

## TRANSPORT ASSESSMENT ADDENDUM

## B05927

Project:	Land off Ploughley Road, Ambrosden, Oxfordshire – 22/02866/OUT	Page 1 of 6
Subject:	Site Access Arrangements	Date: 02/12/2022

Technical Note Prepared by:	Approved for Issue by:
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Issue No. - Date	Status	Description of Amendments
P01 – 22/11/2022	Draft	-
P02 – 02/12/2022	Final	Amended to suit client comments

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## 1 Introduction

In September 2022 a planning application was submitted to Cherwell District Council proposing a residential development of up to 120 dwellings to the east of Ploughley Road, Ambrosden. The Council referenced the application as 22/02866/OUT.

The Highway Authority, Oxfordshire County Council (OCC), provided a consultation response to the planning application dated 1<sup>st</sup> November 2022 which, for completeness, is attached in full as **Appendix A**. A number of highway issues were raised within this response which led to an objection to the planning application. The primary reason for this objection related to the potential lack of appropriate visibility to and from the proposed vehicle access junction.

This Addendum to the Transport Assessment details revised vehicle access proposals for the site and provides additional detail on the non-car accessibility improvements associated with the proposed development.

## 2 Access Arrangements

The OCC consultation response accepts that the 2.4m by 70m visibility splays at the proposed access (as shown within the original Transport Assessment and the associated site access plan) can physically be delivered on site. Concern is however raised that without traffic speed data it is not possible to justify the appropriateness of this available splay distance. OCC's opinion is that traffic speeds are likely to be higher than those appropriate for the 70m splay distance and likely to remain so even with an extension of the 30mph speed limit to a point north of the proposed access junction.

Ploughley Road is currently closed to through traffic meaning that it is not possible to undertake a survey of existing traffic speeds which may or may not allow the 70m splay to be justified.

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Given the above, and as suggested within the OCC response, revised site access plans have been prepared that now incorporate traffic calming features on Ploughley Road. The revised plans are attached as **Appendix B** and are referenced:

B05927-CLK-XX-XX-DR-C-0007\_P05 – Site Access Sketch

B05927-CLK-XX-XX-DR-C-0012\_P01 – Ploughley Road Sketch Sheet 1

B05927-CLK-XX-XX-DR-C-0013\_P01 – Ploughley Road Sketch Sheet 2

B05927-CLK-XX-XX-DR-C-0014\_P01 – Ploughley Road Swept Path Analysis Sketch

In particular, Plan B05927-CLK-XX-XX-DR-C-007\_P05 – Site Access Sketch, supersedes revision P03 that formed Appendix D of the original Transport Assessment. It is this plan for which approval is sought through the Outline application with the others listed above presented as indicative of the associated off-site highway works. These will be subject to further detailed design and technical approvals as part of the Section 278 Agreement process.

Two road narrowing features have recently been introduced on Ploughley Road at the southern end of the village primarily to help reduce northbound traffic speeds on entry to the posted 30mph limit. These have been taken as the ‘template’ for proposed traffic calming features to the north of the village which will primarily seek to reduce southbound speeds on Ploughley Road as drivers enter the extended 30mph zone. These traffic calming features and extended 30mph speed limit will be introduced by the applicant as part of the proposed development.

The features are both located to the north of the proposed site access junction to maximise their traffic calming effect on southbound traffic. Their presence will however also serve to moderate the northbound speed of traffic departing the village given the extension of the 30mph limit and the more urban feel that will be created by the development. It should also be noted that northbound traffic is in the offside lane through the access junction with visibility to the centreline of Ploughley Road being approximately 2.4m by 160m. Extension of the 30mph speed limit will significantly reduce the likelihood of northbound overtaking movements particularly given the presence of the road narrowing features a short distance further to the north.

It would potentially be possible to implement a road narrowing on either side of the proposed site access junction location, but this may lead to inappropriate vehicle positioning within the carriageway and/or driver confusion when vehicles are also turning in and out of the site access. Providing both narrowings to the north of the site access junction enables them to be positioned closer together thereby having a more meaningful effect on vehicle speeds.

It is acknowledged that there is a large military presence in the local area including Bicester Garrison within Ambrosden itself. The traffic calming features have therefore been positioned to ensure that a large articulated low loader vehicle can pass through the features in both directions without undue difficulty, as shown by the swept path analysis.

It is noted that the ‘Status and Application’ section of the design guide ‘Manual for Streets 2’ states that *“The strict application of DMRB to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume.”* Paragraph 1.3.2 of the same guidance recommends that *“...as a starting point for any scheme affecting non-trunk roads, designers should start with MfS.”*

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Similarly, paragraph 1.3.4 states *“The application of MfS advice to all 30mph speed limits as a starting point is in keeping with MfS1.”*

Use of the formula provided within Section 10 of MfS2 identifies that a 70m splay equates to an 85<sup>th</sup> percentile traffic speed of approximately 37mph. Given the proposed traffic calming layout, the reduction in speed limit and the appropriate design guidance, it is considered that 85<sup>th</sup> percentile speeds of approximately 37mph are unlikely to be exceeded and that the 70m visibility splays shown on the revised site access plans are therefore both appropriate and acceptable.

The OCC consultation response also identifies that the bellmouth access junction must include a cycletrack crossing in accordance with Local Transport Note 1/20: Cycle Infrastructure Design. The layout of the access junction has therefore been amended to give greater priority to the existing shared use path where it crosses the proposed site access (plan 0007\_P05 in Appendix B).

The path is shown as being widened to 3m where it crosses the access road and slightly realigned into the site to increase the offset distance from the Ploughley Road kerb line to approximately 6m. This in turn allows the introduction of a raised table to give pedestrians and cyclists using the shared use path priority over vehicles entering and departing the residential development. This can also be reinforced through the provision of formal ‘give way’ road markings on the site access.

This arrangement complies fully with the LTN1/20 design guidance including the provision of appropriate car driver to cycle path visibility splays in both directions.

### 3 Sustainable Transport Connectivity / Transport Sustainability

OCC has requested the provision of new bus stops on Ploughley Road in the vicinity of the site frontage. The proposed location and layout of these is shown indicatively on plan 0012\_P01 within Appendix B.

The proposed internal site layout provides two points of connection to the existing shared use path beside Ploughley Road: footways beside the main vehicle access road, and a separate pedestrian footway link in the southern most corner. Pedestrians accessing the bus stops could make use of either walking route and it is therefore considered appropriate to position the bus stops between the two, as shown.

The southbound stop would be arranged to provide easy access to the shared use path both to the north and the south with sufficient space available to provide a two-bay shelter, pole with flag and timetable casement. A drop kerb crossing point would also be incorporated to enable convenient pedestrian movements over Ploughley Road to and from the northbound stop.

Topographical survey information of the western verge is not currently available, but it would appear from site observations and the extent of the adopted highway (attached as **Appendix C**) that a two-bay shelter, pole with flag and timetable casement can also be provided within the western verge. This would cater for northbound services.

The full specification of the bus stop infrastructure will be obtained from OCC at the appropriate time and secured by condition. The delivery mechanism (contribution or implementation) can be discussed and agreed through the Section 106 process.

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It is noted that the Land off Ploughley Road site is adjacent to the No.29 and H5 bus routes that combine to provide a 30 minute frequency of service linking Ambrosden with both Bicester and Headington, Oxford. This ensures future residents will have direct and immediate access to high quality public transport. It is noted that the two other residential sites within Ambrosden that are currently going through the planning process (both accessed off Blackthorn Road) are more than 800m walking distance from the nearest available bus stops and therefore remote from public transport.

#### **4 Public Rights of Way**

The only site specific alteration to the existing Public Rights of Way is a connection to Bridleway 105/6/20 to the east of the site boundary and an associated improvement to its surfacing over a 30m length up to the existing West Hawthorne Road footway. Full details of the works required (width, specification and similar) will be discussed and agreed with the OCC Countryside Access team in due course.

An appropriate delivery mechanism (contribution or implementation) for this off-site Bridleway improvement will be discussed as part of the Section 106 Agreement processes.

No footway diversions or similar are required.

#### **5 Site Layout**

As acknowledged within the OCC consultation response, the application is submitted in Outline with the comments made regarding the illustrative site layout therefore being for guidance only at this stage. The comments raised are noted and will be incorporated within the layout put forward as part of the subsequent Reserved Matters application.

#### **6 Traffic Impact**

The trip generation, trip distribution and junction capacity assessments put forward within the original Transport Assessment have been assessed by OCC with no issues arising. It is concluded that the development proposals will not lead to any highway safety or road capacity concerns and that off-site junction capacity improvements are not required. This conclusion also applies to the cumulative traffic impacts associated with the proposed Ploughley Road development the subject of this Addendum and the two other residential development proposals within Ambrosden that are also currently going through the planning process.

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## 7 Walking and Cycling

OCC has requested that the existing 1.8m wide shared use path that runs beside Ploughley Road past the site be improved through its widening to 3m. The applicant is willing to undertake (or contribute towards) this widening, where practical to do so, as shown indicatively on the plans attached as Appendix B.

The limits of the adopted highway suggest that there is sufficient verge width to widen to 3m north from the proposed site access junction to the A41 junction where onward improvements to the shared use path towards Bicester are currently being implemented. A detailed design process will need to be followed in due course which may identify constraints along the route associated with mature trees, utilities or similar. The aim will be to provide a 3m width throughout however some narrower sections may be necessary to avoid any constraints found.

To the south of the proposed site access, it is proposed that the widening of the shared use path extend from the site access junction to the Briar Furlong junction. This will ensure that site residents using the pedestrian access point in the southern most corner of the site also benefit from improved facilities on the walking and cycling route towards the village centre. Again, the aim will be to provide a 3m width throughout subject to any constraints found during the detailed design process.

It is noted that the walking and cycling distances from the centre of the Land off Ploughley Road site to the amenities and facilities available within Ambrosden (Table 4-2 of the Transport Assessment) are consistently less than those associated with the two other current residential development proposals within Ambrosden. The cycling distance to Bicester is also considerably less. The Land off Ploughley Road site is more accessible than the other development sites in Ambrosden and therefore more likely to encourage and facilitate the use of non-car modes of travel.

## 8 Travel Plan

It is noted that the OCC response states the submitted Travel Plan requires further information before it meets OCC criteria. The planning application is submitted in Outline and therefore much of the detailed information requested cannot be provided at this time.

The applicant is willing to accept an appropriately worded planning condition requiring the submission and approval of a full Residential Travel Plan prior to first occupation. This will ensure that an appropriate Travel Plan is delivered but allow its preparation to follow once the site layout has been fixed through the Reserved Matters application.

## 9 Obligations and Agreements

Planning obligations are identified within the OCC consultation response relating to:

1. Public Transport Service Contribution.
2. Public Rights of Way Contribution.

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3. Travel Plan Monitoring Fee.

