

[REDACTED]

Dear Sir,

5 December 2015

re. Bloxham Neighbourhood Plan 2015-2031

I consider that the plan is most acceptable, especially its reference to the flooding problem in the village. The flooding problem along Countington Lane was solved when Smiths drained their fields along the lane. This shows that new developments must ensure it does not cause a new flood problem.

The one area that will be a problem - the Primary School. Children come from outside the village, it is already full & will be a problem. Some action, change catchment area, build new buildings or a new school elsewhere, are all possible.

One item that was mentioned was the importance of retaining Key Views. I think this includes the retaining of the views of historic buildings as alterations there can so easily change that aspect of the village.

Yours faithfully

[REDACTED]

R E Everitt



Bloxham Neighbourhood Plan Consultation

My comments on the Plan follow:-

A sense of community is initiated through friendships formed in the school playground, and at the school gate. **Policy BL2 and BL9d** underline the need for development that comprehensively addresses the pressures placed on young children (*and their parents*) in their early learning years. These Policies are clearly focussed on the need to achieve a cohesive, sustainable community, and avoid the recently documented instances of children as young as 4yrs being "taxied" to distant schools because the village school capacity has been exceeded. (Ref. NPPF para 38).

Oxfordshire County Council's Flood Risk Assessment Reports have in recent years referenced Bloxham as one of the areas worst affected by the combination of flooding from "river plus run-off". They describe the village and surrounding area as a "Flood Hot Spot". In consequence

Policy BL7 and BL14 sensibly addresses the need to undertake genuinely sustainable development in areas of the village that are not susceptible to flood nor are likely to exacerbate the risk of flooding elsewhere in the village. (Ref. NPPF paras 94, 100). *NB as I write, the Environment Agency has issued another Flood Alert for Bloxham Brook and Sor Brook.*

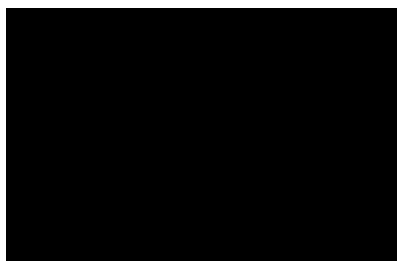
Recent Housing Developments and property adaptations have placed strain on the rural feel in several areas of the village, notably the encroachment onto open spaces, urbanisation of Public Rights of Way and the destruction of established trees and "old" hedgerow habitats. It is for these reasons that I wish to specifically emphasise my support for policy **BL11, BL12 and BL17**. (Ref. NPPF para 73, 74, 75).

I support the themes and all the policies in the Bloxham Neighbourhood Plan 2015-2031. I also agree that for future development to be sustainable within the village it is now absolutely essential that appropriate infrastructure is provided as an integral part of all proposals for development (a factor specifically addressed in many of the Bloxham Neighbourhood Plan policies).

NB I wish to be kept informed of the Plan Progress.

Regards,

David Yates



Bloxham Neighbourhood Plan Consultation

Alan Mole



Dear Examiner

The Bloxham Neighbourhood Plan has been very carefully prepared in accord with all of the regulatory requirements and consultation and offers a significantly sustainable way forward for village development.

In particular I would like you to note my support for the following:

Policy BL2 (conditional also on BL1) this policy fully supports a sustainable way forward that addresses development proposals for limited smaller scale dwellings (consistent also with policy BL9d) with full regard to the critical aspects important to the local and wider community.

Policy BL11. This policy fully supports the need to respect the local character and the historic and natural assets of the area. In particular housing density, appropriate building materials, open green spaces that support biodiversity and natural habitats. This policy fully supports the need to maintain the rural character of the village.

Please address and consider all the resident comments when judging the plan.

Regards

Alan Mole

Sent from [Mail](#) for Windows 10

Neighbourhood Plan Proposal – Bloxham Parish **Consultation Response Form**

Bloxham Parish Council has submitted its proposed Neighbourhood Plan to Cherwell District Council under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended). The proposed Neighbourhood Plan and related documents can be viewed online at www.cherwell.gov.uk/neighbourhoodplanning/ or as a hard copy at our Bodicote House offices, Banbury OX15 4AA 8.30am – 5.00pm and at Bloxham Mill Business Centre, Barford Road, Bloxham, Banbury, OX15 4FF from 8.30am – 3.45pm Monday – Friday.

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When examining the Neighbourhood Plan, the Examiner is required to consider the following:

- A** whether the draft neighbourhood development plan meets the basic conditions (see paragraphs E-H)
- B** whether the draft neighbourhood development plan complies with the provision made by or under sections 38A and 38B of the Planning and Compulsory Purchase Act 2004
- C** whether the area for any referendum should extend beyond the neighbourhood area to which the draft neighbourhood development plan relates
- D** whether the draft neighbourhood development plan is compatible with the European Convention on Human Rights

The draft neighbourhood development plan meets the basic conditions if:

- E** having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the neighbourhood development plan
- F** the making of the neighbourhood development plan contributes to the achievement of sustainable development
- G** the making of the neighbourhood development plan is in general conformity with the strategic policies contained in the development plan for the area,
- H** the making of the neighbourhood development plan does not breach, and is otherwise compatible with, EU obligations.

Please include your contact details below

Name

Email/Postal Address

Name D A Jones

Please indicate if you wish to be notified about subsequent progress of the neighbourhood plan, including when the District Council makes a decision about 'making' the plan (under Regulation 19), by marking 'X' in the box below:

Using information contained in the box on Page 1, please indicate which paragraph your representation relates to by marking an 'X' in the appropriate box(es) below:

A

B

C

D

If your representation relates to paragraph A, please identify which of the following your representation relates to by marking 'X' in the appropriate box(es)

E

F

G

H

Please use the following space to write your representation, clearly stating the policy, paragraph or page number you are commenting on. Continue on further sheets, as necessary.

I support the draft plan in the above areas but would especially stress the relevance of point F, sustainability. We have already seen with the level of development taking place currently that whilst it is an oft stated mantra it seems to be sidelined or ignored in the granting of planning permissions. Schools, doctors and dentist are all over subscribed in the village yet every plan is passed on the basis that there is sustainable resource available. I feel it incumbent on you to ensure that the proposed sustainability requirements in the draft plan are seen as realistic and achievable and not just a comment to be read.

I also believe that the need for continued footpath access must be ensured as two of the recent approved developments are building across footpaths which whilst they will remain it is not the same walking across fields as it will be walking along roads..

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(continue on a separate sheet if necessary)

Do you have any comments to make on the supporting documents?

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(continue on a separate sheet if necessary)

I am e-mailing to express my support for the Bloxham Neighbourhood Plan which I understand is in the final stages of review & consultation, I would in particular draw you attention to the following Policies as I believe that they are critical to the future development of Bloxham as a sustainable Village:

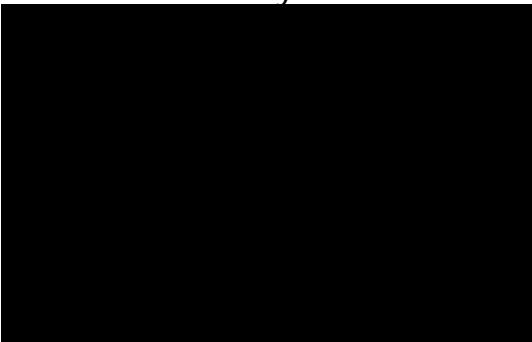
Policy	Reasons it's important to sustainability
BL10 seeks more protection for the Conservation Area	Recommendations of the Conservation Area document should be strictly enforced
BL11 is about protecting the rural nature of the village.	Sustainability includes respecting the historic character – our “rural sense of place.”
BL12 seeks to protect key views such as the Church, Bloxham School and views to and from Hobb Hill	A characteristic of rural villages is more open space. Protecting those spaces and views most important to residents has to be a priority.

BL2 recommends further developments be of a minor nature

Bloxham has grown hugely and this plan matches development to highly evidenced estimates of attainable infrastructure capacity (e.g. schools, services, village pavements, drainage and traffic.)

I look forward the Plan being forwarded to the Examiner for approval. I remain yours,

Andrew R Dixey

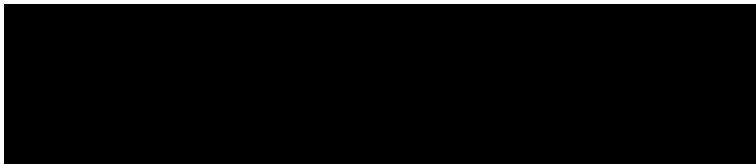


Bloxham Neighbourhood Plan Consultation

I have tried using the CDC form but once saved it fails to re-open properly in my version of MS Word and so I am sending this email instead.

I would like to be kept informed of the progress of the plan.

John Groves



Comments

Policy BL1 Para A - This recognises the Local Plan requirement for the 35 category A and B villages to accommodate 1504 new dwellings and guarantees Bloxham's proper contribution towards this.

Policy BL2 Para A : This policy also seems sensible. In the light of recent Cherwell comments 15/00604/OUT about the existing over-concentration of new houses in Bloxham, supplementing the major development of Policy BL1 with further ongoing minor development shows a positive approach to development that nonetheless does not discard the genuine sustainability concerns which are commented upon in more detail below.

Policies BL4 & 5 Para A. These represent an eminently sensible attempt to address the parking situation given the traffic & parking issues already prevailing in a village bisected by the 8th most dangerous stretch of road in the UK.

The policies are very well evidenced by car ownership data. The (now confirmed) cuts in public transport can only increase the use of private vehicles and, following the ministerial announcement on this topic, it seems to have finally been recognised that inadequate parking does not discourage car ownership when no alternative public transport is available. Rather it simply exacerbates problems.

Policy BL8 Para A is again well evidenced within the questionnaire data where the biggest demand over the period of this plan is likely to be for open-market accessible and adaptable dwellings. Developers seem highly reticent to voluntarily provide such open-market dwellings despite the known demographic changes and the fact that keeping ageing people in properly adaptive homes is by far the lowest cost solution from a national perspective. It is amazing that there is no national strategy upon this!

Policy BL9 Para A: S106 'planning obligations cash' from developers for school places does nothing to offset the sustainability deficit if those places are outside of the village and Oxon CC have made crystal clear that this is exactly what will happen in the event of further large-scale development in Bloxham The consequences will be hugely problematic for working parents, harmful to village cohesion and will make worse the already dire traffic at exactly the wrong time of day. Retention of Policy BL9d is absolutely essential and totally consistent with NPPF sustainability criteria. It is also consistent with NPPF para 72 "The

Government attaches great importance to ensuring that a sufficient choice of school places” and para 38 “key facilities such as primary schools and local shops should be located within walking distance of most properties.”

Policy BL11 Para A This policy is not seeking to stifle innovation or impose uniformity but it does seek that development shows proper respect to protect or enhances the existing sense of place.- as set out in the NPPF foreword and para 58 – “establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.” It

Policy BL12 Para The village long ago lost its village green to the A361 construction and residents are aware of the urbanising impact associated with ongoing loss of openness in our rural setting. There is very strong village support for protection of the open views associated with certain specific key village areas. Some of these were originally proposed for Local Green Space designation but objections to this were taken on-board as the aim was never to preclude development but rather to ensure any such development is done in a manner that respects our rural heritage.

Policy BL17-19. Para A Regrettably the significant recent and ongoing expansion of the village has not been accompanied by any planning obligations to increase the amount of land available for sport which has consequently now slipped below the recommended levels. Given this it is important that we protect the recreation areas that we do have especially since these also contribute to providing the open spaces referred to above.

Comments on the supporting documents

Policies in general – the Plan appears to recognise a responsibility to contribute appropriately to ongoing sustainable development whilst at the same time following NPPF policy (para 58) to “respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.” We also note the extensive work that has taken place in the creation of this plan to properly assess the scope and limitations for infrastructure. The full documentation distinguishes between where improvements are feasible (such as electricity & gas), where such improvements are possible but in reality will not happen (such as primary school expansion) and where improvement is simply infeasible given the medieval nature of the main village (such as pavements that can never offer safe access to shops and services or the dearth of parking near the retail area.) This is all totally consistent with NPPF para 177 that notes a requirement “there should be a reasonable prospect that planned infrastructure is deliverable in a timely fashion.”

The sustainability report seems particularly pertinent and offers a much more detailed appraisal of the situation than does the inevitably broad-brush CRAITLUS document from Cherwell D.C.

We note - from the content of the NP website - it is also backed up by another 400 pages of evidence in the reports from the various neighbourhood planning groups along with further expert reports that are totally consistent with the plan’s assessments regarding connectivity, traffic and general infrastructure in Bloxham. Whereas the CRAITLUS report is essentially a desk-top, tick-box exercise in whether or not the village has certain facilities conferring

sustainability the Neighbourhood Plan takes a hard, well informed look at the capacity and accessibility of those facilities and the realistic feasibility of their improvement. The NPPF has an assumption in favour of sustainable development. This plan adopts a positive approach to development but at the same time assumes that the NPPF emphasis on sustainability is real. History will be the ultimate judge!

[REDACTED]

In my opinion, as a resident of Bloxham, this Bloxham Neighbourhood Development Plan has been developed by the community to ensure that the village retains its character whilst at the same time supporting and endorsing truly sustainable development, linked to the existing village infrastructure and services and the Adopted Plan for Cherwell District Council.

BL1

Response: This policy is in conformity to Policy Villages 2 in CDC's Local Plan Part 1

BL2

Response: this policy conforms with CDC's Local Plan Part 1 Policy Villages 1 C254 and C262. The Policy recognises the role that Bloxham has played in accommodating unplanned development in the past and now seeks recognition of the failing infrastructure to provide services for existing residents.

BL3.

Response: This policy takes its lead from Policy Villages 2 and interprets it within the confines of Bloxham.

BL4

This Policy recognises the existing problems experienced within Bloxham, including the new developments, where either inappropriate or inadequate parking provision has been made and the policy seeks to address those problems.

BL7

Response: This Policy reflects Policy ESD 6, ESD 7 and Policy Villages 2 of CDC's Local Plan Part 1 and seeks to add local weight especially in the area of known flood risk and surface water/ground water flooding. Recent new housing developments within the village are reliant on pumping solutions to manage on-site drainage. Thames Water are in the process of assessing the adequacy of the current sewage system to meet the needs of existing developments. This Neighbourhood Plan seeks to ensure that any future development is sound and supportable.

BL9

Response: This Policy reflects and gives more local weight in support of CDC's Local Plan Part 1 Policy Villages 2 notably by seeking to enhance the built environment.

BL10

Response: as above, this Policy reflects Policy Villages 2, as well as point B255 and Policy ESD 15 of CDC's Local Plan Part 1.

BL11

Response: This policy is in conformity to B87, Policy ESD15 and Policy Villages 2. This shows the depth of concern that the Community in Bloxham have, regarding further erosion of the rural character of the village by large scale amorphous developments, together with the acknowledged need to preserve wildlife habitats. In point "f" this Policy endorses the draft pre consultation document for Local Plan part 2, in seeking to create new public open space

BL12

Response: This policy is in conformity to C264 and ESD 15 in CDC's Local Plan Part 1, in seeking to protect valued spaces that the village community have identified.

BL17

Response: This Neighbourhood plan seeks to support CDC's Local Plan Part 1 A25, Policy BSC 10; B158; B159.

Full Name: Michael William Davy



I think the Bloxham Neighbourhood Plan offers a sustainable way forward for village development.

I would especially like you to note my support for the following:

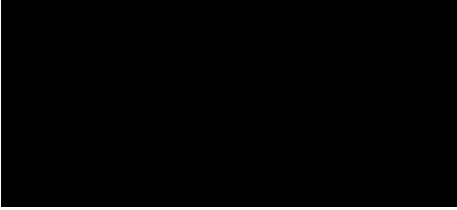
Policy BL2 because the new estates are not of a scale & design in keeping with the size of a rural village or its infrastructure leading to villagers not being able to send their children to the local school & the roads being very busy & in my view over crowded.

Policy BL 10 & B11 because of the new developments the retention of the conservation area is even more important so as to safeguard the essence of the village as a rural place to live & protecting these areas for generations to come.

I would like to be kept informed of the progress of this plan as I see it as essential in maintaining the rural nature of the village.

Michael W. Davy

Phillip Slater



I would like to comment on the Bloxham Neighbourhood Plan - I think the plan represents a solid & sustainable plan for the future of our village and a meaningful contribution to the needs of the district and the county housing needs. There are several key policy aspects but the fundamental parts for me cover

Policies BL1 & BL2 - Bloxham has been subjected to uncontrolled & opportunist building projects in the last five years which have strained our sustainability beyond breaking point. Transport, infrastructure & education are all suffering and will only get worse as current building projects progress - this plan recognises those difficulties & offers control of future growth so that the rural nature of the community is protected as far as is possible.

Policies BL10, 11 & 12 are also critical to ensure that we protect the valuable assets that we have today and develop the village around them in such a way that we preserve the conservation area, the views of the Church & School.

I look forward to seeing the final Cherwell plan reflecting these considerations too

Please keep me informed as this process progresses

regards

Phill Slater

Janis Sorrell



Dear Sirs

I think the Bloxham Neighbourhood Plan offers a sustainable way forward for village development. I agree with all the policies listed but I would especially like you to note my support for the following:

Policy BL1 because Bloxham has grown so much in recent years and has almost doubled in size since I moved here in 1972. In particular, the primary school, doctors' surgery and roads cannot take any more pressure.

Policy BL8 because I have been looking to downsize to a smaller house for some time and can find nothing suitable in Bloxham.

I would like to be kept informed of the progress of this plan.

Yours faithfully
Janis Sorrell (Mrs)

Neighbourhood Plan Proposal – Bloxham Parish

Consultation Response Form

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Please include your contact details below

Name

Email/Postal Address

Mrs V Moyses [REDACTED]

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A

B

C

D

If your representation relates to paragraph A, please identify which of the following your representation relates to by marking ‘X’ in the appropriate box(es)

E

F

G

H

Please use the following space to write your representation, clearly stating the policy, paragraph or page number you are commenting on. Continue on further sheets, as necessary.

I can't find any chapters or sections in the plan designated by letters of the alphabet. I don't see why I have to tick a box simply in order to make a complaint about something which is NOT in the plan. I do not know where something would be if it HAD been included, but it wasn't, so my tick is irrelevant . You may ignore the Box A. I refer to Theme 4. I have actually read the entire text of the plan, looking for information on recreation spaces. I found reference to sports pitches, but pitches are predominantly and primarily used by boys, mostly for football. It is no good telling me that girls can use the pitches too, but boys always get their way when they want the space. I want the village to do more for girls and to provide more facilities specifically intended for them . "Specifically for girls" means, not just " they can join in if they want to". "They can join in if they want to" always means that girls will be crowded out by boys. And it is all very well saying the village needs better mobile phone coverage – we all know that. What – if anything is being done to get it ?

(continue on a separate sheet if necessary)

Do you have any comments to make on the supporting documents?

The notification letter arrived through my letter box on Jan 9th. Not much time to reply

(continue on a separate sheet if necessary)

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Please include your contact details below

Name

Email/Postal Address

Mary Groves [REDACTED]

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x

Using information contained in the box on Page 1, please indicate which paragraph your representation relates to by marking an 'X' in the appropriate box(es) below:

A <input checked="" type="checkbox"/>	B <input type="checkbox"/>	C <input type="checkbox"/>	D <input type="checkbox"/>
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If your representation relates to paragraph A, please identify which of the following your representation relates to by marking 'X' in the appropriate box(es)

E <input type="checkbox"/>	F <input checked="" type="checkbox"/>	G <input checked="" type="checkbox"/>	H <input type="checkbox"/>
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Please use the following space to write your representation, clearly stating the policy, paragraph or page number you are commenting on. Continue on further sheets, as necessary.

