

Proposed Residential Development
Berry Hill Road, Adderbury

HOLLINS STRATEGIC LAND

Appeal Note on Transport and Highways Matters

June 2021





REPORT

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1 QUALIFICATIONS

1.1.1 My name is Philip James Wooliscroft. I hold an MSc in Transport and Logistics from Cranfield University and a Higher National Certificate in Civil Engineering Studies from City College, St Albans.

1.1.2 I have practiced in the field of transport planning and traffic engineering for more than 25 years. I began with South Bedfordshire District Council in 1986 before moving into the private sector with Colquhoun Transportation Planning, The MVA Consultancy and The Denis Wilson Partnership from 1990.

1.1.3 I joined Savell, Bird and Axon, traffic and transport consultants in 2001 and was employed as a Director in the Company until April 2011 when I set up Croft Transport Planning & Design. Croft was acquired by Eddisons Chartered Surveyors in February 2019 where I am now a Partner.

1.1.4 I have provided proofs of evidence on transportation matters recently in respect of both land use changes and major commercial and residential developments.

1.1.5 The Note which I have prepared is true and I confirm that the opinions expressed are my true and professional opinions. I understand that my duty is to assist the hearing irrespective of by whom I am instructed.

1.1.6 I am familiar with the Appeal Site and the highways network in the local area.

2 INTRODUCTION

2.1 Preamble

2.1.1 This Note will provide a review of the pertinent transport and highways matters relating to the Appeal for up to 40 residential dwellings on land at Berry Hill Road in Adderbury (ref: 19/00963/OUT). The note specifically deals with the current position of the local highway authority, Oxfordshire County Council, and a response to the pertinent matters raised by third parties.

2.1.2 This note has been prepared to assist the Inspector.

2.2 Background

2.2.1 Croft were commissioned during 2017 by Hollins Strategic Land to produce a Transport Statement to support a planning application relating to proposals to develop a site for residential use off Berry Hill Road in the village of Adderbury in the district of Cherwell in Oxfordshire.

2.2.2 Outline planning permission was originally sought in October 2017 for the construction of up to 60 residential dwellings (Use Class C3) with associated open space, landscaping, and vehicular access taken from Berry Hill Road (ref: 17/02394/OUT).

2.2.3 The location of the site is shown on **Plan 1**.

2.2.4 All highways issues relating to the original planning application were resolved to the satisfaction of the local highway authority, Oxfordshire County Council (OCC).



2.2.5 The proposals were then reduced in size and consisted of up to 40 residential dwellings. The vehicular access to the site will remain as previously proposed, and is shown on **Plan 2** (Drawing Number 1899-Fo1 Revision H), enclosed with this Note.

2.2.6 The amended planning application (same reference as the original) was then refused for three reasons in January 2020. The first of these was as follows:

'The development proposed, by reason of its scale and siting beyond the built up limits of the village, in open countryside and taking into account the number of dwellings already permitted in Adderbury, with no further development identified through the Adderbury Neighbourhood Plan 2014-2031, is considered to be unnecessary, undesirable and unsustainable development. The site itself is in an unsustainable location on the edge of the village, distant from local services and facilities and would result in a development where future occupiers would be highly reliant on the private car for day to day needs. The proposal is therefore unacceptable in principle and contrary to Policies ESD1, BSC1, SLE4 and Villages 2 of the Cherwell Local Plan (2011-2031) Part 1, Saved Policy H18 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework'.

2.2.7 Part of this reason for refusal refers to the locational sustainability of the site and concludes that *'The site itself is in an unsustainable location on the edge of the village, distant from local services and facilities and would result in a development where future occupiers would be highly reliant on the private car for day to day needs'.*



- 2.2.8 Again, all highways issues were resolved to the satisfaction of OCC, subject to conditions and a range of improvements and off site contributions, which are listed later in this Section.
- 2.2.9 OCC made a number of conclusions which were set out in the Committee Report and Updated Committee Report, namely:
- Para 7.18 of the Committee Report – ‘The proposed footway along the northern side of Berry Hill Road will be of benefit to residents of the existing properties along Berry Hill Road and the new crossing point with a pedestrian refuge to cross the A4260 is welcomed’.
 - Para 9.76 of the Committee Report - ‘The Highway Authority have raised no objections to the proposed development on key matters such as the main access arrangements (vehicular and pedestrian/ cycle) and the proposal to include new bus stops on the A4260. No concerns are raised with regard to transport movements and their impact upon the local highway network’.
 - Para 9.78 of the Committee Report – ‘The LHA has sought contributions towards transport improvements and these would have been pursued should this site have been recommended for approval’.
- 2.2.10 It is also worth noting that OCC did not object to the site on the basis of its locational sustainability.

- 2.2.11 As part of the appeal process, an Appeal Accessibility Statement was also prepared, dated June 2020, and provided a more detailed consideration of the sustainable credentials of the Appeal site to provide the Inspector with more comprehensive information to demonstrate that the site is indeed appropriately sustainable and will not be contrary to Policies ESD1, BSC1, SLE4 and Villages 2 of the Cherwell Local Plan (2011-2031) Part 1, Saved Policy H18 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

2.3 Site Location

- 2.3.1 The Appeal site is located to the south of the centre of the village of Adderbury.
- 2.3.2 The site is bordered to the west by existing properties off Berry Hill Road, to the north and east by various public rights of way and undeveloped land and to the south by Berry Hill Road.
- 2.3.3 Berry Hill Road runs along the southern boundary of the site and runs towards the village centre to the north and its junction with the A4260 Oxford Road to the south-east of the site.
- 2.3.4 The road is around 6 to 7 metres wide with verges on both sides of the road. Part way along the site frontage the speed limit of the road changes from 30mph, in the northern section, to national speed limit, to the south. The road also has street lighting.

2.4 Summary of Proposals

- 2.4.1 It is proposed to develop the site to provide up to 40 residential dwellings, with associated car parking and landscaping.



- 2.4.2 Car parking across the site will comply with Oxfordshire County Council's current residential car parking standards.
- 2.4.3 Vehicular access is proposed directly off Berry Hill Road, as shown in **Plan 2** (Drawing Number 1899-Fo1 Revision H).
- 2.4.4 Although the vehicular access has stayed the same as Revision D, there have been some other minor changes have been made which are listed as follows:
- Revision E – based on OS background.
 - Revision F – same plan but additional OS background added.
 - Revision G – amended proposed footway on Berry Hill Road.
 - Revision H – proposed bus stops moved to the western side of the junction of Oxford Road/Berry Hill Road due to recent bus route changes.
- 2.4.5 The internal layout of the site will be designed to provide a safe environment for pedestrians and cyclists with clearly defined walkways, crossing points and speed reducing features where appropriate, as shown in the illustrative masterplan within the Design and Access Statement.
- 2.4.6 The proposals will provide a new footway on the northern side of Berry Hill Road from the site access up to the junction of Berry Hill Road and Horn Hill Road. This will provide the local highway network with around 500 metres of additional footway to assist not only pedestrians travelling to and from the Appeal Site but also the existing residential properties along the northern and eastern side of Berry Hill Road. This will substantially assist in the general accessibility of this part of the village.



2.4.7 In addition to the above, it is worth noting that the proposed new footway along Berry Hill Road will also extend to the south-east of the site access and around the corner onto the A4260 Oxford Road, where a new crossing point with a pedestrian refuge, dropped kerbs and tactile paving will be provided. This will enhance existing pedestrian infrastructure in the area and connect the site to the existing footway provision along the southern side of the A4260 Oxford Road, thus providing a safe continuous walking route to local employment opportunities, such as Twyford Mill and Station Yard Industrial Estate, located approximately 400 metres to the north of the Berry Hill Road junction, as well as the Adderbury Day Nursery and the PRoW network to the south of Oxford Road.

2.4.8 The proposals will also provide the following contributions to improve the sustainability of the site:

- Section 106 contribution of £60,000 for improvements to local bus services, which will benefit local residents.
- Section 106 contribution of £20,000 for improvements to local public rights of way and bridleways, which will benefit existing residents.
- Section 106 of £10,000 for the provision of two new bus stops, with shelters, on Berry Hill Road to serve the proposed development, which will benefit existing residents.

2.4.9 These costs have recently been amended by OCC and were included in their CiL Regs document dated March 2021. The full list of transport and highways contributions now consist of the following:



- Public Transport Services Contribution: £40,000 to be index linked from January 2018 (RPIX) towards the enhancement of public transport services serving the site in the form of pump priming bus services on the A4260.
- Public Rights of Way Contribution: £20,000 to be index linked from January 2018 (Baxter) Towards access mitigation measures on the footpaths to east and north of the site (Adderbury Footpaths 13, 6, 5 and 24 and Bridleway 9). This would fund surface improvement, signage and furniture along the routes.
- Public Transport Infrastructure Contribution: £10,000 to be index linked from January 2018 (Baxter) towards the provision of two sets of bus stop poles and premium route standard flags, and bus shelters (£4,000 will be transferred to the Adderbury Parish Council as a commuted sum for maintenance of the shelter).
- Traffic Regulation Order Contribution: £3,120 to be index linked from June 2019 (RPIX) towards the cost of administering a TRO to enable relocation of the existing 30mph/national speed limit on Berry Hill Road from its current location to a point further south close to the junction with the A4260 with the aim of Berry Hill Road to be under 30mph.
- Administration and monitoring fee of £2,250.

2.4.10 OCC have therefore no objections to the Appeal proposals on this basis. It is also worth noting that the CiL Regs Compliance Statement post-dated the consultation period on the proposed traffic calming scheme within Adderbury.



2.5 Scope of Report

- 2.5.1 This Note will deal specifically with the issues of the recently proposed Oxfordshire County Council (OCC) traffic calming scheme along Berry Hill Road and a number of third party representations submitted to the planning appeal.
- 2.5.2 Section 3 considers the impact of the OCC traffic calming scheme and its interaction with the proposed Site Access. Section 4 of this Note will consider the pertinent third party representations to the planning application relating to transport and highways matters.
- 2.5.3 Section 5 draws together the findings and conclusions of this Note.

3 OCC TRAFFIC CALMING SCHEME

- 3.1.1 During the planning application process, OCC had accepted the vehicular access proposals to the Appeal site based on the arrangements shown on Drawing Number 1899-Fo1 Revision H (Plan 2 within this document).
- 3.1.2 In November 2020, OCC consulted on a range of amendments to the speed limits on Milton Road and Berry Hill Road in Adderbury together with complementary traffic calming measures. In addition, OCC proposed to introduce sections of 'No Waiting at Any Time' (double yellow lines) parking prohibitions on the A4260 Banbury Road and The Rise.
- 3.1.3 According to the OCC website, both sets of proposals are being put forward in order to help facilitate the management of vehicles speeds entering Adderbury, and the safe and unrestricted movement of traffic at the junction and to better manage inappropriate parking in the area to help improve road safety.
- 3.1.4 The section of the OCC traffic calming scheme along Berry Hill Road is shown on **Drawing Number CDC-MRBBHR-GA-E2 Revision A**, appended to this Note.
- 3.1.5 OCC, as highway authority, were clearly aware of the live planning application, albeit refused, at the Appeal site so would have been mindful of the fact that the traffic calming scheme would need to be mindful of the potential vehicular access into the Appeal site.
- 3.1.6 OCC were therefore clearly of the view that the traffic calming scheme and the Appeal proposals could both proceed safely.



