

APPENDIX A. Consultation Comments Tracker

Water Eaton (23/01233/OUT) – Consultee Comment Review

Consultee	Comment	i-Transport Response
Oxfordshire County Council Highways (OXCC) – 29 June 2023	The site is in a highly sustainable location with good access to public transport and local amenities. Active travel improvements in the area will further strengthen the sustainability of the site.	
	Although the location is considered sustainable, the infrastructure requirements listed below are deemed essential in reducing car dependency and ensuring residents choose to travel using active and sustainable transport. The site has been assessed taking into account the infrastructure requirements with the trip generation based on a large modal shift. The assessment and acceptability of the application is therefore dependant on this infrastructure coming forward.	See Transport Assessment Addendum. In broad terms the applicant is content to make a proportionate contribution to the various transport infrastructure measures subject to them meeting the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010.
	Oxfordshire County Council does not object to the principle of development in this location, but further evidence is required regarding the traffic impact of the site. Until the transport model has been provided and agreed an objection is raised on highway grounds.	Traffic modelling now agreed with OXCC – the traffic impact is of the development is not significant and the residual cumulative impacts are not severe. See Section 8 of the Transport Assessment Addendum
	Cuttleslowe Roundabout is seen as a barrier as the current arrangement for pedestrians and cyclists is poor and with the increase in expected users this is unacceptable. Until a scheme has been agreed which improves the convenience and safety for active travel users, an objection is raised on highway grounds.	Mitigation scheme now identified with OXCC - the applicant is content to make a proportionate contribution to the various transport infrastructure measures subject to them meeting the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010. See Section 5 of the Transport Assessment Addendum
	The primary access is in the form of a CYCLOPS junction which supports the Cycle Superhighway and is deemed beneficial to active travel users in the area, there are no other junctions like this in Oxfordshire so it is considered as an innovative approach and supported. The secondary left-in/left-out access further benefits walking and cycling and prioritises these trips which is again supported.	OXCC's detailed comments on the application requested that at the CYCLOPS junction the applicant look at safeguarding sufficient space for a right turn movement into PR6b from the north, which was not shown on the drawings submitted with the application. The junction design has therefore been updated to safeguard sufficient space for a right turn movement into PR6b on the northern arm as well as extending the verge to the north and south of the junction as far as the junction to seek to ensure that that cyclists use the pedestrian / cycle facilities along Oxford Road and at the junction.

Consultee	Comment	i-Transport Response
	<p>There are multiple pedestrian/cycle accesses including access to Cutteslowe Park and the housing site to the south under reference 21/01449/FUL. It is important that a further ped/cycle access from the site is provided further east along the P&R access road to create an easy access to the station for residents which is on the desire line. The county council have requested this multiple times and see no reason why this cannot be provided, as such, a condition has been included requiring this.</p> <p>Cycle and car parking will be agreed under reserved matters applications; however, the county council requires a robust assessment to demonstrate why the site cannot be car-free, especially in areas of the site close to Oxford Road and Oxford Parkway. A Controlled Parking Zone (CPZ) will be required for the site to help modal shift towards active and sustainable travel and to reduce potential overflow parking related to Oxford Parkway (and the proposed football stadium if it proceeds).</p>	<p>A further pedestrian / cycle access from the site is provided to the Parkway / Station / Park and Ride site to the north. This was shown in the original planning submission and the updated land use and access parameter plan also shows the indicative location for this pedestrian / cycle access – it is envisaged that the Section 106 Agreement will secure a pedestrian / cycle link as far as the site boundary in this location.</p> <p>The parking assessment is provided at Section 4 of the Transport Assessment Addendum demonstrating that car free development is not appropriate.</p>
<p>National Highways</p>	<p>National Highways provided an initial holding response on the application dated 21 July 2023.</p>	<p>Following the submission of further information from i-Transport, National Highways lifted its holding position on 11 September 2023 recommending that conditions should be attached to any planning permission that may be granted. See Section 8 of the Transport Assessment Addendum</p>
<p>Active Travel England (ATE) – 11 July 2023</p>	<p>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.</p>	

Consultee	Comment	i-Transport Response
	<p>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.</p>	
	<p>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.</p>	<p>Confirmation provided – see Sections 3, 4 and 5 of the Transport Assessment Addendum and Oxfordshire County Council’s response.</p>
	<p>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.</p>	<p>Confirmation provided – see Section 5 of the Transport Assessment Addendum and Oxfordshire County Council’s response</p>
	<p>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.</p>	<p>This is an outline planning application. A parking assessment is provided at Section 4 of the Transport Assessment Addendum demonstrating that car free development is not appropriate. Oxfordshire County Council’s response agrees that cycle and car parking will be agreed under reserved matters applications.</p>