<p>Policy BL1 Bloxham has experienced significant growth in recent years. The Neighbourhood Plan acknowledges a further 85 houses to be built on the Milton Road and further small developments, typically comprising 5 or fewer dwellings. The infrastructure in Bloxham has not been improved to match the recent growth in population and, therefore, the above proposal is reasonable.</p> <p>Policy BL4 Parking on pavements is a significant problem in Bloxham, not only in the older conservation area, but also on new estates where insufficient parking to accommodate the needs of modern families and their visitors has been provided. With no comprehensive public transport system in Bloxham and a serious lack of safe cycle ways, families are very dependent on cars, particularly to access work, and shops and leisure in Banbury. Cars parked on pavements in Bloxham pose a significant hazard and it is depressing to witness the lack of thoughtful planning in this regard and imperative that future planning provides space for the necessary car parking. It is has recently been announced that bus services are to be cut, not increased, and there has been no</p>

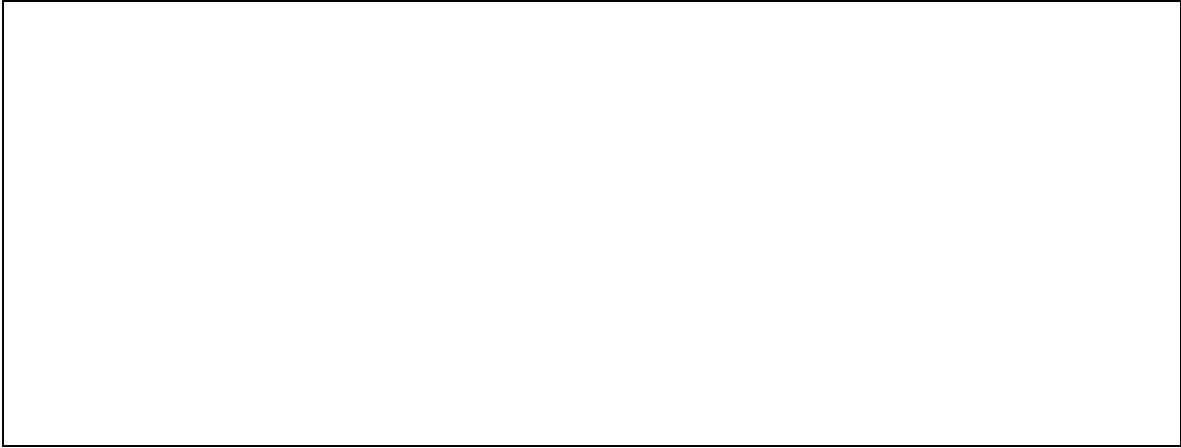
pressure put on developers to pay for safe cycle paths to Banbury. Cars are obviously essential for most people living in Bloxham.

BL9

Drainage can be a significant problem in Bloxham owing to heavy clay and insufficient infrastructure. Fears expressed locally that new houses on the Barford Road would exacerbate the problems with drainage from the neighbouring ditches can now be seen to be justified. It is essential that planning takes local knowledge and experience into account.

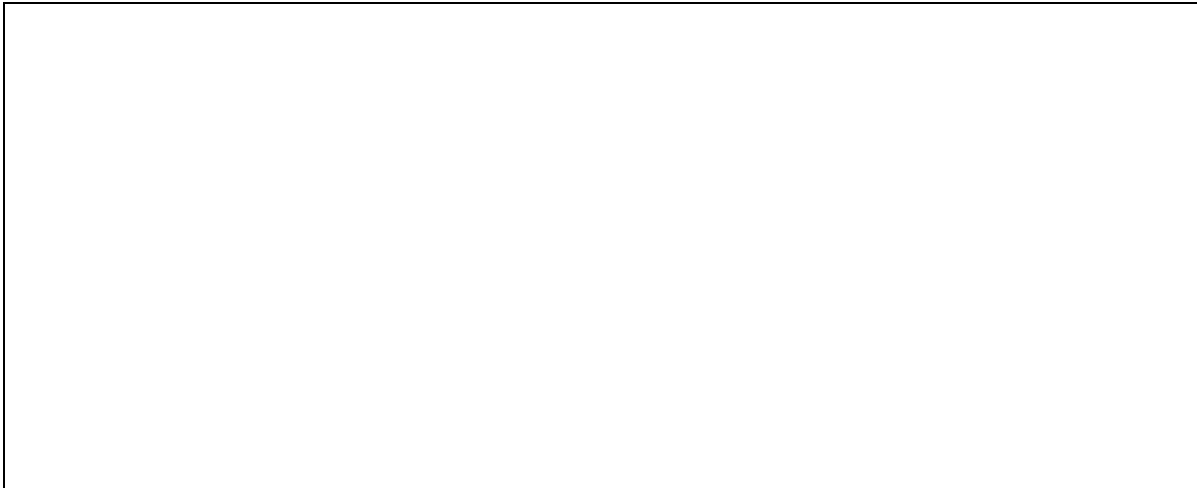
Policy BL12

There are some significant landmarks and views in Bloxham which make the village special. The recently opened Circular Walk includes the wonderful views across Hobb Hill. At the entrance to the main part of Bloxham the playing fields of Bloxham School provide a distinctive view which is well known and appreciated locally. Such views are essential for Bloxham to retain its character and distinctiveness. The Red Lion Garden is the closest that Bloxham has to a village green and it is essential that it is retained for the enjoyment of future generations.



(continue on a separate sheet if necessary)

Do you have any comments to make on the supporting documents?



(continue on a separate sheet if necessary)

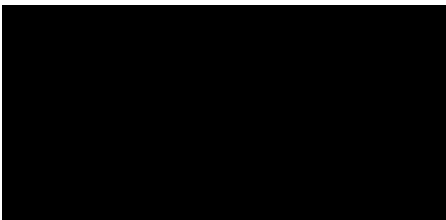
Dear Sir/Madam

I am writing in support of all the policies set out in the above Plan.

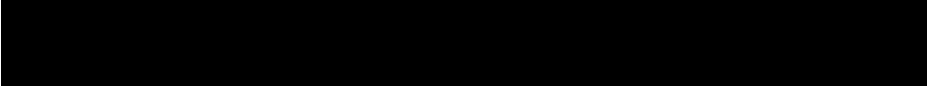
I would also add that I think the Red Lion Pub site should be set aside for modest homes for retired people without driving licences, incorporating some parking for carers and visitors. This site is ideal for older persons who can walk/scooter but no longer drive, This would not add to the village or reatil traffic congestion

Kind regards

Beverley Baxendine



Full Name(s): Pat and David Keable



We think the Bloxham Neighbourhood Plan offers a sustainable way forward for village development. We would especially like you to note our support for the following:
Policy BL8 because there are a significant number of elderly people living in the village (some for many years) who

wish to downsize to smaller properties, particularly bungalows. Failure to provide these dwellings will force many of us to leave the village.

Policy BL 17-19 because we believe we believe we need better facilities particularly for our young people.

We would like to be kept informed of the progress of this plan.

Pat and David Keable

To whom it may concern.

Please find below my comments on the above subject.

BL2 - I am not against this policy as long as all the comments of the villagers are listen to and the ground topography is taken into account. The village is full of springs and these means that water is always finding a way to come out (e.g Permission to build 3 houses on a plot where there was a bungalow on the main Bloxham Road. This means that the main road becomes wet and freezes in winter, very dangerous.

BL3 - All new development should be able to be reached by foot and have appropriate pavements.

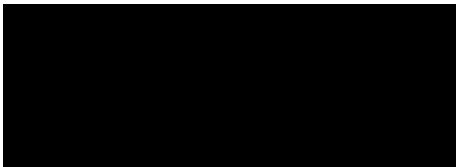
BL4 - Parking becomes a real issue in the village so on-site parking is a must.

BL10 - The Conservation Area needs to be protected, material used to build new dwellings should be in keeping with the rest of of the houses.

BL15 - Improve digital communications (mobile and Broadband) is a must as the village becomes bigger.

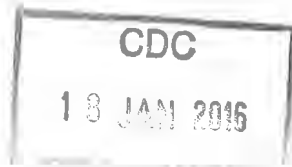
Regards

Therese Janes





Planning Policy
Cherwell District Council
Bodicote House
Banbury OX15 4AA



14th Jan 2016

Dear Sirs,

BLOXHAM NEIGHBOURHOOD PLAN

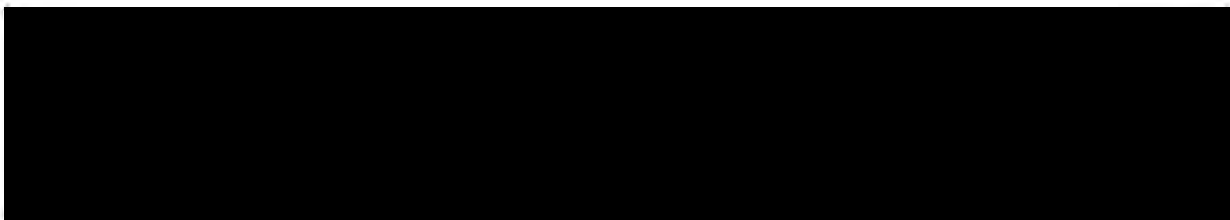
I am writing in support of this plan which has been put together with much work and input from the residents of Bloxham.

I would particularly like to stress my strong support for the item BL9, which asks that new dwellings should not result in a worse outcome for existing residents in matters such as water pressure, traffic, and especially access to in-village schools.


Bloxham has had so many new estates built around it, with more to come, that it has put immense pressure on school places and now means that children living in the village are now unlikely to be offered a place when the time comes for them to join, or for new residents to find places for their children when they buy a house in Bloxham.

I would also strongly support item BL8, which calls for provision for older people to be able to downsize to small and convenient dwellings. There are many retired persons who would be glad to move from large houses to smaller ones, but there is a serious lack of these.

Yours faithfully,



Mrs D P M Spring



Planning Policy
Cherwell District Council
Bodicote House
Banbury OX15 4AA



January 16 2016

Dear Sirs,

NEIGHBOURHOOD PLAN – BLOXHAM

We have been studying the Bloxham Neighbourhood Plan and would like to express our wholehearted support for this well-researched and much needed work.

Bloxham has been overwhelmed by the sudden increase in new housing over the past few years, with at least two more estates in the pipeline, putting immense pressure on facilities, not least in respect of the availability of the school places in the village. In this respect we would especially like to emphasise the importance of BL9 in terms of the new dwellings imposing a worse outcome for residents in many aspects.

What the village needs now is time to draw breath, ensure that there are good sporting facilities, parking areas, an undisturbed water supply (there seem to be constant problems with the underground piping), and drainage also remains something that needs attention. The school situation is dire, and the surgery is feeling the strain.

We hope that this well-thought out plan will be well received by planners at all levels and that the concerns expressed by residents will be carefully considered and acted upon.

Yours faithfully,



DAVID GUARD

CARMEN M. GUARD



Neighbourhood Plan Proposal – Bloxham Parish Consultation Response Form

Bloxham Parish Council has submitted its proposed Neighbourhood Plan to Cherwell District Council under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended). The proposed Neighbourhood Plan and related documents can be viewed online at www.cherwell.gov.uk/neighbourhoodplanning/ or as a hard copy at our Bodicote House offices, Banbury OX15 4AA 8.45am – 5.15pm and at Bloxham Mill Business Centre, Barford Road, Bloxham, Banbury, OX15 4FF from 8.30am – 3.45pm Monday – Friday.

Under Regulation 16, we are now required to publicise the Plan and supporting documents for a period of not less than 6 weeks and to invite represents before it is submitted for Examination. The consultation period will run between **Friday 27 November 2015** and **Friday, 22 January 2016**. The statutory period has been extended by two weeks to allow for the holiday period. **Representations received outside this period may not be accepted.**

Representations can be made using this form and should be emailed to planning.policy@cherwell-dc.gov.uk or posted to Planning Policy, Cherwell District Council, Bodicote House, Bodicote, Banbury OX15 4AA.

Neighbourhood Plans are not examined in the same manner as plans produced by Local Authorities. **Importantly, the Examiner is not to consider any matter other than those in the box below. As such, representations should only relate to such matters.**

When examining the Neighbourhood Plan, the Examiner is required to consider the following:

- A** whether the draft neighbourhood development plan meets the basic conditions (see paragraphs E-H)
- B** whether the draft neighbourhood development plan complies with the provision made by or under sections 38A and 38B of the Planning and Compulsory Purchase Act 2004
- C** whether the area for any referendum should extend beyond the neighbourhood area to which the draft neighbourhood development plan relates
- D** whether the draft neighbourhood development plan is compatible with the European Convention on Human Rights

The draft neighbourhood development plan meets the basic conditions if:

- E** having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the neighbourhood development plan
- F** the making of the neighbourhood development plan contributes to the achievement of sustainable development
- G** the making of the neighbourhood development plan is in general conformity with the strategic policies contained in the development plan for the area,
- H** the making of the neighbourhood development plan does not breach, and is otherwise compatible with, EU obligations.

Please include your contact details below

Name *Mary + David Goode*

Email/Postal Address



Please indicate if you wish to be notified about subsequent progress of the neighbourhood plan, including when the District Council makes a decision about 'making' the plan (under Regulation 19), by marking 'X' in the box below:

Using information contained in the box on Page 1, please indicate which paragraph your representation relates to by marking an 'X' in the appropriate box(es) below:

A

B

C

D

If your representation relates to paragraph A, please identify which of the following your representation relates to by marking 'X' in the appropriate box(es)

E

F

G

H

Please use the following space to write your representation, clearly stating the policy, paragraph or page number you are commenting on. Continue on further sheets, as necessary.

*Page 29.
B&G.
strongly agree all points
policy on regard for the
amenity of existing
residents.*

Page 33 B L 11

strongly agree a - i
policy contributing to
rural character of village

Page ~~50~~⁴⁵ ~~B~~^{B L 16} Strongly agree

policy to address emerging
need for additional retail

Page 50 B 17 Strongly agree
policy to protect important
recreation spaces

(continue on a separate sheet if necessary)

Do you have any comments to make on the supporting documents?

(continue on a separate sheet if necessary)

My Name is Stephen Phipps of [REDACTED]

My e-mail address is [REDACTED]

I wish to comment on the Plan which has had nearly two years spent on its production with some 80 residents and more involved in the process.

It is a village Plan for the village, which has seen much housing development in recent years and is expecting further developments shortly from agreed planning permissions.

The overall Plan aims to better control what further developments take to place up to 2031, and bearing in mind this rapid expansion of the village in recent years and the further development permissions agreed but not yet built.

The Plan offers a more sustainable way forward for the village and its present and future residents.

The village has and will support the Local Plan on housing numbers and its contribution already is substantial compared to other villages.

The Plan looks to give the village some breathing space on further expansion on the scale it has already seen, but which is not sustainable.

The Policies BL1 to BL19 balance overall and give a clear way forward for future developments and developers and I recommend that the Bloxham Neighbourhood Plan be accepted.

Stephen Phipps

Cherwell District Council
Planning Policy Committee.
Bodicote House
P O Box 27
Banbury
OX15 4BH

19th January, 2016

Dear Sirs,

Bloxham Neighbourhood Plan

We would like to express our support for the above plan, and that of the policies included in the above reference document, and ask that they be approved by the planning policy committee.

Our support for the proposed plan is particularly centered on the following policies which recognize that:-

Policy BL1 and Policy BL2 The current village infrastructures (i.e. schools, services, traffic, pedestrian access and drainage) are at their maximum capacity and further development must be curtailed to prevent future overloading.

Policy BL4 All future developments will need to ensure that adequate parking facilities are provided to accommodate the increase in vehicular traffic that will obviously follow.

Policy BL8 The size of homes on new developments take into consideration the needs of both first time buyers and those wishing to downsize.

Policy BL10 Development within the village conservation area be constrained to ensure that it is in keeping with the ambience of the surroundings.

Policy BL11 and Policy BL12 The rural nature of the village is maintained to ensure that the visual aspect of various features and historic structures, i.e. St Mary's Church, Bloxhan School, thatched cottages, etc., are both maintained and respected.

Policy BL17 to Policy BL19 The existing recreational facilities for young children, outside of some of the more recent housing developments, are at best minimal, and in urgent need of improvement. Any additional development should ensure that contributions are made to the existing facilities.

We trust that our comments on the above policies are of interest to you and we ask you to take them into consideration when deliberating the whole plan. For our part we fully support the whole plan.

Yours faithfully,

W L & J F Richardson



Neighbourhood Plan Proposal – Bloxham Parish
Consultation Response Form

Bloxham Parish Council has submitted its proposed Neighbourhood Plan to Cherwell District Council under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended). The proposed Neighbourhood Plan and related documents can be viewed online at www.cherwell.gov.uk/neighbourhoodplanning/ or as a hard copy at our Bodicote House offices, Banbury OX15 4AA 8.30am – 5.00pm and at Bloxham Mill Business Centre, Barford Road, Bloxham, Banbury, OX15 4FF from 8.30am – 3.45pm Monday – Friday.

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Neighbourhood Plans are not examined in the same manner as plans produced by Local Authorities. **Importantly, the Examiner is not to consider any matter other than those in the box below. As such, representations should only relate to such matters.**

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- G** the making of the neighbourhood development plan is in general conformity with the strategic policies contained in the development plan for the area,
- H** the making of the neighbourhood development plan does not breach, and is otherwise compatible with, EU obligations.

Please include your contact details below

Name Bloxham School

Email/Postal Address

c/o Rebecca Lock
Fisher German LLP, 50 South Bar, Banbury OX16 9AB
[REDACTED]

Please indicate if you wish to be notified about subsequent progress of the neighbourhood plan, including when the District Council makes a decision about 'making' the plan (under Regulation 19), by marking 'X' in the box below:

Using information contained in the box on Page 1, please indicate which paragraph your representation relates to by marking an 'X' in the appropriate box(es) below:

A **B** **C** **D**

If your representation relates to paragraph A, please identify which of the following your representation relates to by marking 'X' in the appropriate box(es)

E **F** **G** **H**

Please use the following space to write your representation, clearly stating the policy, paragraph or page number you are commenting on. Continue on further sheets, as necessary.

Please see attached document – Bloxham School Consultation Response – Bloxham Neighbourhood Plan

(continue on a separate sheet if necessary)

Do you have any comments to make on the supporting documents?

Please see attached document – Bloxham School Consultation Response – Bloxham Neighbourhood Plan

(continue on a separate sheet if necessary)

Response to consultation on the Bloxham Neighbourhood Plan

Submitted on behalf of

Bloxham School

21st January 2016

Rebecca Lock MRTPI MRICS

Fisher German LLP

50 South Bar

Banbury

Oxfordshire OX16 9AB

Tel: 01295 226292

Bloxham School Consultation Response – Bloxham Neighbourhood Plan

We make this submission on behalf of the governors and staff of Bloxham School.

Context

Bloxham School is a major employer in the village with 250 employees, of which over 80 live in the village. The school offers employment opportunities for people with a wide range of skills. This employment supports safe, low-carbon travel with many staff choosing to walk to work.

In addition, the school provides wider economic benefits: pupils, parents and staff use the local shops on the High Street and a significant number of retired teachers have chosen to remain in the village, with many active in the local community.

The school makes a significant contribution to community facilities. The swimming pool is open six mornings a week for public use, members of the public can use the fitness suite and squash courts most evenings, and sports facilities are available for use by local clubs when not being used by the school.

This community support extends further. Bloxham School has close links with Bloxham Primary School, supporting teaching and making their facilities available to Bloxham Primary pupils. In the wider community, the school's support for the local area ranges from storing grit and grit spreaders to building links with the village historical society.

The original school building is grade II listed and the older buildings on the main school site are important heritage assets within the village. The school funds the continuing maintenance of these important assets. Over the years, the school has expanded to meet educational needs, whilst also taking into account its sensitive village location.

Response

Our representations relate to Paragraph A of the matters the Examiner is required to consider: *“whether the draft neighbourhood plan meets the basic conditions”*.

Specifically, we are concerned that certain policies in the Bloxham Neighbourhood Plan (“the Plan”) mean it does not meet the basic conditions listed at Paragraphs E, F and G on the consultation form.

The Neighbourhood Plan designates two sites belonging to Bloxham School, the playing fields to the front of the main school buildings and the playing fields off Courtington Lane, as ‘Key Views’ in the village. We attach a plan outlining these sites at **Appendix 1**.

Policy BL12 of the Plan specifically restrains development on these sites. Development which affects the visual amenity of ‘Key Views’ is specifically prohibited.

For the plan period 2015 to 2031 and beyond, Bloxham School will need to improve its facilities to improve its offering to prospective pupils. This improvement is necessary to stay ahead of its competitors. Failure to continue improving facilities puts the continuing viability of the school at risk, with the ultimate risk that it would close, as is currently happening with many independent schools.

The land to the front of the main buildings is the only undeveloped area on the main school site. This is the only area the school has to extend and develop new school facilities.

We consider the Plan would place considerable restraints on the future development of school facilities on these two sites. This will prevent the continuing growth of the school and its facilities. We consider placing these constraints on the village's major employer does not conform with core aspects of national and local planning policy. We also submit that restraining economic growth in the village means the plan does not support sustainable development. Therefore, we argue this Plan does not meet the following Basic Conditions which it is required to meet:

- Basic Condition E – Conformity with national planning policy
- Basic Condition F – Contribution to achieving sustainable development
- Basic Condition G – Conformity with local planning policy.

Basic Condition E – Conformity with National Planning Policy

This basic condition requires that:

“having regard to national policies and advice contained in the guidance issued by the Secretary of State, it is appropriate to make the neighbourhood development plan”.

A core principle of the National Planning Policy Framework (NPPF) is the presumption in favour of sustainable development. A key factor in sustainable development is ensuring continuing economic growth in an area to provide employment for local people.

We submit that restraining the growth of the village's major employer prevents the village achieving sustainable development.