- 3.1.7 The Appellant shares that view and to demonstrate this the OCC traffic calming scheme has been transposed onto the Appeal access proposals from the previously detailed Drawing Number 1899-Fo1 Revision H and is shown on Drawing Number 1899-Fo1 Revision I.
- 3.1.8 The traffic calming will enhance the Appeal proposals and ensure safe passage for all users of Berry Hill Road as will the new footway proposed along the northern side of Berry Hill Road.
- 3.1.9 Having considered the Appeal proposals and the OCC traffic calming scheme in detail, OCC have confirmed in writing (**Appendix 1**) that the implementation of the traffic calming scheme and the Appeal proposals would not raise any objection on transport or highways grounds.

4 THIRD PARTY REPRESENTATIONS

4.1 Introduction

4.1.1 This section of the Note will deal with a number of third party representations to the Appeal proposals. Many of the representations raise the same issues and as such I have listed the pertinent issues below and will deal with each one under a separate heading:

- OCC traffic calming scheme.
- Public transport services..
- Access to local services.
- Oxford Road/Berry Hill Road Junction.
- Congestion in village.
- Speed and Accidents on Berry Hill Road.
- Footway and Street Lighting on Berry Hill Road.
- General Comments from AFA Planning Consultants.

4.2 OCC Traffic Calming Scheme

4.2.1 A number of comments within the third party representations referred to the traffic calming scheme being proposed by OCC. Section 3 of this Note deals with the OCC consideration of the traffic calming scheme and Appeal proposals.



- 4.2.2 Before I deal with the individual comments it must be noted again that OCC were well aware of the Appeal proposals when designing the traffic calming works.
- 4.2.3 OCC have confirmed that both the traffic calming scheme, see Appendix 1, and the Appeal proposals can proceed without any detriment to highway safety. This is clearly a conclusion we agree with.
- 4.2.4 In terms of the specific third party comments, one of these was a comment on the traffic calming scheme would affect traffic turning into and out of the site. This is absolutely not the case. The nearest part of the traffic calming scheme is almost 100 metres north of the Site Access and as such would have no impact whatsoever on the safety or capacity of the Site Access junction.
- 4.2.5 Another comment from third parties concerned the speed limit change. This has been proposed by OCC to cover the first short section of Berry Hill Road. The revised access plan, shown on Plan 3 of this Note, confirms that the visibility from the junction can be achieved all the way south to the Oxford Road junction and north for a distance of 120 metres which accords with the Design Manual for Roads and Bridges (DMRB) requirement on 40mph road. This is a much more onerous visibility requirement than Manual for Streets for example, which would be around 59 metres (Page 91 Table 7.1). Manual for Streets is the more appropriate guideline visibility to use in these types of location.
- 4.2.6 A further comment related to the amendments proposed by OCC at the junction of Horn Hill Road/Berry Hill Road/Milton Road junction. Notwithstanding the fact that the vehicular movement opportunities here are unaffected by the traffic calming scheme and would not turn Horn Hill Road into a 'ring road', these are proposed by OCC and not the Appeal proposals and as a result OCC, as highway authority, are content with them, although they are not related specifically to this Appeal scheme.



- 4.2.7 In summary, the traffic calming scheme being promoted by OCC does not prejudice whatsoever the Appeal proposals and no further analysis is required and the transport and highways based documents submitted in support of the Appeal proposals remain appropriate.

4.3 Public Transport Services

- 4.3.1 A number of third party comments have raised the issue of public transport services and their view that they are 'infrequent' or 'inadequate'.
- 4.3.2 In considering the detail of the Appeal planning application OCC, as highway authority, were content that the level of public transport accessibility to the Appeal site was acceptable subject to the Section 106 contributions and access works on Berry Hill Road.
- 4.3.3 The Section 106 includes the provision of two new bus stops on Oxford Road to ensure that there are additional bus stops to the site are within around a 5 minute walk of the centre of the developable area of the site.
- 4.3.4 The issue of the accessibility by bus is covered in detail in Section 2.7 of the Appeal Accessibility Statement dated June 2020.
- 4.3.5 Based on the details of the Appeal Accessibility Statement, it can be concluded that the local bus service provides an appropriate option for commute trips to and from Banbury and Oxford, which are the main areas of employment for potential residents of the development.



- 4.3.6 It is also worth noting that the S4 service has recently been improved and whilst is still operating with hourly services it starts much earlier and ends much later in the day providing the opportunity for more people to utilise the service.
- 4.3.7 For example, the first northbound bus service from the bus stops on Horn Hill Road between Monday to Saturday departs at 06:06, 07:09 and 08:08 and arrives in Banbury Town Centre at 06:25, 07:30 and 08:35, respectively, whilst the first bus services travelling southbound depart at 06:08, 06:45 and 07:29 and arrive in Oxford City Centre at 07:02, 08:00 and 08:44 hours respectively. The last bus to depart Banbury Town Centre Monday to Saturday is at 21:45 whilst the last bus to depart Oxford City Centre is at 23:15. The timetable is enclosed at **Appendix 2**.
- 4.3.8 This provides a good, and recently improved, level of bus provision to allow all residents at the Appeal Site to travel to and from the area by bus, and in particular those visiting the town centre and city centre which could include all types of journey purpose but in particular commuting.
- 4.3.9 It is also understood that as part of a recently consented development in nearby Deddington (ref: 20-02083-OUT) that a Section 106 is being offered by that particular applicant which will allow the S4 to become a half-hourly service which will provide a substantial benefit to the whole of Adderbury and all locations on this bus route.
- 4.3.10 With the provision of the two new bus stops, this will further improve the existing bus service provision in the vicinity of the site and it can be concluded that the site is highly accessible by bus.

4.4 Access to Local Services

4.4.1 Many of the third party representations included comments on the accessibility to local services and the range and number of them within Adderbury. This issue is also covered in detail within the Appeal Accessibility Statement dated June 2020 within Sections 2.2 to 2.4.

4.4.2 Those sections of that document confirm that there are numerous local facilities within around a 15 to 20 minute walk of the centre of the Appeal Site. These includes the following amenities with their approximate walking distance using only footways and then with the potential of using the extensive PRow network within the village:

- Twyford Mill Estate - 8 minutes.
- Adderbury Day Nursery - 8 minutes.
- Local Recreational Park/Play Area - 8 minutes.
- Adderbury Stores – 19 minutes (11 minutes using PRow).
- Adderbury Library – 19 minutes (10 minutes using PRow).
- Adderbury Post Office – 19 minutes (11 minutes using PRow).
- Harper’s Coffee Shop – 20 minutes (12 minutes using PRow).

4.4.3 As such, there are a number of local services around a 15 to 20 minute walk, using only footways which are all reasonably flat, street lit and surfaced, which meets with the ‘broad accessibility target’ of the various guidance reference documents, listed in Section 2.4 of the Appeal Accessibility Statement.

- 4.4.4 Broadly, these routes include Berry Hill Road, Horn Hill Road, New Road, Water Lane and Mill Lane. The use of the PRoWs are not relied upon for the Appeal Site's accessibility but they do provide an additional opportunity for more direct pedestrian routes for some users which will reduce the distance between the site and some of the local facilities.
- 4.4.5 For information, the coffee shop referenced above is understood to be a relatively new addition to the village. To assist the Inspector we have revised **Plans 5 to 9** from the Appeal Accessibility Statement and included them within this note for completeness.
- 4.4.6 Those amenities that fall outside these guidance distances are out of the village of Adderbury and are all located within either Banbury or Deddington, such as the nearest Secondary Schools, doctor's surgeries and dental practices, for example.
- 4.4.7 Clearly, pedestrians will travel further to get to a specific destination but generally, it could be considered that Deddington would be accessible by cycle and certainly by bus, thus enabling the level of vehicular travel to be minimised.
- 4.4.8 Banbury and Deddington can be accessed via a short bus journey from the site, as detailed below. The S4 service stops, for example, in the centre of Deddington, across the road from the Co-operative food store and a short walk to other day to day amenities and is around a 6 minute bus journey from the Appeal site.
- 4.4.9 Additionally, the main 'day to day' amenities such as schools, shops, bus stops, post boxes and employment opportunities are all within the 'preferred maximum' distances (2 kilometres) from the centre of the Appeal Site.
- 4.4.10 It must also be noted that the proposed play area, the public open space and the fields in trust on the Appeal Site are all within a short walk of most of Adderbury providing a benefit to existing residents if the village. This is shown on **Plan 4**.

- 4.4.11 In addition, the area is reasonably flat and the routes along adopted footways are of a good standard and currently, or will, have the benefit of street lighting.
- 4.4.12 The above confirms that the site benefits from good accessibility when judged against these widely accepted walking distances criteria. Walking and cycling will be promoted and encouraged through the Travel Plan which will assist in delivering a sustainable development. Furthermore, as already stated, additional pedestrian links and off site works and contributions will be implemented as part of the Appeal proposals.

4.5 Oxford Road/Berry Hill Road Junction

- 4.5.1 A number of the third party representations mention the junction of Oxford Road and Berry Hill Road. Some of the comments made refer to a 'busy and dangerous junction' and why the junction is not being converted to a signalised junction or a roundabout.
- 4.5.2 The impact of the Appeal proposals on Berry Hill Road itself is forecast to be around an additional 33 two-way vehicular movements, from Figure 14 of the 'Response to Highways Comments document dated February 2018. Not all of this traffic would travel south to the junction with Oxford Road. However, even if that were the case this would equate to an additional vehicular movement at the junction every two minutes during the busiest hour of the day.
- 4.5.3 This represents a negligible increase in traffic and one that would not affect the safety or capacity of the junction whatsoever.
- 4.5.4 The 'Response to Highways Comments document dated February 2018, in Table 2 on Page 6, confirmed that the junction was forecast to operate with a maximum ratio of flow to capacity of 0.55 which equates to it operating at around 55% of capacity. This was also based on the assessment of 60 residential dwellings on the Appeal site not the 40 now proposed.

- 4.5.5 In terms of the safety of the junction, page 7 of the 'Response to Highways Comments' document, confirmed that there were three personal injury accidents at the junction in the 6 year period up to that point.
- 4.5.6 A current review of the statistics confirms that there have been three personal injury accidents in the past 5 year period which is the same number in the period reviewed in 2018.
- 4.5.7 Furthermore, the applicant is offering the provision of a proposed pedestrian refuge within the hatched area of the right turning lane at this junction which is likely to reduce the speed of vehicles travelling through this junction which will inevitably reduce the potential for this type of accident from occurring again. It will also provide a safety benefit for the area.
- 4.5.8 As such, there would no requirement for further improvements to be proposed at this junction and certainly not the conversion of it to a roundabout or signalised junction.

4.6 Congestion in Village

- 4.6.1 Various third party representations referred to 'congestion' within Adderbury. As confirmed in the previous section, the impact of the Appeal proposals would be negligible on the local highway network.
- 4.6.2 Notwithstanding this, there has been no evidence of congestion within the village submitted to this Appeal and none has been observed when I have visited the site.
- 4.6.3 This also accords with the views of OCC, the local highway authority.

4.7 Speed and Accidents on Berry Hill Road

4.7.1 Following on from the above section, a number of third parties also mentioned the speed of vehicles and accidents that have apparently occurred on Berry Hill Road.

4.7.2 There have been no personal injury accidents on Berry Hill Road other than those mentioned above that occurred at the junction with Oxford Road, in the past 5 year period.

4.7.3 In terms of the speed of vehicles on Berry Hill Road, no evidence have been submitted to the Appeal and the speed of vehicles will inevitably be reduced as a result of the traffic calming scheme being progressed by OCC.

4.7.4 In summary, in my view there is no issue of speeding or accidents along Berry Hill Road.

4.8 Footway Provision and Street Lighting on Berry Hill Road

4.8.1 A small number of third party representations referred to the lack of footway provision on Berry Hill Road. The Parish Council, in their representation to the Appeal, welcomed the implementation of the footway provision on the northern side of Berry Hill Road which is part of these Appeal proposals, as did OCC, the local highway authority.