Consultee	Comment	i-Transport Response
	<p>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.</p>	<p>Oxfordshire County Council's response agrees that cycle parking will be agreed under reserved matters applications. Cycle parking in accordance with the adopted standards is envisaged.</p>
<p>Cherwell District Council (CDC) Case Officer – 15 August 2023</p>	<p>Policy PR6a and the approved design Brief also requires a scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site to the adjacent Oxford Parkway and Water Eaton Park and Ride. The application submission has not addressed this. This matter was also raised at pre-application discussions by OCC and at this point a satisfactory reason why this cannot be provided has not been made. This issue is raised again in the consultation response from OCC Transport. This must be considered through the outline submission and not left to reserved matters. It is noted that these will be created through green infrastructure links, how will these new accesses which will need to be designed to accommodate large farm and commercial vehicles impact on these links? A greater understanding is required at this outline stage.</p>	<p>A further pedestrian / cycle access from the site is provided to the Parkway / Station / Park and Ride site to the north. This was shown in the original planning submission and the updated land use and access parameter plan also shows the indicative location for this pedestrian / cycle access – it is envisaged that the Section 106 Agreement will secure a pedestrian / cycle link as far as the site boundary in this location.</p>
<p>Transport Assessment and Access</p>	<p>In order to assess the traffic impact of the development, the county council requested that all of the PR sites used the existing North Oxford VISSIM model which has 2018 and 2023 baseline years and collaborated to create a 2031 future year scenario including expected traffic impact from all the sites and other committed development. At the time of the submission of the application this had not been submitted to the county council and as such the full impact of the development on the highway network could not be fully assessed. An objection is therefore currently raised on highway grounds until this information has been submitted and agreed. It is understood that the revised modelling has now been re- submitted to OCC and is currently being reviewed.</p>	<p>Traffic modelling now agreed with OXCC – the traffic impact is of the development is not significant and the residual cumulative impacts are not severe. See Section 8 of the Transport Assessment Addendum.</p>

Consultee	Comment	i-Transport Response
	<p>Cotteslowe Roundabout, which is close to capacity, is also a significant barrier to development from an active travel perspective and this will be worsened by committed development and the application site. Whilst active travel improvements are critical to the success of the site, further delays could significantly impact buses which would not be acceptable. An objection is therefore currently raised by OCC Transport until a solution can be found to Cotteslowe Roundabout.</p>	<p>Mitigation scheme now identified with OXCC - the applicant is content to make a proportionate contribution to the various transport infrastructure measures subject to them meeting the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010. See Section 5 of the Transport Assessment Addendum.</p>
	<p>A response to the submission has been received from 'Cyclox' who have raised concerns that the proposed cycle and walking routes are not LTN1/20 compliant in that all cycle crossings of side roads along the route should be LTN1/20 no set back, design priority and with no shared (cycle and pedestrian) space. They are also concerned that the details of the connection of this development with the P&R/Station is not resolved.</p>	<p>A full set back raised table priority crossing for the southbound cycle superhighway is proposed as it crosses the access arm. This is LTN1/20 compliant as shown in Figure 10.13 of LTN1/20 and a circa 5m set back is provided and can accommodate traffic flows of around 2,000 vehicles per day on the minor arm. The full set back arrangement is agreed as being appropriate and safe by OXCC. See section 3 of the Transport Assessment Addendum.</p>
	<p>National Highways have responded to a consultation and have issued a holding objection. The Strategic Road Network (SRN) is a critical national asset and as such National Highways are concerned that the proposals will have the potential to impact on the safe and efficient operation of the A34 and M40 and therefore require further information regarding: (i) how background flow changes were generated, (ii) a sense check of the walk and cycle proportions which look high and confirmation that the cumulative impact of any adjustments remain within insignificant ranges, and, (iii) estimates of vehicle flows onto and off the A34 and M40.</p>	<p>Following the submission of further information from i-Transport, National Highways lifted its holding position on 11 September 2023 recommending that conditions should be attached to any planning permission that may be granted. See Section 8 of the Transport Assessment Addendum.</p>

