

Land West of
White Post Road,
Banbury

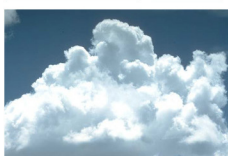
Committed Development

Report Prepared for

Gladman
Developments Ltd

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Report Reference 1361/10



Committed Development

Land West of White Post Road, Banbury

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Committed Development

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1 Introduction

- 1.1 Ashley Helme Associates Ltd (AHA) are appointed by Gladman Developments Ltd to prepare a Transport Assessment (TA) report in support of the planning application for proposed residential development on land at White Post Road, Banbury (henceforth referred to as the Site). Figure 1 indicates the location of the Site in the context of the local highway network.
- 1.2 The TA includes traffic analysis that requires an estimation of traffic generated by committed developments. A committed development is usually defined as a development which has been granted planning permission, but has either not yet been implemented and/or fully occupied.
- 1.3 AHA has undertaken a search of the Cherwell District Council (CDC) online Public Access for Planning system to ascertain the major developments in Banbury and the surrounding area that benefit from planning consent, but have not yet been fully implemented.
- 1.4 AHA is aware of the following consented developments within Banbury and the surrounding area:
- 05/01337/OUT Land at College Fields: 1070 dwellings, employment, local centre and primary school,
 - 10/01575/OUT Former Sapa Profiles: B1, B2 and B8 employment,
 - 11/01755/OUT Bourne Lane, Hook Norton: 70 dwellings,
 - 11/00617/OUT Land South of Blackwood Place: 82 dwellings,
 - 11/01870/F Banbury Gateway: Retail, restaurants and cafes,
 - 11/01878/OUT Land South of Overthorpe Road: 115,197sm B2/B8 Employment,
 - 12/00080/OUT Crouch Farm: 145 dwellings,
 - 12/00926/OUT Barford Road, Bloxham: 75 dwellings,
 - 12/01139/OUT Milton Road, Bloxham: 85 dwellings,
 - 13/00456/OUT Milton Road, Adderbury: 65 dwellings,
 - 13/00444/OUT Land West of Bretch Hill: 400 dwellings, 60 extra care units,

- 13/00656/OUT Land West of Warwick Road: 300 dwellings,
- 13/01768/F Aynho Road, Adderbury: 59 dwellings.

1.5 AHA has reviewed TAs and related information submitted as part of the planning applications. From the information submitted as part of the successful planning applications/appeals it is concluded that the following do not have a material impact on traffic flows at the AHA TA Study Junction Network:

- 11/01878/OUT Land South of Overthorpe Road,
- 11/01755/OUT Bourne Lane, Hook Norton,
- 12/00926/OUT Barford Road, Bloxham,
- 12/01139/OUT Milton Road, Bloxham,
- 13/00456/OUT Milton Road, Adderbury,
- 13/01768/F Aynho Road, Adderbury,

Therefore the following developments are included as committed development:

- 05/01337/OUT Land at College Fields,
- 10/01575/OUT Former Sapa Profiles: B1, B2 and B8 employment,
- 11/00617/OUT Land South of Blackwood Place,
- 11/01870/F Banbury Gateway,
- 12/00080/OUT Crouch Farm,
- 13/00444/OUT Land West of Bretch Hill,
- 13/00656/OUT Land West of Warwick Road,

The location of the committed developments is presented in Figure 1.

1.6 The detailed methodology adopted for the traffic estimations for the committed developments is presented as follows:

- Chapter 2: Land at College Fields,
- Chapter 3: Former Sapa Profiles,
- Chapter 4: Land South of Blackwood Place,
- Chapter 5: Banbury Gateway,
- Chapter 6: Crouch Farm,
- Chapter 7: Land West of Bretch Hill,

- Chapter 8: Land West of Warwick Road,

1.7 Chapter 7 presents the summary of the total committed development generated traffic estimates on the TA study network for the proposed Gladman development.

2 Land at College Fields

2.1 The Land at College Fields committed development is a mixed use scheme, comprising:

- Residential: 1070 residential dwellings,
- Primary School and Playing Fields,
- Local Centre: 6no 150sm A1 retail units, and up to 400sm convenience store,
- Employment: 2200sm B1 Office.

The LPA planning application reference is 05/01337/OUT.

2.2 Colin Buchanan (CB) prepared the TA that accompanied the planning application for the Land at College Fields committed development. The College Fields development generated traffic is presented on Figures 43 – 46 of the TA report.

2.3 RESIDENTIAL

2.3.1 The AM and PM peak hour residential development generated traffic flows are presented on:

- AM: CB Figure 43,
- PM: CB Figure 44.

2.3.2 The CB TA only presents traffic flows at all AHA TA Study Junctions (SJ) except SJ11 and SJ12. Therefore it is necessary to estimate the distribution of residential traffic at SJ11 and SJ12. The methodology for this is to use the proposed development % distribution adopted for the AHA TA, and presented on Figure CDR1, Appendix A, herein.

2.3.3 The consequent College Fields residential generated traffic at the TA study junctions is presented on Figure CDR2, Appendix A.

2.4 PRIMARY SCHOOL

The CB TA report states that the College Fields primary school will primarily provide for increased demand for primary school places generated by the College Fields development. CB assume that most primary school trips will be on foot, with most peak hour car trips internalised within the Site. Therefore, no traffic generated by the primary school is distributed through the AHA TA study junctions.

