded to comply to the new Oxfordshire County Council parking standards.

I wish to inform you that revised Parking Standards for New Developments were adopted by cabinet on 18 October 2022. The parking standards are online: [Parking Standards for New Developments \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk/parking-standards-for-new-developments) on this page: [Transport Development Control \(TDC\) | Oxfordshire County Council](https://www.oxfordshire.gov.uk/transport-development-control)

Cycle parking will need to be provided generously, while car parking will need to be restricted, as expected in the standards. As this is an outline application, the details

and precise amount of car parking will be addressed at a Full Application or Reserved Matters stage.

Electric Vehicle charging shall need to comply with the Oxfordshire Electric Vehicle Infrastructure Strategy.

https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/OxfordshireElectricVehicleInfrastructureStrategy_0.pdf

Traffic impact

I have confirmed that appraisal of capacity at the proposed Kidlington roundabout scheme did actually take account of the likely trips that shall be generated by this development. In this regard, the capacity assessments that in the previous response were requested to be revised not need to be done now.

Sustainable transport connectivity/transport sustainability

The site is put forward for housing development of 120 dwellings in the Cherwell Local Plan Part 1 Partial Review submission document which aims to accommodate 4400 homes of Oxford's unmet housing need. The relevant draft policy is PR7b – Land at Stratfield Farm, the requirements of which will need to be complied with.

PR7b of the Local Plan Partial Review and the adopted PR7b Land at Stratfield Farm Development Brief 2021 set out the policy requirements for the site. Some of these include:

- A new public bridleway/green link suitable for all-weather cycling and the provision of land for new foot, cycle and wheelchair accessible bridge over the Oxford Canal creating connections to land to the east of the A44 (PR8) and key facilities on the A4165 including Oxford Parkway Station
- A layout, design and appearance for an extension to Kidlington that seeks to improve the appearance of, and is fully integrated and connected with, the existing built environment, which maximises the opportunity for walking, cycling and wheelchair use, which provides for a development that is integrated with high-quality, publicly accessible and well connected green infrastructure and which provides a transitional interface with Stratfield Brake Sports Ground and Stratfield Brake District Wildlife Site and protects and enhances the Oxford Canal Conservation Area.

This being a Partial Review (PR) site whose cumulative impact with other PR sites triggered the need to consider an infrastructure strategy – a package of measures or improvements was deemed necessary to support these developments;

The revised table below is a list of infrastructure schemes that the development needs to make proportional financial contributions to (to be secured through a s106 Agreement) as have been identified in the adopted Cherwell Local Plan 2011 – 2031 (Part 1) Partial Review.

Item	Scheme	Scheme Cost (£)	Proportional contribution from PR7a or per dwelling rate	PR sites contributing to the scheme
1.	Travel Hub at London Oxford Airport	£TBC	£TBC	6a, 6b, 7a, 7b, 8 and 9
2.	Kidlington roundabout scheme contribution towards the provision of pedestrian/cycle crossing and related enhancements	£3,000,000	£185,567 or £1,546.4 pd	6a, 6b, 7a and 7b.
3.	Cuttleslowe roundabout improvement scheme	£TBC	£TBC	6a, 6b, 7a, 7b, 8 and 9
4.	Bus Lane and bus stop improvements along the A4260/A4165			
	a) Improved bus lane provision on the A4165 between Kidlington roundabout and past the new housing sites	£3,944,382.7	£90,571.34 or £754.8pd	6a, 6b,7a, 7b, 8 and 9
	b) A4260 Southbound bus lane from Bicester Road/A4260 junction to Kidlington roundabout	£3,979,000.0	£91,366.25 or £761.4pd	6a, 6b, 7a, 7b, 8 and 9
5.	Signalised junctions along the A4260/A4165 corridor to improve bus movements (including Bus Gate near Kidlington centre)			
	a) A4260/Bicester Road Signalised junction – RT detection and advanced stop line	£319,198.6	£7,329.5 or £61.1pd	6a, 6b,7a,7b, 8 and 9
	b) A4260/Lyne Road Signalised junction - RT detection, advance stop line and toucan crossing	£319,198.6	£7,329.5 or £61.1pd	6a, 6b,7a, 7b, 8 and 9
6.	Cycle super highway	£TBC	£TBC	6a, 6b,7a and

	between Kidlington roundabout and Cutteslowe roundabout			7b
7.	Public Realm improvements along the A4260 between Benmead Road and Yarnton Road	£507,545.60	£11,654.3 or £97.1pd	6a, 6b,7a, 7b, 8 and 9
8.	Improvements to the Oxford Canal Towpath between the A44 and Langford Lane	£1,116,000	£47,489.4 or £395pd	7b and 8

Planning Conditions:

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

Accesses: Full Details

Prior to the commencement of the development hereby approved, details of the means of access between the land and Oxford Road including position, layout and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the occupation of any dwellings, the means of access onto the highway shall be constructed and retained in accordance with the approved details.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework

Construction traffic management plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Construction Traffic Management Plan shall be implemented and operated 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

Travel Plan and Travel Information Pack

Prior to first occupation a Residential Travel Plan and Travel Information Pack should be submitted to the Local Planning Authority. The Travel Plan is to be updated on occupation of 50% of the site (59th dwelling).