A Section 278 Agreement is also necessary covering:

1. Site access bellmouth junction on Ploughley Road.
2. Relocation of speed limit signs, village gateway and “dragon’s teeth” road markings, including public consultation and TRO.
3. Widening of the cycletrack beside Ploughley Road to 3.0m (where practical to do so) between the A41 and Briar Furlong.
4. Traffic calming measures adjacent to the site access on Ploughley Road.
5. Two bus stops on Ploughley Road. Each to comprise a two-bay shelter, Premium standard pole, flag and timetable case. The shelters are to include electrical connections for a future real time information screen (by others).
6. A crossing of Ploughley Road to the northbound bus stop.

The applicant accepts the principle of the above subject to further discussion on the appropriate split between contributions and implementation of the highway works. For instance, it may be more appropriate for the applicant to contribute towards the bus stop and/or cycleway provision such that the Highway Authority has greater control over the design details and timing of delivery. These issues can be discussed further as part of the post planning Section 106 Agreement and the subsequent Section 278 Agreement for the detailed highway design.

## 10 Summary

A planning application reference 22/02866/OUT for up to 120 residential properties on land to the east of Ploughley Road, Ambrosden, has been submitted to Cherwell District Council. Oxfordshire County Council as Highway Authority has provided a consultation response on the application and objected on the basis of insufficient visibility at the proposed site access junction.

This Addendum has introduced alternative site access plans that propose traffic calming measures on Ploughley Road to reduce traffic speeds such that the available visibility at the site access junction becomes acceptable. The revised access plans also identify widening of the existing Ploughley Road shared use path from 1.8m to 3.0m (where practical to do so), a redesign of the site access junction to provide priority to the shared use path, and the introduction of new bus stops adjacent the site. These address comments / requests made within the OCC consultation response.

It is considered that this Addendum resolves the previous reason for objection and that all other transport related matters can be covered by appropriately worded planning conditions and financial contributions / obligations to be discussed further as part of the subsequent Section 106 Agreement.

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**APPENDIX A**  
**Highway Authority Consultation Response**

**Application no: 22/02866/OUT**

**Location:** Land East Of, Ploughley Road, Ambrosden

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## Transport Schedule

**Recommendation:**

**Objection for the following reasons:**

- It has not been demonstrated that the visibility splays available from the proposed site access are adequate for the vehicle speeds along Ploughley Road

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 informatives as detailed below.

### S106 Contributions

<b>Contribution</b>	<b>Amount £</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Public transport services	<b>135,960</b>	<b>December 2021</b>	RPI-x	Maintaining and/or improving bus routes that serve Ambrosden
Travel Plan Monitoring	<b>1,558</b>	<b>September 2022</b>	RPI-x	Monitoring of the Travel Plan for five years
Public Rights of Way	<b>30,000</b>	<b>September 2022</b>	Baxter	Improvements to the PRow network in the vicinity of the site
<b>Total</b>	<b>167,518</b>			

Other obligations:

- Off-site highway works:
  - Widening of the cycletrack to 3.0m between the site access and the A41 / Ploughley Road junction
  - Traffic-calming measures adjacent to the site access on Ploughley Road
  - Two bus stops on Ploughley Road



## Comments:

### Introduction

This is an Outline application for up to 120 dwellings, with the vehicular access being taken from Ploughley Road. The access is not a reserved matter so is considered in detail at this stage.

### Access arrangements

An indicative junction access plan is included in the Design & Access Statement (DAS) and Appendix D of the Transport Assessment (TA). The centreline of the access is approximately 18m from the trunk of a Hawthorn tree in the highway verge.

The TA says that visibility splays of 70m will be provided and I agree that this distance can be achieved in both directions, assuming that the tree growth is managed and the verge vegetation is kept to an appropriate height. The access will be a significant distance from the built-up area of Ambrosden and relatively close to the (relocated) speed limit boundary between 30mph and the 60mph National Speed Limit (NSL). Therefore, it is not definitive which standards should be used for establishing visibility criteria – both Manual for Streets (MfS) and the Design Manual for Roads and Bridges (DMRB) need to be considered.

According to the calculation in MfS, a 70m Stopping Sight Distance (SSD) is equivalent to 43mph. However, MfS is only applicable up to speeds of 37mph.

According to DMRB, a 70m SSD is equivalent to 32mph.

The built-up area effectively ends at the entrance to the Bicester Garrison centre, 160m from the site access, and there is no streetlighting north of there, so it is highly likely that the majority of outbound vehicles will significantly accelerate, despite remaining in the proposed 30mph area that will only be indicated by speed limit repeater signs. Indeed, any overtaking manoeuvres on exit from the village may result in the faster vehicle proceeding northwards in the southbound lane, significantly reducing the visibility from the site access.

Southbound vehicles from the A41 will leave the NSL at a point which is proposed to be about 100m from the site access. It is considered that most vehicles will not decelerate fast enough to be moving at a speed appropriate to the visibility splay length when they first come into view.

Given the above, OCC consider that the available visibility from the site access is insufficient for the anticipated vehicle speeds along Ploughley Road, despite the proposed change to the speed limit, and this is a reason to **object**.

The applicant has not been able to provide a speed survey because the current closure of Ploughley Road at the A41 junction has made this impractical. Therefore, there is no evidence of current speeds which could potentially be used to estimate the impact of a speed limit change.

OCC believe that the introduction of traffic-calming measures could potentially ensure that vehicle speeds are reduced to acceptable levels. There is a valid precedent on Ploughley Road at the south side of the village where two build-out features have been approved and constructed.

<https://mycouncil.oxfordshire.gov.uk/ieListDocuments.aspx?CId=931&MId=6043>

A similar proposal adjacent to the site may be appropriate. If the application is to be approved, OCC require suitable traffic-calming measures to be provided as part of the S278 works. Any features must be designed to accommodate oversize military vehicles and large agricultural plant, and any vertical deflections along a bus route are subject to agreement with the bus operators.

The bellmouth access must include a cycletrack crossing in accordance with LTN 1/20, as noted in sect. 5.3 of the TA.

### **Sustainable transport connectivity/transport sustainability**

The County Council seeks to ensure that residential development is located in sustainable communities and that access to adequate public transport services is available. In order to achieve this, financial contributions are sought from promoters of such schemes to maintain and/or improve bus services for the benefit of their residents.

Section 4.6 of the Transport Assessment indicates two of the bus services to/from Ambrosden. These are both operated under contract to Oxfordshire County Council, with developer contributions funding these services up until December 2024. There is also a limited Sunday service on route S5 funded as part of the same contract, but this is not referenced in the Transport Assessment.

Beyond this period the future of the service is uncertain without further contributions from development in the local area. Without the service, the development would be in an unsustainable location and therefore a financial contribution is required to make the proposal acceptable in planning terms.

Section 9.3 of the Transport Assessment makes reference to bus stop infrastructure improvements, which are welcomed. The majority of the development is in excess of 400 metres from the existing bus stops and new stops should be provided in proximity to the vehicle access from the development as part of highway works undertaken by the developer. These stops should be provided with a two-bay shelter and Premium standard pole, flag and timetable case – specifications can be obtained from the Council at the appropriate time. The shelter should be RTI-ready i.e. include electrical connections for a future real time information screen.

A crossing point will be required to ensure a safe pedestrian route across Ploughley Road to the northbound bus stop. It is envisaged that this could be incorporated into one of the traffic-calming features.

### **Public rights of way**

The standard measures below will apply. Note that the proposed access to the bridleway to West Hawthorn Road needs to pass through a boundary feature. OCC cannot grant a right of break-through and the developer will need to prove title.

OCC require a S106 contribution for offsite PRoW measures. Note this would not fund any works to create/improve access from the site to West Hawthorn Road. Section 4.2 of the Transport Assessment notes that this section of Bridleway 105/6/20 will be improved to an appropriate standard, so a condition to reflect this is required. Any proposed alterations to the surface need to be discussed with the OCC Countryside Access team.

### **Standard measures/conditions for applications affecting public rights of way**

1. **Correct route of public rights of way:** Note that it is the responsibility of the developer to ensure that their application takes account of the legally recorded route and width of any public rights of way as recorded in the definitive map and statement. This may differ from the line walked on the ground and may mean there are more than one route with public access. The legal width of public rights of way may be much wider than the habitually walked or ridden width. The Definitive Map and Statement is available online at [www.oxfordshire.gov.uk/definitivemap](http://www.oxfordshire.gov.uk/definitivemap).
2. **Protection of public rights of way and users.** Routes must remain useable at all times during a development's construction lifecycle. This means temporary or permanent surfacing, fencing, structures, standoffs and signing need to be agreed with OCC Countryside Access and provided prior to the commencement of any construction and continue throughout. Access provision for walkers, cyclists and horseriders as vulnerable road users needs to be maintained. This means ensuring noise, dust, vehicle etc impacts are prevented.
3. **Temporary obstructions and damage.** No materials, plant, vehicles, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that obstructs the public right of way whilst development takes place. Avoidable damage to PRoW must be prevented. Where this takes place repairs to original or better standard should be completed within 24hrs unless a longer repair period is authorised by OCC Countryside.
4. **Route alterations.** The development should be designed and implemented to fit in with the existing public rights of way network. No changes to the public right of way's legally recorded direction or width must be made without first securing

appropriate temporary or permanent diversion through separate legal process. Note that there are legal mechanisms to change PRoW when it is essential to enable a development to take place. But these mechanisms have their own process and timescales and should be initiated as early as possible – usually through the local planning authority. Any proposals for temporary closure/diversion need to have an accessible, level, safe and reasonably direct diversion route provided with necessary safety fencing and stand-off to ensure public amenity is maintained for the duration of the disturbance.

5. **Gates / right of way:** Any gates provided in association with the development shall be set back from the public right of way or shall not open outwards from the site across the public right of way.

### **Site layout**

The site layout is a reserved matter and will be considered in detail at a later date.

Sect. 2.8 of the TA refers to the Residential Roads Design Guide. This document has been superseded by the Oxfordshire Street Design Guide.

Parking standards for vehicles and cycles have recently been revised and adopted. The new document is titled Parking Standards for New Developments.

Reference should also be made to the Oxfordshire Cycling Design Standards and Walking Design Standards.

All of these documents may be found at:

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/transport-development-control>

Other standard comments are as follows:

OCC require a swept path analysis for an 11.6m in length refuse vehicle passing an on-coming or parked family car throughout the layout. The carriageway will require widening on the bends to enable this manoeuvre.

Cycling facilities must accord with LTN1/20.

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.

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.

Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.

The visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.

No property including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors or gas/electric cupboards must open over the proposed highway.

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.

The application will need to comply with OCC Street Design Guide.

All new developments will need a 20mph speed limit and supporting Traffic Regulation Order and self-enforcing measures.

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.

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

### **Traffic impact**

The TA has considered the likely trip generation and distribution, and the resulting impact at four nearby junctions on the highway network.