We consider this to be inconsistent with specific policies in the National Planning Policy Framework:

- Paragraph 19 states that the planning system should be used to support economic growth rather than prevent it. By constraining the growth of the village's major employer, we submit that the Plan impedes economic growth rather than supporting it
- Paragraph 28 states that the planning system should support economic growth and the development of community facilities in rural areas. By preventing the development of new facilities at Bloxham School, we submit that the Plan does not support the economic growth of the village and prevents the potential provision of new community facilities
- Paragraph 37 emphasises that planning policies should balance land uses in the area and encourage employment which reduces journey lengths. Preventing the growth of the school could be preventing future employment opportunities in the village. Therefore, we consider the plan is not consistent with this policy
- Paragraph 70 requires planning policy to protect community facilities. Constraining the growth of the school puts its continuing viability at risk. If the school were to close, it would result in the loss of all the community benefits it currently provides. Therefore, we consider the Plan to be inconsistent with this policy.
- Paragraph 131 requires that when planning applications are determined, regard is had to the objective of putting heritage assets to use consistent with their conservation and the ability of new development to contribute to local character. The school currently funds the maintenance of this heritage asset. We argue that Policy BL12 of the Neighbourhood Plan conflicts with this policy. Bloxham School puts these important heritage assets to use while ensuring their future protection.

Constraining the growth of the school conflicts with the objective of ensuring heritage assets are put to a use consistent with their conservation.

Basic Condition F – Contribution to achieving sustainable development

This basic condition requires that:

“the making of the neighbourhood development plan contributes to the achievement of sustainable development”.

Sustainable development can cover topics such as the environment, the community and the economy.

As described above, we consider the Plan constrains the growth of Bloxham School. The future growth of the school could provide jobs for local people, which could be accessed by low-carbon forms of transport such as walking or cycling. This is demonstrated by the jobs the school currently provides – it employs 80 people who live in the village and many choose to walk to work.

We consider the continuing growth of the school would be a highly sustainable form of economic development. We submit that by directly restraining the growth of a major village employer, the Plan impedes the achievement of sustainable development.

Basic Condition G – Conformity with local planning policy

This basic condition requires that:

“the making of the neighbourhood development plan is in general conformity with the strategic policies contained in the development plan for the area”.

Economic growth is a key theme of the Cherwell District Council Local Plan 2011 – 2031 (“the Local Plan”). This is emphasised in Theme One – *Policies for Developing a Sustainable Local Economy*. The Council intends that economic growth should be job-led to support local prosperity. A particular focus is self-sufficiency, ensuring jobs are available in the local area for local people, to reduce travelling distances to work. These intentions are supported by Policy SLE 1, which proposes to support employment development and ensure planning does not compromise businesses’ operational activity.

In rural areas, a limited amount of employment development will be supported, with a focus on developing existing employment sites. This is reinforced by Policy C5, which aims to support rural employment and ensure villages do not become dormitories.

Theme One also states the desire to drive growth by investing in education and increasing jobs in the knowledge sector.

These themes of economic growth run throughout the Local Plan. For example, Strategic Objectives 1 and 2 promote local economic growth and the diversification of the rural economy. The desire for economic growth is strongly supported by the NPPF, with which all local plans must be compatible.

Bloxham School would be able to assist the village in contributing to meeting these objectives. The school provides exactly the type of self-sufficient employment the Local Plan envisages, employing 80 people from the village, many of who walk to work. The future growth of the school would allow for self-sufficient economic growth, providing new jobs in the education sector, a key focal area for Cherwell District Council.

However, we consider the Neighbourhood Plan restricts the future growth of the school. This means the Plan does not meet these key principles of the Local Plan. Therefore, we submit that the Neighbourhood Plan is not consistent with the Local Plan.

In addition, we consider that the Neighbourhood Plan is not consistent with Local Plan policies for education and community facilities.

Policy BSC7 holds that Cherwell District Council ("the Council") will work with schools to ensure the provision of facilities which support education. It expresses a desire to support the growth plans of schools in the district. By constraining the provision of facilities at Bloxham School, we consider the Plan directly conflicts with this policy.

Policy BSC12 states that the Council will encourage provision of community facilities. As the Plan constrains the future growth of Bloxham School, it puts the existing facilities which are available at risk and prevents new facilities being made available in future. Therefore, we consider the Plan directly conflicts with this policy.

Further Comments

We also submit that policy BL12 conflicts with other aspects of the Bloxham Neighbourhood Plan.

The Bloxham Vision emphasises maintaining a high quality of economic well-being while respecting the village's rural past.

Constraining the village's major employer puts the maintenance of the village's economic well-being at risk. Bloxham School has demonstrated that it is able to develop while respecting the village's character. For example, the school's recent developments, such as the Technology Centre (1997) and the Library (2006) have both been built sensitively to ensure they fit with the local character and appearance of the village. For this reason, we do not consider policy BL12 to be necessary and we do not consider it to be constructive to economic well-being.

The Plan places considerable weight on ensuring sufficient school places are available in the village. We submit that constraining Bloxham School from growing prevents the future provision of school places in the village. The School has committed to expand its provision by 50 new day places from September 2017, the intention being to provide a more affordable day option that local families may benefit from. Further expansion may be necessary during the period of this Neighbourhood Plan to ensure the School's continued economic viability and constraints on its ability to make reasonable developments may prevent this.

On Page 42 of the Plan, it is stated that there is strong community support for making employment available in the village. We submit that constraining the growth of Bloxham School contradicts this local objective. The introduction of the 50 new day places will provide more local employment opportunities and further expansion would enhance this.

Summary

By restricting development on the two school-owned sites identified in the Neighbourhood Plan, we are concerned that Bloxham School will lose the ability to construct the new facilities required to attract prospective pupils and ensure the school remains competitive in the independent schools' market.

Gladman Developments Ltd

Representations on
Bloxham Neighbourhood Plan
2015 - 2031
Submission Version



January 2016

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EXECUTIVE SUMMARY

- i. Gladman Developments Ltd (Gladman) specialise in the promotion of strategic land for residential development and associated community infrastructure. From this experience, we understand the need for planning to deliver the homes, jobs and thriving local places that the country needs. Every effort should be made to objectively identify and meet the full housing and economic needs of an area, whilst responding positively to the wider opportunities for growth.
- ii. **This submission provides Gladman's representations** on the submission version of the Bloxham Neighbourhood Plan (BNP), under Regulation 16 of the Neighbourhood Planning (General) Regulations 2012.
- iii. Before a Neighbourhood Plan can proceed to referendum it must be tested through Independent Examination against the statutory Basic Conditions, which are set out in paragraph 8(2) of Schedule 4B of the Town and Country Planning Act 1990 (as amended by section 38a of the Planning and Compulsory Purchase Act 2004).
- iv. Before the BNP can progress to referendum, the Examiner must conclude that:
 - (a) Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the Neighbourhood Plan.
 - (d) The making of the Neighbourhood Plan contributes to the achievement of sustainable development.
 - (e) The making of the Neighbourhood Plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area).
 - (f) The making of the Neighbourhood Plan does not breach, and is otherwise compatible with, EU obligations.
- v. Having reviewed the BNP, Gladman are concerned that there have been major flaws throughout the plan's preparation contrary to basic conditions (a), (d) and (e). The plan documentation reveals many gaps in the kind of robust evidence that the PPG expects and which is necessary for a plan that intends to endure for 16 years.
- vi. Gladman submit that there is critical need to review several policies contained in the BNP prior to progressing to independent examination. These will be discussed in greater detail throughout these representations.
- vii. **Gladman take this opportunity to request to be added to the Council's consultation database** and to be kept informed regarding the progression of the Bloxham Neighbourhood Plan.

1 NATIONAL PLANNING POLICY AND GUIDANCE

1.1 National Planning Policy Framework

1.1.1 The National Planning Policy Framework (NPPF/the Framework) sets out the Government's planning policies for England and how these are expected to be applied in respect of plan-making and decision-taking: NPPF paragraphs 1, 6 and 13. In doing so it sets out the requirements for the preparation of neighbourhood plans and the role they must play in meeting the development needs of the local area. The requirements set out in the Framework have now been supplemented by the Neighbourhood Plan section of Planning Practice Guidance (PPG)¹ and allied sections on Viability², Housing Land Availability Assessment³ and Strategic Environmental Assessment⁴. The provisions of the Framework and the PPG are mandatory material considerations for the purposes of basic condition 8(2)(a).

1.1.2 Before a Neighbourhood Plan can proceed to referendum it must be tested against a set of Neighbourhood Plan Basic Conditions, set out in paragraph 8 (2) of Schedule 4b of the Town and Country Planning Act 1990 (as amended). This is also underpinned in PPG at paragraph 065 of the Neighbourhood Planning Chapter, the basic conditions are as follows:

(a) Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the order.

(d) The making of the order contributes to the achievement of sustainable development.

(e) The making of the order is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area).

(f) The making of the order does not breach, and is otherwise compatible with, EU obligations.

1.1.3 It is clear from the Framework and PPG that Neighbourhood Plans must conform with national policies (basic condition (a): "appropriateness") and up-to-date strategic policy requirements (basic condition (e)) set out in an adopted Local Plans. Neighbourhood Plans must take a positive approach to facilitate new development, these should not be used as a constraint to restrict growth going forward in the plans strategy. In relation to this Gladman refer to the requirements set out in paragraphs 16 and 184 of the Framework.

1.1.4 Gladman consider that BNP in its current form fails to comply with various key paragraphs of the Framework and PPG as well as failing to meet basic conditions (a), (d) and (e) which will be

¹ <http://planningguidance.planningportal.gov.uk/blog/guidance/neighbourhood-planning/>

² <http://planningguidance.planningportal.gov.uk/blog/guidance/viability-guidance/>

³ <http://planningguidance.planningportal.gov.uk/blog/guidance/housing-and-economic-land-availability-assessment/>

⁴ <http://planningguidance.planningportal.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/>

addressed throughout this representation. If the Parish Council fails to heed this advice and attempts to progress to examination, the BNP should be found to have failed the basic conditions and the Plan will not be able to proceed to referendum.

- 1.1.5 **It is Gladman's view that** the BNP Plan is fundamentally flawed and requires substantial amendment, redrafting and/or the removal of some policies before progressing any further. The policies contained in the BNP do not conform with the requirements of national policy. In particular, the NP may not allocate sufficient sites to assist the Council in meeting its full OAN and does not allow for the flexible use of land. If progressed to examination the BNP may be found inconsistent with basic conditions (a), (d) and (e).

2 CONFORMITY WITH STRATEGIC PRIORITIES

2.1 Cherwell Local Plan

- 2.1.1 The Cherwell Local Plan Part 1 (CLP) was formally adopted by Cherwell District Council (CDC) on 20th July 2015. The CLP provides the overarching spatial strategy for the district to 2031, it should be this document that the BNP seeks to support and meet.
- 2.1.2 The Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 identifies an objectively housing need (OAN) of 1,140 dwellings to be delivered to 2031 equating to a total housing need of 22,800 dwellings.
- 2.1.3 **The CLP makes clear at c.261 that there is a need for Cherwell's villages to sustainably contribute** towards meeting the housing requirements under Policy BSC1. Policy BSC1 seeks to deliver approximately 22,840 dwellings over the plan period. Policy BSC 1 also sets the spatial distribution for the district with the majority of growth located towards the main urban areas of Bicester and **Banbury. The 'Rest of District' is required to** deliver approximately 5,392 dwellings over the plan period.
- 2.1.4 **Policy Villages 1 identifies the district's sustainable villages that are to accommodate 'minor development' 'infilling' or 'conversions'.** Subsequently Policy Villages 2 identifies a total of 750 dwellings to be delivered across 'Category A villages', of which Bloxham is identified as one. This policy does not set housing requirements for each village. This figure should be considered as the minimum level of development required to be delivered in accordance with Central **Government's** commitment to 'significantly boost the supply of housing'. This has also been considered in other neighbourhood plan examinations notably the Slaugham examination where the Examiner states:
- 'Whilst in principle it is useful for a policy of this type to set out a target it is not clear whether the figure is a minimum or maximum and there seems to be some confusion in the plan about this or at least some inconsistency. This is a point made in representations. Given that the strategic objective of the plan refers to "at least 130", I assume it to be a minimum. **If it were to be a maximum this would not allow for the flexibility the Framework seeks in responding to changing conditions.***
- 2.1.5 The adopted CLP places a significant emphasis on the delivery of Sustainable Urban Extensions (SUEs) to deliver the Council's full objectively assessed housing needs. Whilst Gladman recognise the infrastructure benefits associated with such forms of development, they are often subjected to long lead in times, infrastructure requirements and may not deliver at the anticipated rate or scale initially envisaged. In the event that the CLP's SUEs fail to deliver a significant housing shortfall will soon arise. Therefore, Bloxham identified as one of the most sustainable settlements in the district may be required to accommodate additional housing to meet the district's full objectively assessed need. The BNP will therefore need to allow for a significant degree of flexibility in order to adapt to adverse changes in the market place.

- 2.1.6 Both the Framework, paragraph 16 and 184 of the PPG, Neighbourhood Planning 070, require that the BNP must be in conformity with the strategic policies in the development plan for the local authority area. Gladman maintain that the correct construction of those paragraphs with the Framework and the PPG is that those local plan policies referred to therein must be extant and up-to-date, following the successful examination of an NPPF-era Local Plan. If the BNP does not seek to support the CLP then it will be found inconsistent with basic conditions (a), (d) and (e).

3 BLOXHAM NEIGHBOURHOOD PLAN

3.1 Context

3.1.1 These representations are made in response to the current consultation on the submission version of the BNP, under regulation 16 of the Neighbourhood Planning (General) Regulations 2012.

3.2 Neighbourhood Plan Policies

3.2.1 The submission version of the BNP covers the period to 2031 consistent with the adopted CLP plan period. **Whilst the BNP's vision sets out a seemingly positive statement, the use of several policies within the Plan may have a negative effect on development viability and do not accord with the requirements of national policy.**

3.2.2 The BNP seeks to limit the ability of future sustainable growth opportunities from coming forward. It has not sought to positively identify sites for residential development but instead relies on existing planning consents which provide a total of 220 dwellings, of which only 85 dwellings will contribute to the CLP housing requirement.

3.2.3 The Framework requires CDC to deliver its full OAN. The adopted CLP places a significant emphasis on the delivery of a number of Sustainable Urban Extensions (SUEs). **As one of the 'Category A' villages, Bloxham will play a pivotal role in securing the sustainable development required to assist CDC in meeting its full OAN should the Council's SUEs fail to deliver.** Gladman consider that it is **crucial to the plan's** success and ability to meet the basic conditions that it allocates further additional land and allows for a more flexible approach to new housing development is required to ensure the national policy imperative which seeks to **'boost the supply of housing' is achieved.** This in turn will ensure that the BNP assists CDC in demonstrating a flexible and continuously rolling 5 year housing land supply.

3.2.4 The intention put forward by BNP to limit the amount of development to 220 dwellings due to existing education capacity consistent with the requirements of national policy. Instead, the Parish Council should positively seek to work with Oxfordshire County Council to identify and resolve any capacity issues. The existing capacity issues only point to a single point in time, this issue could be resolved by increasing the level of sustainable residential development in the village. This will result in positive effects not only in assisting the Council meet its OAN but will deliver the plans wider objections i.e. financial contributions to education facilities.

3.2.5 Upon reviewing the submission version of the BNP, Gladman submit that several policies in particular require modifications in order to ensure the plan is capable of meeting the basic conditions. In addition, a number of policies proposed are already adequately dealt with by CDC and national policy requirements and do not add any further content on the local plan policies as they will apply in any event. In these instances these policies should be deleted.

3.2.6 Gladman submit that amendments to the following policies are required:

Policy BL2

3.2.7 In addition to the existing outline permission at land south of Milton Road, this policy allows for conversion, infilling and minor development within the existing built up limits. The sustainability of Bloxham's services and facilities may be put in jeopardy in future years of the plan without an increase to the total housing provision. Gladman submit that further significant residential development is required to ensure the viability and vitality of Bloxham continues, to ensure increased patronage to local services and facilities and ensure their longevity.

3.2.8 Further the use of the existing settlement boundary does not allow for the flexible use of land and is therefore in conflict with basic condition (d). The use of a settlement boundary will likely restrict the ability of future sustainable development proposals coming forward. No adequate evidence has been provided to demonstrate that significant levels of infill development will come forward over the plan period. Furthermore, the Basic Conditions Statement notes Bloxham no longer has any available brownfield land, therefore conversions will unlikely occur over the plan period.

3.2.9 The Woodcock Judgment⁵ demonstrates the implications of progressing a neighbourhood plan where there is no Local Plan in place or a 5 year housing land supply. In the event that CDC is unable to demonstrate a 5 year housing land supply, then those housing policies contained in the BNP will be found out of date, together with the CLP policies relating to housing. This judgment reinforces the need for the plan to allow for a greater degree of flexibility.

3.2.10 Whilst the allocation of additional sites should have been considered through the BNP, the Local Plan Part 2 will also provide the opportunity to allocate additional sites to meet housing needs. To ensure that this policy is not rendered out of date by s38(5) of the Planning and Compulsory Purchase Act a more flexible approach is required.

3.2.11 Gladman submit that Policy BL2 should be deleted in its current form as it does not allow for the flexible use of land to provide for situations of undersupply of market housing in the district (resulting from the likely non-delivery of the Council's SUEs) and is therefore inconsistent with basic conditions (a), (d) and (e). The use of a criteria based approach consistent with the requirements of **national policy may be more suitable to achieve the Parish Council's aims** and objectives. Gladman recommend the following wording should be used:

'When considering development proposals, the Parish Council will take a positive approach to new development that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.'

⁵ Woodcock Holdings Ltd vs the Secretary of State for Communities and Local Government and Mid Sussex District Council [2015] EWHC 1173 (Admin)

Development adjacent to the existing settlement will be permitted provided that the adverse impacts do not significantly and demonstrably outweigh the benefits of development.'

Policy BL6

3.2.12 Policy BL6 requires all new housing development to be designed for a maximum of 110 litres per person per day water usage in line with the proposed optional building regulations on water efficiency. Policy BL8 requires at least 20% of open market homes to meet Lifetime Home standards and the ability to adapt to demographic changes.

3.2.1 The written statement to parliament (dated 27th March 2015) makes clear that qualifying bodies preparing neighbourhood plans should not set in their emerging Neighbourhood Plans, any additional local technical standards or requirements relating to the construction, internal layout or performance of new developments, including any policy requiring any level of the Code for Sustainable Homes to be achieved by new development. Furthermore, the written statement also makes clear that the optional new national technical standards should only be undertaken through an emerging Local Plan based on a clear up-to-date assessment of need. Neighbourhood Plans should not be used to apply the new national technical standards. If these policies are progressed they will ultimately affect the viability of delivering sustainable development opportunities coming forward and will likely be found inconsistent with basic conditions (a), (d) and (e).

Policy BL12

3.2.2 This policy relates to important views. The supporting text to this policy does not provide a clear indication of those areas which the Parish Council consider to be important views of the parish. A policy that is not clear and unambiguous is not in accordance with the basic condition (a)⁶⁶.

3.2.3 Gladman submit that substantial modification to Policy BL12 and supporting evidence is required to ensure a decision maker is able to apply this policy consistently and with ease.

3.2.4 Further criteria b (iii) refers to important views from public right of way contained in appendix 5. This appendix is noticeably absent from the consultation documents. The absence of this evidence needs to be addressed and presented for the consultation to be valid and legally compliant. At present, the consultation is being undertaken without crucial evidence to provide an informed response: *R(Moseley) v Haringey LBC* [2014] UKSC 56: the Regulation 16 consultation document does not (as it must do) '*include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response.*'

Policy BL17

3.2.5 This policy seeks to add further protection to linear corridors and public rights of way which are already afforded protection under existing legislation. This policy should therefore be deleted and the protection of rights of ways will be dealt with by CDC.

⁶⁶ PPG Paragraph 041 Reference ID 41-041-20140306

BL18 and BL19

- 3.2.6 Whilst supporting the intentions of both policies, Gladman question whether these will be delivered without the necessary financial contributions required to ensure their delivery. Gladman submit that additional allocations for residential developments may secure the delivery of the **plan's wider** objectives.