2.5 LOCAL CENTRE

The trip rates used for the College Fields development are locally derived, based on an existing residential area with a Local Centre. Therefore the Local Centre generated traffic is included College Fields residential traffic presented in Figure CDR2, Appendix A.

2.6 EMPLOYMENT

2.6.1 The AM and PM peak hour B1 employment development generated traffic flows are presented on:

- AM: CB Figure 45,
- PM: CB Figure 46.

2.6.2 The CB TA only presents traffic flows at all AHA TA Study Junctions (SJ) except SJ11 and SJ12. Therefore it is necessary to estimate the distribution of residential traffic all other TA study junctions. It is assumed that all TA traffic travelling to/from the north via SJ10 originates from residential areas to the north of Banbury. Therefore, it is assumed that all employment development trips at SJ11 and SJ12 are distributed along A361 to/from north Banbury.

2.6.3 The consequent College Fields residential generated traffic at all AHA TA study junctions is presented on Figure CDR3, Appendix A.

3 Former Sapa Profiles

3.1 The Former Sapa Profiles committed development is an employment scheme, with outline consent for B1, B2 and B8 development. The LPA planning application reference is 10/01575/OUT.

3.2 David Tucker Associates (DTA) prepared the TA that accompanied the planning application for the Former Sapa Profiles committed development. The Former Sapa Profiles development generated traffic assignment is summarised on Tables 5.7, 5.8, 5.9 and 5.10 of the DTA report.

3.3 **DEVELOPMENT MIX**

3.3.1 The DTA report considers the traffic impact of 2no alternative development land use combinations:

- 20% B1/ 80% B2,
- 100% B2.

3.3.2 AHA has reviewed the generated traffic assignment for both scenarios. It is concluded that the 20% B1/80% B2 scenario generates the greater amount of traffic, and is therefore the most robust test. AHA has included committed development flows based on the 20% B1/80% B2 scenario considered in the DTA report.

3.4 **GENERATED TRAFFIC ASSIGNMENT**

3.4.1 The generated traffic assignment for the 20% B1/ 80%B2 scenario is included on Table 5.7 and 5.8 of the DTA report. The DTA report does not present the trip assignment at any of the AHA study junctions, but does provide an indication of the traffic flows entering/exiting the study network at SJ12 and SJ15. AHA has subsequently distributed the committed development traffic at TA study junctions based on existing turning movements at TA study junctions.

3.4.2 Figure CDR4, Appendix A, presents the committed development traffic flows for the former Sapa Profiles development.

4 Land South of Blackwood Place

4.1 The Land South of Blackwood Place development comprises 82 houses. The LPA planning application reference is 11/00617/OUT.

4.2 RPS prepared the TA that accompanied the planning application.

4.3 **GENERATED TRAFFIC**

The committed development generated traffic flows are presented on Figure 17 of the RPS report.

4.4 **% DISTRIBUTION & ASSIGNMENT**

4.4.1 The RPS report presents traffic flows for the committed development Site access and the Weeping Cross/Oxford Road junction (AHA TA SJ5).

4.4.2 AHA has assigned Blackwood Place committed development traffic at all other TA study junctions based on the proposed development generated traffic distribution, refer Figure CDR1, Appendix A.

4.4.3 The consequent estimate of the Blackwood Place committed development traffic flows at AHA TA study junctions are presented on Figure CDR5, Appendix A.

5 Banbury Gateway

5.1 The Banbury Gateway committed development is a retail park comprising:

- Retail units (use class A1), with a total GEA of 25,656sm,
- Restaurants and Cafes (use class A3), with a total GEA of 1776sm.

The LPA planning application reference is 11/01870/F.

5.2 Vectos prepared the TA that accompanied the planning application.

5.3 There is an existing industrial use at the Banbury Gateway site. At the time of the Banbury Gateway application the industrial use was occupied by Prodrive. The Vectos TA considers the impact of a proposed relocation of Prodrive to a site at Noral Way, known as the former Hella site.

5.4 Figures 23 and 26 of the Vectos TA report present the total net AM and PM peak hour development generated traffic attributable to the Banbury Gateway scheme. Figures 23 and 26 include:

- Banbury Gateway development generated trips,
- Retail pass-by and diverted trips removed,
- The impact of the Prodrive relocation.

5.5 **% DISTRIBUTION & ASSIGNMENT**

5.5.1 The Vectos TA only presents traffic flows at AHA SJ8 - SJ15. The Vectos TA traffic flows that there is no committed development traffic impact at SJ8. It is therefore assumed there is no Banbury Gateway Committed development impact at TA study junctions to the south of SJ8.

5.5.2 The Banbury Gateway committed development traffic flows at the TA study junctions, replicated from Figures 23 and 26 of the Vectos TA are presented on Figure CDR6, Appendix A.

6 Crouch Farm

- 6.1 The Crouch Farm committed development comprises 145 residential dwellings. The LPA planning application reference is 12/00080/OUT.
- 6.2 Peter Brett Associates (PBA) prepared the TA that accompanied the planning application. The Crouch Farm development generated traffic is presented in Appendix F of the TA report.
- 6.3 The PBA TA only presents traffic flows at AHA SJ8, SJ9 and SJ10. Therefore it is necessary to estimate the distribution of residential traffic at other TA Study Junctions.
- 6.4 **% DISTRIBUTION & ASSIGNMENT**
- 6.4.1 It is assumed that all traffic to/from the north from SJ10 is heading into the town centre and employment off Southam Road, as there are alternative routes available for Crouch Farm traffic by-passing the town centre. Therefore the traffic at SJ11 and SJ12 is distributed towards the town centre and Southam Road in the same proportions for the proposed development traffic (refer Figure CDR1, Appendix A).
- 6.4.3 The consequent estimate of the Crouch Farm committed development traffic flows at AHA TA study junctions are presented on Figure CDR7, Appendix A.