The junctions at Ploughley Road / Blackthorn Road and Blackthorn Road / B4011 are relatively lightly trafficked and hence the modelling indicates plenty of capacity.

The junction at the A41 / Ploughley Road is currently being remodelled with the introduction of signals and with certain turning movements being prevented. Although an analysis has been undertaken, assumptions have been made which may not give an accurate reflection of the junction performance. Estimated peak hour trip generation through the junction from the development is 43 vehicles (AM) and 47 vehicles (PM). When compared to the 2027 Base Flows of 2709 and 2691, this represents an increase of 1.6% and 1.7% respectively, which cannot be described as having a severe impact.

Assessment of trip distribution shows that only 7.6% of journeys will be eastwards along the A41, resulting in six AM movements and 5 PM movements through the A41 / B4011 junction. In practice, to avoid possible delays by eliminating a right turn at this junction, I envisage that a proportion of these trips from the site will be made by turning right out of the access, left at the new signal-controlled junction with the A41 and then a full circuit of the Pioneer Roundabout to head back eastwards. Notwithstanding the potential for redistribution, the negligible development traffic does not increase the maximum theoretical Ratio of Flow to Capacity (RFC) values.

It is recognised that there are two other major residential applications in Ambrosden awaiting determination; 22/02455/F (55 dwellings) and 22/01976/OUT (75 dwellings). These would both be accessed from Blackthorn Road. Due to the location of both these sites in respect to the highway network, the peak hour journeys to the A41 (eastbound and westbound), which comprise the majority of trips, would be via the B4011. The number of trips from the Ploughley Road using this route will be minimal, as discussed above. As the other two sites are not committed developments they do not need to be taken into account in the junction analysis, but the cumulative impact should be small as vehicle journeys will predominantly be taking different routes.

Policy 36 of the Oxfordshire Local Transport and Connectivity Plan states that a “decide and provide” approach is to be taken to manage and develop the county’s transport network. Accordingly, the “Implementing ‘Decide & Provide’: Requirements for Transport Assessments” document has been developed to explain how transport assessments for all new developments will need to adopt this approach. This document was formally adopted by Cabinet on 20 September 2022. As this is the same date as the application was received by Cherwell District Council, it is reasonable that the approach has not been considered. In any case, the scale of development would not require any junction modifications to increase capacity.

## **Walking and Cycling**

Sect. 4.5 of the TA indicates that the education, health, leisure and retail facilities in Ambrosden may be reached on foot in an acceptable time/distance. However, all employment sites, other than Symmetry Park, are beyond walkable distance but may be comfortably reached by cycle.

Paragraphs 104c, 106d and 112a of the NPPF recognise the priority that must be given to cycling movement and infrastructure. Policies 2 and 4 of the recently adopted Oxfordshire Local Transport and Connectivity Plan also strongly support cycling networks. It is, therefore, considered necessary that the Ploughley Road cycle track must be brought up to the current standards between the main site access and the A41, as detailed in LTN 1/20, to make the development acceptable in this regard. These works should form part of the S278 agreement.

The existing unsegregated, shared use cycletrack measures 1.8m in width. Table 6-3 of LTN 1/20 gives the recommended minimum width of a shared use route carrying up to 300 pedestrians and cyclists per hour as 3.0m, so this is what is required to make the cycletrack acceptable.

The shared use cycletrack along the A41, between the Ploughley Road junction and the Rodney House Roundabout (Graven Hill), is to be upgraded to this standard using contributions from other developments. Further improvements from Rodney House to the town centre are planned in accordance with the Bicester LCWIP. Widening of the Ploughley Road facility would create a suitable off-carriageway cycletrack all the way from the site to Bicester town centre, giving a realistic alternative to the private car particularly for employment and secondary education trips.

## **Travel Plan**

A full 'Residential Travel Plan' will be required for this development. This should be produced prior to first occupation and then updated on 50% of the site (60<sup>th</sup> dwelling) once survey data is available. Further information regarding the required criteria can be found within appendices 5 and 8 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'. Further information can also be sought from the Travel Plan Team at OCC [travelplan@oxfordshire.gov.uk](mailto:travelplan@oxfordshire.gov.uk)

A 'Residential Travel Plan' has been submitted with this application but requires further information before it meets OCC criteria. The applicant is therefore advised to consult the guidance document and the specific points outlined below before revising and resubmitting for approval.

£1,558 (RPI index linked) of travel plan monitoring fees are required to enable the travel plan to be monitored for a period of five years.

A 'Residential Travel Information Pack' should be produced prior to occupation and then 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.

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

### Residential Travel Plan Specific Comments

- Further information is required about the on-site (development based) facilities for pedestrians and cyclists.
- Have any barriers to the promotion of sustainable, active modes been identified?
- A commitment is required that TPC contact details will be sent to the Travel Plans Team at OCC prior to occupation of the site.
- How long will the TPC role be funded for and by whom?
- Paragraph 6.3 – what budget is associated with the role?
- Who will be the interim contact for travel planning matters until the TPC is appointed? This is important for the Travel Plans Team to enable a monitoring related dialogue to be established as soon as possible.
- Information about deliveries is required.
- Information about car parking levels should be included.
- What is the estimated date of occupation?
- Baseline target data should be added to table 7.1.
- Targets are required for all modes for a period of five years as per paragraphs A.24/ A.25 of the OCC guidance document.
- Paragraph 8.2. – 'Working from home' should also be included in this paragraph.
- The action plan should be a mixture of engineering and education-based activities. Further targeted actions are required if the specified objectives are to be met.
- Paragraph 9.4 – Monitoring reports should be submitted to the Travel Plans Team at OCC within **one** month of completion.



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

**£135,960 Public Transport Service Contribution** indexed from December 2021 using RPI-x

**Towards:** Maintaining and/or improving bus routes that serve Ambrosden

**Justification:** Local Transport Plan 4, Policy 34. Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:

- identify the requirement for passenger transport services to serve the development, seek developer funding for these to be provided until they become commercially viable and provide standing advice for developers on the level of Section 106 contributions towards public transport expected for different locations and scales of development.

The routes serving Ambrosden are financially supported by the County Council using developer contributions. The site would not be considered to be sustainable in transport terms without these bus services, so a contribution towards preserving them is a requirement.

The services are vital in ensuring that residents are able to access local services and employment areas by sustainable transport modes and in maximising opportunities for sustainable transport, as required under the NPPF. An effective bus service is required to offer residents a realistic alternative to the car, particularly for longer distance journeys where walking or cycling may not be a realistic option.

**Calculation:** £1,133 per dwelling is sought from developments served by the bus routes along Ambrosden on a fair and equitable basis.

£1,133 x 120 = £135,960

**£30,000 Public Rights of Way Contribution** indexed from September 2022 using Baxter Index

**Towards:** Mitigation measures in the 'impact' area up to 3km from the site. Primarily this is to improve the surfaces of all routes to take account of the likely increase in use by residents of the development as well as new or replacement structures like gates, bridges and seating, sub surfacing and drainage to enable easier access, improved signing etc.

**Justification:**

*a) necessary to make the proposed development acceptable in planning terms.*

There is expected to be an increase in numbers of residents and their visitors using the rights of way network in the vicinity of the site due to the proximity of the development. OCC Countryside Access is seeking a contribution to mitigate the impact of this increase in numbers of residents and their visitors accessing the network along these routes.

*b) directly related to the development.*

The site has had a desk assessment to both assess the current situation and look at how public use could be protected and enhanced. With the development site at the centre, the logical and realistic public rights of way network likely to be affected is considered.

*c) fairly and reasonably related in scale and kind to the development.*

The proposed measures are based on the desk assessment of likely costs for the measures. The proposed off-site measures are in the form of a reasonable financial contribution to allow the Countryside Access Team to plan and deliver improvements with third party landowners in a reasonable time period and under the Rights of Way Management Plan aims.

**Calculation:**

The proposed measures are based on the desk assessment of likely costs for the measures. They are not based on a standard formula or any other kind of per dwelling or per m2 tariff system. Estimated contribution breakdown by activity:

- site surveys & assessments 5%
- habitat survey & mitigation 5%
- landowner negotiations 5%
- Materials, contractor, plant & equipment 60%
- Legal processes e.g. temporary works closures, agreement payments 5-10%
- Contract preparation & supervision 5%
- Admin costs 5%
- Contingency/Follow-up repair works 5-10%

**£1,558 Travel Plan Monitoring Fee** indexed from September 2022 using RPI-x

**Justification:**

The travel plan aims to encourage and promote more sustainable modes of transport with the objective of reducing dependence upon private motor car travel and so reducing the environmental impact and traffic congestion. A travel plan is required to make this development acceptable in planning terms.

A travel plan is a 'dynamic' document tailored to the needs of businesses and requires an iterative method of re-evaluation and amendment. The county council needs to carry out biennial monitoring over five years of the life of a Travel Plan which includes the following activities:

- review survey data produced by the developer
- compare it to the progress against the targets in the approved travel plan and census or national travel survey data sets

- agree any changes in an updated actions or future targets in an updated travel plan.

Government guidance, 'Good Practice Guidance: Delivering Travel Plans through the Planning Process' states that: 'Monitoring and review are essential to ensure travel plan objectives are being achieved. Monitoring for individual sites should ensure that there is compliance with the plan, assess the effectiveness of the measures and provide opportunity for review.... Monitoring must be done over time – it requires action and resources.'

In accordance with this Guidance, it is the view of the county council that without monitoring the travel plan is likely to be ineffective. Therefore, monitoring of the travel plan is required to make the development acceptable in planning terms.

The government's Good Practice Guidance has been archived but has not been superseded with any other guidance on the practicalities of implementing travel plans. The county council's own published guidance: Transport for new developments; Transport Assessments and Travel Plans, also includes the requirement for monitoring.

Further, the Good Practice Guidance states that 'local authorities should consider charging for the monitoring process and publish any agreed fee scales'.

Section 93 of the Local Government Act 2003 gives the power to local authorities to charge for discretionary services. These are services that an authority has the power, but not a duty, to provide. The Travel Plan Monitoring fee is set to cover the estimated cost of carrying out the above activities and is published in the county council's guidance: 'Transport for new developments; Transport Assessments and Travel Plans'.

As with most non-statutory activities, councils seek to cover their costs as far as possible by way of fees. This is particularly required in the current climate of restricted budgets. Without the fees the council could not provide the resource to carry out the activity, as it is not possible to absorb the work into the general statutory workload. In the case of travel plan monitoring, the work is carried out by a small, dedicated Travel Plans team.

The travel plan monitoring fee is therefore required to make the development acceptable in planning terms, because it enables the monitoring to take place which is necessary to deliver an effective travel plan.