4 STRATEGIC ENVIRONMENTAL ASSESSMENT/SUSTAINABILITY APPRAISAL

4.1 Context

- 4.1.1 The preparation of Neighbourhood Plans falls under the scope of the Environmental Assessment of Plans and Programmes Regulations 2004 (SEA Regulations) that require a Strategic Environmental Assessment (SEA) to be undertaken where a Plan's proposals would be likely to have significant environmental effects. The need for an SEA should be established early in the Neighbourhood Plan preparation process through the completion of a Screening Assessment, ensuring that a Neighbourhood Plan's proposals have been fully considered against all reasonable alternatives where an SEA would be required (PPG ID: 11-037).
- 4.1.2 As set out above to identify whether a draft neighbourhood plan might have significant environmental effects, a screening determination should be undertaken at an early stage in the plan making process⁷. Gladman note that the SEA Screening Report undertaken by CDC was published in September 2015 prior to the submission version of the BNP, contrary to the above.
- 4.1.3 Gladman remind the Steering Group that any failure to comply with the requirements of the SEA Regulations would result in the Neighbourhood Plan being contrary to basic condition (f). Gladman consider that the scale of the population and the geographical extent of the neighbourhood plan area, and the position occupied by Bloxham as a Class A Village within the settlement hierarchy, should have resulted in an SEA being required.
- 4.1.4 Although Neighbourhood Plans do not require a Sustainability Appraisal (SA) of their proposals, preparing an SA can help demonstrate how the Neighbourhood Plan will contribute to the achievement of sustainable development, a Neighbourhood Plan Basic Condition. Gladman note that the Parish Council have prepared a Sustainability Report and acknowledge that this is not a formal SA.
- 4.1.5 Gladman consider that the Sustainability Report does not effectively demonstrate how the plan will achieve the delivery of sustainability development. It would have been more appropriate if this evidence was extended to a full SA/SEA to demonstrate the Plan's ability to deliver sustainable development. The restrictive use of some policies which set out prescriptive requirements will likely result in the Plan failing to deliver sustainable development and therefore contrary to basic condition (a) and (d). Gladman recommend that the Parish Council revisit this evidence base prior to progressing to examination.

⁷ PPG Paragraph:028 Reference ID 11-028-2015-0209

5 CONCLUSION

5.1 Summary

- 5.1.1 Gladman recognise the role of Neighbourhood Plans as a tool for local people to shape the development of their local community, however it is clear from national guidance that these must be consistent with national policy and the up-to-date strategic requirements of the wider local authority area. If a Neighbourhood Plan does not meet the Basic Conditions there is a real risk that it will fail at Examination.
- 5.1.2 Through this consultation response Gladman have sought to clarify the relationship of the submission version of the Bloxham Neighbourhood Plan with the wider development needs and strategic policies of the adopted Cherwell Local Plan.
- 5.1.3 Gladman consider that the use of prescriptive requirements set out in several policies together with the inflexible approach to accommodating any future residential development and will likely result in the plan being found unable to meet the basic conditions, specifically basic conditions (a), (d) and (e).
- 5.1.4 Whilst the Bloxham Neighbourhood Plan seeks to deliver housing, it cannot be certain that this level of growth will be sufficient to meet objectively assessed housing needs. Should the Council's strategic sites fail to deliver then Bloxham as a 'Class A Village' will have an important role to play in delivering additional development to assist the Council in meeting its full objectively assessed needs.
- 5.1.5 Furthermore, Gladman are concerned that the Bloxham Neighbourhood Plan is not supported sufficiently robust evidence base to justify its requirements regarding what the Parish Council consider to be important views. In this regard, the evidence base supporting this policy is noticeably absent from the consultation documents and the supporting text to this document does not provide sufficient clarity required to ensure a decision maker is able to apply policy consistently and with ease.
- 5.1.6 Gladman recommend that the Examination of the Bloxham Neighbourhood Plan is delayed to allow time for the Parish Council to review its policies to ensure they are consistent with national planning policy to ensure the plan provides a greater degree of flexibility and is supported by up-to-date, justified and robust evidence base.

Comments on Policies BL17 and BL12

It has come to our attention that the map of the Bloxham Circular Walk (page 49) has some errors of detail in the area of the permissive path near Nayland Farm.

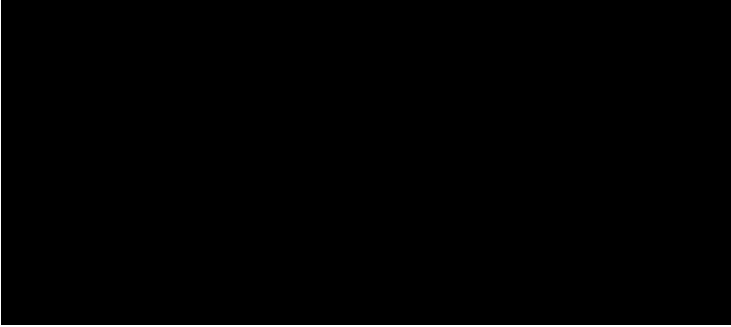
A new map is being prepared and we would seek that, in the interest of accuracy and subject to endorsement by the land agents of the area concerned, a revised map be incorporated into the final adopted version of the Plan.

We also note that Policy BL12 b iii) refers to an Appendix 5. "The views from, and the tranquillity of public rights of way within the parish. See Appendix 5." Appendix 5 did contain the PROW map but this was moved to page 48 in the consultation version. This will need correcting in the final adopted version.

Apologies for these errors.

John Groves (Bloxham Neighbourhood Plan Coordinator, [REDACTED]
[REDACTED]

STEVEN RIDGWAY



I wish to record my support for the Bloxham Neighbourhood Plan. In particular I feel that the following policies are of particular importance:

BL1 because it recognises the massive growth over the past 10 - 20 years. Whilst recognising the need for additional housing in Cherwell, Bloxham has had far more than its fair share. This has strained the infrastructure including the drainage, schools, pavements and particularly traffic. The mini roundabout is already recognised as being over capacity.

BL2 because it follows on from BL1 in that future development must be of a minor nature only. It is obvious that the massive developments over the past few years added to those already approved mean that any more large developments cannot be sustainable.

BL11 because very many people do not wish to live in urban areas. Although many people feel more comfortable in a town, those of us who wish to be close to nature, who do not feel at ease in a claustrophobic environment and appreciate the historical importance of village architecture and communities. The country would be much the poorer if all habitats were the homogeneous same, be it village, town or city. This policy also covers topics important to me, namely the use of appropriate designs for new buildings in terms of scale, style, density and materials.

I would like to be informed of the plan progress.

Yours faithfully,

Steve Ridgway

**OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING
CONSULTATION:**

District: Cherwell

Consultation: Bloxham Neighbourhood Plan Submission Document (November 2015)

**This report sets out Oxfordshire County Council's view on the proposed
Neighbourhood Plan for Bloxham (Submission Document November 2015).**

Annexes to the report contain officer advice.

Overall View of Oxfordshire County Council

Oxfordshire County Council (OCC) support the changes made in to the Bloxham Neighbourhood Plan in response to OCC's comments dated 19 February 2015. Officers' comments to the latest version of the Plan are set out in Annex 1.

Officer's Name: David Flavin

Officer's Title: Senior Planning Officer

Date: 21 January 2016

ANNEX 1
OFFICER ADVICE

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING CONSULTATION:

District: Cherwell

Consultation: Bloxham Neighbourhood Plan Submission Document (November 2015)

Transport Strategy

Policy on Connectivity

Policy BL3 is considered to be a positive aim; this policy has the potential to assist in seeking developer contributions that, by including the qualifier 'wherever appropriate', are proportionate to the impact of the development proposal.

Parking Standards – minimum/maximum requirements

Bloxham NP, p.23

“Unsurprisingly on street (or all too often on-pavement), parking presents a further major impediment to the flow of both traffic and pedestrians. The March 2015 Planning Update notes local planning authorities should rarely impose local maximum parking standards for developments.¹⁷ This plan seeks that new developments offer on-plot parking that is commensurate with the evidenced levels of car ownership¹⁸ rather than the more general Oxon. C.C. parking standards which are, according to the OCC consultation response, only advisory¹⁹.”

It is worth noting that since OCC's response to the previous draft NP, OCC has published subsequent information on its parking standards. The latest information can be found here:

<https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/DesignGuidePublication.pdf>

and here:

<https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/PositionStatement.pdf>

These documents are also attached for reference. In summary, these updated documents state that OCC does not impose minimum or maximum parking standards on residential developments, but rather optimal standards. Oxfordshire County Council's 'Position Statement – On the Application of Contemporary Highway Design Guidance in Oxfordshire' (2015, p.3), states the following:

Parking Standards

21. SDA encourages an approach to provision of parking levels for residential developments that is adequate to serve the aspirations of residents. The NPPF, Other Planning Policies - 3 also requires that parking be adequate to meet perceived needs.

22. The OCC parking standards, adopted in December 2014 are maximum parking standards. The position that will be adopted in the future is to consider these as indicative of expected parking levels only (See Residential Road Design Guide). Parking levels that should be provided will be considered on their individual merits and optimal parking levels may be higher or lower than those suggested in the current parking standards.

23. Optimisation of parking level determination will be justified through the transport assessment process. According to scale of development this exercise may be expected to be contained within a: Design & Access Statement, Transport Statement or a Transport Assessment, as explained below.

With this in mind, OCC would deem it inappropriate for a neighbourhood plan to stipulate its own specific minimum parking standards. Applying the standards described in the passage above also enables an approach that is more responsive to the specific characteristics of any given development proposal. It is also worth noting that the standards in the Bloxham NP, policies BL4 and BL5 (pp.24-25), differ only marginally to our guidance (see table A6.B1, p.64 of OCC's Residential Road Design Guide (2003) - Second Edition (2015)).

Parking Standards – ‘parking courts’ and ‘rear car parking courtyards’

Bloxham NP p.25:

“e. Where on-plot parking spaces are specified in a. to c. the use of parking courts will not be considered an acceptable alternative.”

It is presumed that the resistance to parking courts expressed in policy BL4 (see above) is predicated on the assertion in the Sustainability Report, p.16 that reads:

“d. There is a local view, supported by the police¹⁹, that parking courts encourage crime.”

However, the Secured By Design (SBD) guidance to which this refers does not say that parking courts encourage crime, but rather *rear car parking courtyards* are more vulnerable to crime. OCC therefore recommend that statement ‘e’ in policy BL4 is removed as it is inconsistent with OCC guidance on parking courts in the aforementioned Residential Road Design Guide (2003) - Second Edition (2015). It is worth noting that OCC's guidance (beginning at paragraph 7.42, p.32) echoes SBD's recommendations that parking courts work best when they are overlooked by living rooms or kitchens, thereby discouraging poorly designed rear car parking courtyards.

Policy on live-work developments

The inclusion of the phrase “does not create parking problems” in policy BL14 could be considered ambiguous and may benefit from being more precise. It would be expected that the anticipated parking requirements of a live-work development would be broadly similar to that of normal residential use and therefore OCC's parking standards guidance would sufficiently accommodate any potential impact.

The phrasing of point ‘iv’ could be worded more precisely or removed as it is unclear how this statement could be utilised when taking a decision on a planning application.

Policy on additional retail

The wording of policy BL16 is such that it could be interpreted as being in support of retail as long as a transport statement has been provided. It doesn't say whether the mitigation proposed has to be appropriate or stipulate any required standard of mitigation.

All planning applications that generate a significant amount of movement are required to be accompanied by a Transport Statement (or Transport Assessment for development proposals over a certain size) and it is expected that the impacts highlighted in BL16 would be addressed in such documents. Consequently, this policy might be regarded as superfluous to existing local and national policy.

Officer's Name: Will Pedley

Officer's Title: Transport Planner

Date: 20 January 2016

**OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING
CONSULTATION:**

District: Cherwell

Consultation: Bloxham Neighbourhood Plan Submission Document (November 2015)

Economy and Skills

No Comment

Officer's Name: Dawn Pettis

Officer's Title: Economic Development Strategy Officer

Date: 14 January 2015

**OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING
CONSULTATION:**

District: Cherwell

Consultation: Bloxham Neighbourhood Plan Submission Document (November 2015)

Road Safety

One correction to make to the document is in respect of the comment on page 20 on the Road Safety Foundation report (2015) relating to the A361 between Chipping Norton and Banbury. While this route does have a high rate of accidents resulting in higher severity injuries as identified in the report (although thankfully the rate appears to have fallen in the past year, with no such accidents reported in 2015), only around 10% of the total accidents involved either pedestrians or cyclists, rather than 46% as given in the report.

Officer's Name: Anthony Kirkwood

Officer's Title: Assistant Principal Engineer (Traffic Safety & Accident Prevention)

Date: 15 January 2016

**OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING
CONSULTATION:**

District: Cherwell

Consultation: Bloxham Neighbourhood Plan Submission Document (November 2015)

Extra Care Housing

No further comments

Officer's Name: Nigel Holmes

Officer's Title: Commissioning Manager (Housing)

Date: 23 December 2015

**OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING
CONSULTATION:**

District: Cherwell

Consultation: Bloxham Neighbourhood Plan Submission Document (November 2015)

Education

2.5 The Education Context

Paragraph 2.5.1 refers to new catchment areas for the primary school. There are no current proposals to revise catchments, although this may be considered in the future. However the usual operation of admissions criteria will have the same effect as set out in the document, i.e. children from outside the village would be progressively replaced by the children living closer to the school.

Paragraph 2.5.2 states that Oxfordshire (County Council) sees a likely need for expansion of Warriner School but have no definitive plans available. This is true, but since the Plan was written, feasibility work has commenced on expanding the school.

Officer's Name: Barbara Chillman

Officer's Title: Service Manager – Pupil Place Planning

Date: 04 January 2016

**OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING
CONSULTATION:**

District: Cherwell

Consultation: Bloxham Neighbourhood Plan Submission Document (November 2015)

Fire Service

No comments

Officer's Name: Nathan Travis

Officer's Title: Deputy Chief Fire Officer

Date: 04 January 2016

**OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING
CONSULTATION:**

District: Cherwell

Consultation: Bloxham Neighbourhood Plan Submission Document (November 2015)

Minerals and Waste

No minerals or waste planning policy comments.

Officer's Name: Peter Day

Officer's Title: Minerals & Waste Policy Team Leader

Date: 10 December 2015

**OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING
CONSULTATION:**

District: Cherwell

Consultation: Bloxham Neighbourhood Plan Submission Document (November 2015)

Waste Management

No comments

Officer's Name: Frankie Upton

Officer's Title: Waste Project Manager

Date: 11 December 2015

**OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING
CONSULTATION:**

District: Cherwell

Consultation: Bloxham Neighbourhood Plan Submission Document (November 2015)

Ecology

No further comments.

Officer's Name: Tamsin Atley

Officer's Title: Ecologist Planner

Date: 06 January 2016

**Position Statement –
On the Application of Contemporary Highway Design Guidance in Oxfordshire**

“Good design is about what humans actually feel and relate to”

Street Design for All (SDA) – An update of national advice and good practice (2014)

Aims

1. The aim of this *Position Statement* is to clarify the approach to be taken by Oxfordshire County Council (OCC) to current highways design guidance, for the purposes of development control. As such, the *Position Statement* supports sustainable growth in Oxfordshire.
2. Oxfordshire is a County of contrasts, with urban Oxford at the centre, surrounded by a number of towns, set in a predominantly rural environment.
3. This Position Statement applies for the period during, which the County Council’s *Residential Road Design Guide* guidance is being updated. This guidance is published on the OCC website: Transport for new developments¹ (*OCC Residential Road Design Guide*). It will be superseded by the publication of a revised Street & Road Design Guide.

Scope

4. OCC is responsible for all non-trunk roads (Strategic Road Network) in Oxfordshire. This includes all roads in Oxfordshire with the exception of:
 - a. A34
 - b. A43
 - c. M40
 - d. Private Roads

Existing National & Local Guidance

5. The existing guidance, applying to non-trunk roads is contained within²:
 - a. *Manual for Streets* (2007)
 - b. *Manual for Streets 2: Wider Application of the Principles* (2010)
6. The *Design Manual for Roads and Bridges* (DMRB) is a maintained document providing contemporary engineering guidance, ordinarily for the design of trunk roads, and was in place prior to the introduction of *Manual for Streets* (MfS). The DMRB was influential on the standards, within the *OCC Residential Road Design Guide* (2003) however, the principles and ‘person centred’ design philosophy which informed MfS also had an influence on it. The *OCC Residential Road Design Guide*, for example, embraced ‘Homezones’ and ‘people before cars’ matters subsumed into the MfS.

District Design Guidance

7. The Districts have all produced detailed Design Guides, which should be referred to for the distinctiveness they seek to promote:
 - a. *Vale of White Horse DC Design Guide* (March 2014)
 - b. *South Oxfordshire DC Design Guide* (July 2008)
 - c. *Design and Conservation Strategy for Cherwell* (2012-2015)
 - d. *West Oxfordshire DC Design Guide* (December 2013)
 - e. *Oxford Design Review Panel & Oxford City Centre Street Scene Manual*

Geometric Requirements

8. Some of the geometric requirements contained in the *OCC Residential Road Design Guide* are in excess of those in the MfS. However, the special circumstances of Oxfordshire (See §2, above - especially rural locations) dictate that in some circumstances, the standards of the DMRB may be more appropriate than those of the MfS.
9. Visibility splay requirements are one such example, for which three standards apply depending on highway speed (see MfS §2.2 for definition of ‘Streets’ and ‘Roads’):

¹ <https://www.oxfordshire.gov.uk/cms/content/transport-new-developments>

² <https://www.gov.uk/government/publications/manual-for-streets>

**Position Statement –
On the Application of Contemporary Highway Design Guidance in Oxfordshire**

- a. *Manual for Streets* (2007): Cht 7 – for ‘Streets’ under 60kph;
- b. *Manual for Streets 2: Wider Application of the Principles* (2010): Cht. 10 – for ‘Streets’ over 60kph;
- c. The DMRB influenced *OCC Residential Road Design Guide*: Chapter 6 – ‘Roads’.

10. Especially with regard to visibility splays, it is emphasised that both volumes of the MfS, are guidance documents only and that local interpretation is encouraged within MfS. Both volumes of MfS were produced before the adoption of the *National Planning Policy Framework* (NPPF - 2012), and therefore, it is emphasised that the policy contained within NPPF takes precedence over the guidance of the MfS.
11. Appropriate visibility splays are calculated according to the physics of stopping sight distances and safe vehicular retardation. Different design guides make differing assumptions regarding the parameters appropriate for this. It is, hereby, emphasised that these recommendations are based on engineering criteria with an objective base relating to performance of car and driver. They are not arbitrary recommendations, therefore, and are highly sensitive to prevailing highway speeds as identified above.

Objections

12. Under the NPPF, the basis for a highways based objection to a planning application is where development is considered: (i) ‘unsustainable’ and / or where (ii) residual cumulative impacts of development are ‘severe’. OCC will interpret ‘unsustainable’ and ‘severe’ in the local context according to the advice contained in this document. Where appropriate, sustainability and geometric requirements are not met; objections will be made on the basis of the NPPF criteria.

Street Design for All (SDA)

13. The approach of MfS, is summarised in the recently published: *Street Design for All (SDA) - An update of national advice and good practice* (2014). This document will be taken as the primary source of approach to development by OCC, produced as it was, following the NPPF and presenting the philosophy of the MfS. Discretion will be used by the Highway Authority where inconsistencies between SDA and *OCC Residential Road Design Guide* occur.
14. To be clear, developers are encouraged to be innovative and obtain advice from both volumes of the MfS 1 & 2 but for the purposes of our consultation responses on planning applications the locally interpreted guidance will be used and the approach of the SDA rather than to the letter of the MfS, although it will be mindful of the MfS.
15. For example, the new thinking on street corner geometry (pp. 19 SDA) is appropriate for urban areas in Oxfordshire but such a design may be inappropriate for rural roads. Another reason for maintaining the standards the *OCC Residential Road Design Guide* in such rural locales is that the safe stopping sight distances for freight and public transport are often in excess of those for cars and recommended in MfS.
16. Both volumes of MfS will be considered as playing a supporting to SDA, in terms of the more detailed advice they provide. In this respect it should be noted that the MfS does not encourage an approach, which is slavish to the letter but one, which is within its spirit. The MfS approach is summarised within SDA. The MfS approach can briefly be characterised as encouraging designers being to incorporate a ‘*sense of place*’ into street-scapes and that ‘movement’ and ‘place’ functions should be optimised to context, taking into account the needs of all street users.
17. SDA encourages a collaborative approach to the street scene, involving as many professional and public voices as possible to influence street design. Such a consultative approach is encouraged in Oxfordshire, especially if initiated at the stage when pre-application advice is being sought.

Pre-application procedure

18. Engagement by developers and their agents, with the pre-application procedure is encouraged by OCC. A Pre-application procedure exists to obtain wide-ranging advice from the Districts but independently highways advice can be obtained. The HA substantive response will consist of a comment on the principle of development. A schedule of charges exists for further more detailed pre-application highways advice [See <http://www.oxfordshire.gov.uk/newdevelopments>].