7 Land West of Bretch Hill

7.1 The Land West of Bretch Hill committed development comprises 400 residential dwellings, and 60 extra care dwellings. The LPA planning application reference is 13/00444/OUT.

7.2 Phil Jones Associates (PJA) prepared the TA that accompanied the planning application.

7.3 **GENERATED TRAFFIC**

The traffic generated by the proposed development is included in Table 4.3 of the PJA TA.

7.4 **% DISTRIBUTION & ASSIGNMENT**

7.4.1 The PJA TA includes a Technical Note which sets out the manual distribution of Site traffic for input into a SATURN model. AHA has analysed the manual distribution, which is based on 2001 census data. The manual distribution assumes the 39% of Bretch Hill development traffic will not enter the AHA TA study network. The remaining 61% is distributed as follows:

- M40 Junction 11/A422 East/A361 North: 20%
- A4260: 7%
- Banbury Grimsbury and Castle Ward: 31%
- Banbury Calthorpe Ward: 3%

7.4.2 The PJA TA also includes SATURN model outputs which indicate the modelled route choices of the committed development traffic. Based on analysis of the SATURN outputs and the manual distribution AHA has assigned the committed development traffic on the study network as follows:

- M40 Junction 11/A422 East/A361 North: On Henef Way via SJ15,
- A4260: via Sycamore Drive and Oxford Road ,

- Banbury Grimsbury and Castle Ward: 50% on Henef Way via SJ15, 50% on Warwick Road/Castle Street via SJ12,
- Banbury Calthorpe Ward: On Horton Road/Hightown view via SJ8 .

7.4.3 The consequent estimate of the Bretch Hill committed development traffic flows at AHA TA study junctions are presented on Figure CDR8, Appendix A.

8 Land West of Warwick Road

8.1 The Land West of Warwick Road committed development comprises 300 residential dwellings. The LPA planning application reference is 13/00656/OUT.

8.2 RPS prepared the TA that accompanied the planning application.

8.3 **GENERATED TRAFFIC**

The committed development generated traffic flows are presented on Figure 6.1 and Figure 6.2 of the RPS report.

8.4 **% DISTRIBUTION & ASSIGNMENT**

8.4.1 The RPS report does not present traffic flow for any of the AHA TA study junctions. However, based on the traffic flows presented in the RPS TA it is assumed that some committed development traffic is likely to enter/exit the TA study network via:

- Warwick Road,
- Heneff Way,
- Sycamore Drive.

8.4.2 AHA has assigned Warwick Road committed development traffic entering/exiting the TA study network by the above routes to the study network based on the proposed development generated traffic distribution, refer Figure CDR1, Appendix A.

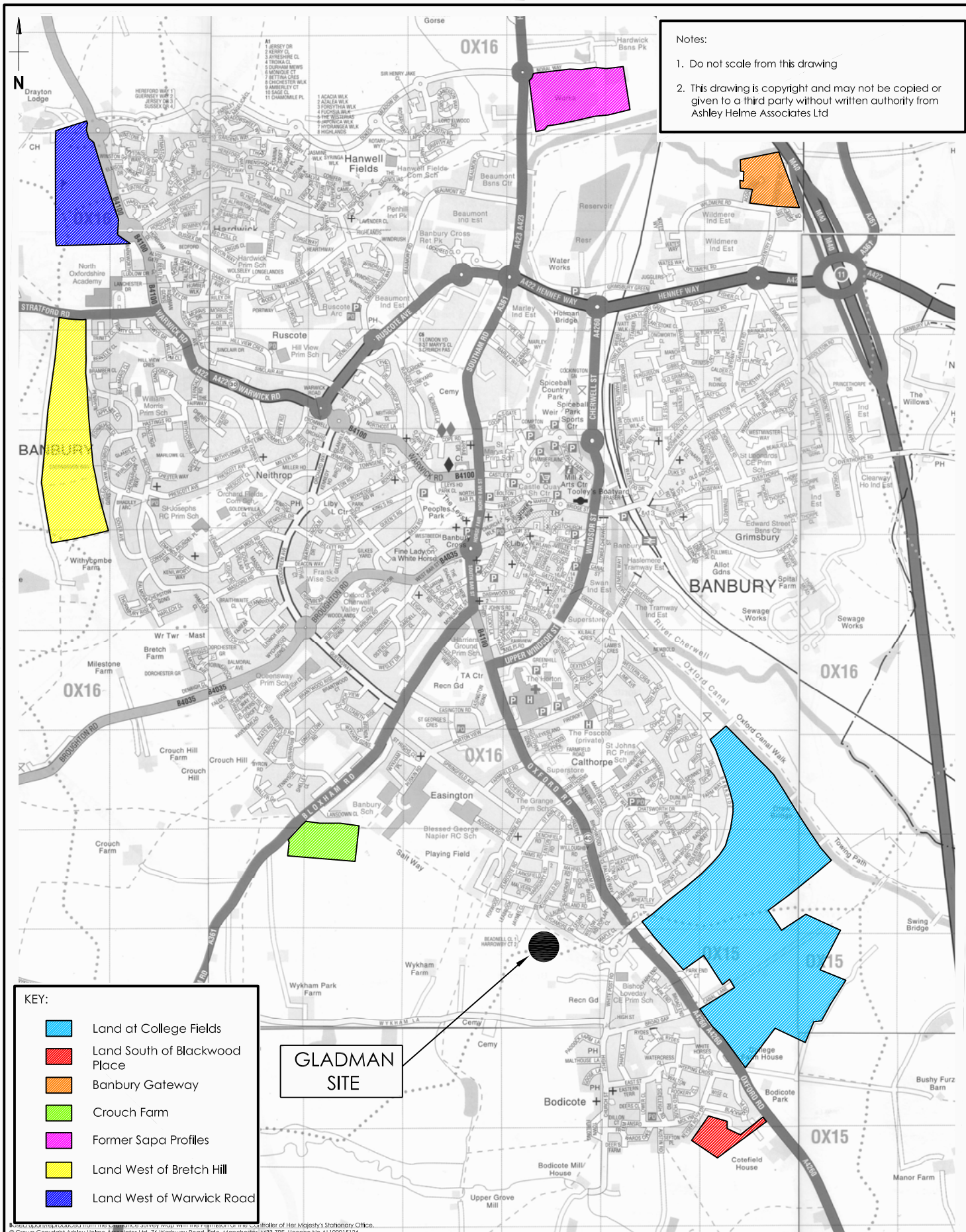
8.4.3 The consequent estimate of the Warwick Road committed development traffic flows at AHA TA study junctions are presented on Figure CDR9, Appendix A.