4.8.2 The new footway will be implemented on the northern side of Berry Hill Road from the site access up to the junction of Berry Hill Road and Horn Hill Road. This will provide the local highway network with around 400 metres of additional footway to assist not only pedestrians travelling to and from the Appeal Site but also the existing residential properties along the northern and eastern side of Berry Hill Road. This will substantially assist in the general accessibility of this part of the village.

- 4.8.3 In terms of the width of the footway, which was also raised in the third party representations, this will be 1.5 metres wide which provides sufficient space to accommodate two people walking together, an adult pushing a buggy holding hands with a child and a wheelchair user.
- 4.8.4 In addition to the above, it is worth noting that the proposed new footway along Berry Hill Road will also extend to the south-east of the site access and around the corner onto the A4260 Oxford Road, where a new crossing point with a pedestrian refuge, dropped kerbs and tactile paving will be provided. This will enhance existing pedestrian infrastructure in the area and connect the site to the existing footway provision along the southern side of the A4260 Oxford Road, thus providing a safe continuous walking route to local employment opportunities, such as Twyford Mill and Station Yard Industrial Estate, located approximately 400 metres to the north of the Berry Hill Road junction.
- 4.8.5 The pedestrian refuge will not be 'dangerous', as has been suggested in some of the third party representations, as it has good visibility in both directions along Oxford Road and will provide an improvement in pedestrian access in this part of Adderbury.
- 4.8.6 Any deficiencies in street lighting on Berry Hill Road will be rectified as part of the Site Access and footway proposals.

4.9 AFA Planning Consultants

- 4.9.1 One of the third party representations has been made by AFA Planning Consultants. They raise a number of matters in their submission including a section entitled 'Highways Considerations'.
- 4.9.2 The first thing to note is that AFA are planning advisors and seem to have no formal transport or highways expertise.



- 4.9.3 Notwithstanding that, I will go through each of the transport or highways matters below.
- 4.9.4 The first point raised relates to the age of the Transport Assessment, albeit it was a Transport Statement submitted not a Transport Assessment. The point relates to the TS being out of date as it doesn't take into account 'planning developments'. OCC were content that the TS and subsequent 'Response to Highways Comments' document covered all the relevant traffic impact aspects of the proposals and did not object to them. A number of developments were included within the traffic impact analysis, as detailed on Page 3 of the 'Response to Highways Comments' document as was traffic growth, including the following:
- North of Milton Road, Adderbury (14-00250F).
 - Gaveston Gardens, Deddington (13-0030-OUT).
 - Milton Road, Bloxham (14-01017-OUT).
- 4.9.5 This ensured that the traffic impact analysis was robust as including both committed developments and traffic growth would allow for an element of double counting as traffic growth predominantly includes traffic from new developments.
- 4.9.6 Furthermore, as this Note has already demonstrated, the impact of the Appeal proposals would be negligible on the local highway network.
- 4.9.7 The second point raised was regarding the traffic survey work. The surveys carried out for the Appeal site were undertaken in 2018 and were accepted as being suitable and typical of conditions on Berry Hill Road and Oxford Road by OCC. AFA suggest that surveys undertaken by local residents in March 2021 were higher than the 2018 surveys.



- 4.9.8 Any surveys undertaken during the ongoing COVID pandemic cannot be relied upon at all and furthermore, the surveys carried out were done for a 30 minute period only. As such, whilst I do not dispute the actual survey results they were not carried out over a full hour, were carried out over different time periods and were carried out during the most recent lockdown period. There is also no evidence to suggest what the patterns of traffic for people travelling along Berry Hill Road were at that time and whilst some people might have been working from home, the schools had reopened and people may well have been undertaking trips at that time other than for work purposes.
- 4.9.9 It is also worth noting that OCC have not objected to the use of the 2018 survey data in their most recent correspondence regarding this Appeal.
- 4.9.10 In any event, it is clear from the traffic impact results from the February 2018 'response to highways comments' document (Table 2 on Page 6 of the document), that the Site Access junction and the junction of Oxford Road/Berry Hill Road has substantial reserve capacity at the forecast assessment year in both AM and PM peak hour periods. As such, any slight increase in traffic flow along Berry Hill Road will have a minimal impact on the operation of these two junctions.
- 4.9.11 The next point raised related to the OCC traffic calming scheme. This has all been covered in detail within Chapter 3 of this Note and OCC, as local highway authority, have confirmed in writing that the Appeal proposals and the traffic calming can both be implemented with no highway safety concerns.
- 4.9.12 As such, there is no requirement for a 'further Transport Assessment'.



4.10 Summary

- 4.10.1 This section of the Note has responded to all pertinent third party representations made to this Appeal. The proposals remain acceptable on transport and highways grounds.

5 CONCLUSIONS

5.1.1 This Note has provided a review of the pertinent transport and highways matters relating to the Appeal for up to 40 residential dwellings on land at Berry Hill Road in Adderbury (ref: 19/00963/OUT). The note has specifically dealt with the current position of the local highway authority, Oxfordshire County Council, and a response to the pertinent matters raised by third parties.

5.1.2 A number of conclusions can be drawn from the Note, namely:

- The Appeal proposals have been considered entirely acceptable by OCC, the local highway authority.
- OCC have further confirmed that the Appeal proposals and the traffic calming scheme being promoted by OCC can both proceed safely and neither would prejudice the other.
- All pertinent matters raised by third parties have been thoroughly considered in this Note and there remains no justifiable objection to the Appeal proposals on transport and highways grounds.

5.1.3 It can therefore be concluded that the proposals remain acceptable in transport and highways terms.



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PLANS

PLAN 1



 SITE LOCATION

HOLLINS STRATEGIC LAND

PROPOSED RESIDENTIAL DEVELOPMENT
BERRY HILL ROAD, ADDERBURY
SITE LOCATION PLAN

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Manchester
M3 4LY

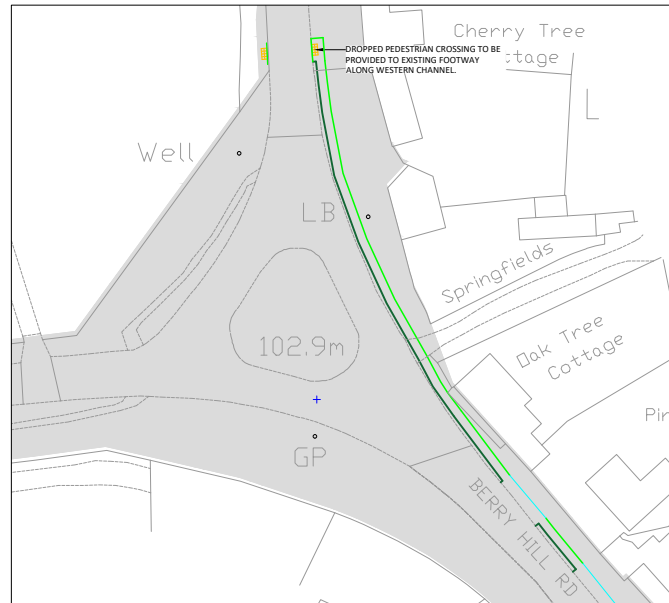
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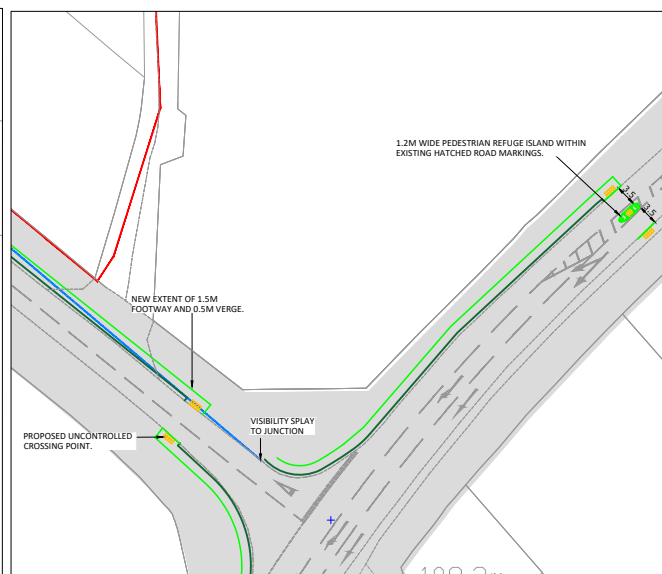
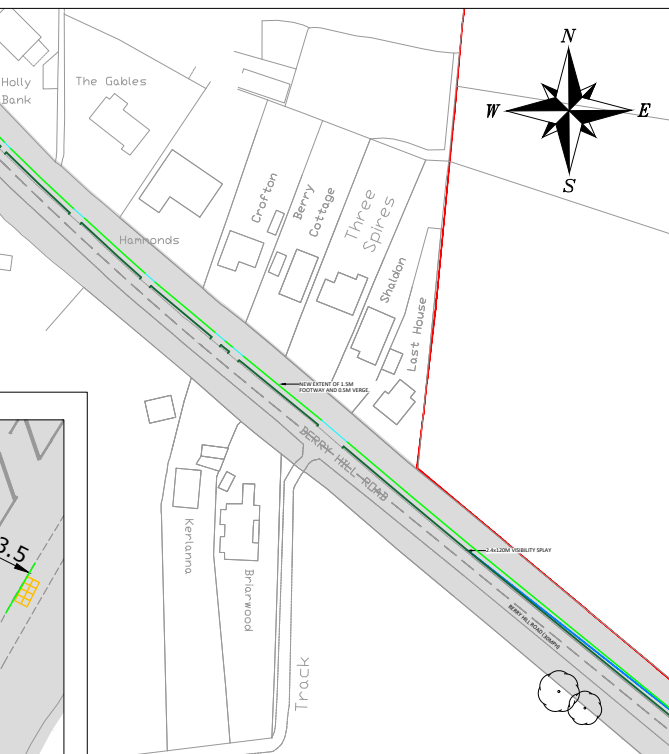
DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
GM	02.06.20	SM	02.06.20	NTS @ A4