Position Statement –
On the Application of Contemporary Highway Design Guidance in Oxfordshire

Road Hierarchies

19. A hierarchical approach to road design is discouraged in SDA, drawing only a distinction between ‘streets’ and ‘roads’ with differing degrees of ‘place’ and ‘movement’ characteristics’. For the purposes of certain transport movement functions, such as, public transport and the needs of freight, distributor-style roads may be appropriate.
20. In other locations it may be appropriate that the ‘place’ function predominates and traffic speeds conducive to this should be encouraged through the use of the psychological and physical calming methods contained in M/S.

Parking Standards

21. SDA encourages an approach to provision of parking levels for residential developments that is adequate to serve the aspirations of residents. The NPPF, Other Planning Policies - ³ also requires that parking be adequate to meet perceived needs.
22. The OCC parking standards, adopted in December 2011⁴ are maximum parking standards. The position that will be adopted in the future is to consider these as indicative of expected parking levels only (See *Residential Road Design Guide*). Parking levels that should be provided will be considered on their individual merits and optimal parking levels may be higher or lower than those suggested in the current parking standards.
23. Optimisation of parking level determination will be justified through the transport assessment process. According to scale of development this exercise may be expected to be contained within a: Design & Access Statement, Transport Statement or a Transport Assessment, as explained below.

Transportation Assessment

24. Thresholds for the appropriate type of supporting documentation, an application should be accompanied by, are recommended in: ‘*Travel plans, transport assessments and statements in decision-taking*’⁵. The pre-application process will lead to scoping of the appropriate level of transport assessment.

Future-proofing, Travel Planning & Sustainable Transport

25. The needs of the future should be considered for any development in Oxfordshire. Oxfordshire is undergoing unprecedented levels of development. Where technological solutions and ‘smart thinking’ can overcome the need for residents to concentrate on car-borne traffic then innovative means of achieving this will be encouraged, especially where they are backed with developer contributions. An example, of such an innovation might be car clubs or the provision of real time public transport information to assist with the delivery of a Travel Plan.
26. Walkable neighbourhoods designed around the convenience of the pedestrian and cyclist can help fulfil the ends of sustainable transport.
27. A further example is that estate roads will be expected to be laid out such that the needs of future development are taken into account and evidence based with swept-path analysis. One way of doing this is through the use of turning heads in locations where roads may be extended.

3

<http://www.parliament.uk/business/publications/written-questions-answers-statements/written-statement/Commons/2015-03-25/HCWS488/>

4

<https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/parkingstandardsfornewresidentialdevelopments.pdf>

5

<http://planningguidance.planningportal.gov.uk/blog/guidance/travel-plans-transport-assessments-and-statements-in-decision-taking/>

PREAMBLE

1. Philosophy

- 1.1. *People Before Cars* in the design of layouts for residential developments encapsulates the County Council's main objective for this document, which is to ensure that housing layouts contribute towards encouraging more sustainable travel by minimising the need to use cars particularly for shorter trips to local facilities.
- 1.2. This can be achieved by providing: high quality, safe and direct pedestrian and cycle links to the local facilities. For longer distance trips, where walking and cycling is less likely, it is important that housing layouts provide for access by bus so that people have the option of using public transport.
- 1.3. It embraces **sustainable development** policies contained in both Central (National Planning Policy Framework 2012 - NPPF) and Local Government policies and initiatives and is designed to complement and sit alongside other Design Guidance provided by the Local Planning Authorities in Oxfordshire and the Manual for Streets (See OCC 'Position Statement – On the Application of Contemporary Highway Design Guidance in Oxfordshire' on both volumes of the MfS).
- 1.4. In line with the recommendations of the NPPF, this Guide is designed to avoid the need to make objections to development that may otherwise have a '**severe**' impact and are '**unsustainable**' in nature.
- 1.5. There are specific 'Environmental Guidelines for the Management of Roads in the Chilterns', which apply to the Chilterns Area of Outstanding Natural Beauty in Oxfordshire – see: <http://www.chilternsaonb.org/>.
- 1.6. The emphasis for '**people movement**' can best be described by the following: '**hierarchy of significance**':
 - i. walking
 - ii. cycling
 - iii. public transport
 - iv. private car usage

This will be applied, particularly bearing in mind the needs of people with sensory or mobility difficulties (The Disability Discrimination Act (DDA) & see *Inclusive Mobility* 2002), to achieve safe, convenient and attractive places outside the home that are **sustainable** and economic to provide and maintain.
- 1.7. Every development site is **unique**, and this Guide should enable designers to exploit natural features to the fullest advantage. There are both opportunity and need for the exercise of real design skills, and therefore it is recommended that qualified professional advice is employed in the design of development services.
- 1.8. Whilst, the document includes recommended 'standards' they should **not be considered overly prescriptive** - alternative proposals, which can be shown to satisfy the principles and *Main Objectives* (§2) may well be approved by agreement with the Planning and Highway Authorities.
- 1.9. **Innovation** is to be welcomed, where the principles are clearly demonstrated and achieved - designers should not consider themselves restricted to the 'examples' or 'standards' included in this document.

2. **Main Objectives**

- 2.1. To ensure that housing layouts contribute towards encouraging more sustainable travel by minimising the need to use cars particularly for shorter trips to local facilities.
- 2.2. Provision of quality facilities for pedestrians, cyclists and public transport, particularly bearing in mind users with mobility difficulties, with a view to reducing car usage. However, the need to accommodate vehicle movement and parking will remain and has to be fully considered in the design process.
- 2.3. To help create attractive developments that are enjoyable to live in and safe for all users bearing in mind the '*hierarchy of significance*' (§1.6).
- 2.4. To help create developments that are accessible, legible and convenient to all users, including the Mobility Impaired - includes those with difficulty seeing, hearing, walking, finding their way around, or any combination of all these.
- 2.5. To provide developments designed to emphasise a sense of place and community, with movement networks to enhance these qualities, but with full links with adjacent areas to ensure permeability.
- 2.6. Provision of sufficient non-prescriptive standards to enable more rapid appreciation of the Highway Authority's requirements by developers / Planning Authorities to minimise negotiation times for both layout determination and future adoption.
- 2.7. To secure by design, traffic speeds commensurate with the safety and convenience of all users of the road network. The target speed in such residential areas will be 20mph or less.
- 2.8. To secure an adoptable movement network at a reasonable cost with an extensive design life and low maintenance costs.



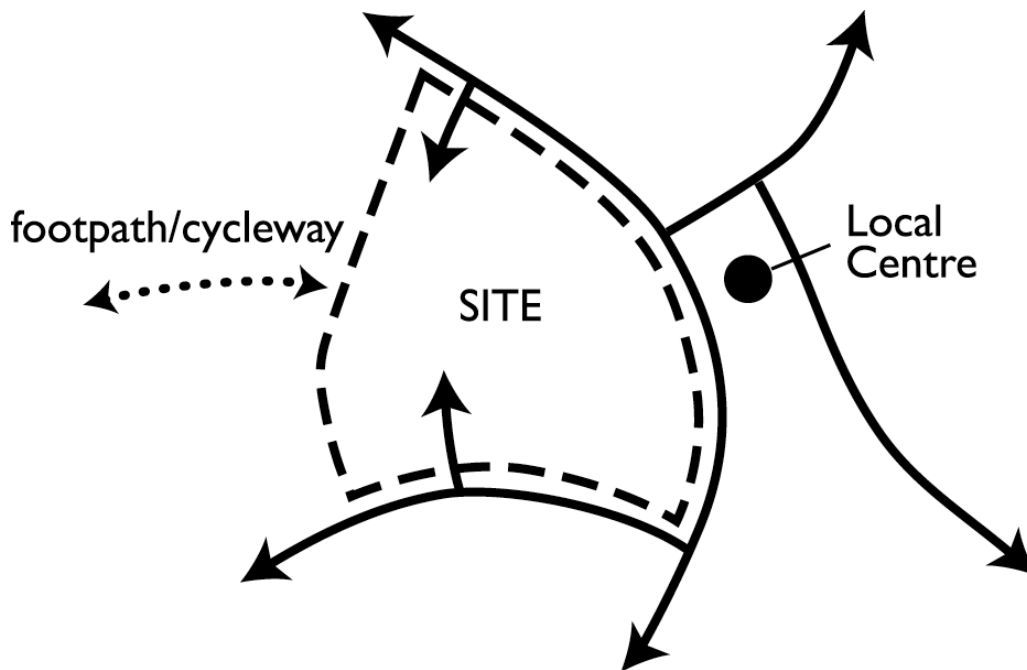
3. **Introduction**

- 3.1. Oxfordshire County Council (as local Highway Authority) has produced this **Second Edition of the Residential Road Design Guide** to aid in understanding the requirements of the Highway Authority for the design of roads, cycle infrastructure, footways etc.
- 3.2. This Design Guide endorses the principles embodied in **Street Design for All** and **Manual for Streets**. Clarity, regarding the Council's attitude to both volumes of the *Manual for Streets* is contained in our Position Statement [[LINK](#)]. This has been informed by the guidance contained in the NPPF.
- 3.3. The Second Edition of the *Residential Road Design Guide* document allows considerable **design flexibility** so it is essential that early consultation with both the Local Planning Authority and the Highway Authority on development proposals is undertaken and that a team approach, involving professionals on both the developers and the Local Authorities sides is used throughout the development process as recommended by the *Manual for Streets*.
- 3.4. The key factors to be taken into account by this 'team' are:
 - i. The nature of the place where development is to occur.
 - ii. How that place relates to its surroundings including movement routes.
 - iii. The framework of development, including the network of spaces and movement patterns.
- 3.5. A **pre-application** process is contained on our website '**Transport for New Developments**' and scoping should be undertaken to determine the extent of supporting documentation considered appropriate for a particular proposed development.
- 3.6. The **movement framework** should ensure that travel by foot, bicycle and public transport have priority, and should take into account:
 - i. Priorities for movement; firstly by foot, also by bicycle, public transport and car.
 - ii. The need of the mobility impaired should receive particular attention.
 - iii. The relationship between movement and all forms of development.
 - iv. The links between new movement routes and existing infrastructure.
- 3.7. As part of the consideration of the **movement network** it is quite possible that requirements for off-site works (e.g. a new junction onto an existing public highway or other transport infrastructure requirements) or indeed contributions for enhancement / provision of public transport may be identified.
- 3.8. In order for these to be formally secured as part of any planning consent ultimately issued, an agreement pursuant to **Section 106** - Town and Country Planning Act 1990 would be required.
- 3.9. In addition to transport related issues such an agreement could also contain other **obligations** of the developer/landowner e.g. education, libraries, contributions, recreational facility provision, future maintenance of public open spaces etc.
- 3.10. The above listing is not any more than for the purposes of example, and bearing in mind the significant cost implications of the obligations for the developer / landowner it is imperative that early consultation enables identification of the requirements at the start in the development process.
- 3.11. Whilst the various following sections of the Guide contain information on standards which the Local Highway Authority consider appropriate, they **should not be slavishly** followed. **Innovation** will be welcomed, where the spirit of the standards are met.

4. **The Movement Framework**

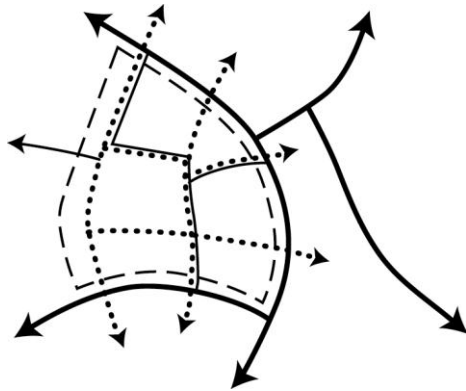
Principles

- 4.1. The Introduction section lays stress on the more sustainable modes of transport and particularly prioritises pedestrian and cycle movement as well as public transport in advance of the needs of the motor car (§1.6).
- 4.2. The need to accommodate vehicle movements and parking will remain, and has to be fully considered in the design process.
- 4.3. A '**Movement Framework**' for new development is that which provides: 'The best way to ensure that travel by foot bicycle and public transport have priority'.
- 4.4. This framework development process is advocated and should take account of (§ 3.6):
 - i. Priorities for movement; firstly by foot, also by bicycle, public transport and car.
 - ii. The needs of the mobility impaired should receive particular attention.
 - iii. The relationship between movement and all forms of development.
 - iv. The links between new movement routes and existing infrastructure.
 - v. Consideration and assessment of the impact the development movements will have on existing infrastructure.
- 4.5. Each of the particular forms of movement will be dealt with in this section in the priority order given above, and principles of good design and practice will be provided for guidance.
- 4.6. The following diagrams illustrate the principles of developing a movement framework:

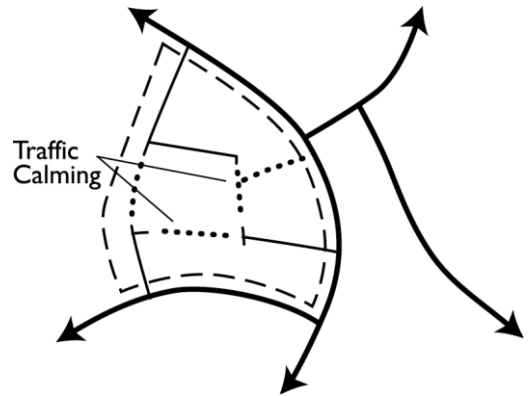


Schematic of New Residential Development Site with Connections to Existing Roads

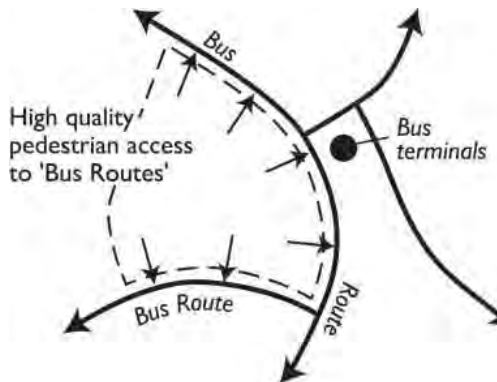
1. Footpath / Cycleway Network



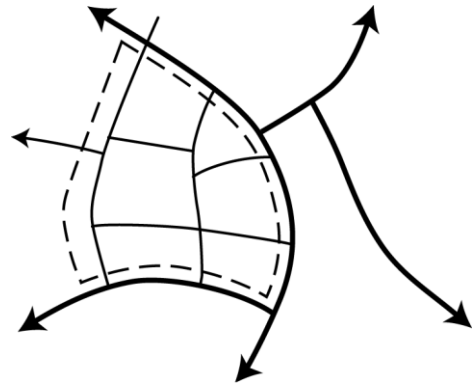
3. Road Network



2. Public Transport Network



4. Complete Movement Network



Walking

- 4.7. Oxfordshire County Council has for many years supported the promotion of walking, as a mode of transport, which is healthy, friendly to the local and global environment, which imposes minimal danger on other road users and which is available to people of all income groups.
- 4.8. National statistics indicate that for short journeys of less than 1.6km (1 mile) walking is the predominant mode of travel. Approximately half of such journeys are under 400m. An important proportion of walking journeys are undertaken by children going to school, which is still the dominant mode in many cases.
- 4.9. The County Council's objectives for this document are to ensure that the needs of pedestrians are fully taken into account in the development control process with a view to increasing the proportion of travel within Oxfordshire is on foot.
- 4.10. These objectives are shared with those outlined in the County Council's Local Transport Plan and Local Strategies. Designers should make themselves familiar with those documents, which will enable them to appreciate how their particular development can 'key into' the overall pedestrian strategy for the County.

Principles for footways / footpaths

- 4.11. Development should be readily permeable, allowing safe, direct and attractive routes for pedestrians, having a clear pattern with distinctive landmarks and with signs displaying the names of all routes including all footpaths and other non-car routes.



- 4.12. Linkages between key areas within and around the development should be encouraged at the outset so that car use should not be generated. The principle of the **walkable neighbourhood** is the key to creating a sociable, sustainable community and a **priority** should be to enable people to have access to local facilities on foot or by bicycle. Ideally, this means a local shop for daily needs within five to eight minutes' walk (400 metres) of home. If possible, there should also be a mixture of shops, businesses and other uses within walking distance.
- 4.13. Pedestrians, in general, prefer to use roads, where the perceived benefits of **personal safety** are greatest. For the most part, therefore, pedestrians will be catered for within the residential roads designed or speed controlled to a maximum of 20mph. Attractive footways will be required alongside link roads and local distributor roads between residential developments whether or not there is a segregated footpath network.
- 4.14. Pedestrian routes should be as direct as possible. Where a **segregated footpath** is provided to create preferential routes, through a residential development or to link to adjacent development areas, they should be as short as possible with good inter-visibility between the ends and be overlooked / open to view.
- 4.15. Routes must be **'user friendly'** in that they should be overlooked by housing and not separated from houses or roads by earth mounds or heavy landscaping, and should encourage social interaction, as well as, provide corridors for movement.
- 4.16. They should be appropriately lit to encourage their use and this applies particularly to strategic routes. This does not apply in **non-lighting areas** or where the rural location dictates lighting would be inappropriate.
- 4.17. Providing **seats** (for at least two people) at 400m intervals along the route will both encourage social interaction and offer rest for the less physically able.
- 4.18. With respect to provision of **street furniture**, particular attention should be paid to the needs of children to have safe and convenient access to schools and play areas.
- 4.19. Positive provision for pedestrians must be made throughout the residential area; by way of footways, footpaths or shared surfaces.
- 4.20. New infrastructure for pedestrians within the site should **link with existing** developments. They might include existing local facilities; such as shops, rail or bus stations, or links to wider strategic networks, such as bridleways or long distance footpath / cycle route systems. It may be appropriate for those local longer distance networks to be connected through the development.
- 4.21. The use of **shared surfaces** should be judicious and take into account safety of users especially those with perceptual impediments.
- 4.22. In general, new footways / footpaths should be provided to the preferred minimum standards recommended by the *Inclusive Mobility* (2002), unless very exceptional physical constraints apply, which are not practically surmountable.
- 4.23. Oxfordshire County Council is committed to the goal of **accessible environments**. Recent legislation (Disability Discrimination Act) has served to reinforce both the moral and legal argument for ensuring that people with disabilities are not disadvantaged as a consequence of the physical environment.

Buildings, spaces and materials all help orientate people on foot.



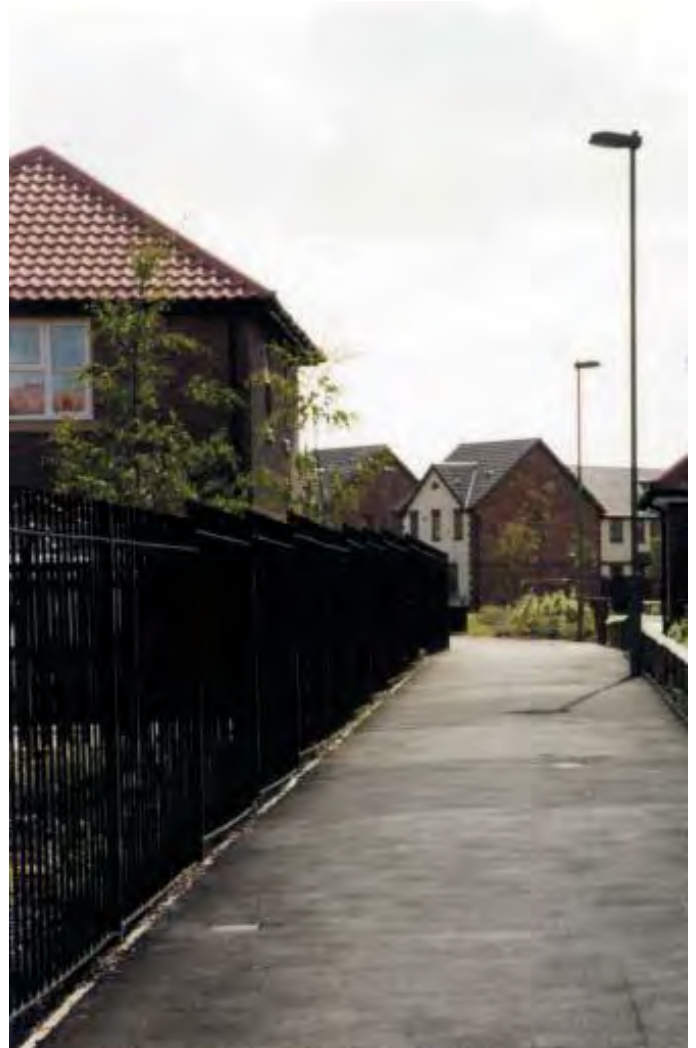
Footpaths should lead where people want to go, rather than follow a preconceived geometry.



Dropped kerbs at crossing places, together with tactile surfaces, should be an integral part of all road and footpath layouts.



Footpaths in new development should be positive, direct and barrier free.



Where space permits, footways can be separated from the road. They should always be overlooked and well connected.