9 Summary

- 9.1 Ashley Helme Associates Ltd (AHA) are appointed by Gladman Developments Ltd to prepare a Transport Assessment (TA) report in support of the planning application for proposed residential development on land at White Post Road, Banbury.
- 9.2 This report details the methodology adopted by AHA for estimating the traffic generated on the highway network by each committed development. The consequent traffic estimates for each of the committed developments are presented in Appendix A.
- 9.3 Figure CDR10, Appendix A presents the cumulative estimate of the total committed development traffic to be included in the TA quantitative analysis.

Figure 1

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COMMITTED DEVELOPMENT LOCATION PLAN

FIGURE 1

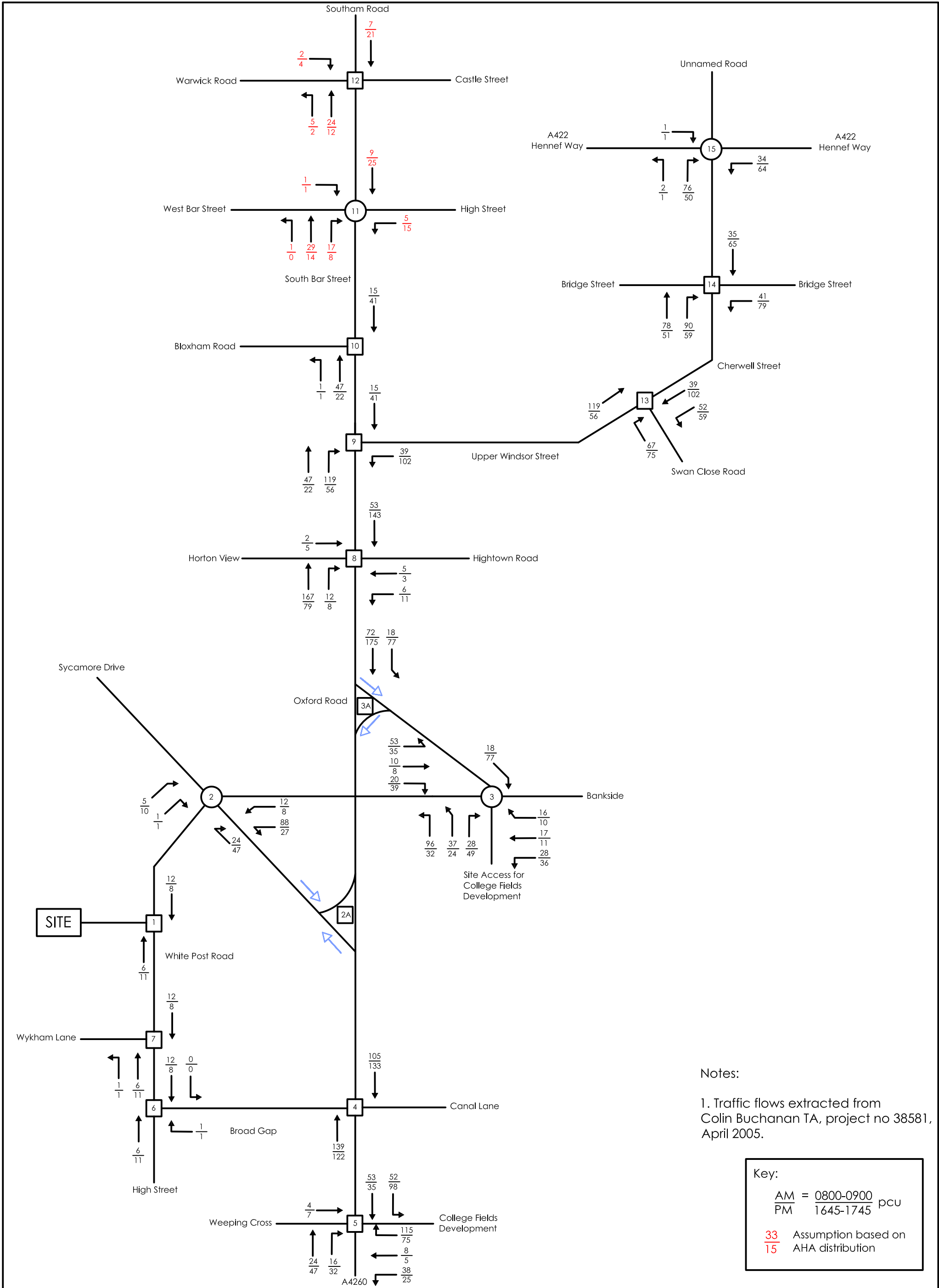
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A Traffic Flows