Consultee	Comment	i-Transport Response
	<p>The Transport Assessment includes the potential provision of mobility hubs within the development. The creation of mobility hubs is supported by Policy 23 of the LTP and Action 15 of the COTP and are therefore welcomed. The TA notes potential provision of parking for e-scooters within these hubs and OCC is currently operating an e-scooter trial in central Oxford in partnership with Voi and DfT, in response to social distanced movement and transport challenges arising from the Covid-19 pandemic. However, it is currently not legal to ride private e-scooters on public highway. Clarity over whether the proposed e-scooter parking is a viable option is therefore required. Neither is it clear from the application who the proposed public EV charging is intended to be used by and further clarification is therefore also required on this point. The details regarding the mobility hub need to be progressed as part of this submission and through the section 106. The Transport Hub Strategy has now been approved by Cabinet Member decision on 20th July 2023 and should therefore be considered as part of the submission</p>	<p>A Mobility Hub is proposed – detail to be agreed in any Section 106 Agreement. see Section 4 of the Transport Assessment Addendum</p>
	<p>Policy 50 of the LTCP and Action 16 of the COTP relating to freight consolidation and opportunities for last-mile freight are noted within the Policy Review within the TA and the Framework Travel Plan notes that the Travel Plan Consultant will be encouraged to consider sustainable freight opportunities. Given the size of the development and combination of residential, education, assisted living facility and local centre proposed, there is a requirement to consider further freight consolidation and last-mile delivery solutions, both through the design of the development and before the implementation of any Travel Plan. An E-cargo bike/last mile freight pilot is being promoted by the LTCP Freight and Logistics Strategy Action and there is a Transport Hub Strategy currently in development at OCC aligning with LTCP</p>	<p>Innovation Framework Plan agreed by OXCC. Suggested points are for reserved matters stage.</p>

Consultee	Comment	i-Transport Response
	<p>There are two existing public rights of way through the application site which cross the site from east to west. It is proposed that these be retained along their definitive routes but will be upgraded within the built development area for pedestrian/cycle use and which will link the facilities on this development with those on PR6b with a toucan crossing provided on the Oxford Road. This is welcomed and is acceptable in principle. During public consultation however, a request was made for a bridge to be provided over the Oxford Road to link the two sites and this was echoed by Members when the design brief was considered by planning committee. Whilst this was discussed briefly and discounted at pre-application, it was requested that this was included within the application submission along with a justification as to why it was discounted. This does not appear to have been included. I note the references to this in the TA, statement of community involvement and design and access statement, however, these are statements and neither of these assess the proposed bridge in terms of land take, potential design, likely use etc. and therefore why it has been discounted. Further clarification is therefore required</p>	<p>This has been addressed satisfactorily. A bridge is not necessary or desirable. OXCC do not require a bridge. No design work is necessary. See Section 3 of the Transport Assessment Addendum.</p>
<p>Oxford City Council (OCC) – 18 July 2023</p>	<p>Transport - The City Council defers to Oxfordshire County Council as Highways Authority (HA) on highways matters. However, we would make the following comments. Oxfordshire County Council and Oxford City Council are seeking a modal shift towards more sustainable modes of travel other than the vehicles in order to reduce traffic and improve air quality in Oxford. The site is in a sustainable location in close proximity to the Water Eaton Park and Ride, Oxford North Railway Station and with good public transport into and out of the City.</p> <p>Highway Network - It is clear that the local road network would unlikely be able to cope with the additional vehicles generated by this development without the package of essential infrastructure, as set out by the HA in their comment, being secured, together with a considerable shift towards active and sustainable travel. This site is expected to partly fund the infrastructure package improvements (along with other Partial Review Sites). In addition the development will have a negative impact on the Cuttleslowe Roundabout unless improvements to this roundabout are made. The City Council agrees that the infrastructure and improvements are essential and that without it the development would be unacceptable.</p>	<p>See Transport Assessment Addendum. In broad terms the applicant is content to make a proportionate contribution to the various transport infrastructure measures subject to them meeting the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010.</p>

Consultee	Comment	i-Transport Response
	<p>Parking - In view of the above and as the development forms an urban extension to the City, the scheme should seek to achieve parking standards set out in Policy M3 of the Oxford Local Plan and Appendix 7. The County Council state that the development would in future be within a Controlled Parking Zone (CPZ). In accordance with Policy M3 residential developments on greenfield land and in a sustainable location within a CPZ should be car free with provision limited to disabled users and car club spaces. However, it is acknowledged that Cherwell District Council has different parking standards. Therefore the City Council would be amenable to a blended parking standards provision which sets a lower parking provision per unit to be agreed at reserved matters stage.</p>	<p>This is an outline planning application. A parking assessment is provided at Section 4 of the Transport Assessment Addendum demonstrating that car free development is not appropriate. Oxfordshire County Council's response agrees that cycle and car parking will be agreed under reserved matters applications.</p>