Cycling

- 4.24. Oxfordshire County Council has and continues to support the promotion of cycling. This Design Guide seeks to ensure that development proposals properly cater for the targeted increases in cycle usage within the National Cycling Strategy (NCS). As part of the Local Transport Plan 4 there is a cycling strategy, which should be referred to for the Council's overview.
- 4.25. Cycle routes in developments should meet the same basic criteria of directness, safety, attractiveness, comfort and legibility as pedestrian routes.
- 4.26. Cycle linkages between key areas, within the development and around it should be encouraged at the outset. This is particularly important for school access.
- 4.27. Cyclists generally fall into two categories:
- i. **Confident/experienced cyclists** for whom directness and speed are priorities, and
 - ii. Those who are **less-confident** and experienced who give safety a higher priority, even if that involves a longer (time / distance) journey.
- 4.28. Their needs can be met in different ways:
- i. For **confident** cyclists - Providing straightforward cycle facilities (normally cycle lanes) on main roads together with advance stop lines and coloured surfacing.
 - ii. For **less-confident** - Creating a predominantly minor road or off-road network.
- 4.29. In the context of new residential development the provision of a predominantly minor road or off-road cycle network is likely to be the major task. Provision for cyclists should also be made on the main road network in order to meet the demand for cycle trips from the new development.
- 4.30. Both experienced and novice cyclists, in general, prefer to use roads, where the perceived benefits of personal safety are greatest. For the most part, therefore, cyclists will be catered for on the roads designed or speed controlled to a **maximum of 30mph**. Shared use footways / cycle-ways will be required adjacent to local distributor roads between residential developments, where the speed limit is 40 mph or more. Nonetheless, it should be expected that experienced cyclists will prefer to cycle on the carriageway.
- 4.31. Short links of cycleway between roads will provide **shorter preferential routes** encouraging cycle usage. There should be good inter-visibility between the ends and they should be overlooked / open to view from nearby housing. They should never be separated from houses on roads by earth-mounds or heavy landscaping. They should be lit, particularly where the routes are strategic (except in areas where no lighting is provided for environmental reasons).
- 4.32. Particular attention should be paid to the needs of **children** to have safe and convenient access to schools and play areas.
- 4.33. New **infrastructure for cyclists** within the site should link with existing developments, such as: shops, rail or bus stations, or links to wider strategic networks such as National Cycle routes, bridleways or long distance footpath/cycle route systems. These longer distance networks may need to be connected through the development with appropriate additional **signage** (without creating excessive clutter).
- 4.34. **Segregated footways** and cycle-ways will be more appropriate where more significant traffic routes are part of the development. They should be separated from the carriageway by verges.

- 4.35. In planning for pedestrians and cyclists the Council will be guided by the underlying **principle** that carriageways should be made safe for cycling and pavements should be for pedestrians. However, this does not imply a policy of no new shared-use cycle routes. Indeed in new developments, particularly housing, it may well be appropriate to create shared use facilities, which can achieve the necessary spatial and visibility criteria.
- 4.36. Where **strategic cycle routes** cross roads of category 3 or below, the cycle route will always be given priority and must be signed and accommodated on a raised crossing of the carriageway to act as a **speed restraint** on the road. For crossings of some higher category roads dropped crossings of the footway will be appropriate and staggered barriers provided on the cycle route to ensure that approach speeds are constrained. In other cases the cycle route will need to be given a higher degree of priority, possibly involving signal controlled crossings.
- 4.37. **Cycle parking provision** at both ends of the journey is essential, at the home end, this should be demonstrably provided within the dwelling curtilage, at the destination end it should be provided in accordance with the County Council's **Cycle Parking Standards** (§4.42). It should be sited closer to the entrance of the destination than the car parking, sheltered, lit at night and overlooked for security purposes.

Layout Criteria

- 4.38. The following table gives the normal and absolute minimum widths to be achieved in providing new cycle tracks, or other cycle facilities remote from the carriageway:

Cycle Lane Widths	Normal Minimum		Absolute Minimum	
	(Shared track)		(Shared track)	
UNSEGREGATED FACILITIES	(Shared track)		(Shared track)	
Unbounded*, rural, flows of pedestrians and cycles both below 100p.h.	2.5		1.8	
Unbounded*, urban or with either pedestrian or cycle flows of 100p.h or higher.	3.0		2.0	
SEGREGATED FACILITIES	Pedestrians	Cycles	Pedestrians	Cycles
Unbounded*, "soft" segregating (i.e. white line, colour contrast or surface contrast only), flows of pedestrians and cycles both below 100p.h.	1.5	1.5	1.3	1.5
Unbounded*, "hard" segregation (i.e. verge, up-stand, kerb or barrier), flows of pedestrians and cycles both below 100p.h.	1.5 (2.0 normal)	2.0	1.5	1.5
Unbounded*, soft or hard segregation, flows or pedestrians over 100p.h.	2.0	2.0	2.0	2.0
Unbounded*, soft or hard segregation, flows of cycles over 100p.h.	2.0	3.0	2.0	3.0
* 'Unbounded' means: not enclosed by physical boundaries. This applies except in the case of an up-stand, kerb or barrier, which forms the segregation between a footpath/footway and a cycle track or other cycle facility, an extra 0.25m should be added to the width of any portion of footpath / footway or cycle track (or other cycle facility) for each side of that width, which is bounded by a wall, fence, barrier, or (in the case of a cycle track or other cycle facility) any vertical up-stand of more than 0.1m. Hence, for an unsegregated facility bounded by walls on both sides, it will be necessary to add 0.5m to the relevant widths. Preferred standard will always apply in new developments.				

- 4.39. In all cases where a pedestrian / cycle route meets a highway, footway or another pedestrian/cycle route, **2m x 2m** sight splays are required.
- 4.40. Where a **cycle route crosses** a road type 1 or 2 a dropped kerb and tactile paving is necessary at the road crossing, together with a staggered barrier (or similar) arrangement to persuade cyclists to slow up and dismount if necessary. If peak hour two-way traffic flows exceed moderate (e.g. 500vph) a signal controlled crossing will be necessary. Special arrangements may apply, where the cycle route is part of a strategic route or is of significant importance.
- 4.41. **Oxfordshire County Council is committed to the goal of accessible environments. Recent legislation has served to reinforce both the moral and legal argument for ensuring that people with disabilities are not disadvantaged as a consequence of the physical environment. Developers will be expected to follow the Council's best practice guidance by referring to internal guidance notes and client requirement notes.**

Cycle Parking Standards

- 4.42. The County Council's approved standards for residential development are:

	Cycle Parking Standards	Residential
	Resident	1 bed - 1 space; 2+ beds - 2 spaces.
	Visitor	1 stand per 2 units where more than 4 units.
Notes		
1	Garages should be designed to allow space for car plus storage of cycles in line with the District Council's design guides where appropriate (most specify 6m X 3m).	
2	1 stand = 2 spaces: The number of stands to be provided from the calculations to be rounded upwards. The preferred stand is of the 'Sheffield' type.	
3	All cycle parking facilities to be secure and located in convenient positions.	
4	Oxford City Council has a separate standard to reflect high cycle usage in the city.	
5	Residential visitor parking should be provided as communal parking at convenient and appropriate locations throughout the development.	

- 4.43. The County Council encourages the use of covered facilities for long-stay / staff cycle parking.

Public Transport

- 4.44. Minimising the use of the private car is central to Oxfordshire County Council's transport policies. Provision of **quality bus services** is fundamental to this, particularly for trips that cannot reasonably be undertaken on foot or by bicycle. The Council is committed to the development of a countywide network of high quality, high frequency **Premium Bus Routes**.
- 4.45. This network will be supplemented by a pattern of services linking larger centres of population and providing interchange with the Premium Routes, these operating at generally hourly frequency during the working day.

- 4.46. In the more rural areas of the County, the pattern of service provision is likely to be more diverse, but will feed into the Premium Route and lower frequency services at a number of interchanges.
- 4.47. All new residential development will be expected to make an **appropriate contribution** to the development of the countywide bus network, both through the physical infrastructure – e.g. highway measures and bus stop infrastructure - and through service provision.
- 4.48. There is a presumption that no development involving more than **50 Dwellings** will be approved unless it can be served by at least an hourly daytime bus service. In the context of this Guide, it should be noted that bus services could be operated by a variety of vehicles, including **minibuses and taxi-buses**.
- 4.49. It is essential that the availability of bus services should be discussed at the very earliest stages of a development, and it will be essential that developers should discuss with bus operators and Oxfordshire County Council Public Transport Development Team the type and extent of service that can be provided. The County Council can supply information on the location of Premium Routes and the hourly second-tier service networks already agreed for development.
- 4.50. If the residential development can be served by one of these routes, the developer will be expected to make an appropriate contribution to the development of this route. If it is not located on any such route, the developer will be expected to ensure that an appropriate bus service is introduced and operated specifically to serve their development.
- 4.51. As the availability and **routing of bus services** will be an important consideration in designing the layout of the road network within the site (and potentially beyond) an early appreciation of the proposed service is essential. Since 4,000 people are normally needed to support the costs of just one additional bus, developers should normally assume that the service to their development will need to serve other places too. Therefore they must:
- i. Consider how existing routes might be amended or extended to provide an attractive service to their development (without withdrawing services from existing users of the route or significantly increasing their journey times). This may require new road links or other works, e.g. bus only links.
 - ii. Ensure that the road layout will permit easy extension of the service to other places beyond the development in due course.
- 4.52. **Bus services** must be fast and direct to be attractive. A route for buses, through a significant development must, therefore, be provided, which serves all of the housing without doubling back or making a significant deviation from a straight line. Where there is a possibility, now or in the future, of traffic queues along the bus route - for example where traffic from the development joins the existing road network - appropriate priorities or alternative bus-only links should be provided.
- 4.53. As a general rule, the route for buses should be shorter than the equivalent route for general traffic; it should never be longer.
- 4.54. To ensure that all houses in the development are within 400m of a bus stop, it will generally be desirable to route buses through the middle of the development. Bus routes on peripheral roads are undesirable, since this halves the catchment population and makes viability difficult to achieve. Consideration should be given in laying out the development to provide easy access to buses; for example by increasing density closer to bus stops and by focusing the **walking network** on bus stops.



- 4.55. Any **shops** and other facilities intended to have a purely local catchment need not normally be accessed by bus, and therefore need not necessarily be located adjacent to the bus route; however, adjacent bus stops are necessary for any facility, such as a doctor's surgery, that is expected to serve a wider catchment area.
- 4.56. **Small developments** - or larger developments whilst only part-completed - may be wholly within 400 metres of an existing off-site bus route. In such cases, it is preferable to serve the site from the existing route rather than a diversion which adds to journey time for existing bus users. In such cases, a direct high quality pedestrian route from the development to bus stop will be needed, plus additions to facilities – including, possibly a pedestrian crossing and shelter - at the stop itself. A subsidy for maintaining or enhancing the bus service may also be required from the developer.
- 4.57. It is absolutely vital that a bus service should be available within the development at the **very earliest possible stage** within the construction phase of the development in order that the potential for generating the 'habit' of using public transport can be realised. The bus service must be in place before 50 dwellings are occupied, but will need to be planned well before this.
- 4.58. Stops should normally be **equipped** with a suitable shelter, seats, post with flag, information board, timetable case and litterbin, all to the satisfaction of the Highway Authority. Shelters will normally be lit and equipped with a real-time information display, as required by the Highway Authority.
- 4.59. Safe and convenient locations for passengers to cross the road must be provided adjacent to each stop. An adequate height of kerbing will be generally required at the stop, to provide level access boarding on to the vehicle.
- 4.60. The layout of development roads should be designed to facilitate efficient bus operation at all stages of the development. This may include bus only links, bus gates and other bus priority measures as appropriate. Bus boarders or kerb build-outs designed to block the road for cars when the bus is present may also be an appropriate element of a traffic calming regime and to assist passenger boarding. There should be a presumption against any traffic calming involving vertical deflections on any prospective bus route. In general, bus laybys are not acceptable.
- 4.61. Generally the provision of a bus service at the very early stages of development will involve **subsidy** for the service for which the developer will bear financial responsibility. The developer must also ensure the provision of a smooth running surface and indemnify the bus operator prior to adoption of the road. A usable route for buses would need to be in place at an early stage of construction and maintained throughout the construction period.
- 4.62. **Bus stops** on opposite sides should be staggered tail to tail subject to other visibility and road safety considerations and proximity to domestic property and windows.
- 4.63. Generally, bus routes require a **minimum carriageway width** of 6.5 metres. However, some reduction in width, for example over a short distance, may be permissible in special circumstances.
- 4.64. Where there is an expectation that bus services may terminate or vehicles may need to layover between services, appropriate standing space - (possibly in a lay-by) - and sufficient space allowing vehicles to turn safely will be required.
- Road Network Principles**
- 4.65. As a pre-requisite to design of any road network it is essential that advice is taken on matters related to:



- i. Provision for services - from local offices of the public utilities and telecommunications industries;
 - ii. The provision of public transport services - from the Public Transport Group and bus operators;
 - iii. Crime prevention measures - from local police crime prevention or architectural liaison officer (**PALO**);
 - iv. The appropriate use of trees and shrubs - from sources such as landscape architects etc., including relevant officers at both the Highway Authority and Local Planning Authority;
 - v. Access for emergency services - police, fire service and ambulance services.
- 4.66. To achieve the benefit of **permeability**, there should be a tendency to construct networks from linked roads rather than *cul de sac*, which should be limited in number and restricted to those parts of a site, which cannot be otherwise served.
- 4.67. Within new residential areas, vehicular movement should be safe, convenient, secure and pleasant - but vehicular access must be provided in a way that is consistent with an attractive environment and the needs of pedestrians and cyclists who share the same space, 20 mph or less, will be the design speed in these areas.
- 4.68. **Through-traffic** should be excluded from residential areas by design, and the layout and attractiveness of the overall environment should be such as, to discourage the use of the car for local trips and encourage walking and cycling.
- 4.69. To achieve these aims, the environmental requirements of the living space, which should be defined by the basic layout of spaces at the **Development Brief / framework** stage, should determine the width and desired speed and hence the alignment of the road.
- 4.70. In essence this means that the character and environmental qualities of the space take precedence over the speed and volume of traffic to be carried by the road serving it.
- 4.71. The management of traffic speed and movement in residential areas in this way should ensure a corresponding benefit to **safety** and thus enhance environmental quality for pedestrians and cyclists.
- 4.72. In order to achieve these objectives it is suggested that all new residential developments should be divided into elements of no more than **700 dwellings**.
- 4.73. Each of these elements, and any new development of less than 700 dwellings, can then be served by roads with a design speed of 30 kph (20 mph) or less.
- 4.74. Within such areas there will be parts of the **residential network** where it is desirable to ensure traffic speeds at very low levels. In such areas shared use surfaces incorporating access ways may be used with a design speed of 30 kph (20 mph).
- 4.75. Residential networks should be designed with the objective that it is not necessary to drive more than a quarter of a mile (400m) through the network before reaching a higher capacity road offering a more direct route out. In addition the network should ensure that no part is more than 1 km from a 30 mph (50 kph) link road, which connects groups of 700 dwelling residential areas (see diagrams below).
- 4.76. In order to restrict speed it is preferable to use changes of horizontal alignment (i.e. bends), rather than physical obstruction, such as speed humps, chicanes etc., which should only be used where straight sections of road are required for urban design reasons.
- 4.77. The following **Road Types** table and descriptions contain a number of adoptable road types, which comply with the objectives outlined above - however, it is open to



applicants/designers to propose other solutions which achieve the same purposes, which will be considered on their merits.

- 4.78. Within larger residential areas non-residential uses e.g. schools, churches, shops, Community Halls and small businesses may be located within a 20mph (30kph) zone - they must be served by a type 3 road as above.
- 4.79. Where businesses are of a size serviced regularly by vehicles >7.5T e.g. a supermarket, then service access must be from a type 2 road. (A vehicle exceeding 7.5T must carry an HGV plate).
- 4.80. **Schools** should not be located on a *cul-de-sac* road, and as discussed in earlier advice high quality pedestrian and cycle access to schools is vital. The level of car parking provision at the school should also have regard to any additional uses to which the buildings might be put e.g. evening events, sports facility usage etc.
- 4.81. **Parking for normal school day use** should be for operational use only and not available for parents bringing children to and from school, although the possible effects of parents dropping off and picking up children should be part of the design consideration.
- 4.82. **Dual use of hard surfaced areas**, such as playground for parking at evening/weekends could offer an appropriate solution. The ability to secure off road parking for at least one 50-seater coach should (if possible) be secured at the school site along with secure cycle parking (§4.42).



TECHNICAL

5. Road Types

- 5.1. The following table outlines some different road types within residential developments, their characteristics and where they should be used. This list is not exhaustive and innovation is encouraged.
- 5.2. If necessary further information is available on request regarding these suggested road types. See next Chapter for some further information on road alignments etc.

Road Description	Max. recommended Number of Dwellings*	Design Speed	Carriageway & Footway Details**	Description and Comments
Local Distributor	n/a	50kph (30mph)	7.3m 2 X 2m footways	Multipurpose local road, generally forming part of local County network. Collected frontage access in forward gear only.
Link Road	n/a	50kph (30mph)	6.75m 2 X 2m footways	Links residential elements and accommodates regular non-residential uses. Frontage access in forward gear only. Min 3m verges required.
Major Access Road	700 400 link or loop 200 cul-de-sac	30kph (20mph)	6.75m 5.5m 2 X 1.8 footways.	Direct access in or out of a residential area may serve non-residential uses regularly accessed by vehicles <7.5T (a plated HGV). If a bus route 6.75m carriageway required.
Minor Access Road	200 link or loop 100 cul-de-sac	30kph (20mph)	5m (5.5m for first 12m) 2 X 1.8m footways.	No access restrictions. Special surface finish.
Access Way	50 link or loop 25 cul-de-sac	30kph (20mph)	4.8m 2 X 1.5m.	No access restrictions. Special surface finish.
Access Lane	50 link or loop 25 cul-de-sac	30kph (20mph)	6.0 m overall 4.2m vehicle 1.8m pedestrian over- runnable or 2 x 1m where kerb height is < 25mm.	Specifically designed for rural access. Pedestrian margin over- runnable.
Mews	25 cul-de-sac	30kph (20mph)	6.0m overall 4.8 vehicle tracked route. Pedestrian safe area to be considered by design	Urban form. Special surface finish. Special junction criterion.
Residential Square	Defined by space enclosed	As host road	4.8m tracked vehicle way.	Urban form. Ramped approaches to tabled area. Special surface finish. Central feature for driver orientation.

* Number of residential units is guidance only as to hierarchy road hierarchy. Other factors may produce a demand for a higher category street.

** The widths given are minimums for the road description and additional width may be required for adoptable roads.

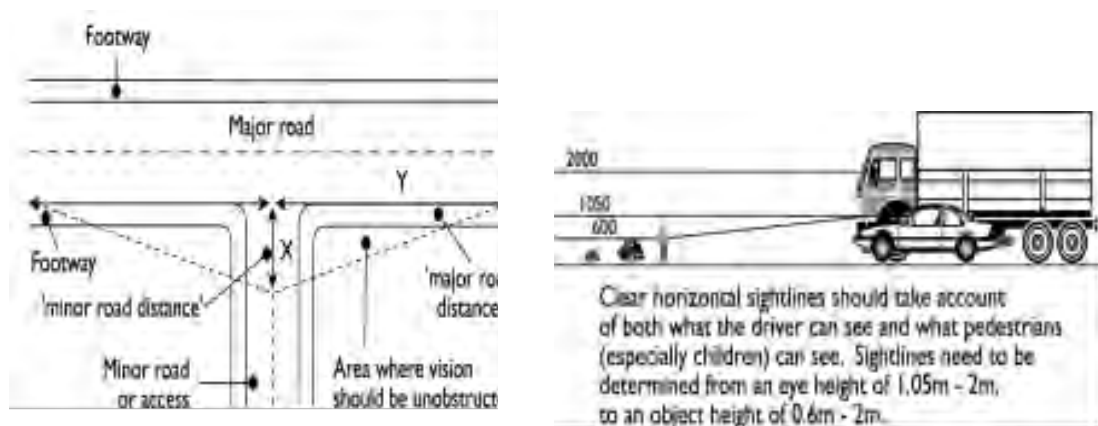
6. Technical Support Data

Junction Design and Sight Lines

- 6.1. Street junctions, within a residential development should be considered as integral part of the overall layout, requiring careful consideration.
- 6.2. One of the main requirements of a street junction, within a residential development, is to provide for pedestrian crossing on a direct desire line. This requires either:
 - i. The junction radii should be kept to a minimum (1.0m max radius). Large vehicles will have to use the offside running lane to complete the left turn without the rear wheels mounting the kerb. Vehicle tracking drawings should be provided to ensure this is possible. The small kerb radius at the junction has several advantages. In addition to providing for direct pedestrian crossing, vehicle speeds are reduced to 10 mph - 15 mph which reduces the likelihood of vehicle- cycle conflicts.Or
 - ii. Larger radii may be used for the junction but the footways are built out at the corners. These junctions should be combined with a speed table at the junction. The actual treatment of junctions will be on a case by case assessment that best suits the overall design of the development. However, in all cases tactile paving should be provided to assist the blind and partially sighted.
- 6.3. Generally, overrun areas should be avoided, although there may be occasions when these are acceptable. Bringing the carriageway up flush with the footway level at the junction at busy crossings should be considered at all junctions as it implies priority to pedestrians.