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Notes:

1. Traffic flows extracted from Colin Buchanan TA, project no 38581, April 2005.

FIGURE CDR2 COMMITTED DEVELOPMENT
LAND AT COLLEGE FIELDS
RESIDENTIAL

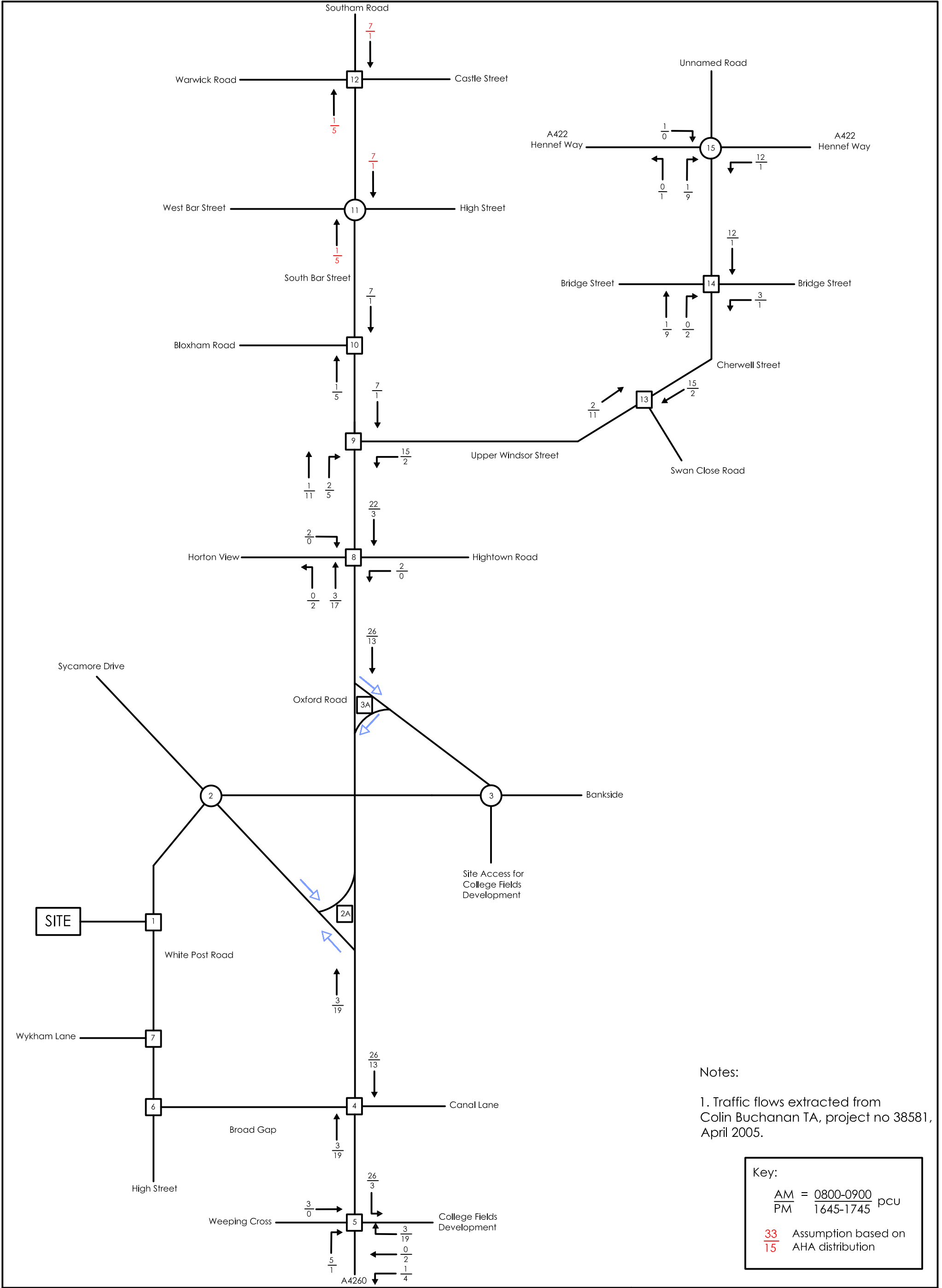


FIGURE CDR3 COMMITTED DEVELOPMENT
LAND AT COLLEGE FIELDS
COMMERCIAL

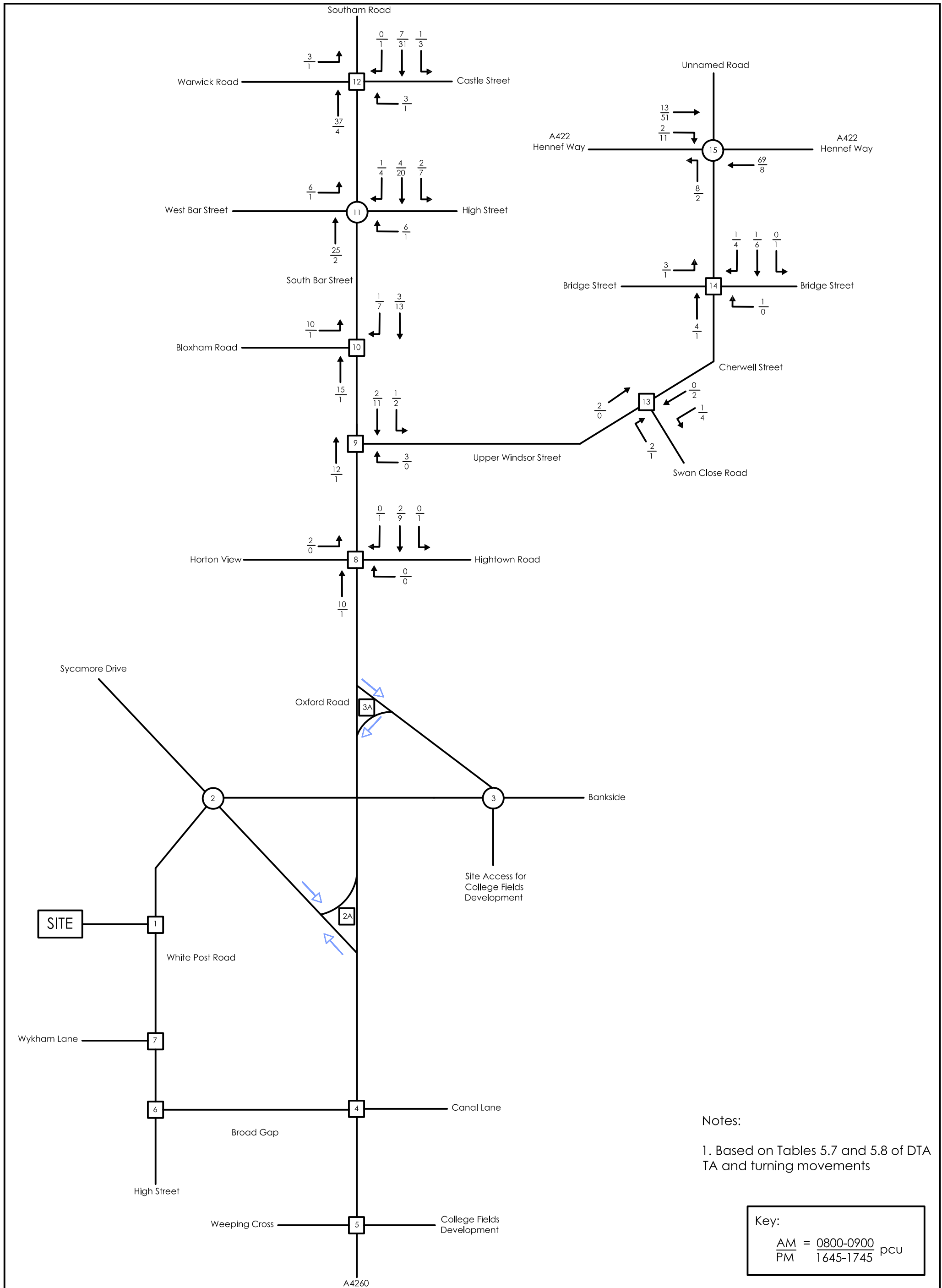


FIGURE CDR4 COMMITTED DEVELOPMENT
FORMER SAPA PROFILES