Consultee	Comment	i-Transport Response
	<p>Footpaths and Cycling - In order to facilitate active and sustainable travel and encourage a modal shift out of vehicles, the City Council supports the provision of a Cycle Superhighway along the main</p> <p>Oxford Road between Kidlington Roundabout and Cutteslowe Roundabout. This will enable a faster and safer route for cyclists to the P&R, railway station and Kidlington. We also welcome the provision of other cycle routes through the site indicated within the Masterplan.</p> <p>We support the HA's request for a further access point for cycles into the P&R.</p> <p>Cycle and pedestrian connections into the Croudace Scheme must be provided.</p> <p>The cycle route connection into Cutteslowe Park is welcomed and the location has been agreed with the City Council at pre-app stage. The Applicant's Transport Consultants have also engaged with community groups, in particular Friends of Cutteslowe Park. The provision of a new cyclepath route through Cutteslowe Park linking to the by-pass and to the existing 'quite route' cycle network at the south of the Park and into/out of Oxford City Centre (County Council's LCWIP refers) is considered vital to encourage existing and future residents within the City and PR6a to be active & travel sustainably meeting the County and City Councils' climate priorities and Active Travel plans and enable the significant modal shift needed in order to avoid an adverse impact on the highway network from this development. The connection is vital for those less confident at cycling providing a safe cycling route to and from Kidlington, Water Eaton P&R and railway station into and out of the City Centre through PR6a avoiding what are very busy and dangerous major roads. Active Travel England's consultation response is noted (para. 5.0) and supports the need for this link. As this cycle link is directly related to the development it is considered that a contribution of £320,000 towards the implementation of this new cyclepath through Cutteslowe Park to PR6a is justified and reasonable.</p>	<p>Addressed in sections 3, 4 and 5 of the Transport Assessment Addendum. the applicant is content to make a proportionate contribution to the various transport infrastructure measures subject to them meeting the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010.</p>

Consultee	Comment	i-Transport Response
	<p>PRoW - It is imperative that the development connects the existing PRoW into the Croudace Scheme. However, your attention is drawn to the fact that the PRoW on the illustrative Masterplan may not be in the correct place. This needs to be discussed with Croudace at the earliest.</p>	<p>Addressed in Transport Assessment Addendum and updated Design and Access Statement.</p>
<p>Gosford and Water Eaton Parish Council – 7 June 2023</p>	<p>Parking: Objection - lack of provision. Where are these people going to park, where are cycle bays going to be? Are the kerb heights and road widths going to allow roadside parking? Parking enforcement would also need to be clarified. Parking provision for flats is not enough at all. No electric charge points provided, and they need larger spaces. Needs consideration on who will monitor parking and manage electric parking spaces.</p>	<p>This is an outline planning application. A parking assessment is provided at Section 4 of the Transport Assessment Addendum demonstrating that car free development is not appropriate. Oxfordshire County Council's response agrees that cycle and car parking will be agreed under reserved matters applications.</p>
<p>Cyclox – June 2023</p>	<p>The proposals for cycle improvements are a huge advance on the current totally substandard shared cycle and walking routes on either side of the Oxford Road.</p> <p>We suggest various improvements to the designs that will make them LTN 1/20 compliant. Specifically, all cycle crossings of side roads along this route should be LTN 1/20 no set back, design priority and with no shared (cycle and pedestrian) space.</p> <p>We are concerned that the details of the connection of this development with the P&R/station is not resolved.</p>	<p>A full set back raised table priority crossing for the southbound cycle superhighway is proposed as it crosses the access arm. This is LTN1/20 compliant as shown in Figure 10.13 of LTN1/20 and a circa 5m set back is provided and can accommodate traffic flows of around 2,000 vehicles per day on the minor arm. The full set back arrangement is agreed as being appropriate and safe by OXCC. See section 3 of the Transport Assessment Addendum</p> <p>A further pedestrian / cycle access from the site is provided to the Parkway / Station / Park and Ride site to the north. This was shown in the original planning submission and the updated land use and access parameter plan also shows the indicative location for this pedestrian / cycle access – it is envisaged that the Section 106 Agreement will secure a pedestrian / cycle link as far as the site boundary in this location</p>