Visibility at Junctions

- 6.4. Visibility at junctions is defined by means of the 'X'-distance and 'Y'-distance shown on the following diagram.
- 6.5. The sightlines should take account of what the driver can see and what pedestrians (particularly children) can see – hence they should be determined from a drivers eye height of 1.05-2.0m and an object height of 0.6-2m.



- 6.6. An 'X'-distance of 2.4m is normally required but in certain circumstances (e.g. lightly trafficked, slow speed street) 2.0m may be acceptable. Agreement should be sought with the Highway Authority at an early stage for this dispensation.

6.7. Speed surveys should be carried out to determine actual road speeds rather than posted Speed Limit Orders. The following table provides the default required sightlines unless the standards of other guidance can be shown to be appropriate to context.

Table of Required Sightline ('Y')-Distance for Speed on Through Road

Kph	30	40	50	60	70	85	100	120
Mph	19	25	31	37	43	53	62	75
SSD (m)	33	45	70	90	120	160	215	295

Speed Restraint and Forward Visibility

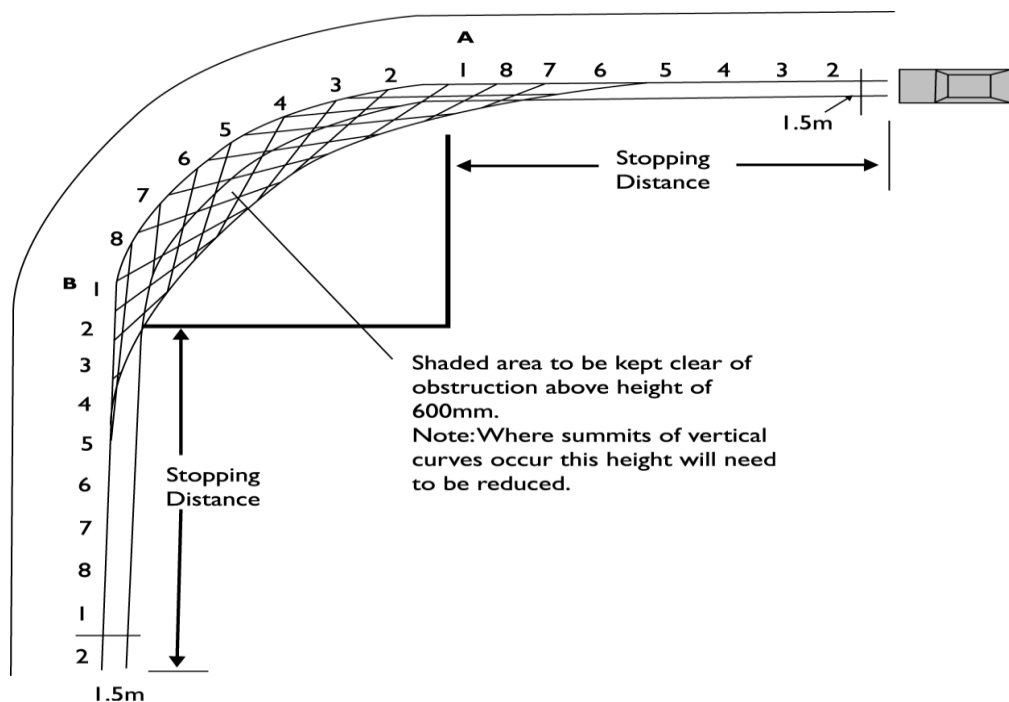
6.8. One of the key design aims should be to reduce speeds within the development to 20mph. Generally speed can be restrained by limiting straight or uninterrupted lengths of street to less than 70m. Other features which can be introduced to control speeds are listed below:

- i. Physical features, involving vertical or horizontal deflection. However, speed humps should be considered only as a last resort and other measures should be given preference.
- ii. Changes in priority at junctions can help to produce a reduction in speed and roundabouts are particularly effective in this respect.
- iii. Street dimensions. In addition, to the width between buildings influencing driver speed, keeping lengths of street between junctions short should also be a key design element.
- iv. Limiting forward visibility has a major influence on speed – refer to table below.
- v. Providing appropriate street features such as on street parking, obstructions in the street, edge marking that visually narrow the carriageway and changes in texture or colour can be part of the tool box of measures. All these features give a psychological message, which encourages drivers to reduce their speed.

6.9. Limiting forward visibility should be used to control speeds within the development and this should be given priority in formulating layouts. The following table gives the forward stopping sight distance required for given speeds.

Table of Required Forward Visibility Distance for Speed on Through Road

Kph	16	20	24	25	30	32	40	45	48	50	60
Mph	10	12	15	16	19	20	25	28	30	31	37
SSD (m)	9	12	15	16	20	22	31	36	40	43	56



- 6.10. All new residential developments containing an adoptable highway network will be expected to form part of a 20mph (30kph) zone. Residential developments, which have streets not offered for adoption, will not be excepted from the imposition of the principles outlined in this document.
- 6.11. Speed restraint measures should be used throughout the 20mph zone and no warning signs are required within the zone. Signs (in accordance with Traffic Advisory Leaflet 2/93) and an entrance gateway are, however, required to indicate to drivers that they are entering the zone.
- 6.12. It is essential that the designer appreciates that speed restraint is not just a matter of using the engineering features, described in this section. A driver's perception of a safe speed is also materially affected by the spacing, form and proximity of the buildings served by the road, in addition to the surface materials used and the effective use of hard and soft landscaping. A composite design will be called for, which must be agreed at an early stage by both Planning and Highway Authorities.

Number of Access points

- 6.13. A minimum of two access points from the surrounding highway network should be provided where the number of dwellings exceeds 500 units.

Emergency Access

- 6.14. If more than 150 dwellings and less than 500 dwellings are served by a single access an emergency access should be provided. This may take the form of an uprated cycle track or a reinforced grass area. The details must be agreed with the Highway Authority.

Access for Servicing

- 6.15. Refuse vehicles must be able to reach refuse collection within 25m for single domestic refuse bin or 5m for larger communal (shared) bins. Developers proposals should show the location of the refuse storage and ensure by means of vehicle tracking plots that refuse vehicles can access the location without reversing.
- 6.16. It is common in recently built developments to see refuse bins left on street mainly because there is no suitable place within the cartilage of the property to store them. Developers should therefore give consideration where residents will store bins and avoid the need to keep bins on street for convenience.

Access for Fire Tenders

- 6.17. Building Regulations require access for fire tenders to a point no further than 45m from all parts of the ground floor of any residential building. Any road or private drive being part of that access must be no less than 3.7m wide between kerbs (3.1m minimum for a gateway or similar short narrowing), and should have a minimum centre line radius of 6.6m (or 7.8 between walls) and headroom of 3.7m.
- 6.18. The access (including manholes etc.) should have a carrying capacity of a 12.5 tonne vehicle (bridges etc. should have a minimum carrying capacity of 17 tonnes).
- 6.19. A cul-de-sac longer than 20m must have a turning area suitable to enable a fire tender to carry-out a three point turn.
- 6.20. Where there are flats of more than four storeys there are additional access requirements, about which, the local Building Control Authority / Building Regulations should be consulted.



Gateways

- 6.21. A gateway feature is required at each entrance to a 20mph zone - its main purpose is to provide a visual indication to drivers that they are entering a special area, where they must act to control their speed and give greater priority to more vulnerable road users.
- 6.22. The gateway feature, may consist of a 'pinch point' of buildings or walls at the entrance or of a physical gateway structure, either arching across the road or a pair of substantial piers close to the carriageway.
- 6.23. The footway may pass through the gateway, though preferably it should go round it, so as not to dilute the 'narrowing effect' being sought.
- 6.24. Physical gateway structures should be designed to withstand vehicular impact and should provide a headroom to be agreed with the Highway Authority / Planning Authority representatives (a headroom of 4.2m is the minimum likely to be required). The developer will be required to accompany his design submission for the gateway with an independent **road safety audit**.
- 6.25. Structures over the highway need to be licensed, and this issue should be discussed with the Highway Authority representatives at an early stage in the gateway design.
- 6.26. Formal arrangements will need to be made for the future maintenance of the gateway structure. In the event that the developer / purchaser wishes to pass that liability to a public authority, then, dependent upon the form of the gateway, it may be that District, Town or Parish Council or the Highway Authority could adopt - but in each of the above options a commuted maintenance sum will be required.



Changes in Horizontal Alignment

- 6.27. These should be generally be tighter than the minimum centre line radius specified below, down to a minimum centre line bend radius of 7.5m. The deflection angle should be greater than 45° and a mountable shoulder may be required to enable larger vehicles to overrun, although this should be avoided if possible.

C/Way width (m)	Minimum CL Radius (m)
5.0-6.75	20
4.1-4.8	13.6

Carriageway Widening on Curves

6.28. As a general guide, it is suggested that carriageway widening is normally needed to the following extent on bends curving through more than 10 degrees along roads serving over 25 dwellings

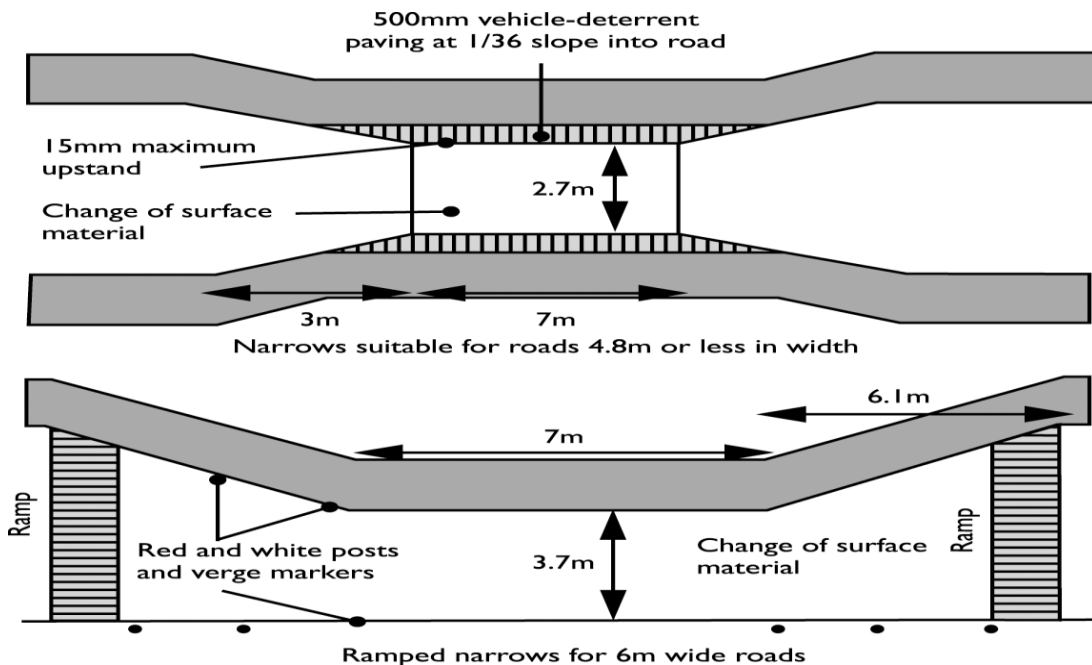
Centre line radius (m)	20	30	40	50	60
Min. widening (m)	0.60	0.40	0.35	0.20	0.15

6.29. However, the need for widening may vary according to the amount of traffic on the road and may also be influenced by the amount of forward visibility provided between passing places on each side of the bend.

6.30. On very lightly trafficked roads, the chances of two large service vehicles, such as pantechnicons or buses needing to pass on the bend must be sufficiently remote to make widening unnecessary. Similarly, where adequate forward visibility is provided between oncoming vehicles it will be possible for large vehicles to wait until the bend is clear and to use part of the opposite lane when turning. Even with a 15 m outer curve radius a pantechnicon can turn on a 5.5 m carriageway without any widening and without using the whole of the carriageway width.

Changes in Horizontal Alignment - Narrowings

6.31. Drivers will wait for oncoming traffic to pass at narrowing of the carriageway to 2.7m over a length not exceeding 7 metres. A 500mm wide mountable shoulder either side will enable service vehicles to negotiate this layout. This type of measure is not appropriate for shared surfaces. Mountable shoulders should always be designed with slope and surface finish to discourage parking on them. This form of speed constraint is also suitable as an element of the measures, with a raised table at footway/cycleway crossings of a carriageway.



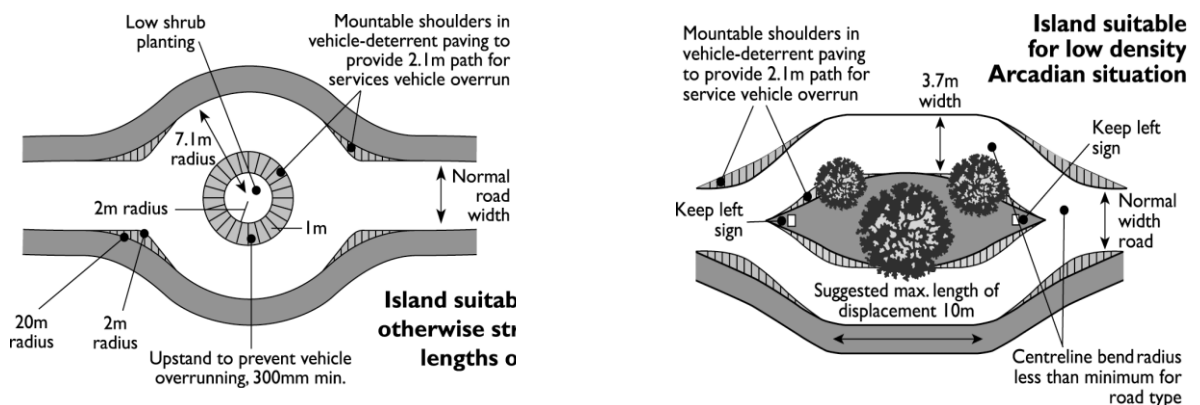


Changes in Horizontal Alignment – Chicanes

- 6.32. To achieve effective restraint the lateral displacement of the running lane must be at least 2m over a length no greater than 10m. The carriageway width at entrance and exit of the chicane may be reduced to 2m, but a mountable shoulder may be necessary to provide a 3.1m wide path for service vehicles. This measure is not suitable for shared surfaces.

Changes in Horizontal Alignment – Islands

- 6.33. Whilst the island may be any shape subject to the minimum dimensions given in the diagrams below, a lateral displacement of the running lane by at least 2m must be achieved. Mountable shoulders may be used to enable the passage of service vehicles, but the centre of the island should not be over-runnable by any type of vehicle. This layout type is not suitable for shared surfaces.
- 6.34. N.B For islands to accommodate tree planting a minimum width of 3m will be required.



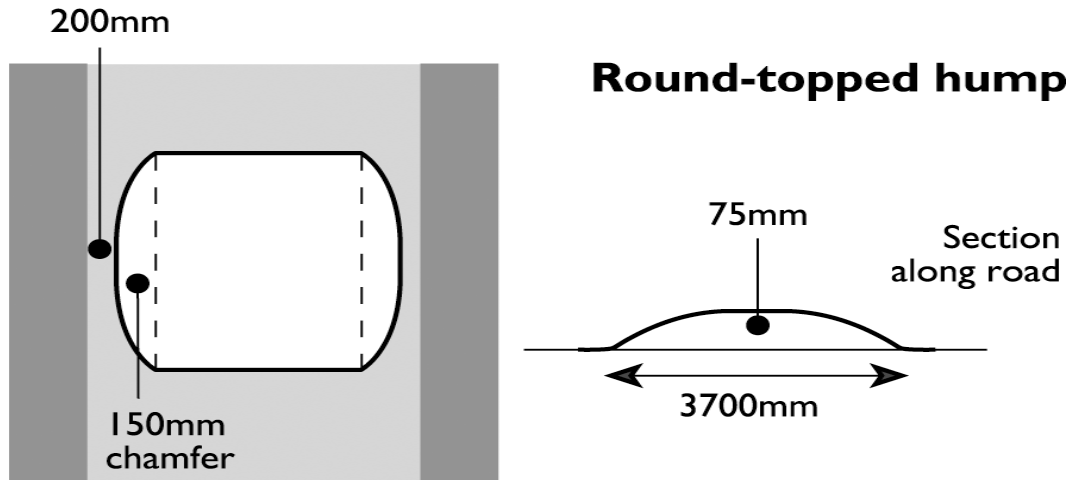
Road Markings

- 6.35. Centre line markings are not required in new developments and there is some evidence that the lack of them helps reduce vehicle speeds. There is also normally no requirement for other road markings, within the development, except at the access junctions onto the

existing highway network. The developer should confirm with the Highway Authority at an early stage where road markings are required.

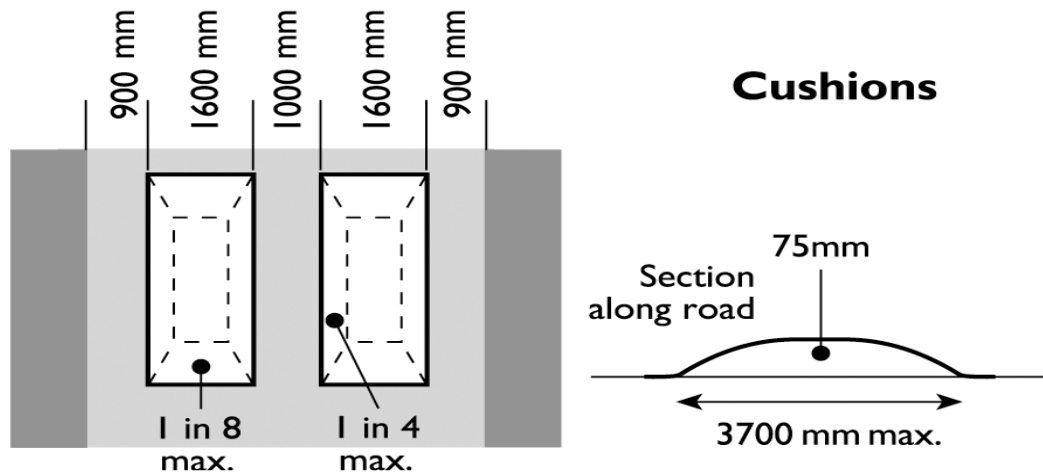
Changes in Vertical Alignment - Humps

- 6.36. Round topped humps should be 75mm high and no longer than 3.7m. They are not appropriate for shared surfaces, nor generally with carriageway widths of 6.0m or greater.



Changes in Vertical Alignment – Cushions

- 6.37. Where the carriageway width is 6.0m or more and is likely to be used as a 'bus route', and will also carry emergency services, speed cushions should, therefore, be used rather than humps.

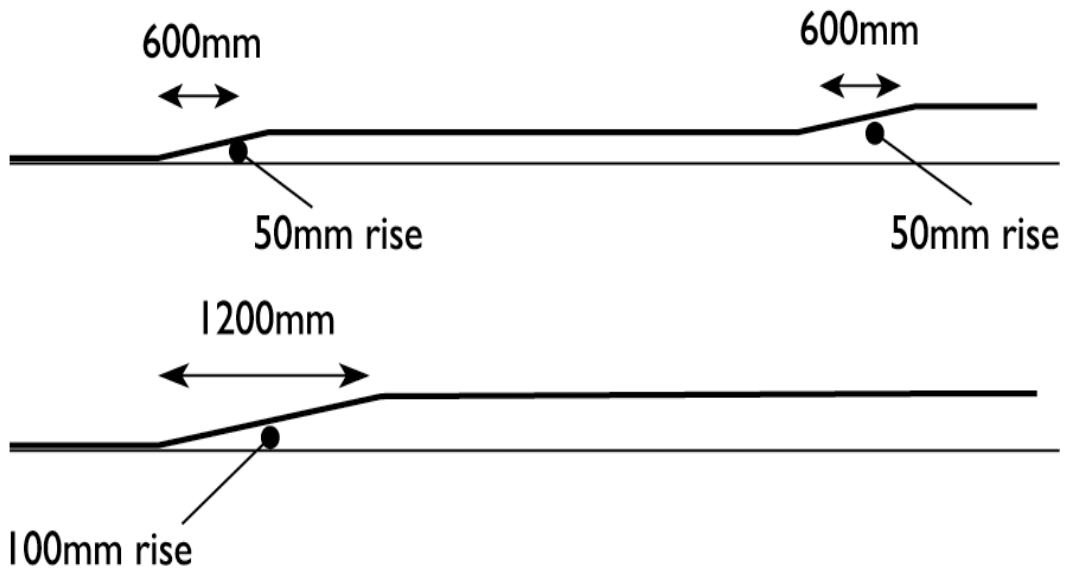


- 6.38. They are specially designed to allow the wheels of buses and wide wheelbase vehicles to pass either side of the raised area – but cars have to negotiate the humps. They should be constructed in pairs to the dimensions given in the diagram below.