DRAWING NUMBER:	REVISION:
1899-01	-

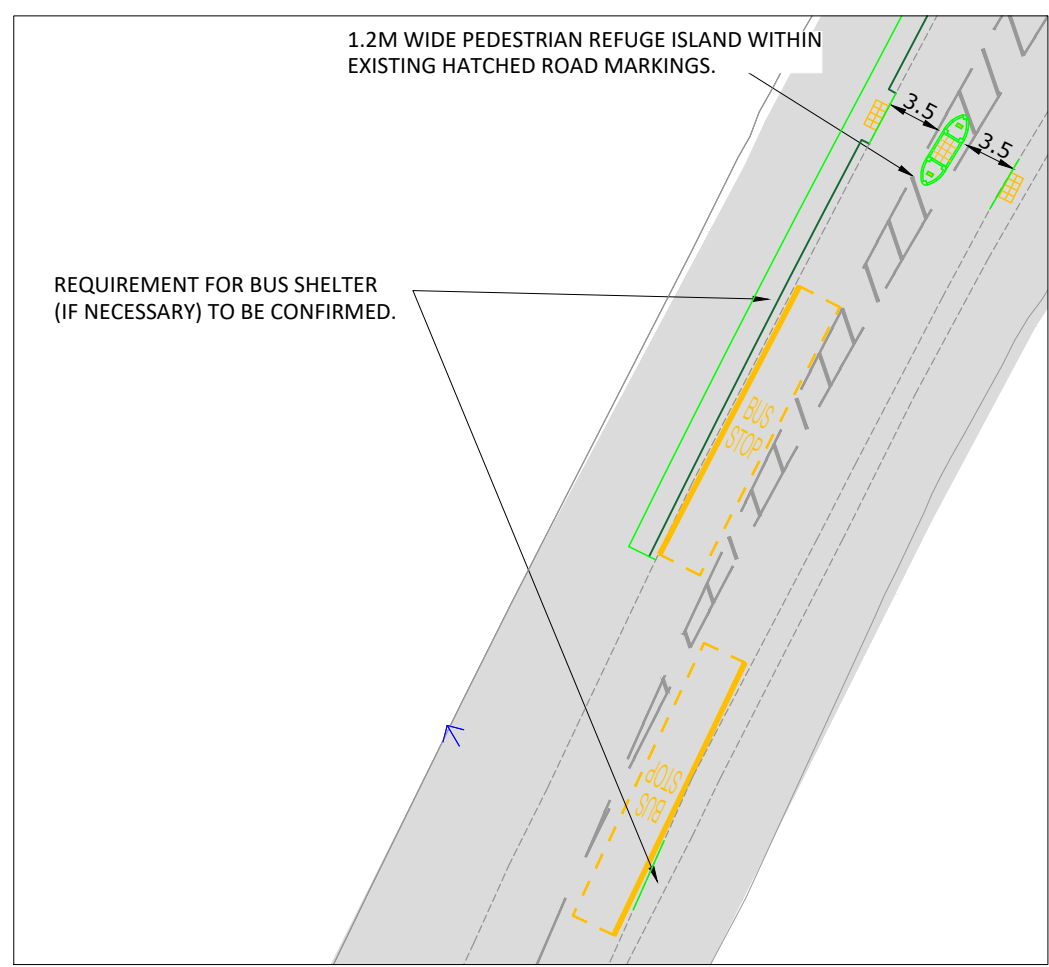


NORTHERN EXTENT @ 1:1250 SCALE

SITE ACCESS JUNCTION @ 1:1250 SCALE



PEDESTRIAN CROSSING POINTS @ 1:1250 SCALE



1.5M FOOTWAY 0.5M VERGE/PED REFUGE WITH POTENTIAL BUS STOP LOCATIONS @ 1:500 SCALE

NOTES

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- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY (BASED ON OS)
- DENOTES NEW 0.5M VERGE
- EXISTING DRIVEWAY

H	BUS STOPS MOVED SOUTH	LB	SM	JUN 20
F	1.5M FOOTWAY 0.5M VERGE ADDED	LB	JC	NOV 19
E	EXTRA OS ADDED	LB	MC	OCT 19
D	BASED ON OS PLAN	LB	JC	AUG 19
C	BUS STOPS ADDED	LB	MC	JUL 19
A	DESIGN BASED ON FULL TOPO SURVEY	JC	PJW	APR 18
	ACCESS LOCATION MOVED NORTH	JC	PJW	SEP 17
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **HOLLINS STRATEGIC LAND**

PROJECT: **BERRY HILL ROAD, ADDERBURY**

DRAWING TITLE: **PROPOSED HIGHWAY IMPROVEMENT PLAN (ON OS BASE)**

SCALES: **1:2000 @ A3**

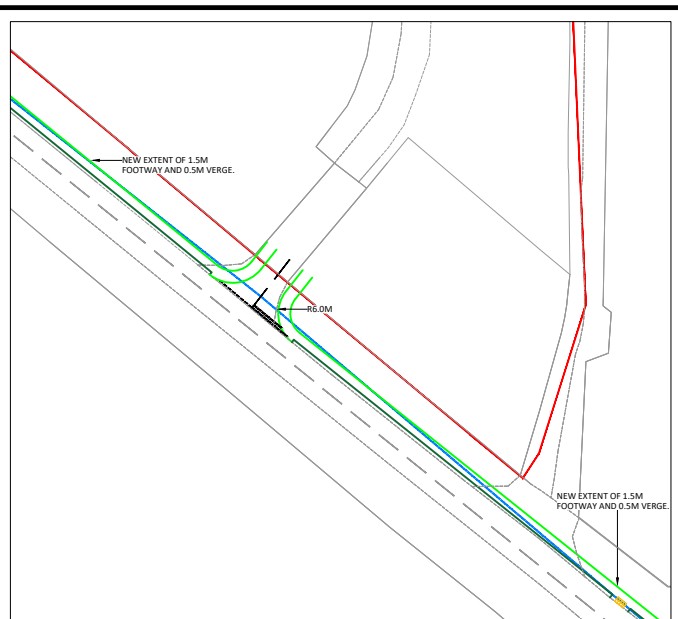
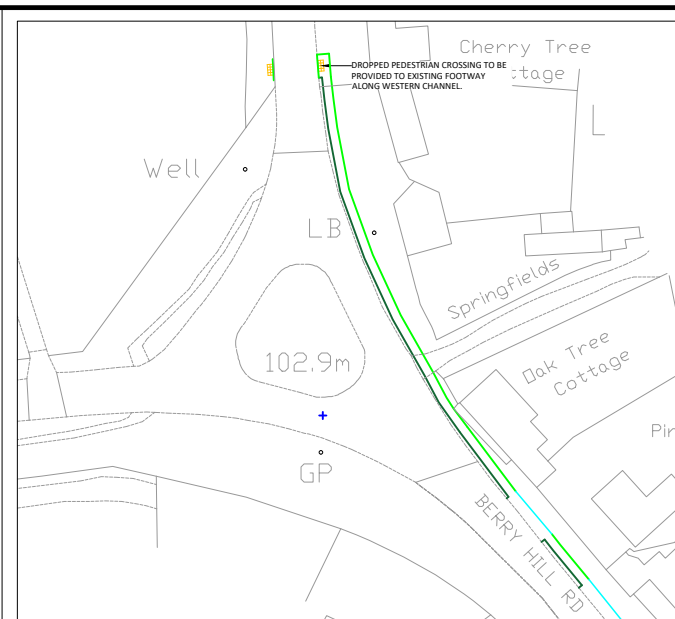
DRAWN: **JC** CHECKED: **PJW** DATE: **SEP 17**

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DRAWING NUMBER: **1899-F01** REVISION: **H**

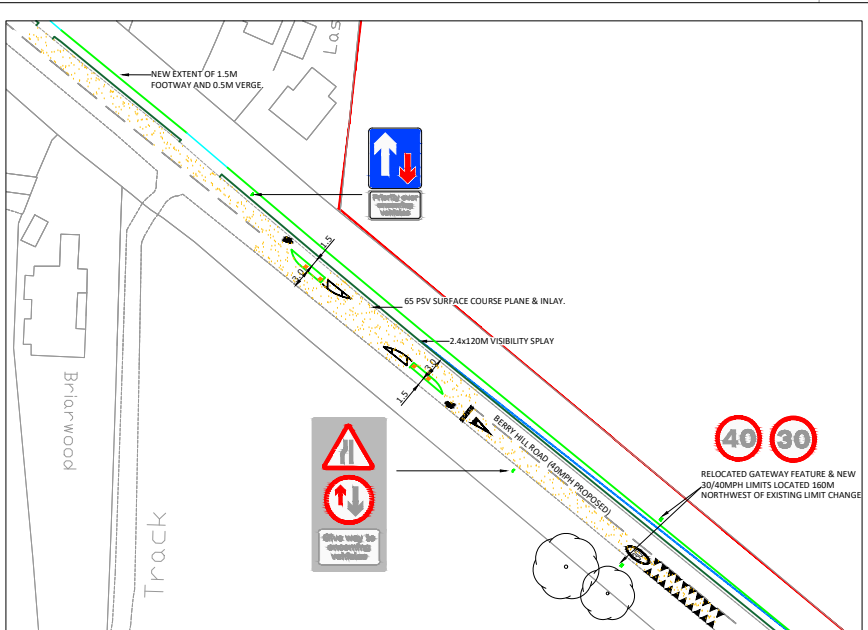


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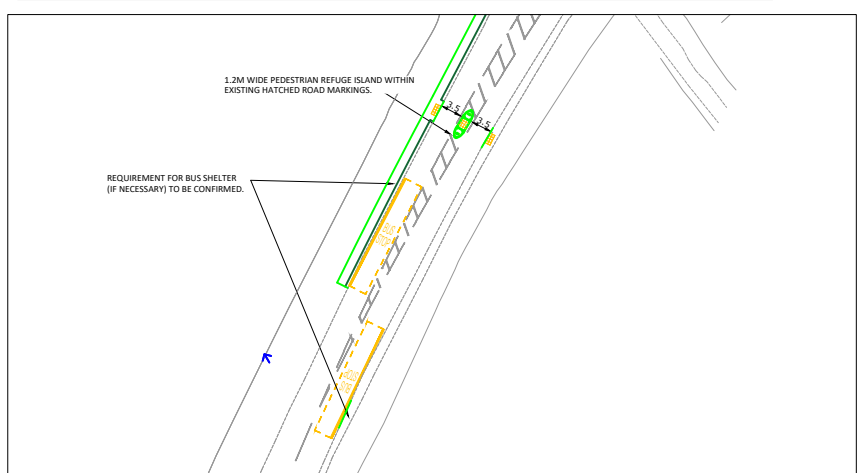


NORTHERN EXTENT @ 1:1250 SCALE

SITE ACCESS JUNCTION @ 1:1250 SCALE



TRAFFIC CALMING MEASURES @ 1:1250 SCALE



1.5M FOOTWAY 0.5M VERGE/PED REFUGE WITH POTENTIAL BUS STOP LOCATIONS @ 1:1250 SCALE



PEDESTRIAN CROSSING POINTS @ 1:1250 SCALE

NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. IT IS SUBJECT TO FURTHER DESIGN ANALYSIS, TOPOGRAPHICAL MAPPING & HIGHWAY/THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY (BASED ON OS)
- DENOTES NEW 0.5M VERGE
- EXISTING DRIVEWAY

I	BUS STOPS MOVED SOUTH	LB	MC	APR 21
H	BUS STOPS MOVED SOUTH	LB	SM	JUN 20
G	1.5M FOOTWAY 0.5 VERGE ADDED	LB	JC	NOV 19
F	EXTRA OS ADDED	LB	MC	OCT 19
E	BASED ON OS PLAN	LB	JC	AUG 19
D	BUS STOPS ADDED	LB	MC	JUL 19
C	DESIGN BASED ON FULL TOPO SURVEY	JC	PJW	APR 18
A	ACCESS LOCATION MOVED NORTH	JC	PJW	SEP 17

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
HOLLINS STRATEGIC LAND

PROJECT:
BERRY HILL ROAD, ADDERBURY

DRAWING TITLE:
PROPOSED HIGHWAY IMPROVEMENT PLAN (ON OS BASE)