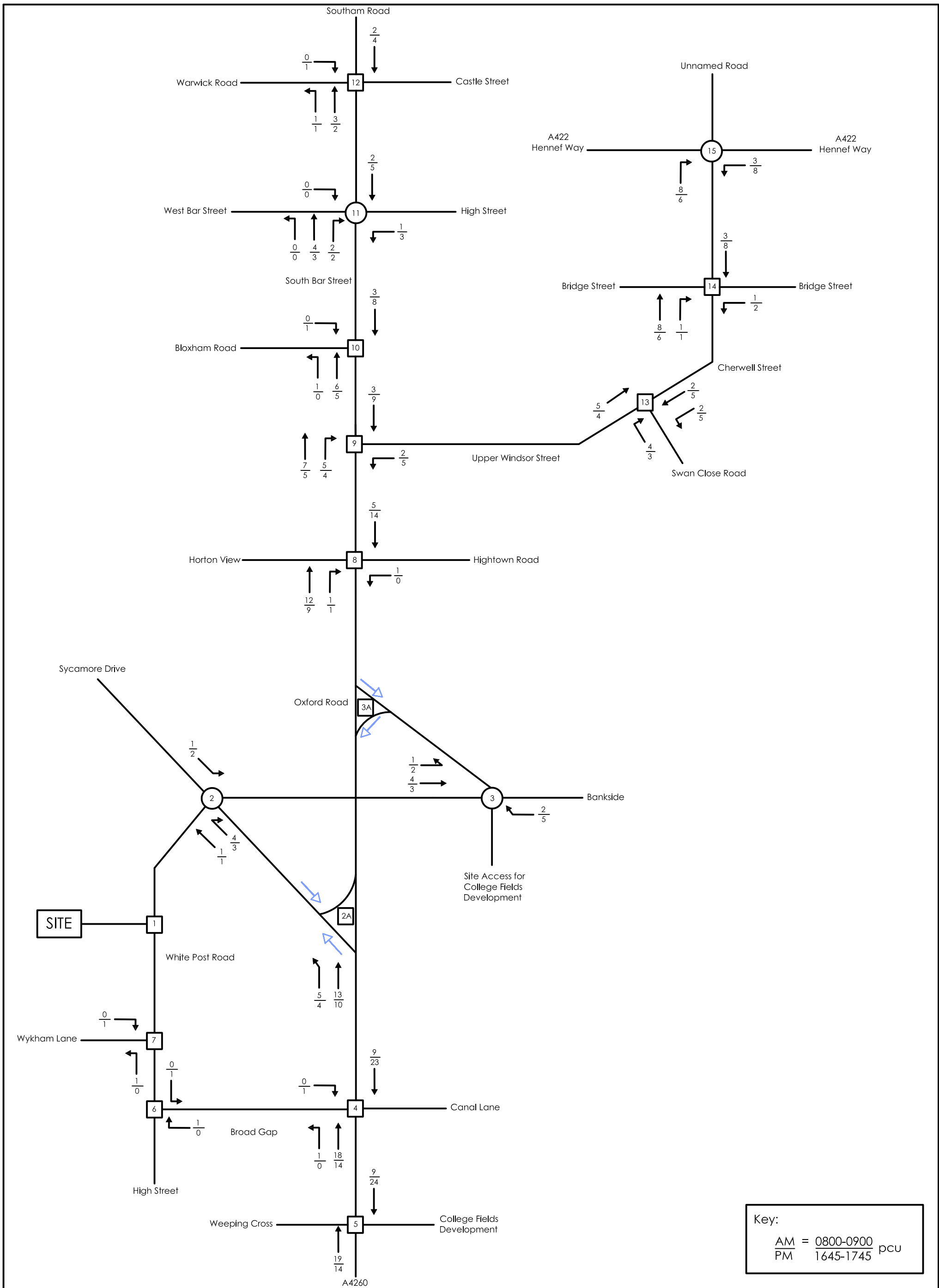


FIGURE CDR5 COMMITTED DEVELOPMENT
LAND SOUTH OF MOLYNEUX DRIVE
AND BLACKWOOD PLACE

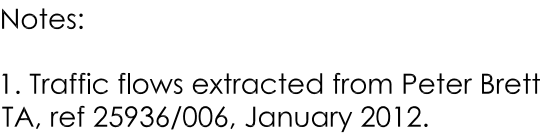


FIGURE CDR7 COMMITTED DEVELOPMENT
LAND AT CROUCH FARM

