



Active  
Travel  
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Your Ref: 23/01233/OUT  
Our Ref: ATE/23/00144/OUT  
Date: 11 July 2023

## Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Cherwell District Council  
CC:

**Application Ref:** 23/01233/OUT

**Site Address:** OS PARCEL 4347 EAST OF PIPAL COTTAGE, OXFORD ROAD, KIDLINGTON, OX2 8HE

**Description of development:** Outline application (with all matters except access reserved for future consideration) for the demolition of existing buildings and the erection of up to 800 dwellings (Class C3); a two form entry primary school; a local centre (comprising convenience retailing (not less than 350sqm and up to 500sqm (Class E(a))), business uses (Class E(g)(i)) and/or financial and professional uses (Class E(c)) up to 500sqm, café or restaurant use (Class E(b)) up to 200sqm; community building (Class E and F2); car and cycle parking); associated play areas, allotments, public open green space and landscaping; new vehicular, pedestrian and cycle access points; internal roads, paths and communal parking infrastructure; associated works, infrastructure (including Sustainable Urban Drainage, services and utilities) and ancillary development. Works to the Oxford Road in the vicinity of the site to include, pedestrian and cycle infrastructure, drainage, bus stops, landscaping and ancillary development.

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~

- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. **Refusal:** ~~ATE recommends that the application be refused for the reasons set out in this response.~~

## 1.0 Background

The outline application proposes the construction of up to 800 dwellings and mixed-use development on the land, which is the subject of an allocation under policy PR6a in the adopted Cherwell Local Plan Partial Review. The site is one of six sites which have been allocated in the adopted Cherwell Local Plan 2011-2031 Partial Review (September 2020) for residential development. As part of the development, a range of community facilities are proposed, such as a primary school, a community hall and commercial and employment uses.

The Oxford City boundary is located 0,1 miles to the south of the site, Oxford city centre is 3.3 miles to the south and the centre of Kidlington is 2.1 mile to the north-west.

## 2.0 Summary

ATE welcomes that the site is designed primarily for pedestrians and cyclists and the masterplan displays good permeability through the site. Therefore, the development has the potential for many journeys to be contained onsite. Having through routes for pedestrians and cyclists south of the site is essential and ATE would welcome confirmation on access and connections through the new development by Croudace south of the site and links to neighbouring developments.

Overall ATA considers the development promotes active travel with the site and considers there is good access to public transport links. To encourage active travel outside of the site improvements are needed to infrastructure, which is demonstrated in the Transport Assessment, as such ATE welcomes the cycle super highway scheme that will segregate the footway and cycleway along Oxford Road and the enhancements proposed to the NCN Route 51 – avoiding Cutteslowe Roundabout.

## 3.0 Policy considerations

The National Planning Policy Framework (NPPF) states:

104. Transport issues should be considered from the earliest stages of... development proposals, so that:

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

110. In assessing... specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; [and]
- b) safe and suitable access to the site can be achieved for all users

112. ...applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas...;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; [and]
- c) create places that... minimise the scope for conflicts between pedestrians, cyclists and vehicles...;

*Local Transport Note 1/20* (LTN 1/20) provides guidance to local authorities on delivering high quality cycle infrastructure.

*Gear change: a bold vision for cycling and walking* is the Government's cycling and walking plan for England. This sets the Government's vision for cycling and walking to be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030, while also recognising that that school active travel can play a greater role in preventing obesity and supporting healthier weight. Active Travel England's responsibilities for walking also extend to "wheeling", such as the use of wheelchairs (self-propelled or powered) and mobility scooters.

*Inclusive mobility: making transport accessible for passengers and pedestrians* provides guidance on designing and improving the accessibility and inclusivity of public transport and pedestrian infrastructure.

## **4.0 Opportunities**

The site is located within a few kilometres of key amenities in Kidlington and Summertown. However, in regard to Active Travel to these amenities, the infrastructure along Oxford Road and Banbury Road is a narrow shared cycleway and footway, and therefore is not compliant with the relevant guidelines. The potential cycle super highway along Oxford Road and Banbury Road is a significant opportunity for residents of this development site as the scheme proposes to segregate the footway and cycleway, which will likely increase its usage and ensure compliance with Inclusive Mobility guidance and LTN 1/20.

## **5.0 Areas of Concern**

### **Through active travel routes**

ATE considers it essential that confirmation of through routes is agreed upon at the outline application. Further confirmation is needed on the through - connections with the consented site south of the application site by Croudace and through routes to Cutteslowe Park.

### **Off-site active travel infrastructure quality**

ATE does not consider the existing highway infrastructure along Oxford and Banbury Road suitable for active travel due to its lack of width and segregation. ATE notes that the

development will contribute proportionately towards the OXCC cycle highway scheme, the potential Kidlington roundabout improvements and the enhancements proposed to the NCN Route 51 – avoiding Cutteslowe Roundabout. ATE would welcome confirmation of this agreement.

### **Car parking strategy**

The Transport Assessment notes that the car parking strategy is to be agreed upon at the reserved matters application. ATE would however expect the principles to be agreed upon at the outline application to promote active travel and to minimise car usage where possible.

### **Cycle Parking**

The Transport Assessment provides the amount of cycle parking proposed to be allocated to each dwelling but needs more detail on the type of parking that would be provided.

## **6.0 Next Steps**

This advice should be provided to the LPA case officer and forwarded to the agent and applicant. ATE would be content to review further submitted information to help address the above identified deficits with a view to providing a further response and recommended wording for planning conditions and obligations.