SCALES:
1:2000 @ A3

DRAWN: JC CHECKED: PJW DATE: SEP 17

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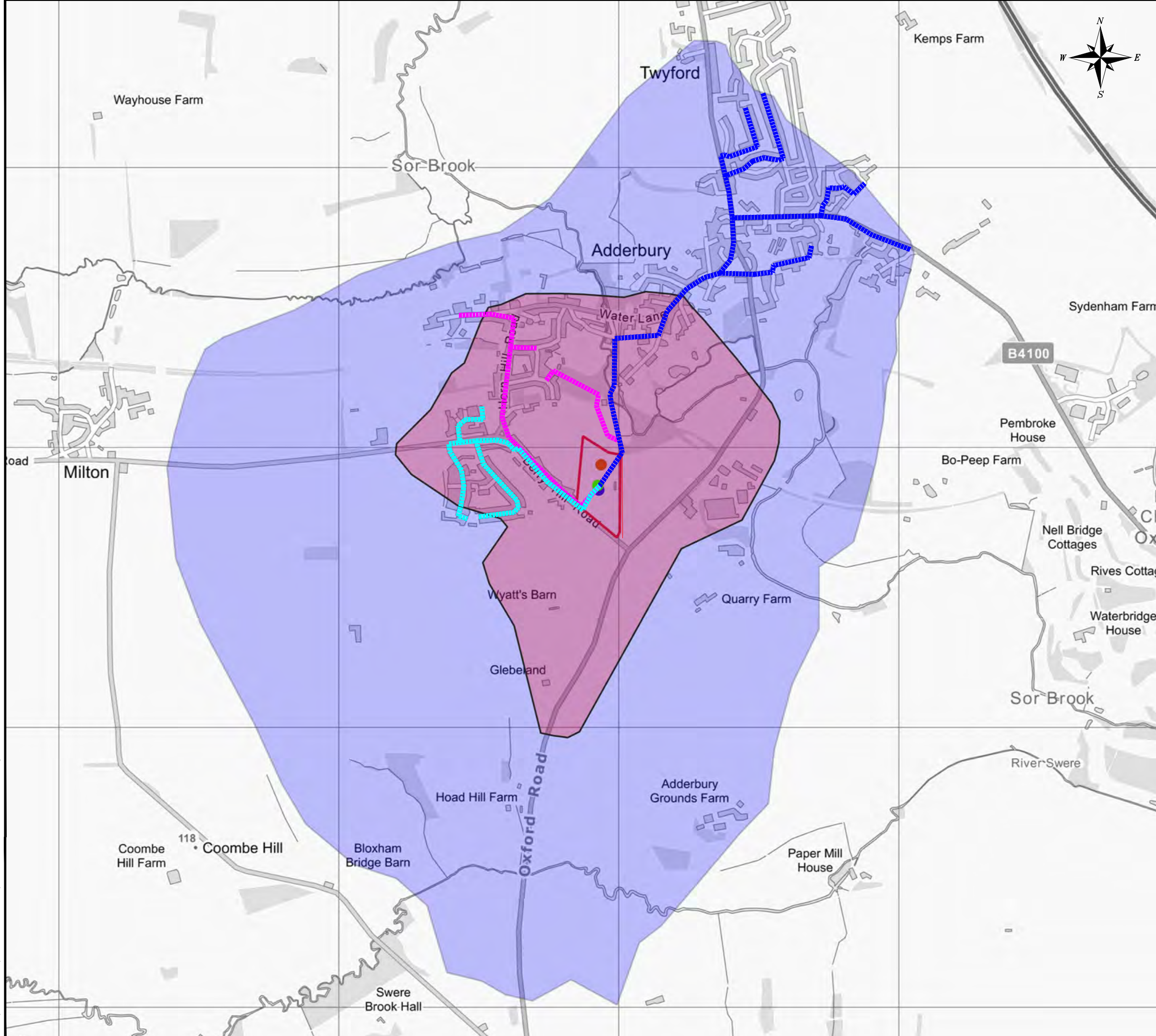


DRAWING NUMBER: 1899-F01 REVISION: I

NOTES

- Site Location
- 1km Pedestrian Catchment
- 1.95km Pedestrian Catchment
- Fields in Trust
- Proposed Play Area
- POS

- WALKING ROUTES FROM THE RESIDENTIAL AREAS TO THE NORTH EAST OF THE SITE
- WALKING ROUTES FROM THE RESIDENTIAL AREAS TO THE NORTH-WEST OF THE SITE
- WALKING ROUTES FROM THE RESIDENTIAL AREAS TO THE WEST OF THE SITE



REV	DETAILS	DRAWN	CHECKED	DATE					

CLIENT: **HOLLINS STRATEGIC LAND**

PROJECT: **BERRY HILL ROAD, ADDERBURY**

DRAWING TITLE: **1KM AND 1.95KM PEDESTRIAN CATCHMENTS FROM INTERNAL AMENITIES WITH PEDESTRIAN ROUTES**

SCALES: **NTS @ A3**

DRAWN: GM	CHECKED: SM	DATE: MAR 21
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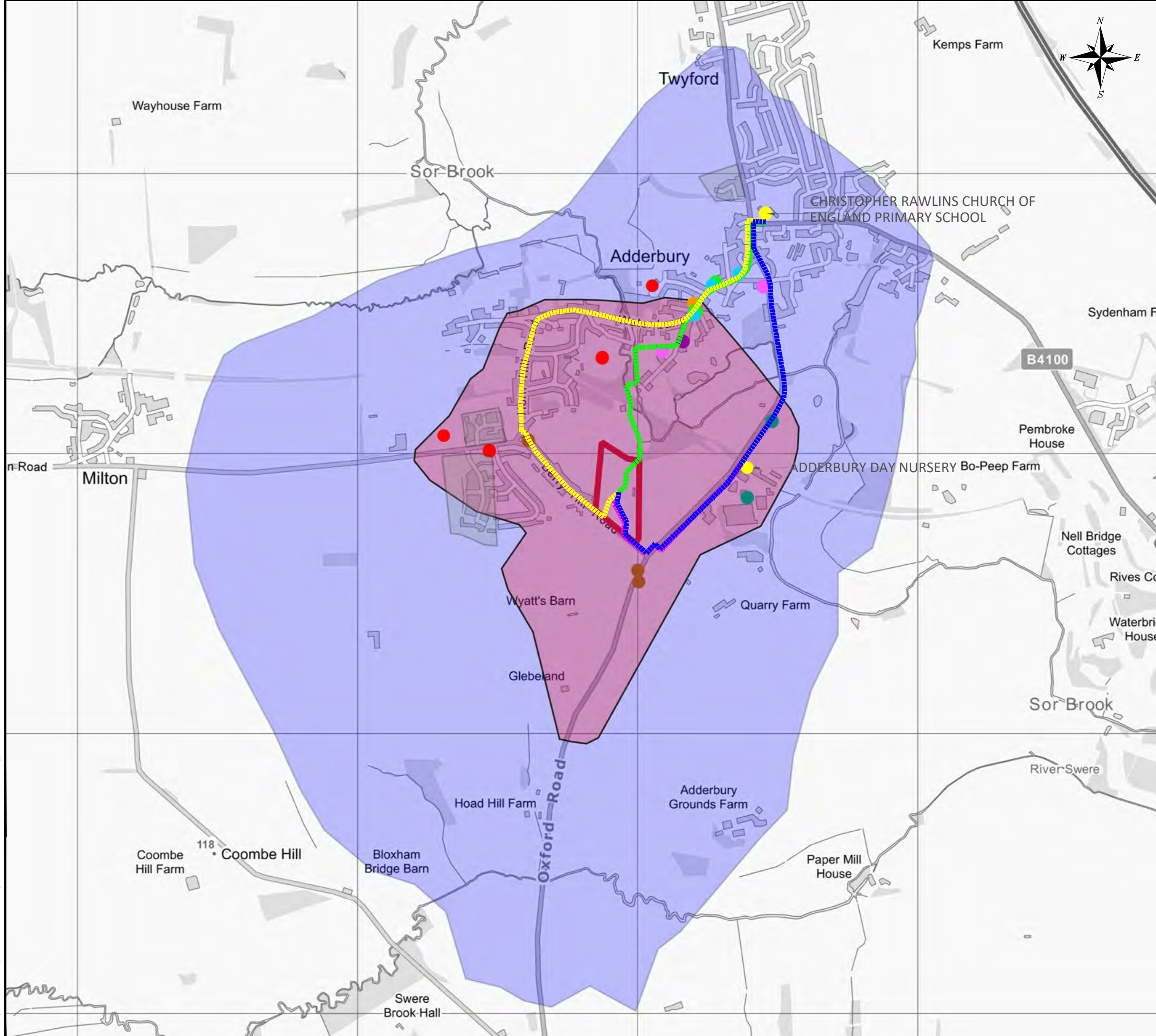
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- Site Location
- ADDERBURY DAY NURSERY WALKING ROUTE (710 METRES)
- CHRISTOPHER RAWLINGS CHURCH OF ENGLAND PRIMARY SCHOOL WALKING ROUTE (2,000 METRES)
- CHRISTOPHER RAWLINGS CHURCH OF ENGLAND PRIMARY SCHOOL WALKING ROUTE USING PROW'S (1,390 METRES)
- CHRISTOPHER RAWLINGS CHURCH OF ENGLAND PRIMARY SCHOOL WALKING ROUTE USING OXFORD ROAD (1,680 METRES)

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **HOLLINS STRATEGIC LAND**

PROJECT: **BERRY HILL ROAD, ADDERBURY**

DRAWING TITLE: **WALKING ROUTE TO SCHOOLS AND NURSERIES**

SCALE: **NTS @ A3**

DRAWN: GM	CHECKED: SM	DATE: MAY 20
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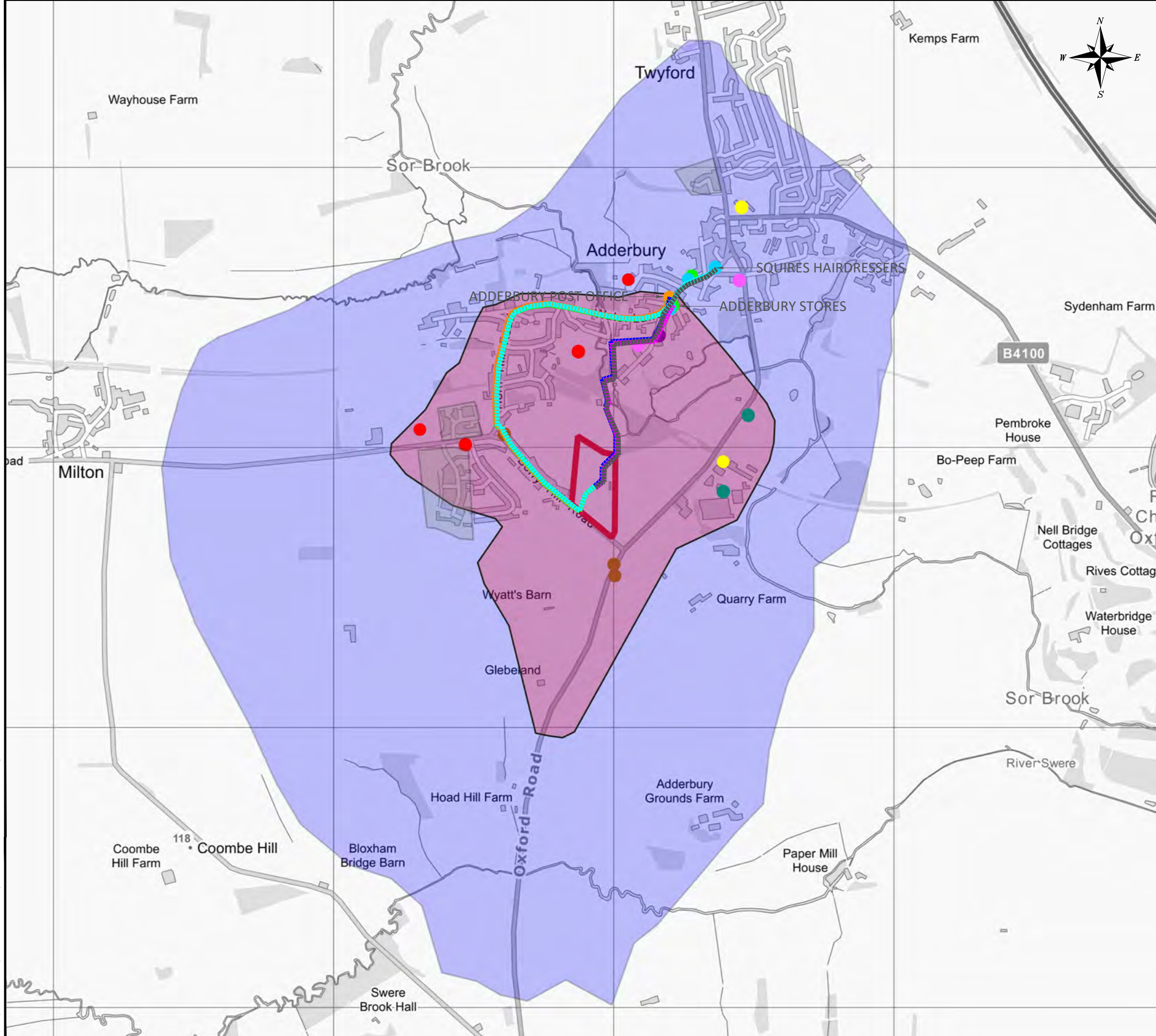
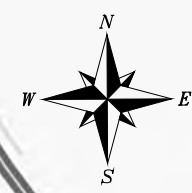
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DRAWING NUMBER: 1899-09	REVISION: -	
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- Site Location
- ADDERBURY STORES WALKING ROUTE (1,520 METRES)
- ADDERBURY POST OFFICE (1,530 METRES)
- ADDERBURY STORES WALKING ROUTE USING PROW'S (920 METRES)
- ADDERBURY POST OFFICE USING PROW'S (930 METRES)
- SQUIRES HAIRDRESSERS (1,650 METRES)
- SQUIRES HAIRDRESSERS USING PROW'S (1,050 METRES)