Consultee	Comment	i-Transport Response
	<p>We note that for the Cutteslowe Roundabout “Pedestrian / Cycle improvements across all arms and around junction, subject to further design and capacity testing.” We request this is undertaken in co-production with Cyclox</p>	<p>Mitigation scheme now identified with OXCC - the applicant is content to make a proportionate contribution to the various transport infrastructure measures subject to them meeting the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010. See Section 5 of the Transport Assessment Addendum</p>
	<p>We welcome the proposed cycle route through Cutteslowe Park. This will become part of NCN51, an important route avoiding the Cutteslowe Roundabout. We wish to be involved in the detailed designs of all these routes.</p>	<p>The applicant is content to make a proportionate contribution to the various transport infrastructure measures subject to them meeting the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010.</p>
	<p>Cyclox has specific suggestions for parking, cycle parking, school streets and street layouts.</p>	<p>This is an outline application and matters are for reserved matters stage.</p>
<p>Ramblers Association – 27 July 2023</p>	<p>This development will cause serious harm to the footpath 229/8 and the bridleway 229/9 unless user safety is addressed. The landscape value of the area is also seriously affected. This objection is without prejudice to any other objection from other officers or members of Ramblers on other (e.g. environmental) grounds.</p>	<p>Disagree – addressed in the updated Design and Access Statement</p>
	<p>It is unclear on the map in the Planning Statement how the bridlepath will proceed from the Play/Games Area to the toucan crossing on the main road. If this is to belong or cross drives through the development then the relevant right of way signage will be needed and consideration of the surface needed, as tarmac is not a suitable surface for bridleways</p>	<p>Disagree – addressed in the updated Design and Access Statement</p>
<p>British Horse Society</p>	<p>There is no mention as to how the bridle path will run through the Games/Ploy area as to whether there will be signage, or a separated route.</p>	<p>See updated Design and Access Statement</p>
	<p>Although a toucan crossing is mentioned there are no details as to the locating of the signal controls for equestrian users.</p>	<p>This is not considered necessary as:</p> <ul style="list-style-type: none"> • The applicant is not aware of a significant demand for equestrians in this location; • There is no bridleway on the east side of Oxford Road; and • OXCC’s Public Right of Way team has not requested that the crossing accommodates equestrians. <p>see Section 3 of the Transport Assessment Addendum</p>

Consultee	Comment	i-Transport Response
	<p>What "Temporary diversions may be necessary" although the exact details are not provided. This bridled path must be kept clear of obstruction and available for public use during construction, should this application be approved. If this is not possible, then the applicant must apply for a Temporary Closure Order, and provide an alternative route for bridleway users for the duration of the closure.</p>	<p>Noted – for any planning conditions and Section 106 Agreement.</p>
	<p>Bridleway No 229/9/30 should be maintained in a condition suitable for use by walkers, horse-riders and cyclists, and that no repairs or other work to modify or change the surface of the bridleway should be carried out on without prior approval from Oxfordshire County Council as the Highway Authority for Public Rights of Way.</p>	<p>Noted – for any planning conditions and Section 106 Agreement</p>
	<p>That adequate measures should be implemented to ensure the safety of public using the bridleway (This might for example include the provision of signage advising vehicular traffic to give way at all times to walkers, horse-riders and cyclists)</p>	<p>Noted – for any planning conditions and Section 106 Agreement</p>
Oxford Bus Company	<p>We note and welcome the submission of a synoptic plan ITB16565 – 044A that demonstrates the conjoined approach taken to the corridor and both these PR6a proposals, and those emerging on PR6b has been submitted with the application</p>	
	<p>As such this major development introduces only one new set of traffic signals, which serves to avoid increasing bus journey times on the corridor as a whole. This is very welcome and supported.</p>	
	<p>It is important to recognise that the arrangement proposed keeps bus stops away from the intense activity surrounding the main signalised crossroads and CYCLOPS junction. Finally it avoids a proliferation of stops and associated delay for through bus movements. Accordingly, we support and strongly endorse the approach proposed.</p>	
	<p>Oxford Road provides 3m wide verge. This allows ample space for a bus stop island to be provided, obviating conflict between waiting, boarding and alighting bus passengers. The boarder could accommodate a high-quality shelter and other relevant equipment such as Real-Time Passenger Information displays. We urge that these are provided.</p>	

Consultee	Comment	i-Transport Response
	<p>Oxford Road Corridor to the north</p> <p>The technical details supplied involve a 6m residual vehicular carriageway. This is too narrow to allow two large vehicles, such as lorries or buses to pass, at 30mph. The intensity of traffic along this road is such that this can be envisaged to occur frequently. There are, additionally, potential implications for the appropriately safe operation of 6 the northbound and southbound proposed with flow segregated cycle provision alongside the carriageway</p>	Being addressed by OXCC
	<p>Oxford Road Corridor to the north</p> <p>The removal of the current southbound bus lane is not something we have discussed nor is it something we can at this stage agree can be achieved without detriment to bus journey times, based on evidence we have before us.</p>	Being addressed by OXCC
	<p>Oxford Bus Company is happy to record its unequivocal support for these proposals.</p>	
<p>Wolvercote Neighbourhood Forum</p>	<p>it is really important that cycle paths connect up properly with others in the area to assist in the development of mostly traffic free paths. This is particularly important where a path is intended to access Cutteslowe Park, where currently cycling is not permitted.</p> <p>It seems very likely that traffic on Oxford Road will increase substantially as a result of this development. There is already considerable congestion at peak times, and this will not be improved by the building of 800 new dwellings. Air pollution is already a serious problem in this area.</p>	<p>Noted – addressed in Transport Assessment Addendum and updated Design and Access Statement</p> <p>Traffic modelling now agreed with OXCC – the traffic impact is of the development is not significant and the residual cumulative impacts are not severe. See Section 8 of the Transport Assessment Addendum</p>