### **Calculation:**

The fee charged is for the work required by Oxfordshire County Council to monitor a travel plan related solely to this development site. They are based on an estimate of the officer time required to carry out the following activities:

- review the survey data produced by the developer
- compare it to the progress against the targets in the approved travel plan and census or national travel survey data sets

- agree any changes in an updated actions or future targets in an updated travel plan.

Oxfordshire County Council guidance –***Transport for new developments: Transport Assessments and Travel Plans*** sets out two levels of fees according to the size of the development. This development falls into the smaller category.

The figure for each travel plan is based on three monitoring and feedback stages (to be undertaken at years 1, 3 & 5 following first occupation), and assumes officer time at an hourly rate of £40. Please note that this is considered a fair rate, set to include staff salary and overheads alone.

### **S278 Highway Works:**

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- A new site access bellmouth junction on Ploughley Road
- Relocation of the speed limit signs, village gateway and “dragon’s teeth” road markings, including public consultation and TRO.
- Widening of the cycletrack to 3.0m between the site access and the A41 / Ploughley Road junction
- Traffic-calming measures adjacent to the site access on Ploughley Road
- Two bus stops on Ploughley Road. Each to comprise a two-bay shelter, Premium standard pole, flag and timetable case. The shelters are to include electrical connections for a future real time information screen.
- A crossing of Ploughley Road to the northbound bus stop

### **Notes:**

This is to be secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments, including commuted sums, that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

### **Planning Conditions:**

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

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

**Access: Full Details**

Prior to the commencement of the development hereby approved, full design details of the means of access between the land and the highway, including, position, layout, construction, drainage, and vision splays 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.*

**Traffic calming and cycletrack: Full Details**

Prior to the commencement of the development hereby approved, full design details of the traffic calming features and cycletrack widening shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to first occupation the traffic calming features and cycletrack 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.*

**Vision splays**

The vision splays shall not be obstructed by any object, structure, planting or other material of a height exceeding 0.6m measured from the carriageway level.

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

**Travel Plan**

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

*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.

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*

### **Bridleway connection**

Prior to the commencement of the development hereby approved, full design details of the means of pedestrian access between the land and Bridleway 105/6/20 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 sustainability and to comply with Government guidance contained within the National Planning Policy Framework.*

### **Bridleway improvements**

Prior to the commencement of the development hereby approved, full design details of the alterations to Bridleway 105/6/20, between the site and West Hawthorn Road, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to first occupation the alterations shall be constructed in accordance with the approved details.

*Reason - In the interests of sustainability and to comply with Government guidance contained within the National Planning Policy Framework.*

**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 (0345 310 1111). 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 the Highway Authority.

**Officer's Name: Roger Plater**

**Officer's Title: Transport Planner**

**Date: 1 November 2022**

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**TRANSPORT ASSESSMENT  
ADDENDUM**

**B05927**

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Project: Land off Ploughley Road, Ambrosden, Oxfordshire – 22/02866/OUT

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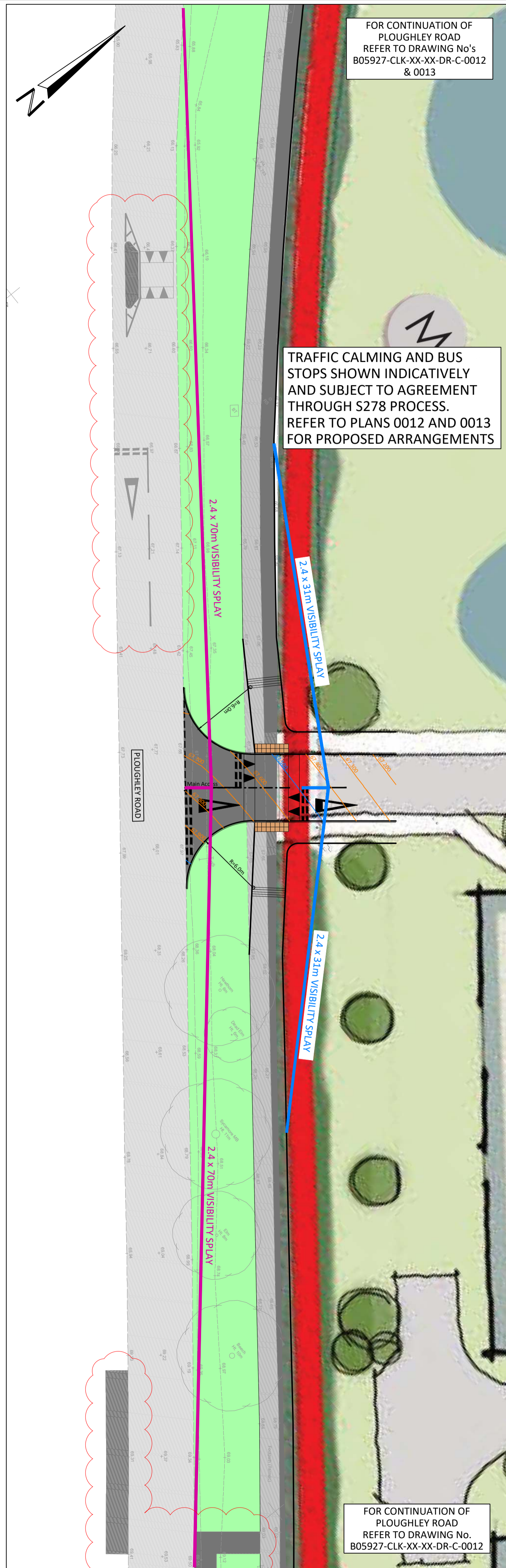
Subject: Site Access Arrangements

Date: 02/12/2022

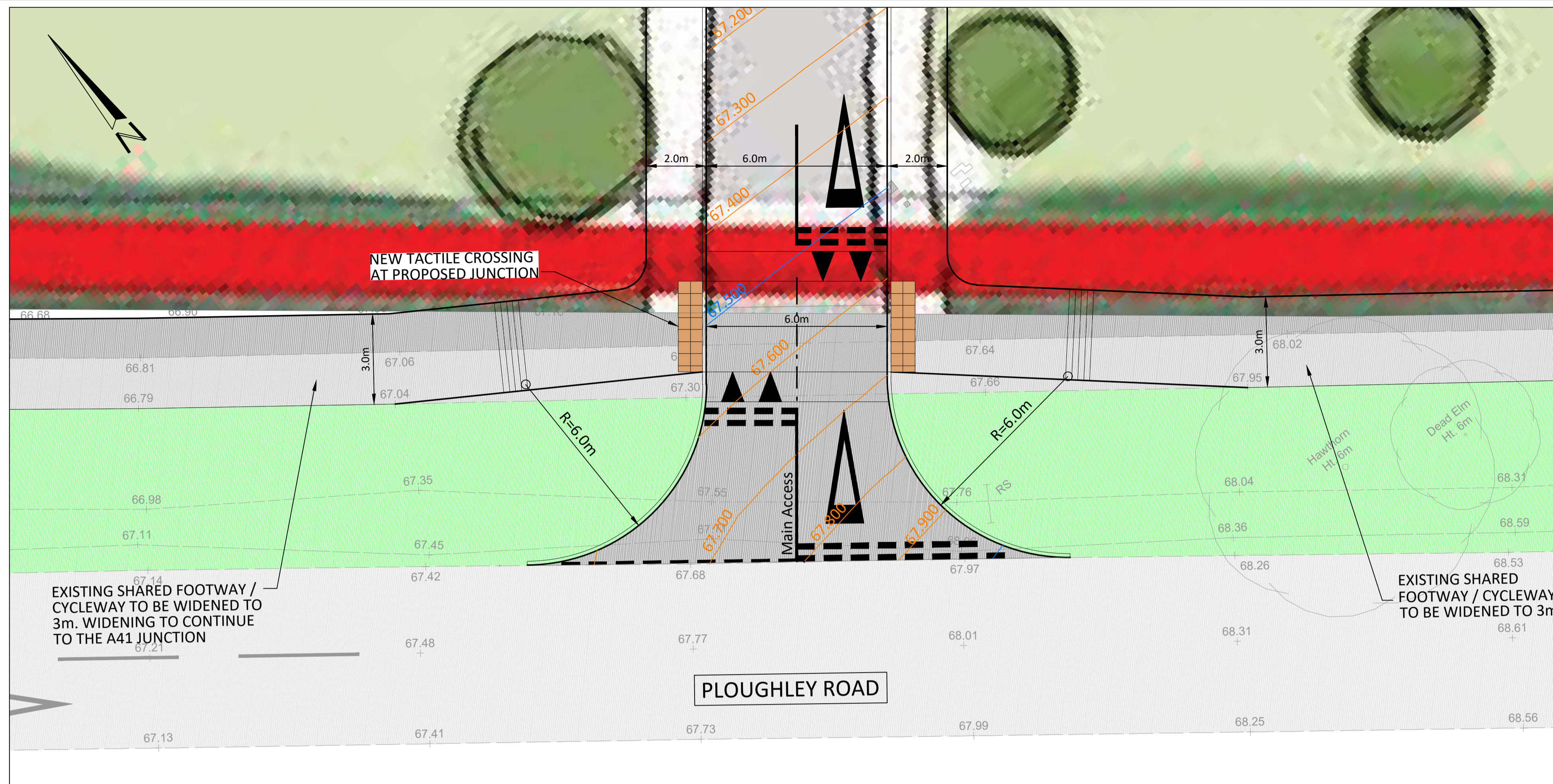
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**APPENDIX B**  
**Revised Site Access and Traffic Calming Plans**