REV	DETAILS	DRAWN	CHECKED	DATE	

CLIENT:
HOLLINS STRATEGIC LAND

PROJECT:
BERRY HILL ROAD, ADDERBURY

DRAWING TITLE:
WALKING ROUTE TO RETAIL FACILITIES

SCALE:
NTS @ A3

DRAWN: GM	CHECKED: SM	DATE: MAY 20
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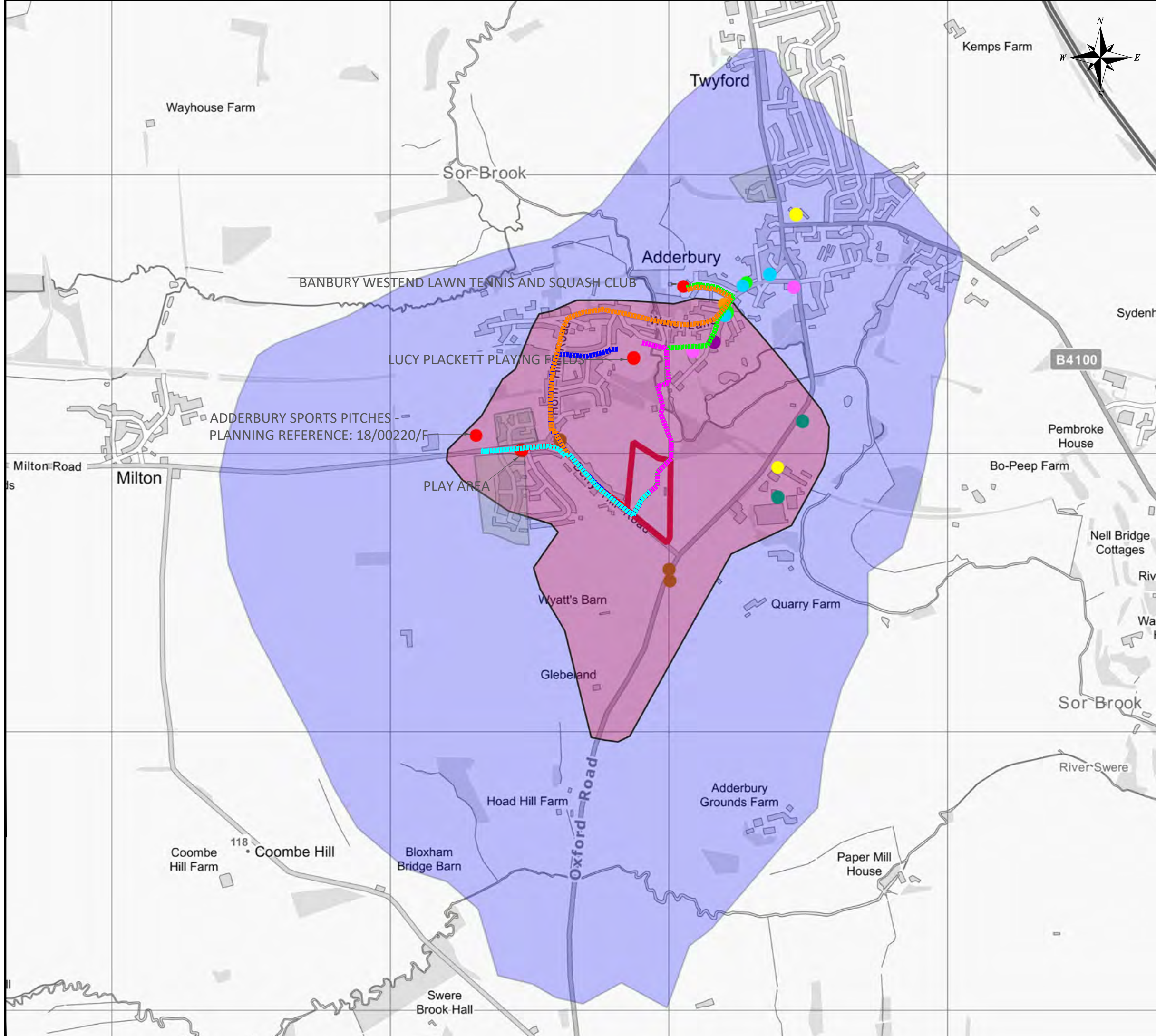
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- Site Location
- PLAY AREA (630 METRES)
- LUCY PLACKETT PLAYING FIELDS (990 METRES)
- BANBURY WESTEND LAWN TENNIS AND SQUASH CLUB (1,740 METRES)
- LUCY PLACKETT PLAYING FIELDS USING PROW'S (700 METRES)
- BANBURY WESTEND LAWN TENNIS AND SQUASH CLUB USING PROW'S (1,130 METRES)
- ADDERBURY SPORTS PITCHES - PLANNING REFERENCE: 18/00220/F (820 METRES)

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
HOLLINS STRATEGIC LAND

PROJECT:
BERRY HILL ROAD, ADDERBURY

DRAWING TITLE:
WALKING ROUTE TO LEISURE FACILITIES

SCALES:
NTS @ A3

DRAWN: GM	CHECKED: SM	DATE: MAY 20
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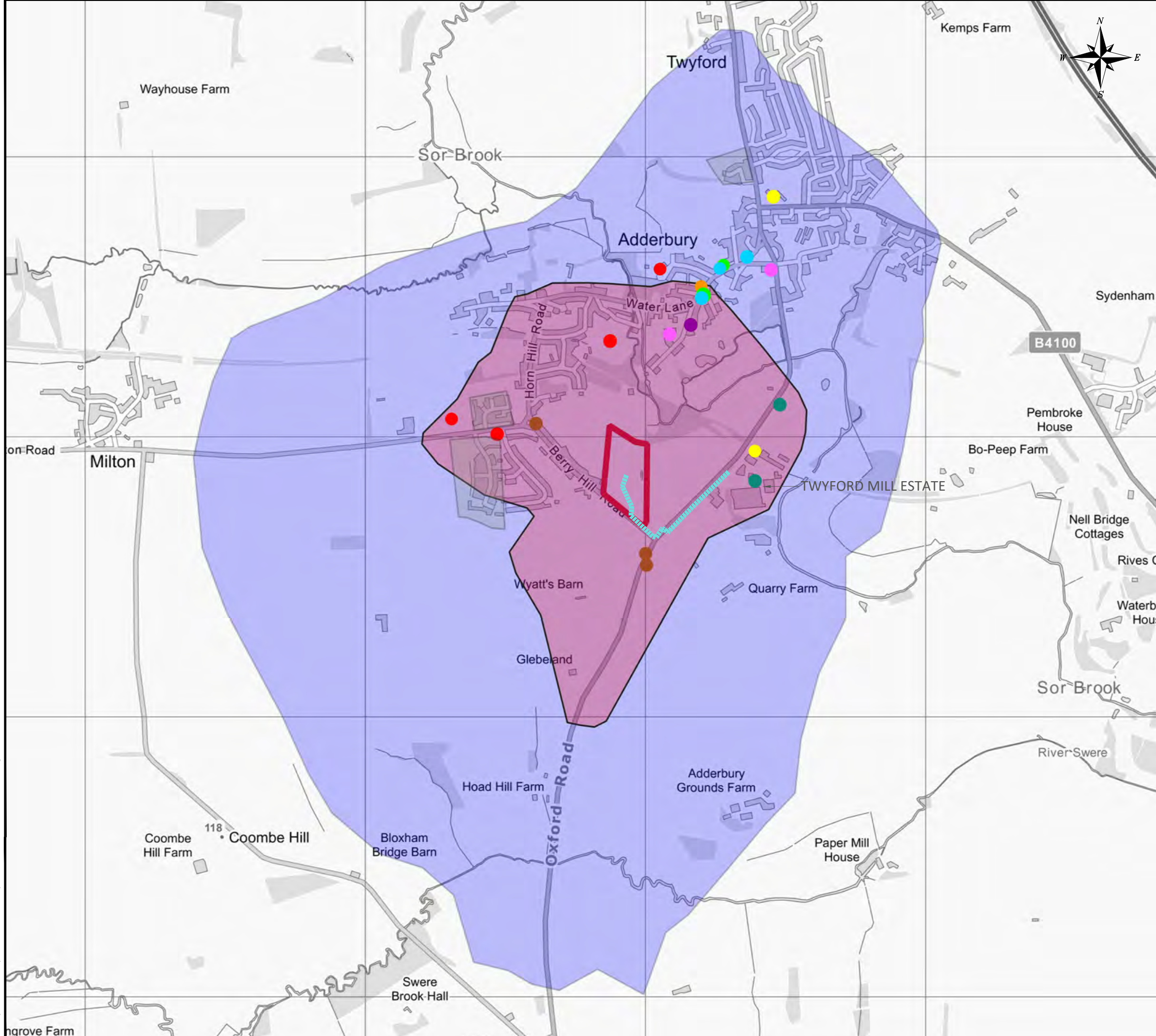
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- Site Location
- TWYFORD MILL ESTATE (680 METRES)