APPENDIX B. Illustrative Masterplan and Land Use and Access Parameter Plan



- 1 Oxford Parkway Station and Park and Ride
- 2 Pipal Cottage (outside of application boundary)
- 3 Local centre and public square/ Community Hub, including mobility hub
- 4 Primary school
- 5 Underground remains of historic barrows
- 6 Listed St. Frideswide's farm and orchard (to north)
- 7 Main vehicular entrance
- 8 Existing public right of way/ bridleway
- 9 New development by Croudace
- 10 Multi-use games area and neighbourhood equipped play
- 11 Extension to Cutteslowe Park
- 12 PR6b development site



Buildings



Public open spaces and gardens



Existing and proposed trees



Drainage ponds (some will be permanently wet, some dry except in storm events)



Allotments



Community gardens/ orchards



Destination play area



Play areas



Indicative locations for pedestrian/cycle off-site connection



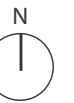
Shared streets, cycleways, footpaths and leisure route through GI corridor



Vehicular entrance to the site



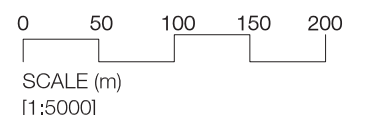
Carriageway

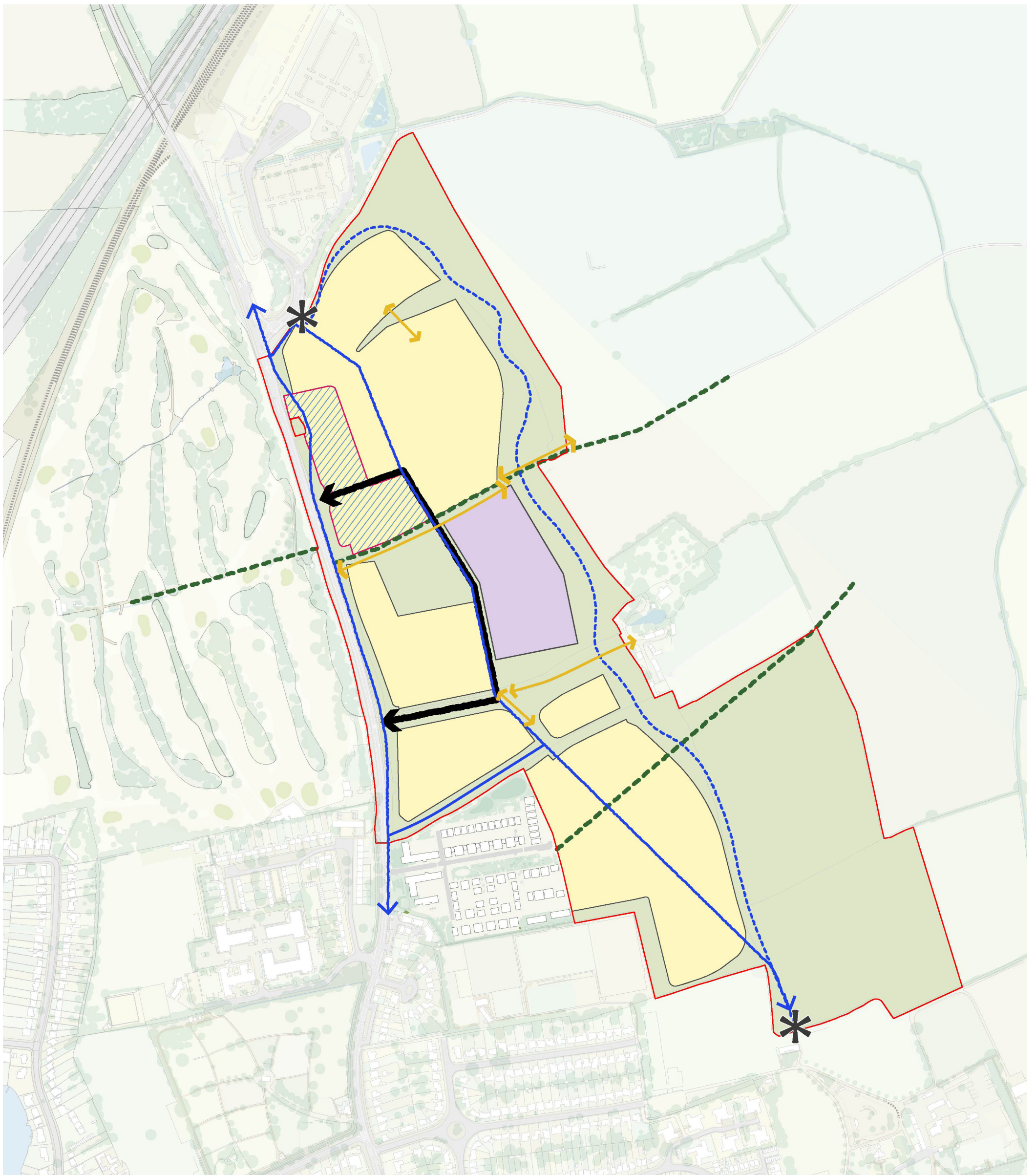


PR6a, North Oxford

on behalf of Bellway Homes Limited and Christ Church, Oxford

drawing no.	42	drawing	Illustrative Masterplan	
revision	T	scale	1:5,000 @A3	job no. 477898
drawn by	AR	checked by	RL	date 17/01/2024



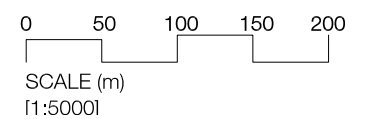


- Site boundary
- Residential development
- Open space and planting
- Primary school
- Local centre to be located in this area
- Access roads
- Indicative route for vehicles, cyclists and pedestrians (number and route to be determined at RM stage)
- Existing public right of way / bridleway
- Cycle links; alignment subject to detail
- Indicative pedestrian, wheelchair, and all-weather cycle route; alignment subject to detail
- * Indicative location for pedestrian/ cycle off-site connection

PR6a, North Oxford

on behalf of Bellway Homes Limited and Christ Church, Oxford

drawing no.	32	drawing	Land Use and Access Parameter Plan		
revision	W	scale	1:5,000 @ A3	job no.	477898
drawn by	ZP	checked by	AR	date	18/01/2024