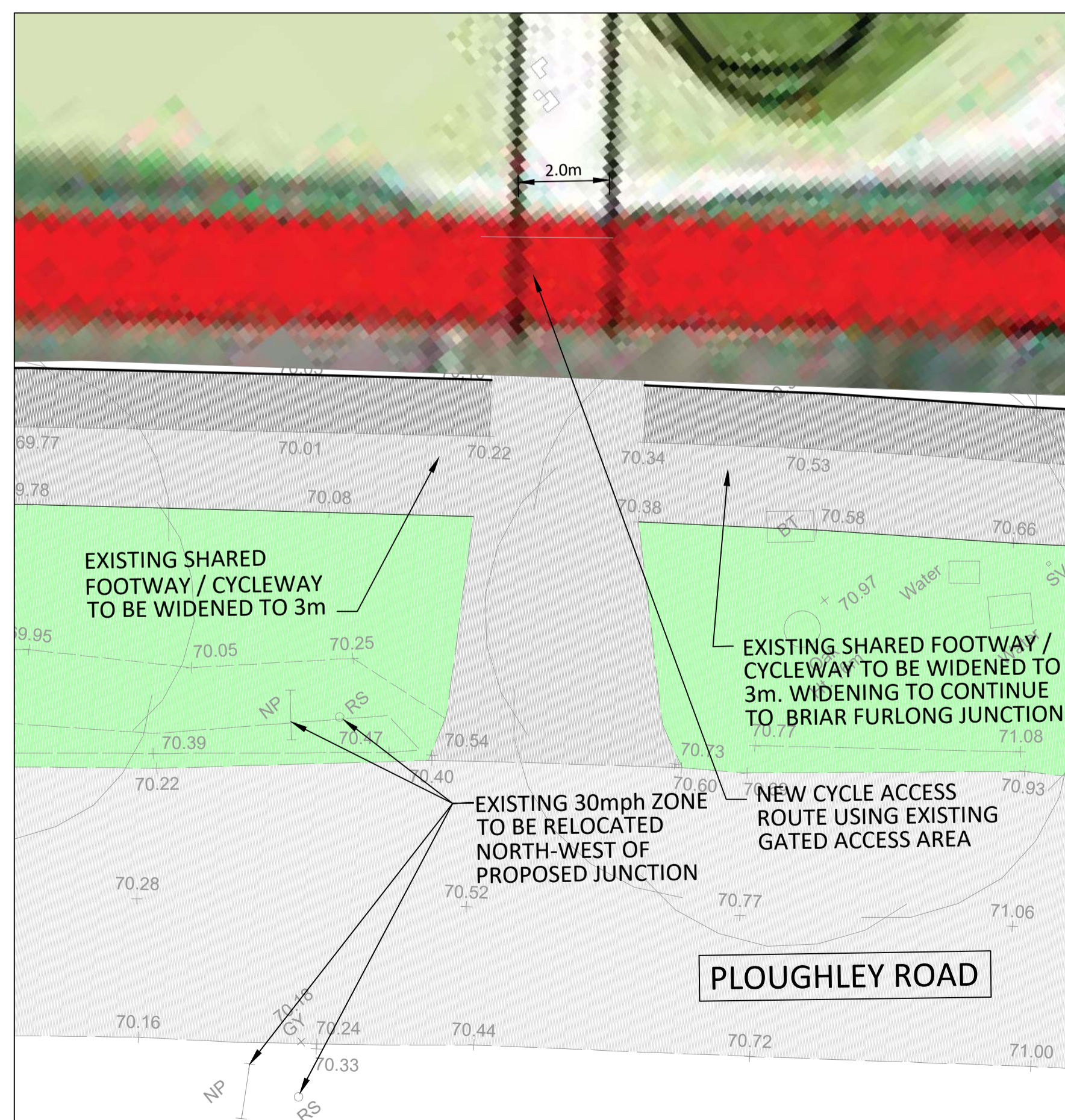




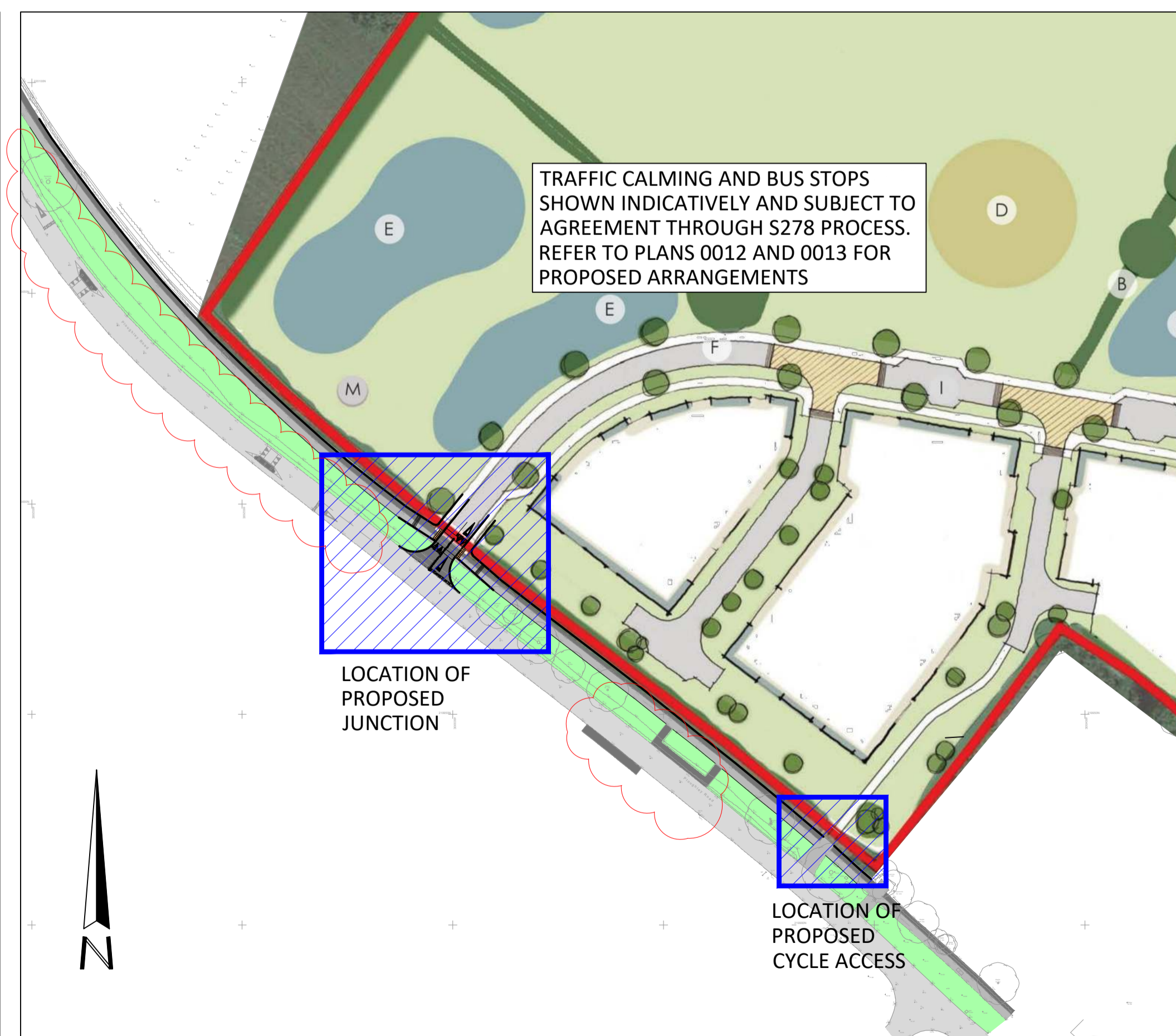
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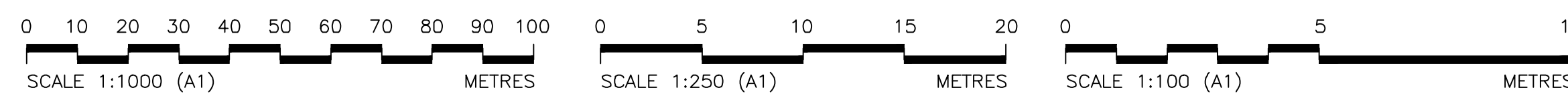
JUNCTION ACCESS PLAN  
SCALE 1:100



PROPOSED CYCLE ACCESS  
SCALE 1:100



JUNCTION ACCESS LOCATION OVERVIEW  
SCALE 1:1000



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Signed: Samuel Ithle Date: 01.12.2022  
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CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ENGINEER.  
NOTES:  
FOR CONTINUATION OF PLOUGHLEY ROAD REFER TO DRAWING No's B05927-CLK-XX-XX-DR-C-0012 & 0013.

Rev	Detail	By	Chk	Date
P05	NOTE ADDED.	AH	SI	01.12.22
P04	JUNCTION ACCESS REVISED. EX F'WAY/CYCLEWAY WIDENED TO 3m. ADDITIONAL JUNCTION VISI SPLAY ADDED. 30mph GATEWAY FEATURE OMITTED FROM SKETCH.	AH	SI	21.11.22
P03	BASE MASTERPLAN UPDATED.	JB	MT	06.09.22
P02	30mph GATEWAY FEATURE SHOWN. SCALES ADDED.	JB	MT	25.08.22
P01	FIRST ISSUE.	JB	DH	15.06.22

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Client  
**ARCHSTONE AMBROSDEN LTD. AND BELLWAY HOMES LTD.**  
Project  
**LAND OFF PLOUGHLEY ROAD AMBROSDEN**

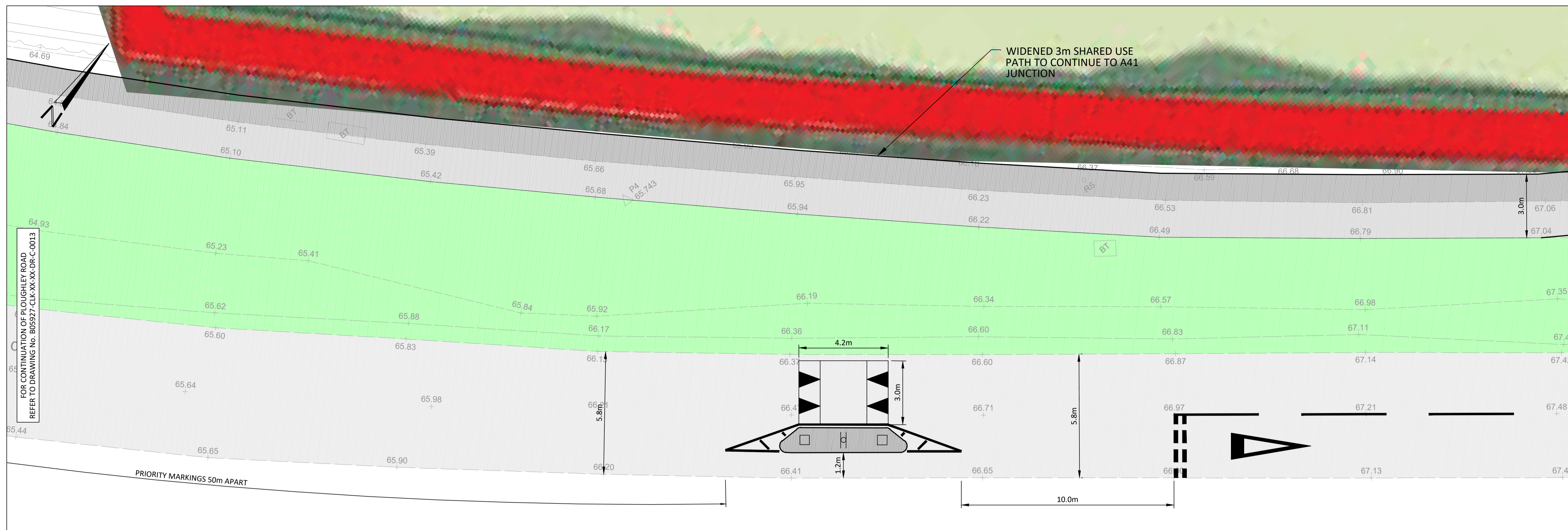
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Purpose of Issue  
**ISSUE FOR INFORMATION**