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
HOLLINS STRATEGIC LAND

PROJECT:
BERRY HILL ROAD, ADDERBURY

DRAWING TITLE:
WALKING ROUTE TO EMPLOYMENT OPPURTUNITIES

SCALE:
NTS @ A3

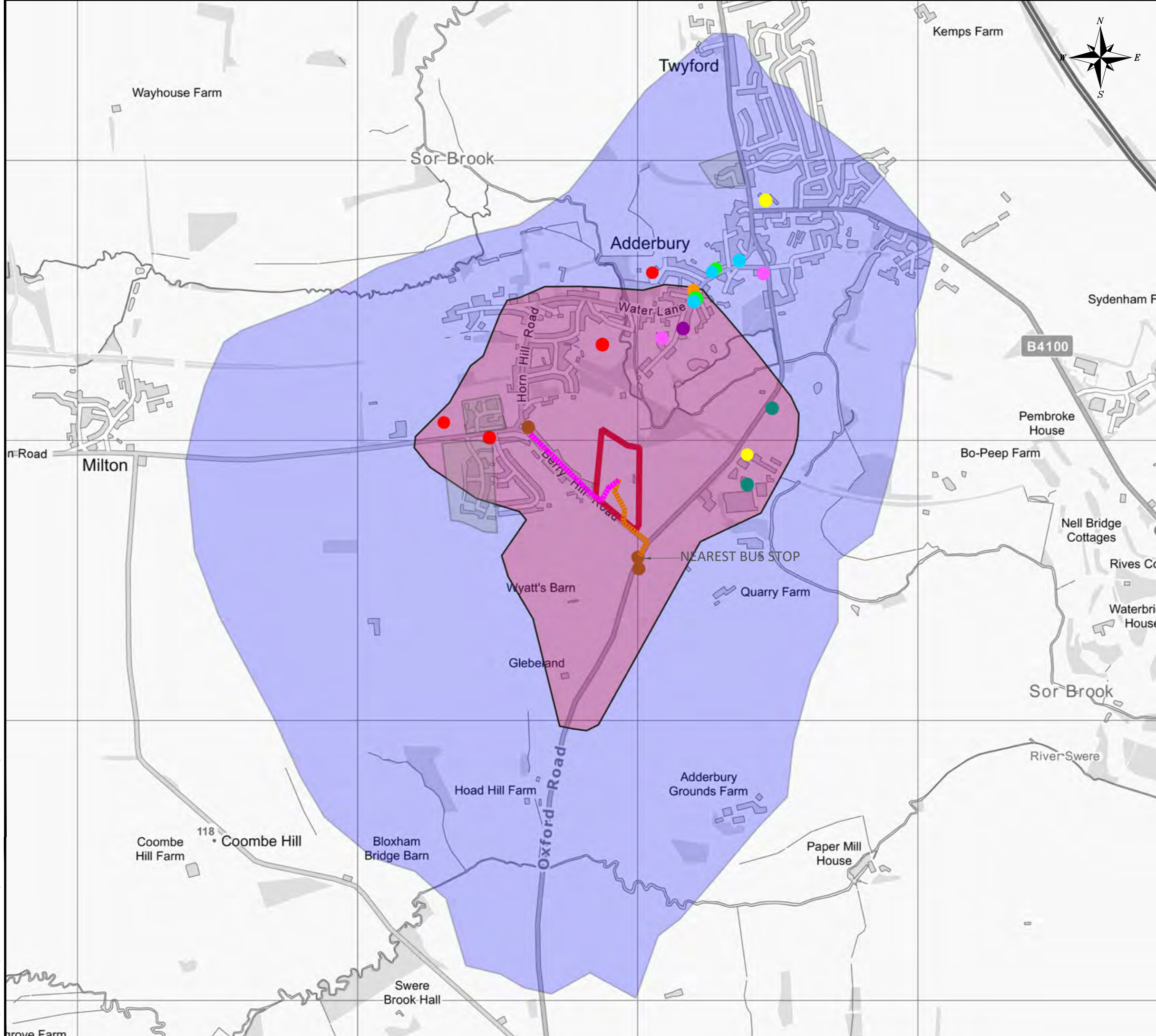
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- Site Location
- OXFORD ROAD BUS STOP WALKING ROUTE (350 METRES)
- EXISTING TRANSPORT NODE WALKING ROUTE (480 METRES)

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **HOLLINS STRATEGIC LAND**

PROJECT: **BERRY HILL ROAD, ADDERBURY**

DRAWING TITLE: **WALKING ROUTE TO TRANSPORT NODES**

SCALE: **NTS @ A3**

DRAWN: GM	CHECKED: SM	DATE: MAY 20
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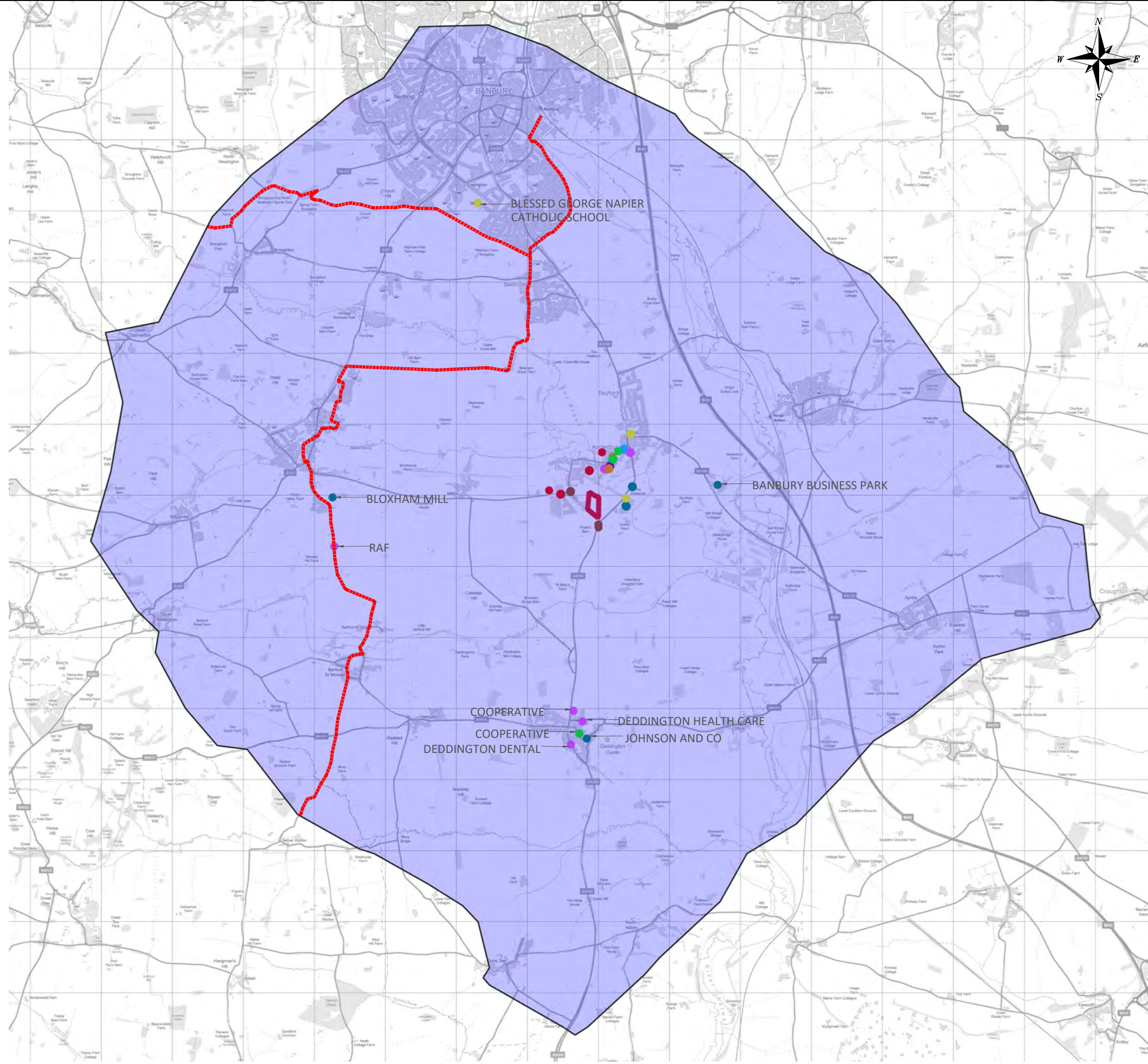
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- Site Location
- 8km Cycle Catchment
- Future Committed Development
- Nearest Bus Stops
- Business/Employment/Industrial
- Cafe/Takeaway/Public House
- Community Facilities
- Education
- Leisure/Sport
- Library
- Post Office
- Retail
- NATIONAL CYCLE ROUTE 5



REV	DETAILS	DRAWN	CHECKED	DATE	

CLIENT:
HOLLINS STRATEGIC LAND

PROJECT:
BERRY HILL ROAD, ADDERBURY

DRAWING TITLE:
CYCLE CATCHMENT PLAN

SCALES:
NTS @ A3

DRAWN: GM	CHECKED: SM	DATE: MAY 20
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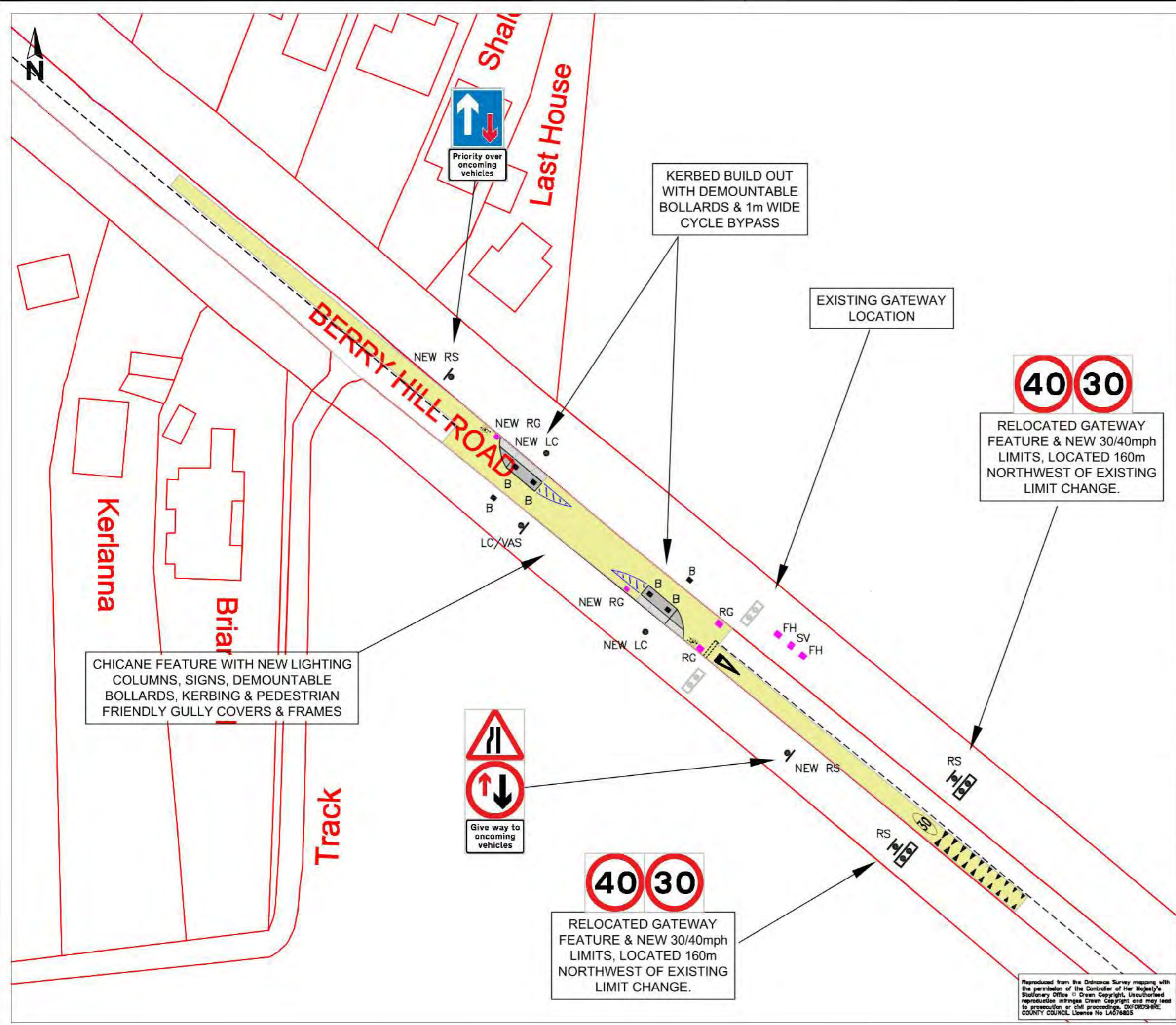
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DRAWING NUMBER: 1899-14	REVISION: -	CROFT
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DRAWINGS



- KEY**
- 65 PSV Surface course plane & inlay
 - Kerbed build-out
 - Cycle bypass
 - New kerb
 - Road sign
 - Lighting column
 - Wooden bollard (170x170mm with red & white reflective banding)
 - Road gully grating and frame.
 - Manhole cover & frame; ("BT" British Telecom)
 - Fire hydrant cover and frame.
 - Stop valve box

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
A	Oct 20	Amended feature & speed limit notes.	CW		MW

OXFORDSHIRE COUNTY COUNCIL

Oswin Jenkins
 Director of Communities Operations
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0845 310 1111

Project title
**MILTON Rd/BERRY HILL Rd
 ADDERBURY
 TRAFFIC CALMING MEASURES**

Drawing title
**GENERAL ARRANGEMENT
 EASTERN GATEWAY**

Drawing Status **PRELIMINARY DESIGN**

Scale @ A3 1:500	Drawn by CW	Checked by	Approved by MW
	Date drawn Sept. 2020	Date checked	Date approved Sept. 2020

Oxfordshire Project No. & File Ref
 XXX

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APPENDICES

APPENDIX 1

OCC Email dated 25th May 2021

George Monks

From: Bbosa, Rashid - Communities <Rashid.Bbosa@Oxfordshire.gov.uk>
Sent: 25 May 2021 12:59
To: Phil Wooliscroft
Subject: RE: Berry Hill Road, Adderbury (19/00963/OUT)

This Message originated outside your organization.