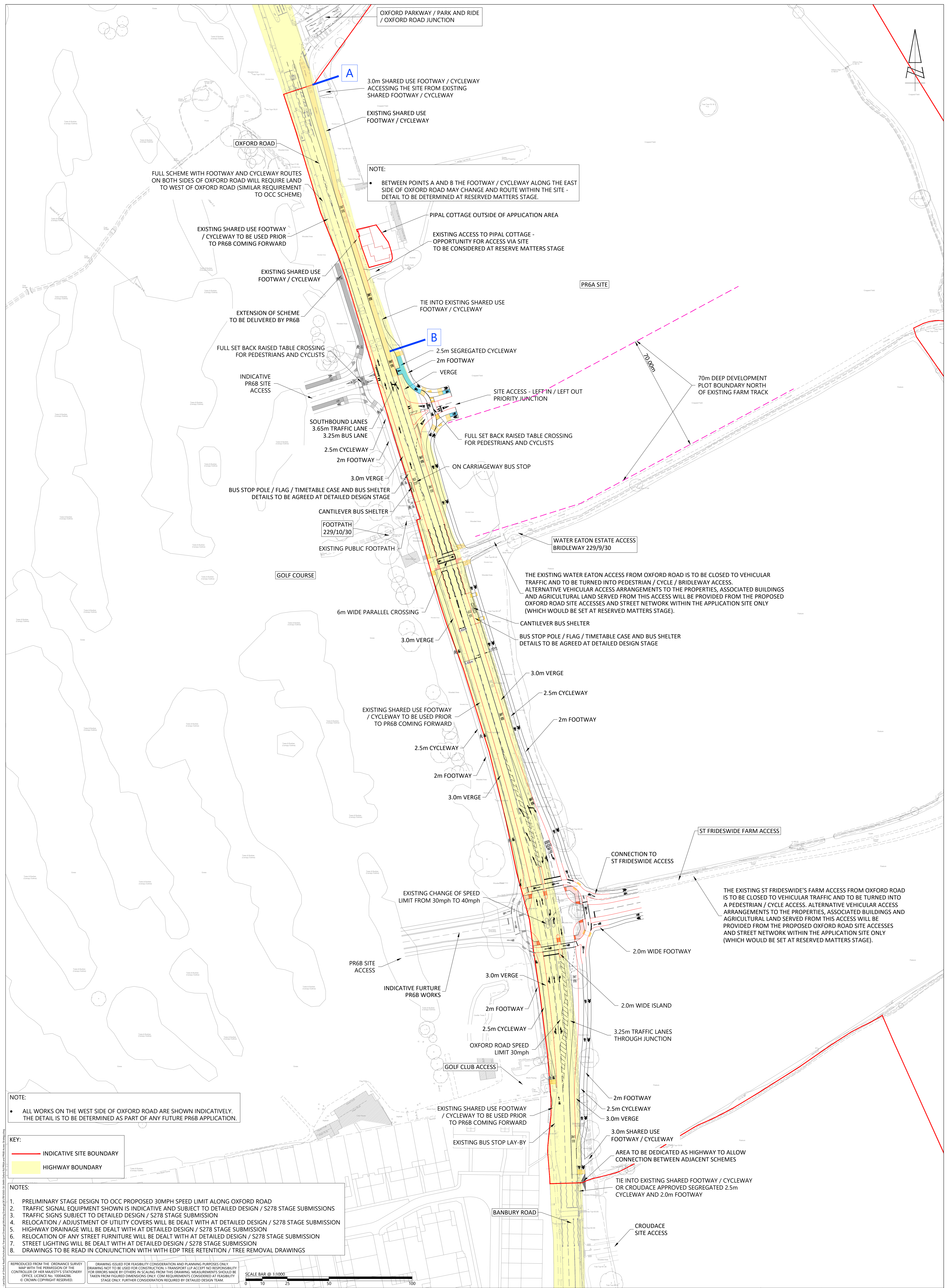


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Urban
Design
Studio



APPENDIX C. Proposed PR6a Access Strategy and Cycle Super Highway along Oxford Road (Showing Illustrative PR6b Access Arrangements)



NOTE:
 • BETWEEN POINTS A AND B THE FOOTWAY / CYCLEWAY ALONG THE EAST SIDE OF OXFORD ROAD MAY CHANGE AND ROUTE WITHIN THE SITE - DETAIL TO BE DETERMINED AT RESERVED MATTERS STAGE.

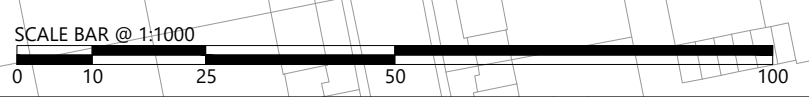
NOTE:
 • ALL WORKS ON THE WEST SIDE OF OXFORD ROAD ARE SHOWN INDICATIVELY. THE DETAIL IS TO BE DETERMINED AS PART OF ANY FUTURE PR6B APPLICATION.

KEY:
 — INDICATIVE SITE BOUNDARY
 — HIGHWAY BOUNDARY

- NOTES:
1. PRELIMINARY STAGE DESIGN TO OCC PROPOSED 30MPH SPEED LIMIT ALONG OXFORD ROAD
 2. TRAFFIC SIGNAL EQUIPMENT SHOWN IS INDICATIVE AND SUBJECT TO DETAILED DESIGN / S278 STAGE SUBMISSIONS
 3. TRAFFIC SIGNS SUBJECT TO DETAILED DESIGN / S278 STAGE SUBMISSION