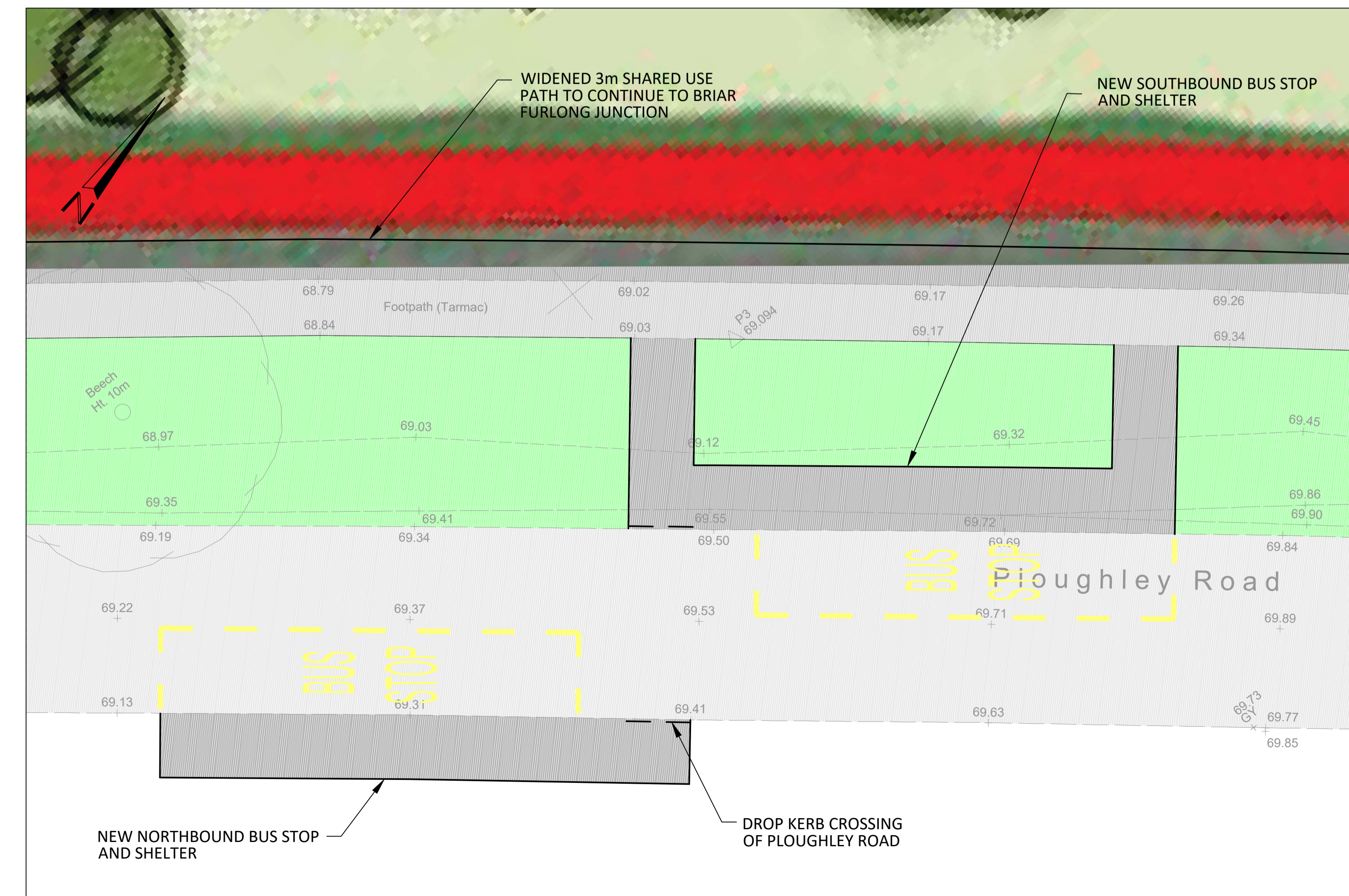
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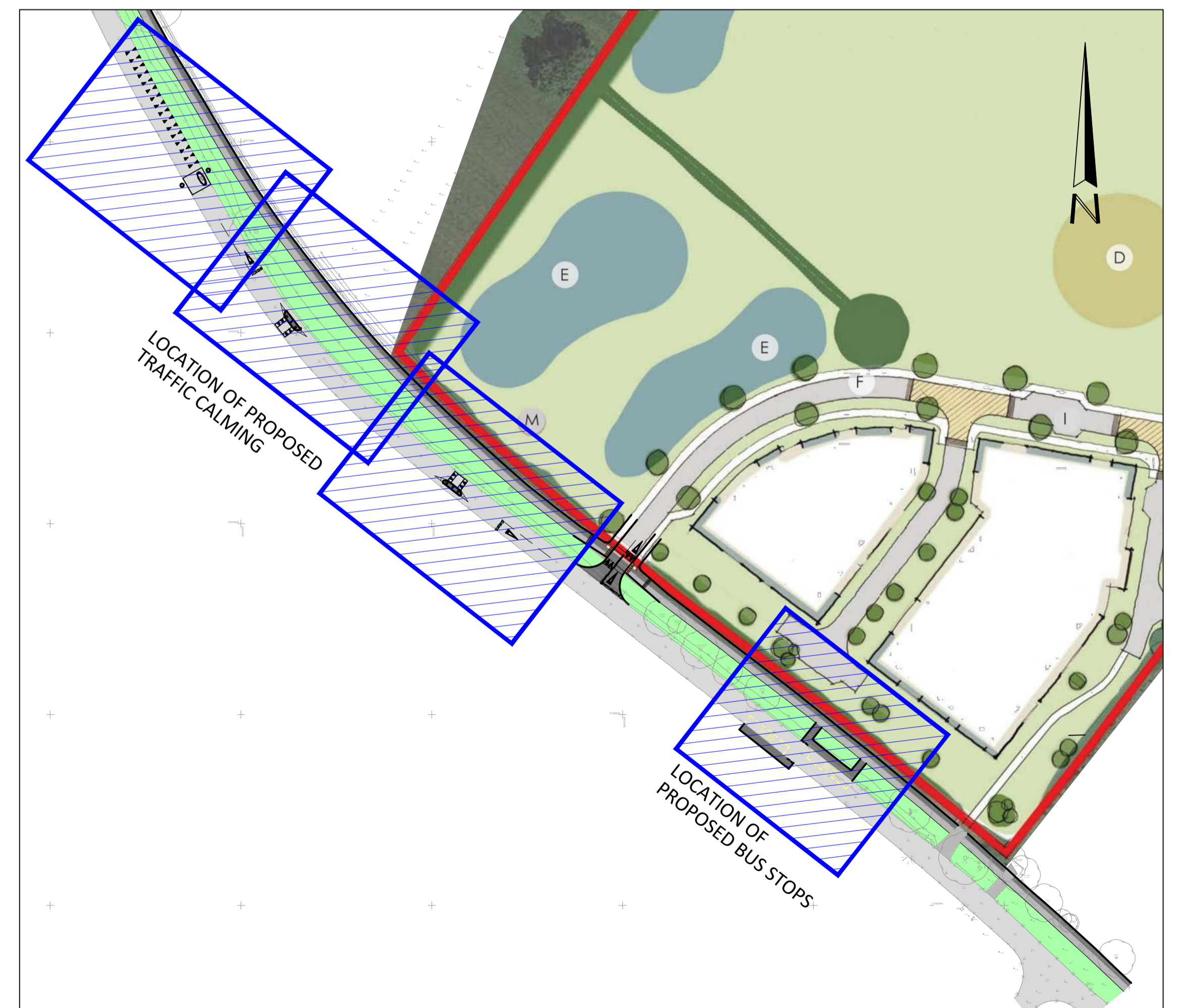




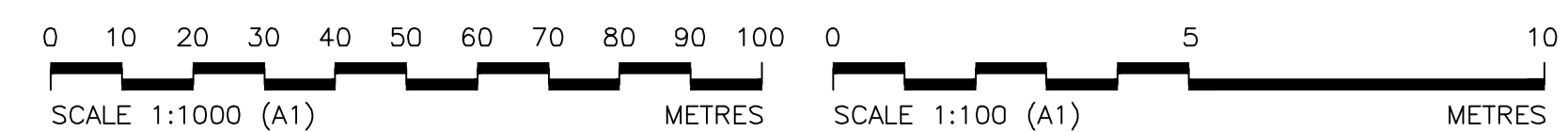
TRAFFIC CALMING PLAN  
SCALE 1:100



BUS STOP PLAN  
SCALE 1:100



OVERVIEW  
SCALE 1:1000



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- NOTES:
- FOR PLOUGHLEY ROAD CONTINUATION REFER TO DRAWING No. B05927-CLK-XX-DR-C-0013.
  - FOR ACCESS ROAD REFER TO DRAWING No. B05927-CLK-XX-DR-C-0007.

Rev	Detail	By	Chk	Date
P01	FIRST ISSUE.	AH	SI	21.11.22

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Client  
**ARCHSTONE AMBROSDEN LTD. AND BELLWAY HOMES LTD.**  
Project  
**LAND OFF PLOUGHLEY ROAD AMBROSDEN**