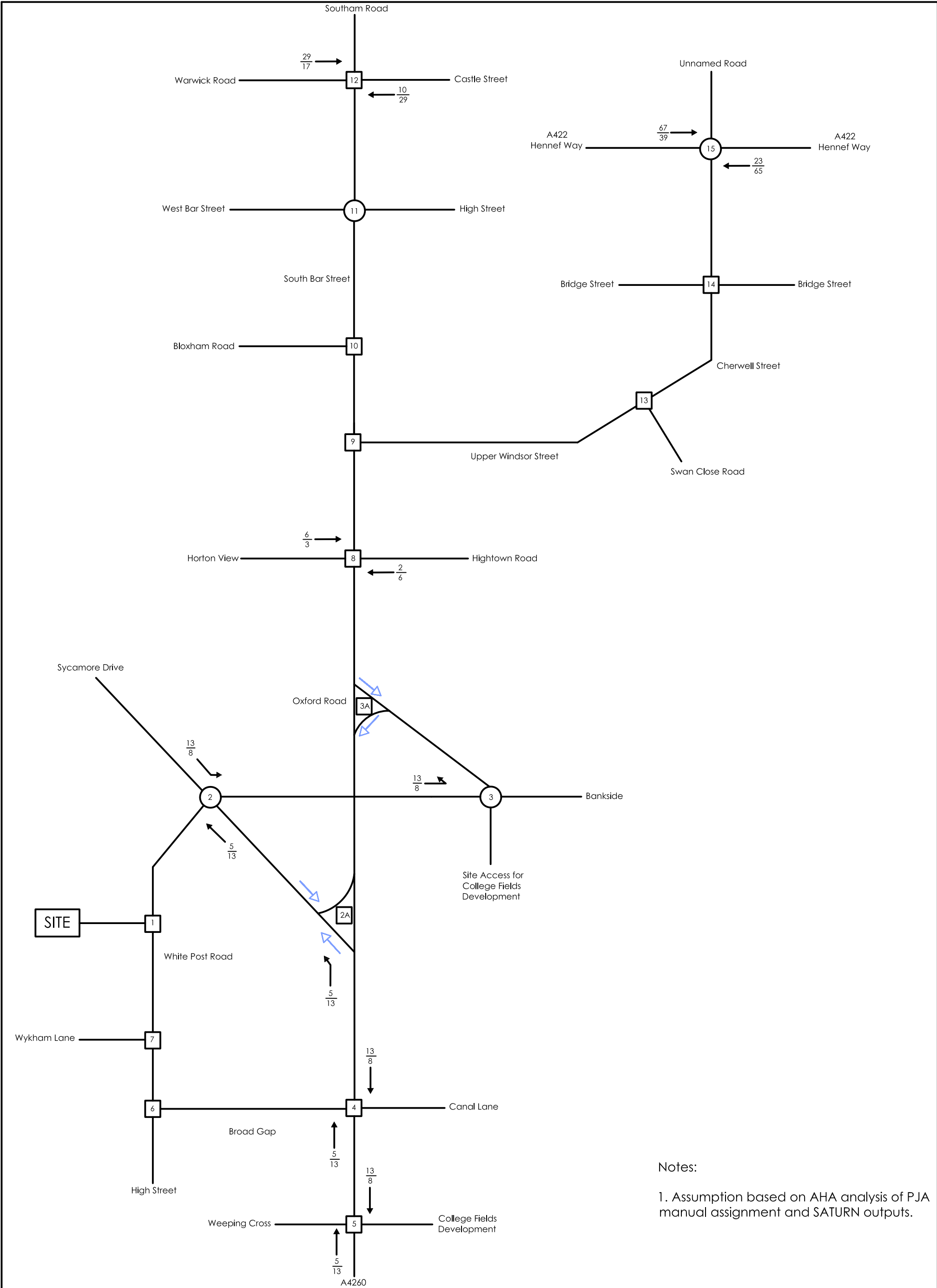


FIGURE CDR8 COMMITTED DEVELOPMENT
LAND WEST OF BRETCH HILL

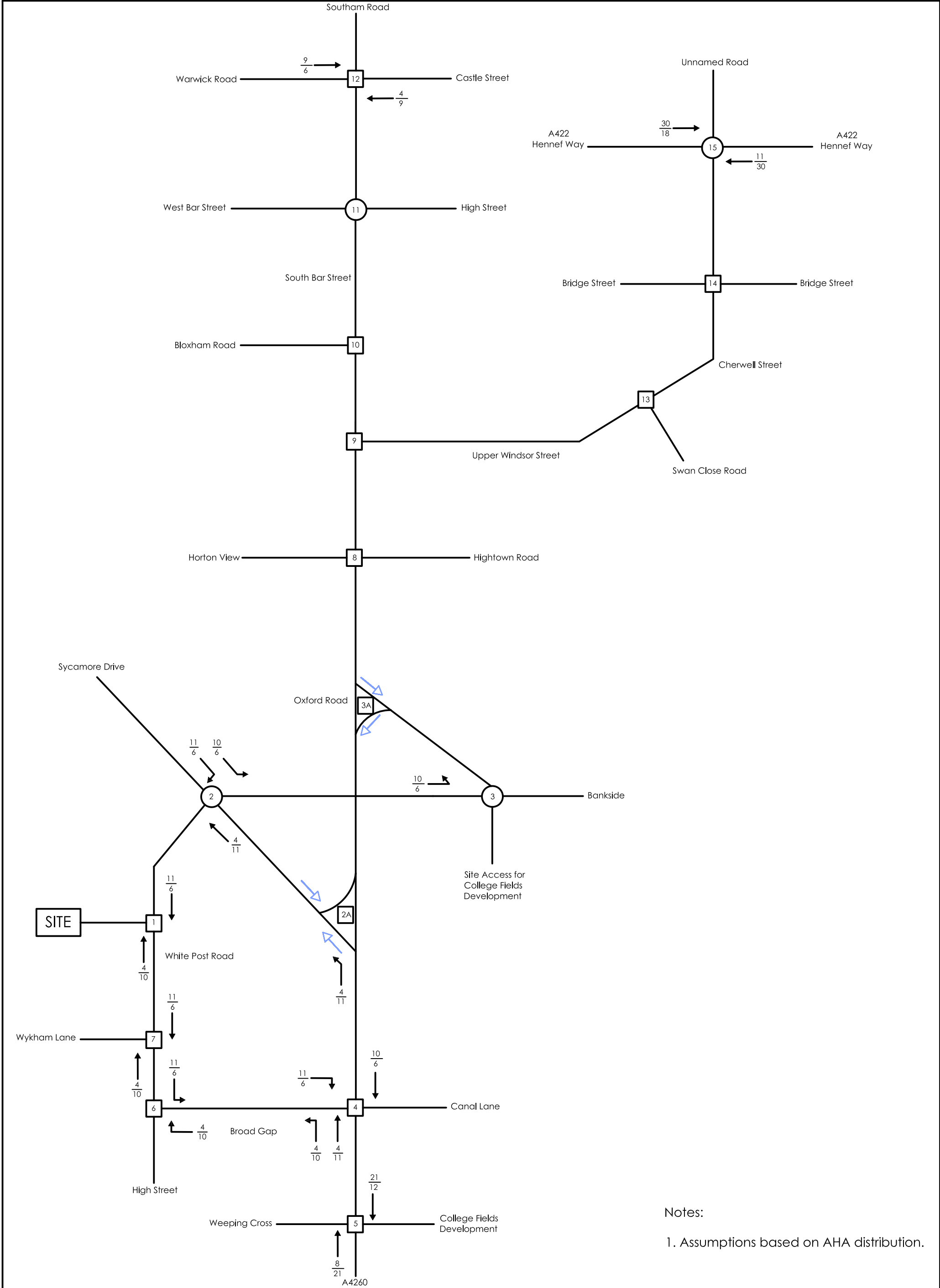


FIGURE CDR9 COMMITTED DEVELOPMENT
LAND WEST OF WARWICK ROAD