 4. RELOCATION / ADJUSTMENT OF UTILITY COVERS WILL BE DEALT WITH AT DETAILED DESIGN / S278 STAGE SUBMISSION
 5. HIGHWAY DRAINAGE WILL BE DEALT WITH AT DETAILED DESIGN / S278 STAGE SUBMISSION
 6. RELOCATION OF ANY STREET FURNITURE WILL BE DEALT WITH AT DETAILED DESIGN / S278 STAGE SUBMISSION
 7. STREET LIGHTING WILL BE DEALT WITH AT DETAILED DESIGN / S278 STAGE SUBMISSION
 8. DRAWINGS TO BE READ IN CONJUNCTION WITH WITH EDP TREE RETENTION / TREE REMOVAL DRAWINGS

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				TITLE: SITE ACCESS ARRANGEMENTS - STAGGERED PRIORITY JUNCTIONS WITH CYCLOPS JUNCTION TO SOUTH EASTERN PRIORITY JUNCTION LEFT IN/OUT - WESTERN PRIORITY JUNCTION ALL MOVEMENTS		DRAWN: SH CHECKED: JDW APPROVED: JDW	
The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk				PROJECT: WATER EATON (PR6A)		SCALE @ A1: 1:1000 DATE: 13.06.22	
FOR INFORMATION				CLIENT: BELLWAY HOMES		DRAWING No: ITB16565 - SK - 044 REV: N	