Drawing Title  
**PLOUGHLEY ROAD SKETCH**

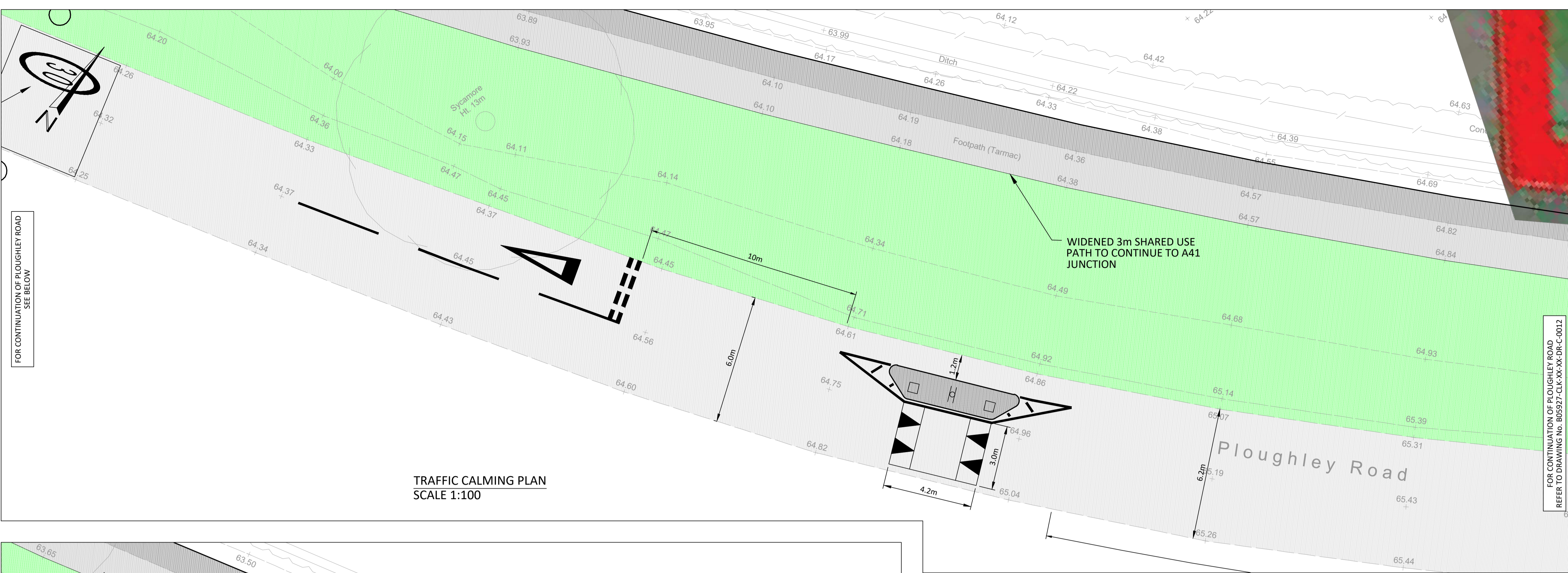
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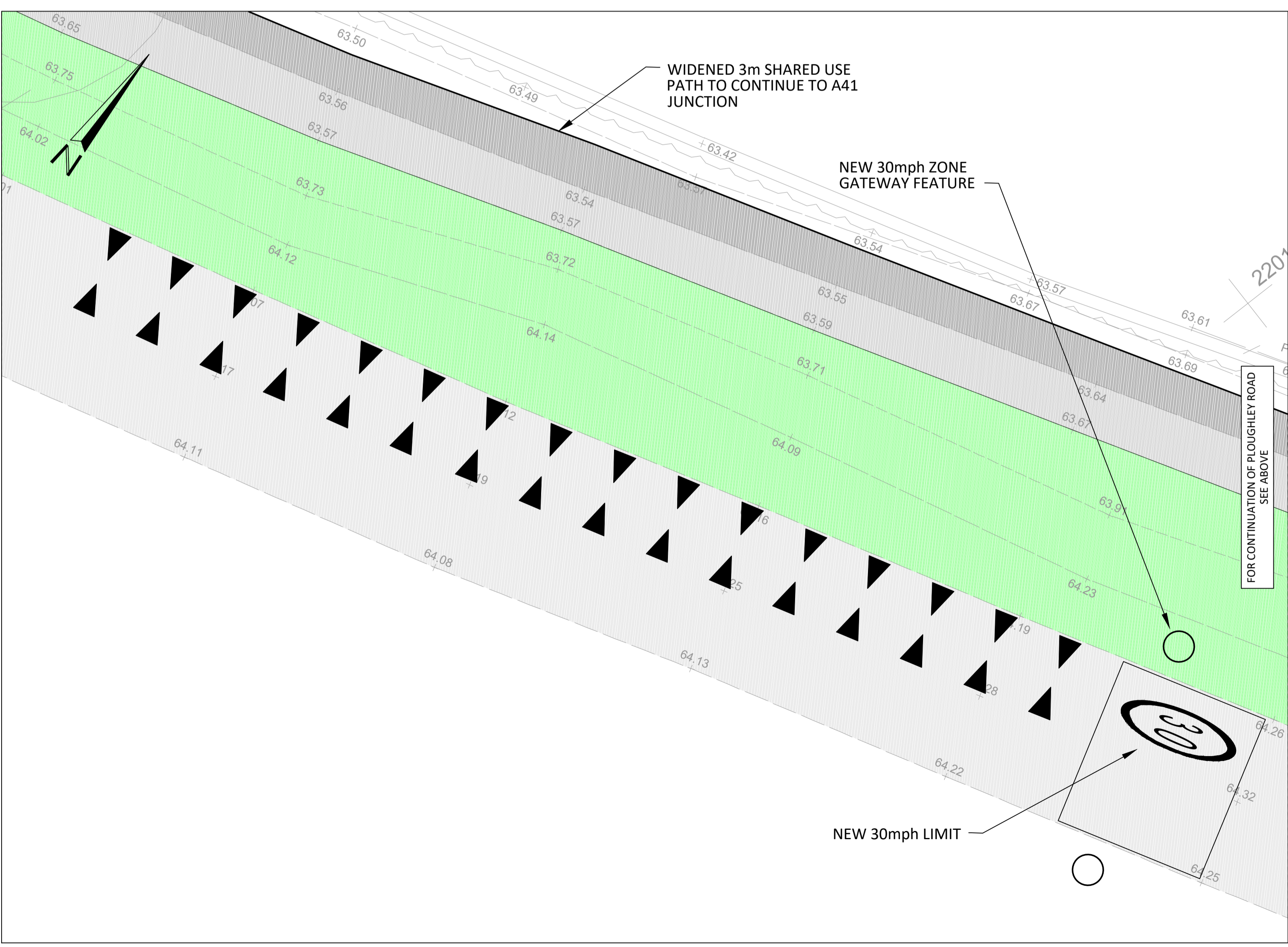
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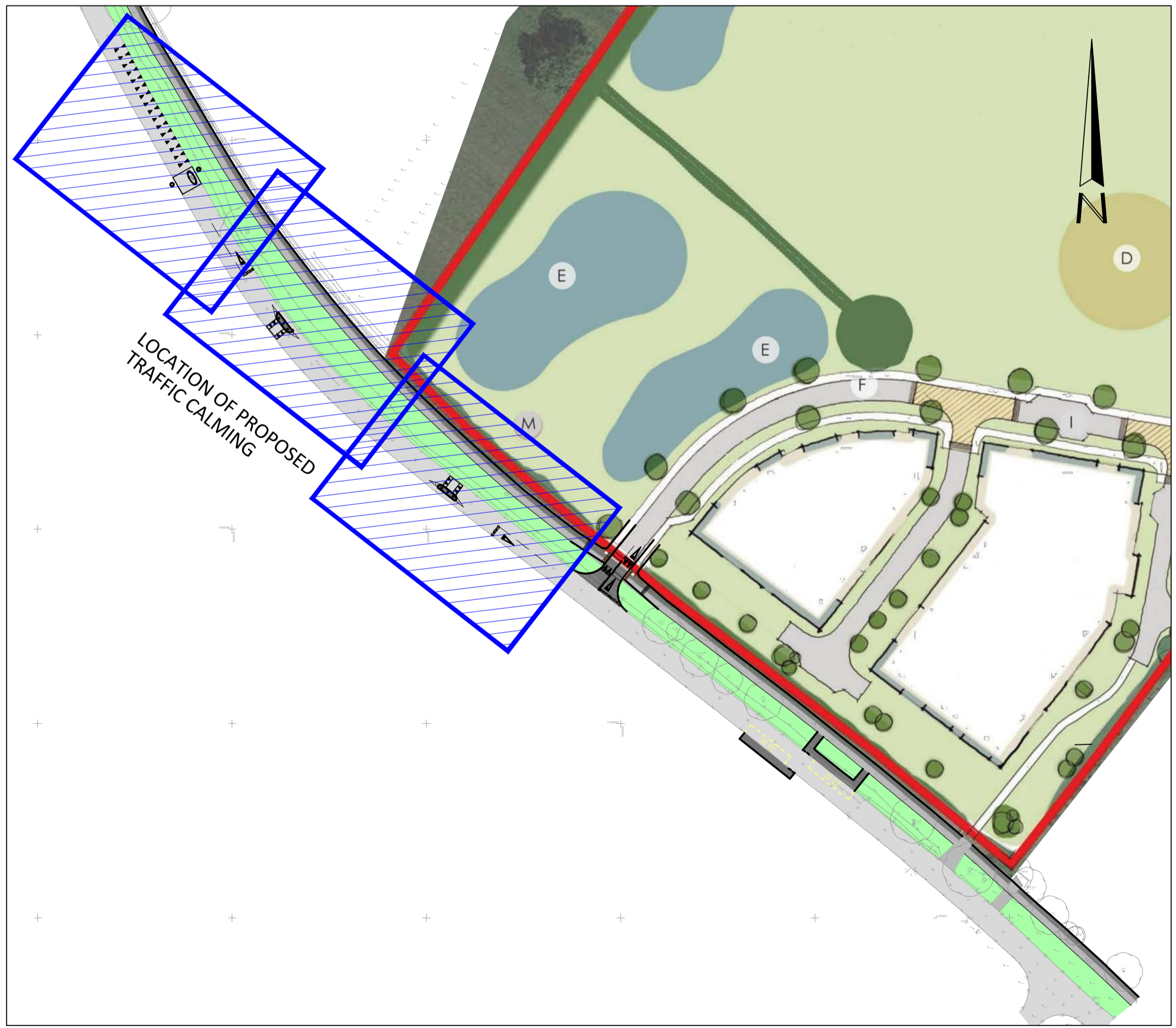




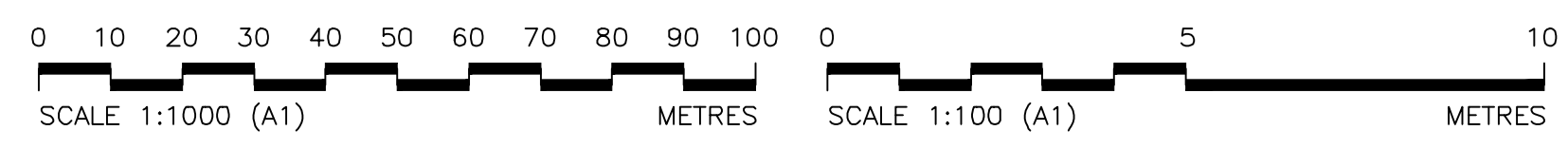
TRAFFIC CALMING PLAN  
SCALE 1:100



TRAFFIC CALMING PLAN  
SCALE 1:100



OVERVIEW  
SCALE 1:1000



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NOTES:  
1. FOR PLOUGHLEY ROAD CONTINUATION REFER TO DRAWING No. B05927-CLK-XX-XX-DR-C-0012.  
2. FOR ACCESS ROAD REFER TO DRAWING No. B05927-CLK-XX-XX-DR-C-0007.