Resident Parking Zone

Prior to use or occupation, the developer shall submit details of the implementation of a Residents Parking Zone to the Local Planning Authority for agreement and thereafter

implement, maintain and enforce the parking controls until such time as the roads are adopted by the local highway authority.

Officer's Name: Rashid Bbosa

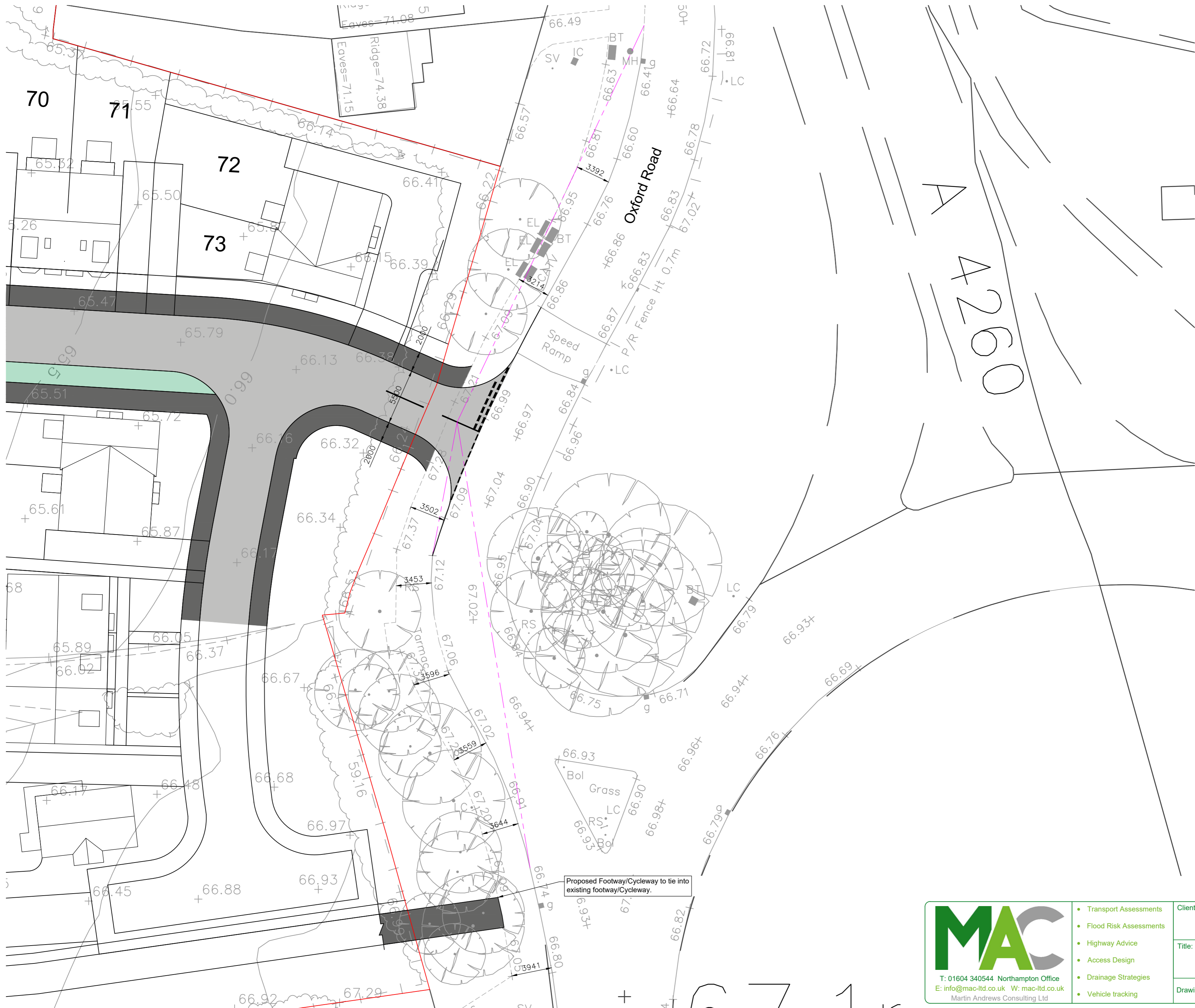
Officer's Title: Senior Transport Planner

Date: 17/11/2022



Appendix B

Proposed Site Access
MAC drawing no. 122-TA05



- Notes**
1. Based on MSurv 'Topographical Survey' drawing number 1215/3047/1A & 2A dated May 2017
 2. Based on RGP 'Proving Layout' drawing number 40975 010 PR7b dated 01.11.2021.
 2. Based on Ordnance Survey Mapping ©Crown Copyright and database rights 2022 OS AC0000849896

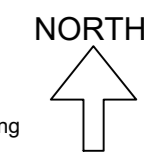
- Key**
- Visibility Splay - 2.4m x 43m
 - Footway/Cycleway
 - Carriageway