Hi Phil,

My apologies. Please see my revised remarks below.

I have examined the proposed traffic calming scheme in the context of the proposed residential development to which I find no highway safety concern significant to warrant an objection of the residential development.

The proposed highway improvement plan (Drwg no: 1899-F03) shows that the proposed give-way markings to the scheme are in excess of 100m north-west of the residential development site access. This set back is sufficient to accommodate a number of vehicles that may be waiting without affecting the safety operation of the site access.

In summary, I consider that the chicane give-way scheme and the residential development can both be implemented without any impact to highway safety.

Kind regards,

Rashid

Rashid Bbosa – Senior Transport Planner
Transport Development Control – Chewell, West Oxfordshire and Oxford City. Growth and Place. Environment and Place Directorate
Oxfordshire County Council – County Hall, New Road, Oxford, OX1 1ND **Mob: 079175 34264**

From: Phil Wooliscroft <Phil.Wooliscroft@eddisons.com>
Sent: 25 May 2021 12:09
To: Bbosa, Rashid - Communities <Rashid.Bbosa@Oxfordshire.gov.uk>
Subject: RE: Berry Hill Road, Adderbury (19/00963/OUT)

Thanks Rashid but can you remove the word 'not' from your conclusion as it reads that you do think that there would be an impact to highway safety.

Many thanks.

Phil Wooliscroft
Partner



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From: Bbosa, Rashid - Communities <Rashid.Bbosa@Oxfordshire.gov.uk>

Sent: 25 May 2021 11:54

To: Phil Wooliscroft <Phil.Wooliscroft@eddisons.com>

Subject: RE: Berry Hill Road, Adderbury (19/00963/OUT)

This Message originated outside your organization.

Hi Phil,

I have examined the proposed traffic calming scheme in the context of the proposed residential development to which I find no highway safety concern significant to warrant an objection of the residential development.

The proposed highway improvement plan (Drwg no: 1899-F03) shows that the proposed give-way markings to the scheme are in excess of 100m north-west of the residential development site access. This set back is sufficient to accommodate a number of vehicles that may be waiting without affecting the safety operation of the site access.

In summary, I do not consider that the chicane give-way scheme and the residential development can both be implemented without any impact to highway safety.

Kind regards,

Rashid

Rashid Bbosa – Senior Transport Planner

Transport Development Control – Chewell, West Oxfordshire and Oxford City. Growth and Place. Environment and Place Directorate

Oxfordshire County Council – County Hall, New Road, Oxford, OX1 1ND **Mob: 079175 34264**

From: Phil Wooliscroft <Phil.Wooliscroft@eddisons.com>

Sent: 21 May 2021 10:03

To: Bbosa, Rashid - Communities <Rashid.Bbosa@Oxfordshire.gov.uk>
Subject: RE: Berry Hill Road, Adderbury (19/00963/OUT)

Morning Rashid

This is the e-mail I sent to Chris some time ago with the plans on it.

Thanks.

Phil Wooliscroft
Partner

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340 Deansgate | Manchester | M3 4LY

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From: Bbosa, Rashid - Communities <Rashid.Bbosa@Oxfordshire.gov.uk>
Sent: 21 May 2021 10:02
To: Phil Wooliscroft <Phil.Wooliscroft@eddisons.com>
Subject: RE: Berry Hill Road, Adderbury (19/00963/OUT)

This Message originated outside your organization.

Hi Phil,

Could you please share with me the plan showing an OCC traffic calming scheme along Berry Hill Road. It has not made its way to me.

Kind regards,

Rashid

Rashid Bbosa – Senior Transport Planner
Transport Development Control – Chewell, West Oxfordshire and Oxford City. Growth and Place. Environment and Place Directorate
Oxfordshire County Council – County Hall, New Road, Oxford, OX1 1ND **Mob: 079175 34264**

From: Phil Wooliscroft <Phil.Wooliscroft@eddisons.com>
Sent: 20 May 2021 18:50
To: Nichols, Chris - E&E <Chris.Nichols@Oxfordshire.gov.uk>
Cc: Bbosa, Rashid - Communities <Rashid.Bbosa@Oxfordshire.gov.uk>; White, Joy - Communities <Joy.White@Oxfordshire.gov.uk>
Subject: RE: Berry Hill Road, Adderbury (19/00963/OUT)

Thanks Chris. Rashid, can you confirm that you concur with our views below please on the traffic calming and our appeal scheme site access?

Many thanks.

Phil Wooliscroft
Partner

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From: Nichols, Chris - E&E <Chris.Nichols@Oxfordshire.gov.uk>
Sent: 20 May 2021 18:26
To: Phil Wooliscroft <Phil.Wooliscroft@eddisons.com>
Cc: Bbosa, Rashid - Communities <Rashid.Bbosa@Oxfordshire.gov.uk>; White, Joy - Communities <Joy.White@Oxfordshire.gov.uk>
Subject: RE: Berry Hill Road, Adderbury (19/00963/OUT)
Importance: High

This Message originated outside your organization.

Hi Phil,

I have received both your chasing emails, but thought I'd reply to this one. Sorry for the delay but I myself am preparing for a public inquiry which is taking up all of my run time!

I note that the County's Rashid Bbosa has been dealing with this latest application and this really should go to him initially. I have copied him in on this message.

Best regards,

Chris

From: Phil Wooliscroft <Phil.Wooliscroft@eddisons.com>
Sent: 12 April 2021 12:21
To: Nichols, Chris - E&E <Chris.Nichols@Oxfordshire.gov.uk>
Subject: Berry Hill Road, Adderbury (19/00963/OUT)

Hi Chris

I hope all is well and it's been a while since we spoke about this one. As you are probably aware, the original application was amended and resubmitted (19/00963/OUT) but was then refused for a number of reasons, none of them highways based, as per the enclosed decision notice.

Our clients have since appealed the refusal and I also enclose a copy of the OCC CiL Regs Compliance Statement for info and also a plan showing an OCC traffic calming scheme along Berry Hill Road. You will note from enclosed Drawing Number 1899-F03 (based on our agreed access proposals from 1899-F01 Rev H) that the scheme can be accommodated on BHR whilst allowing our access to be constructed so neither scheme prejudices the other.

Can you confirm that you concur with this view please so we can send it to the Inspector?

Many thanks.

Phil Wooliscroft
Partner

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APPENDIX 2

Current S₄ Bus Timetable

S4 - Oxford - Banbury

A bus service operated by Stagecoach Oxfordshire (SCOX)

Thursday 3 June 2021

Banbury Town Centre Bus Station - Oxford City Centre Magdalen Street

Banbury Bus Station (Bay 6)	05:55	06:30	07:10	08:45		14:45	15:45	16:45	17:45	19:00	20:15	21:45
Calthorpe, o/s Horton Hospital	05:59	06:35	07:18	08:53		14:53	15:54	16:54	17:54	19:06	20:21	21:51
Twyford Gardens (adj)	06:05	06:41	07:25	09:00		15:00	16:01	17:01	18:01	19:13	20:28	21:58
W Adderbury, o/s Old Post Office	06:08	06:44	07:28	09:03		15:03	16:04	17:04	18:04	19:16	20:31	22:01
Deddington, o/s Market Place Post Office	06:15	06:52	07:36	09:11		15:11	16:12	17:12	18:12	19:24	20:39	22:09
Steeple Aston, o/s Post Office	06:24	07:02	07:46	09:20	then hourly until	15:20	16:21	17:21	18:21	19:32	20:47	22:17
Tackley, opp The Green	06:34	07:13	07:57	09:30		15:30	16:31	17:31	18:31	19:42	20:57	22:27
Shipton on Cherwell Turn (o/s)	06:39	07:19	08:03	09:35		15:35	16:36	17:36	18:36	19:47	21:02	22:32
Kidlington, o/s The Black Horse	06:44	07:25	08:09	09:40		15:40	16:41	17:41	18:41	19:51	21:06	22:36
Summertown Shops (Stop C)	06:54	07:40	08:24	09:52		15:52	16:51	17:51	18:51	20:01	21:16	22:46
Oxford Magdalen Street East (Stop C6)	07:02	08:00	08:44	10:03		16:03	17:02	18:02	19:02	20:10	21:25	22:55

Oxford City Centre Magdalen Street - Banbury Town Centre Bus Station

Oxford Magdalen Street (Stop C3)			07:10	08:10	09:15		14:15	15:15	16:15	17:15	18:15	19:15	20:30	21:45	23:15
Summertown Shops (Stop B)			07:17	08:18	09:23		14:23	15:24	16:24	17:24	18:24	19:22	20:37	21:52	23:22
Kidlington, opp The Black Horse			07:29	08:31	09:35		14:35	15:38	16:38	17:38	18:38	19:34	20:48	22:03	23:33
Shipton on Cherwell Turn (opp)			07:32	08:35	09:39		14:39	15:42	16:42	17:42	18:42	19:38	20:51	22:06	23:36
Tackley, o/s The Green			07:40	08:43	09:46	then	14:46	15:49	16:49	17:49	18:49	19:45	20:58	22:13	23:43
Steeple Aston, opp Post Office			07:52	08:55	09:57	hourly	14:57	16:00	17:00	18:00	19:00	19:55	21:07	22:22	23:52
Deddington, opp Market Place Post Office	06:02	07:04	08:03	09:08	10:08	until	15:08	16:11	17:11	18:11	19:11	20:06	21:17	22:32	00:02
W Adderbury, opp Old Post Office	06:07	07:10	08:10	09:14	10:14		15:14	16:17	17:17	18:17	19:16	20:11	21:22	22:37	00:07
Twyford Gardens (opp)	06:10	07:13	08:14	09:18	10:18		15:18	16:21	17:21	18:21	19:19	20:14	21:25	22:40	00:10
Calthorpe, opp Horton Hospital	06:17	07:21	08:22	09:26	10:26		15:26	16:29	17:29	18:29	19:24	20:19	21:30	22:45	00:15
Banbury Bus Station (Arrivals)	06:25	07:30	08:35	09:35	10:35		15:35	16:38	17:38	18:38	19:29	20:24	21:35	22:50	00:20

Timetable data from Stagecoach Oxfordshire, 13 April 2021

Contactless payment accepted

Mobile tickets and live bus tracking available on the Stagecoach Bus app

Similar services

H4 Oxford - Banbury
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