PO1	FIRST ISSUE.	AH	SI	21.11.22
Rev	Detail	By	Chk	Date
Revisions				

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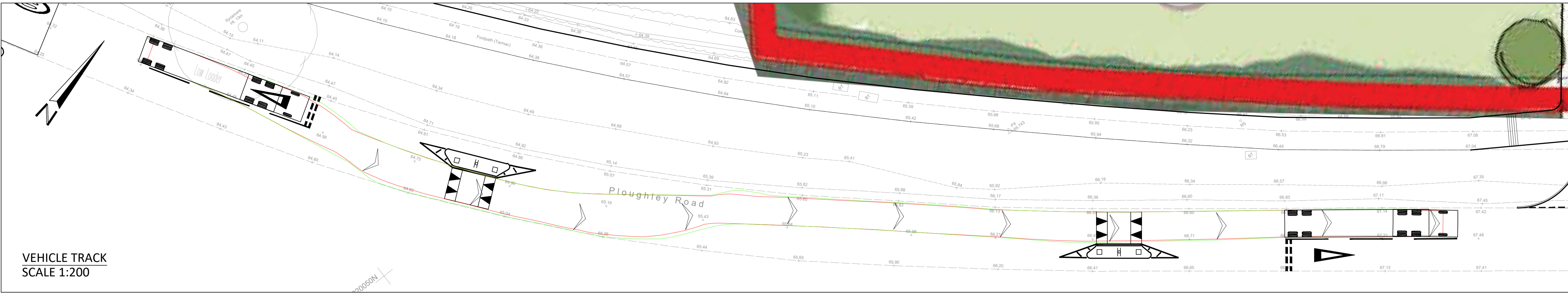
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Purpose of Issue  
**ISSUE FOR INFORMATION**

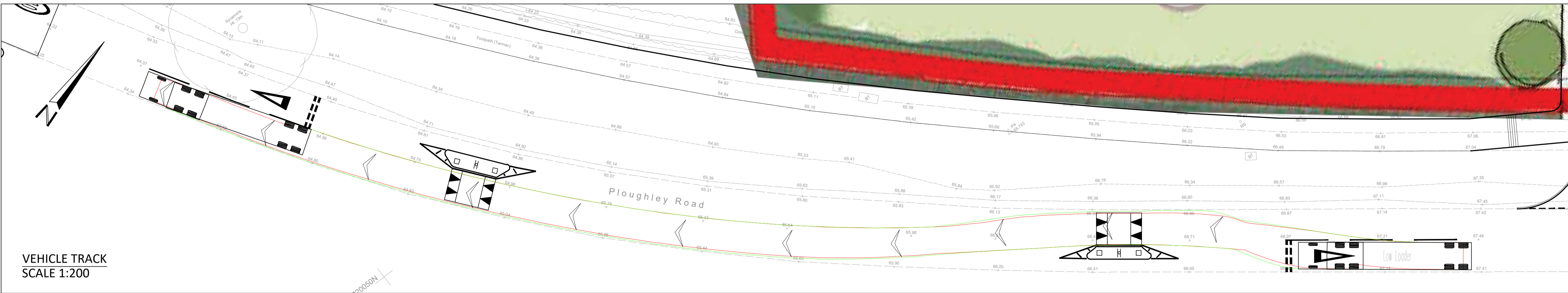
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DR	C	0013	
Scale	Date	Revision	
1/1000 & 1/100 @ A1	21.11.2022		
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AH	SI	A1	
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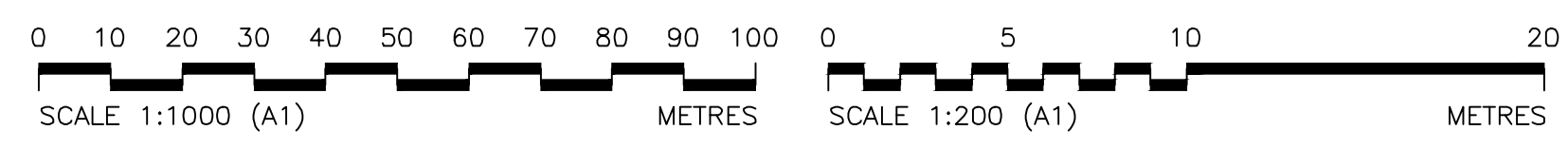
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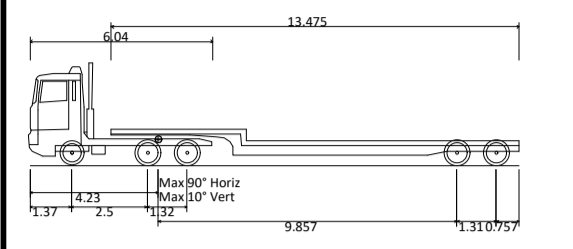
VEHICLE TRACK  
SCALE 1:200



OVERVIEW  
SCALE 1:1000



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Low Loader	16.154m
Overall Length	2.520m
Overall Width	3.393m
Overall Body Height	0.318m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.990m
Kerb to Kerb Turning Radius	

PO1	FIRST ISSUE.	AH	SI	21.11.22
Rev	Detail	By	Chk	Date

Revisions

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Client  
**ARCHSTONE AMBROSDEN LTD.  
AND BELLWAY HOMES LTD.**

Project  
**LAND OFF PLOUGHLEY ROAD  
AMBROSDEN**

Drawing Title  
**PLOUGHLEY ROAD  
SWEEP PATH ANALYSIS  
SKETCH**

Purpose of Issue  
**ISSUE FOR INFORMATION**

ClarkeBond Project No.		Status	
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Project	Originator	Volume	Level
B05927	CLK	XX	XX
Scale	Date	DR	Role
1/1000 & 1/200 @ A1	21.11.2022	DR	C
Drawn	Checked	Sheet Size	Revision
AH	SI	A1	<b>P01</b>

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**TRANSPORT ASSESSMENT  
ADDENDUM**

**B05927**

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Project: Land off Ploughley Road, Ambrosden, Oxfordshire – 22/02866/OUT

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Subject: Site Access Arrangements

Date: 02/12/2022

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**APPENDIX C  
Extent of the Adopted Highway**

# KEY TO HIGHWAY RECORD MAPS

## HIGHWAY AUTHORITY: DEPARTMENT OF TRANSPORT

Motorway		Indigo blue
Trunk Road		Violet

## HIGHWAY AUTHORITY: COUNTY COUNCIL

Class 1 ('A' class)		Carmine Red
Class 2 ('B' class)		Grass green
Class 3 (classified unnumbered)		Sienna brown
Unclassified		Golden brown
Unclassified unmetalled		Lemon yellow
* Byway open to all traffic (BY or BOAT)		Pink
* (CRB) Re-designated as a restricted byway		True green (dashed)
* (CRF) Re-designated as a restricted byway		Purple (dashed)
* Bridleway (BR)		True green
* Definitive footpath (FP)		Purple
Definitive footpath (surfaced)		Purple dots on vermillion
Adopted footpath		Vermilion
Cycle track		Sky blue
See note on plan for details		Hatched

\* For confirmation of existence and width of a Right of Way shown as a line only on the plan please contact Rights of Way on Tel: 01865 810808 or email [country.side@oxfordshire.gov.uk](mailto:country.side@oxfordshire.gov.uk)

\* Under the Countryside & Rights of Way Act 2000, CRBs & CRFs were re-designated as Restricted Byways (RBs).



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**Caution**  
The colouring shows the extent of the highways, except that where there is a roadside ditch the highway boundary is usually the roadside edge of the ditch.

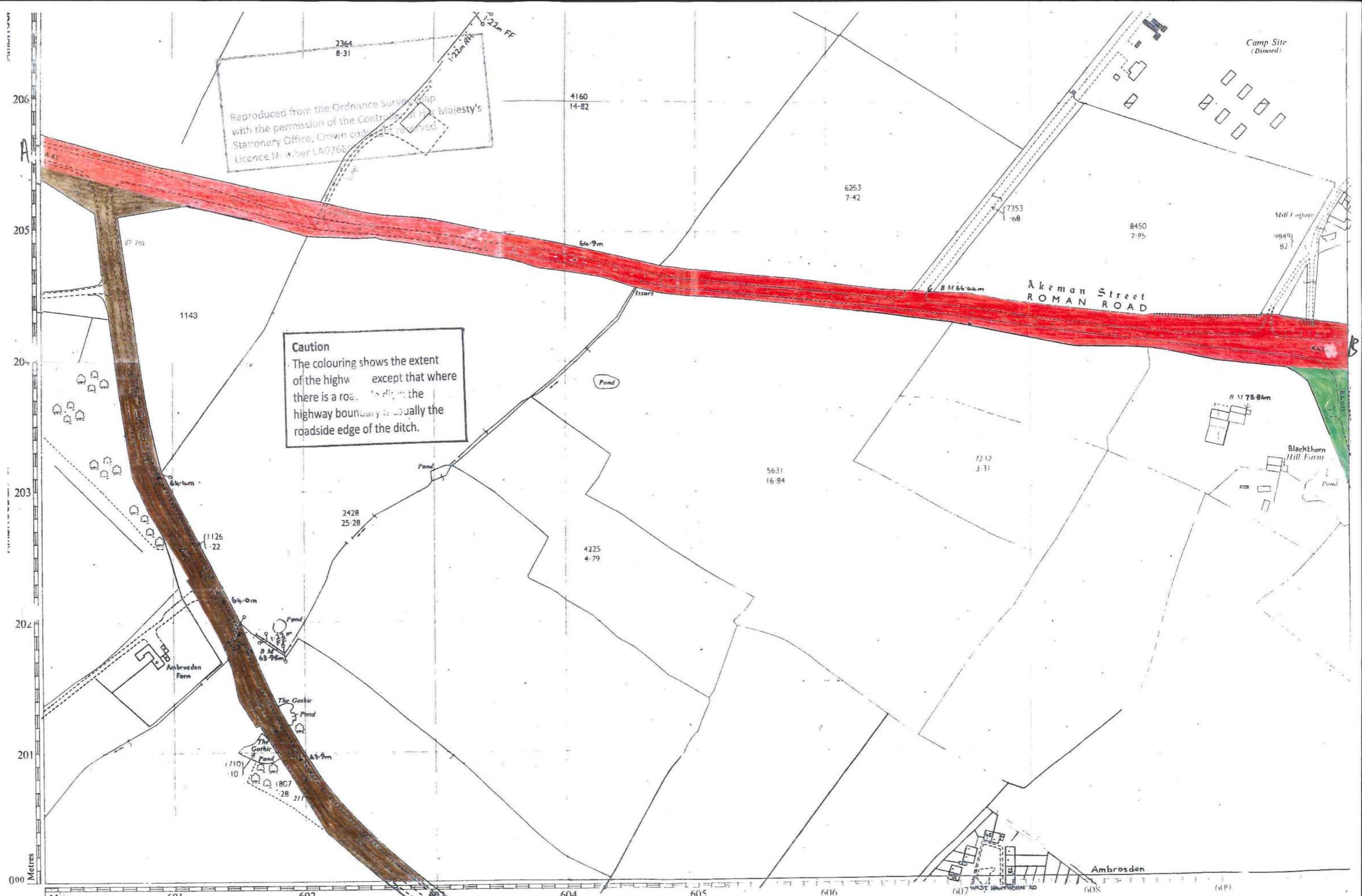


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**Caution**  
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