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<ul style="list-style-type: none"> • Transport Assessments • Flood Risk Assessments • Highway Advice • Access Design • Drainage Strategies • Vehicle tracking 	Client: Manor Oak Homes	Project: Land off Oxford Road, Kidlington
	Title: Proposed Site Access	Date: 07.02.23
Drawing No: 122-TA05	Revision: F	Scale: 1:250
		Size: A2

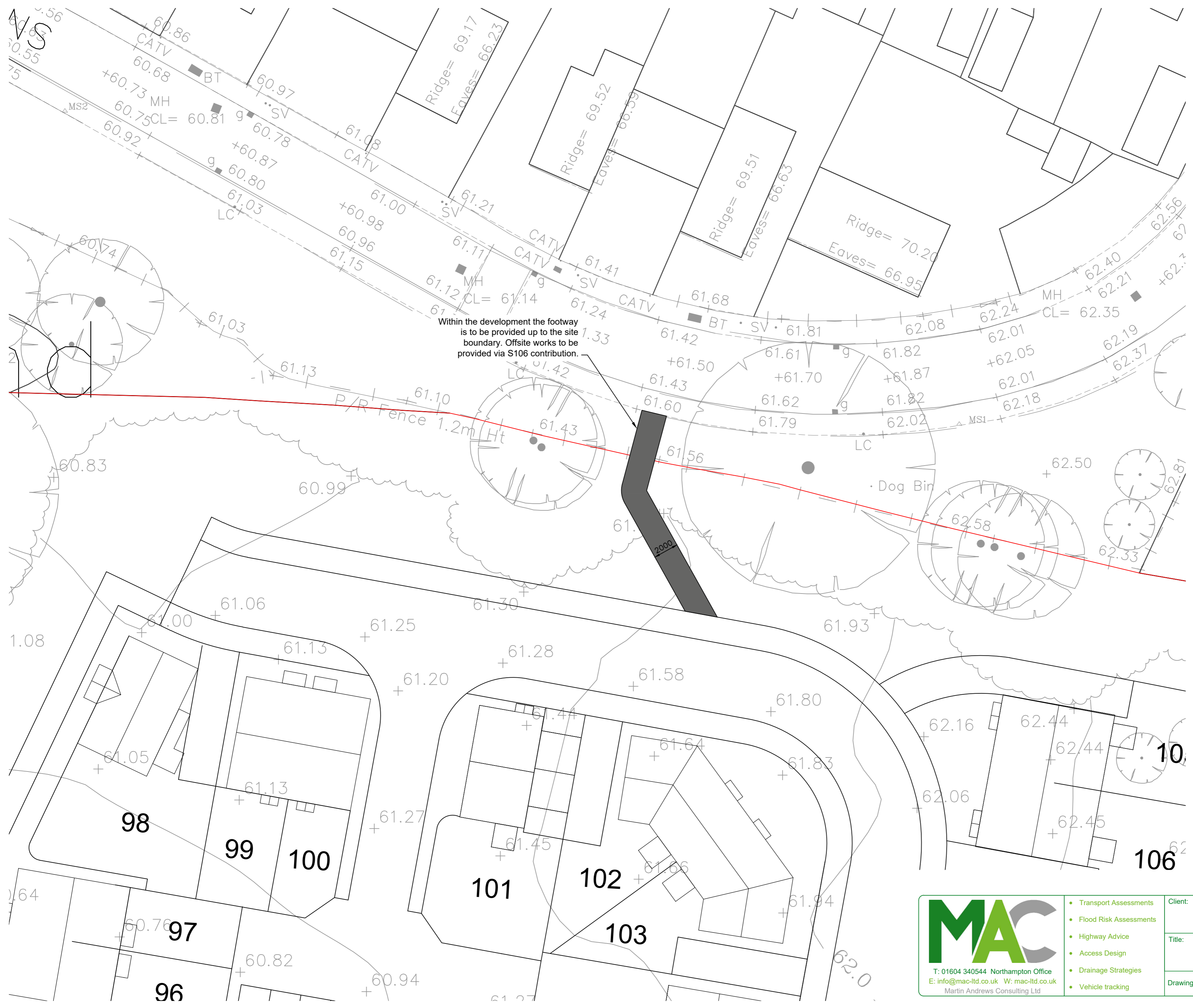
Appendix C


Footway Connection – Croxford Gardens
MAC drawing no. 122-TA06



- Notes**
1. Based on MSurv 'Topographical Survey' drawing number 1215/3047/1A & 2A dated May 2017
 2. Based on RGP 'Proving Layout' drawing number 40975 010 PR7b dated 01.11.2021.
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Key
 Footway



 T: 01604 340544 Northampton Office E: info@mac-ltd.co.uk W: mac-ltd.co.uk Martin Andrews Consulting Ltd	<ul style="list-style-type: none"> • Transport Assessments • Flood Risk Assessments • Highway Advice • Access Design • Drainage Strategies • Vehicle tracking 	Client: Manor Oak Homes Project: Land off Oxford Road, Kidlington	Date: 09.02.23 Drw: MJA Chk: MJA
	Title: Footway Connection - Croxford Gardens	Drawing No: 122-TA06	Revision: - Scale: 1:200 Size: A2
	Revision: -		