Changes in Vertical Alignment – Ramps

- 6.39. Single ramps with a rise of 100mm over 1200mm or successive ramps of 50mm rise over 600mm are particularly appropriate at the entrance to shared surfaces or within them.

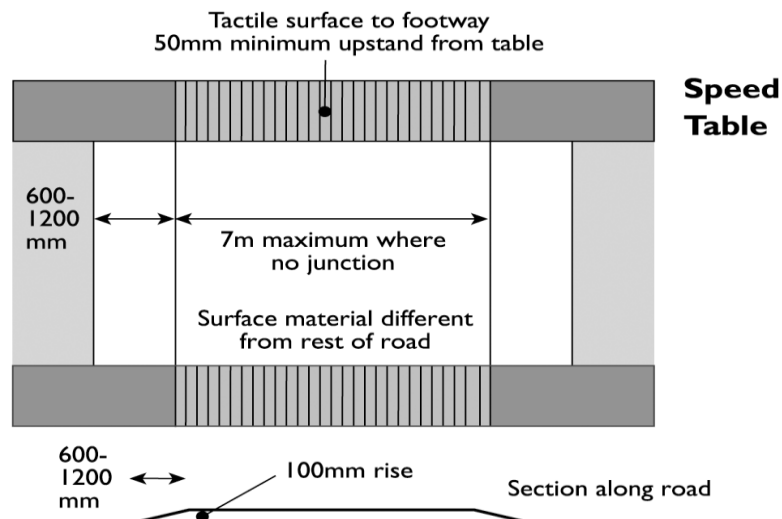
Successive 50mm ramps for shared surfaces



Single 100mm ramp for shared surfaces

Changes in Vertical Alignment - Speed Tables

- 6.40. Whilst, this particular layout is seen as a 'last resort' for solely speed restraint purposes, it is however, particularly appropriate to serve as a means of highlighting a crossing of the carriageway by a cycle and/or pedestrian route. They will need to be 'reinforced' with other hard and/or soft landscaping features and with appropriate signing where the pedestrians/cyclists have 'right of way' (the preferred solution).
- 6.41. A raised table of maximum length 7m (when not at a junction) may be formed by approach ramps rising over a minimum length of 1500mm. If provided on a 'bus route' the rise should not exceed 75mm provided on a gradient of 1 in 15, and the raised platform should be no shorter than 6m - generally a sequence of speed tables on a bus route will not be acceptable. Tactile surfaces should demarcate carriageway and footway for the benefit of the visually impaired.



Changes in Vertical Alignment - Table Junction

- 6.42. A road junction may be treated as a raised table approached by ramps as described in 'Speed Tables' above - tactile surfaces should demarcate carriageway and footway too.

Changes in Vertical Alignment - Shared Surfaces

- 6.43. Where a residential square forms a feature along a conventional road, its approaches should be ramped as described under 'Speed Tables' so that the whole shared surface becomes a raised plateau. The vehicle way should be demarcated by channels, rows of setts and the different paving colour of the perimeter footway will be sufficient for the visually impaired.

Complementary Measures

- 6.44. The use of these measures should be discussed at an early stage with the Planning and Highway Authorities as they will have an impact on the design layout, character and visual appearance of a scheme. In some instances they may not be deemed appropriate for more aesthetic design reasons.

Complementary Measures – Buildings

- 6.45. Buildings may be used to form an end-stop to a straight stretch of road, or be angled indicating a change of direction.

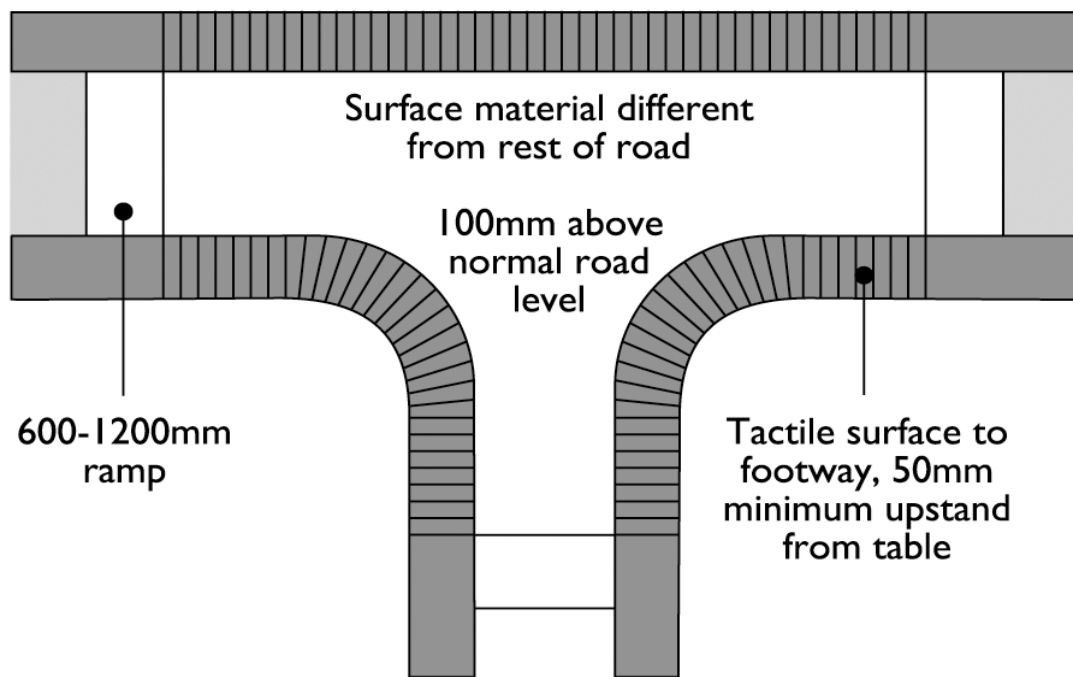


Table Junction

Complementary Measures - Width and Alignment

- 6.46. In addition to the measures described under changes in Horizontal Alignment above, general variation in the width and alignment of the carriageway can make the driver feel less secure and less able to increase speed. The intention should be to make the driver feel that he is in 'a place' rather than 'on a road'.

Miscellaneous Design Features

Turning Areas

- 6.47. Well-connected streets generally, do not require turning areas but where there are *culs-de-sac* a turning area will be required. Consideration will need to be given to the effect of vehicles parking in such an area negating its function. This could be overcome by providing adequate parking elsewhere or incorporating parking into the turning area itself. There is no prescribed shape for the turning area but vehicle tracking plots will be required to ensure that vehicles can use it.

Vertical Clearance

- 6.48. In general a vertical clearance of 5.0m is required over the full carriageway width and a 500mm margin at either side. If the carriageway has a cross-fall of greater than 2.5% then the 'low side' margin should be increased to 610mm.

Horizontal Clearances

- 6.49. A horizontal clearance from the carriageway edge of 500mm shall be maintained to all structures/signs/street furniture etc. This shall be increased to 610mm on the low side if the carriageway has a cross-fall > 2.5%.

Gradients / Vertical Curve

- 6.50. Where a change in gradient occurs, vertical curves will be required at both summits and valleys for driving comfort, and at summits to ensure forward visibility to the following standards, measured from a drivers eye height of 1.05m and object height of 600mm:-
20mph (30kph) zones : 25m.

Culs-de-sac and Potential for Future Development

- 6.51. Where a cul-de-sac abuts an area, which can be foreseen as a site for future development, the *cul-de-sac* (and if necessary the network serving it) should be designed to be capable of serving the future dwelling numbers.

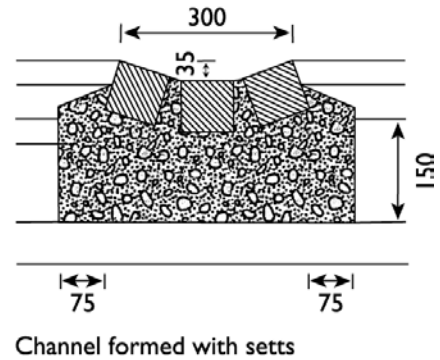
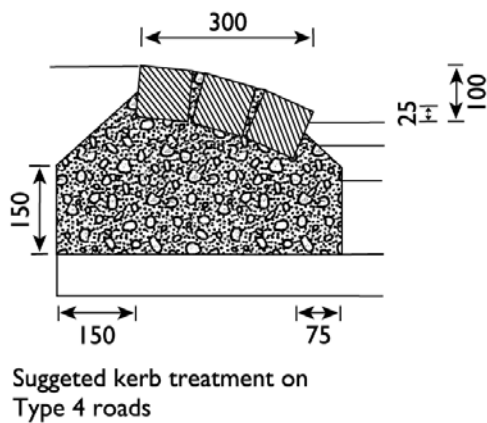
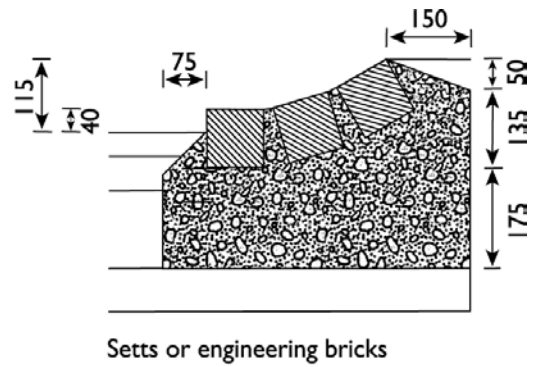
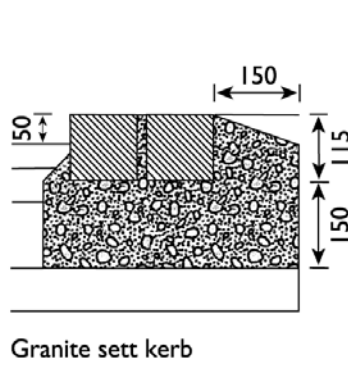
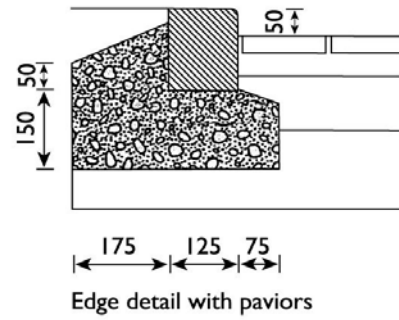
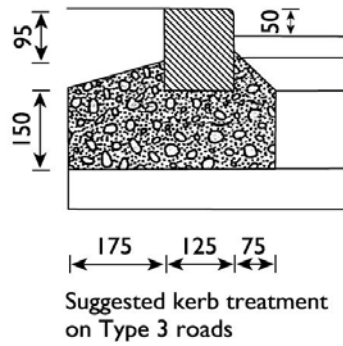
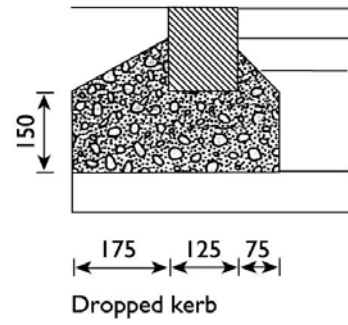
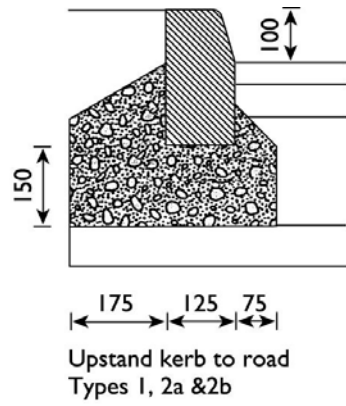
Bollards

- 6.52. Bollards used to protect buildings and demarcate footways etc. in parking squares should be approximately 1.2m high.
- 6.53. The materials and pattern, on any individual site, should be discussed with the Local Planning Authority and Highway Authority representatives as material / colour / pattern pallets will differ District, by District and even village to village.
- 6.54. Collapsible bollards will be required in certain locations, such as pedestrian/cycle links for maintenance purposes and emergency access.

Kerbs

- 6.55. The design of kerbs, channels etc. should complement the design speed and character of the road. Precise details of materials options, form and colours appear in the specification included in this document and consultation will be needed with the Local Planning Authority and Highway Authority representatives to define what is appropriate on any individual site.
- 6.56. The following diagrams illustrate some standard details of constructions, whatever kerb detail is selected; at least half of the height of the module should be below ground level in order to prevent displacement by traffic over-riding.





All dimensions in mm

PARKING

7. Parking & Parking Standards

- 7.1. It is now generally accepted that, while constraining parking provision at the journey destination (such as town centres) limits private vehicle trips, it is not necessarily the case at the journey origin (residential properties).
- 7.2. Residents will own cars and if necessary park them on streets where there are no parking controls. In doing so it often causes conflict and access problems. In recent years there has been a growing feeling that there is insufficient parking provided in new residential developments.
- 7.3. The National Planning Policy Framework (NPPF - 2012) Other Planning Policies: Parking states that adequate parking should be provided: “*both in new residential developments and around our town centres and high streets*”...“*the Government abolished national maximum parking standards in 2011*”.
- 7.4. NPPF: Other Planning Policies goes on to say: “*Parking standards are covered in paragraph 39 of the [NPPF]... The following text now needs to be read alongside that paragraph:*

Local Planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.”

- 7.5. Oxfordshire has locations, where management of the local road network are necessary. The OCC Position Statement – on the Application of Contemporary Highway Design Guidance in Oxfordshire makes clear that parking will be considered on its merits according to appraisal of supporting documentation submitted with applications. Such documentation includes: Design and Access Statements (D&AS), Transport Statements (TS) and Transport Assessments (TA).
- 7.6. An example of a special case relating to parking is **Houses of Multiple Occupation (HMO)** in Oxford (**Appendix 6**) and other Oxfordshire urban centres. The frontages of such buildings often have on-street parking for, at most, two cars and yet have a demand for well in excess of this as a consequence of being HMO.
- 7.7. The cumulative effect of this, where there are many HMOs in one street, can be to cause an excess of parking demand and potentially obstruction of the highway. To avoid this situation, objections to HMO conversion will be made, where it is felt that a compelling justification is found to need to manage parking in such contexts.
- 7.8. In other circumstances the following parking standards will, be used, as guidance only, for larger developments. Actual parking levels will be expected to be justified, as laid out in supporting documentation with planning applications, such as D&AS, TS and TA.

Parking Standards

- 7.9. Recommendations for parking levels for the different Districts are included in **Appendix 6**. These provide for recommendations for allocated and unallocated, as well as for visitors and operational needs. The element of unallocated parking is recommended to maximise flexibility and economy of land use. In some circumstances, parking can be accommodated entirely without allocated spaces.



- 7.10. **Allocated spaces** can be within the curtilage of a house, a private space within a parking court conveyed specifically to a flat or house, or a group of spaces owned by a third party where the spaces are leased to individuals.
- 7.11. **Unallocated spaces** are those, which can be generally used by anyone and where possible they should generally be provided off-street in parking courts. In this case it is strongly recommended that they are controlled by a third party, such as a management company on behalf of those who use the spaces. This way, whilst not being allocated to a specific property, they can be assigned to particular groups of houses or flats.
- 7.12. Parking spaces on a private road generally cannot be allocated to specific residents and the Highway Authority will ensure that suitable control and maintenance of the road is provided for, through the planning process.
- 7.13. On-street parking (whether adopted or private) can be controlled by Traffic Regulation Orders (TRO) to restrict vehicle type and or length of time of use, although this is not a preferred solution on new estates. If the surrounding area suffers parking problems then other means of controlling parking should be considered. Developers are encouraged to design the road and housing layout to create an effective self-controlling arrangement to reduce the need for traffic regulation orders.
- 7.14. The provision of **car clubs** within new developments can be part of an overall package of measures to reduce car ownership. A variation in parking standards may be appropriate where car clubs are introduced and secured for the long term.
- 7.15. When areas within residential development are being considered as ‘**car free**’ or where reductions in car parking provision beyond levels required in these recommendations then the implications and remedies must be addressed in the Transport Assessment and Travel Plans, which will accompany the planning application. Care must be taken to ensure that cars are not parked on surrounding roads causing problems to existing residents or for highway safety.
- 7.16. When car parking spaces are being reduced to very low levels then consideration must be given to allow some spaces for people with **mobility difficulties**.
- 7.17. Parking for private, shared ownership and **rented dwellings** should be to the same standard with no identifiable distinction between the different tenures. This has the advantage that should tenures change there are unlikely to be parking difficulties.
- Parking Design Considerations**
- 7.18. The placing of parking spaces, within new residential areas, should be considered as an essential part of achieving a high quality urban design.
- 7.19. Developers are encouraged to design developments such that the carriageway widths, the road width and location of parking, both on and off street, avoid irresponsible parking and allow access for public service and emergency vehicles.

Parking Space Dimensions

7.20. The following tables show the minimum space sizes acceptable:

Perpendicular (e.g. driveways and parking courts)	Length (m)	Width (m)
Space for people with mobility difficulties	5.5	2.9 +
Standard space (unobstructed)	5.0	2.5
Standard space (obstructed on one side)	5.0	2.7
Standard space (obstructed on both sides, includes car ports and under-crofts)	5.0	2.9
Inside garage	6.0	3.0

Parallel (e.g. adjacent to streets and driveways)	Length (m)	Width (m)
Space for people with mobility difficulties	6.5	2.9 + 1.0
Standard space	6.0	2.5

Echelon Parking	Permitted overhang (m)	Length (m)	Width (m)
60°	0.1	5.6	As above
45°	0.2	5.3	As above
30°	0.1	4.7	As above

Parking for People with Impaired Mobility

7.21. Consideration must be given in the design to the provision and location of spaces for impaired mobility people (Blue Badge Holders). Generally, the spaces should be within the curtilage of the property and have level access to the main pedestrian access. At the least, these parking spaces must be within 50m of the dwelling entrance (Blue Badge Holder estimated range).

7.22. Where developers are proposing to build flats with unallocated off-street parking and the level of mobility impaired residents is unknown then at least 5% of spaces should be designed and allocated for their use. They should be located near to the main pedestrian access to the building and have level access. Reference should be made to Department for Transport's *Inclusive Mobility* (2002) standards.

7.23. The bay should be marked with a British Standard Disabled Symbol to conform to BS 8300:2009. Further guidance can be obtained from Department for Transport Traffic Advisory leaflet 05/05.

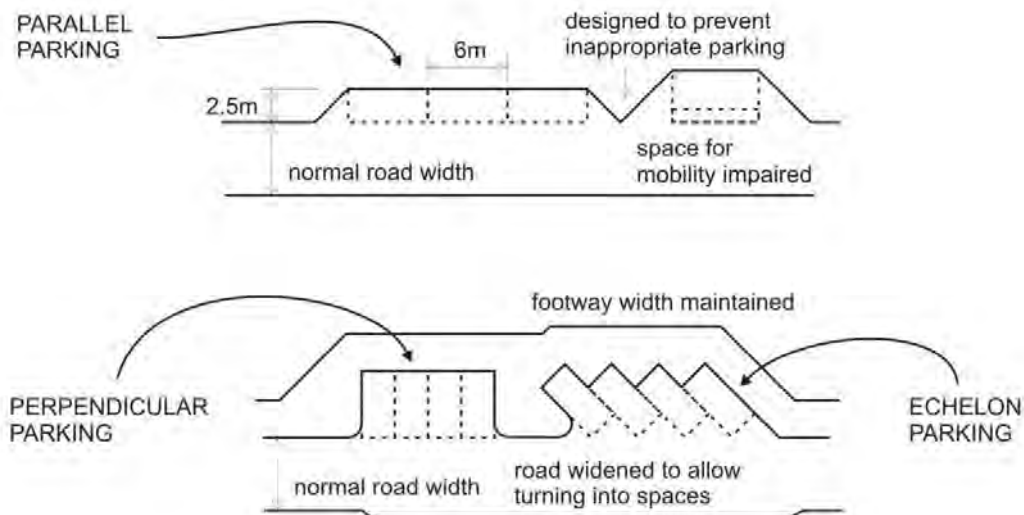
7.24. Buildings specifically for the elderly or mobility-impaired people should comply with the relevant higher specific requirements and standards (as shown in the parking space dimension tables above).

Parking Space Layouts

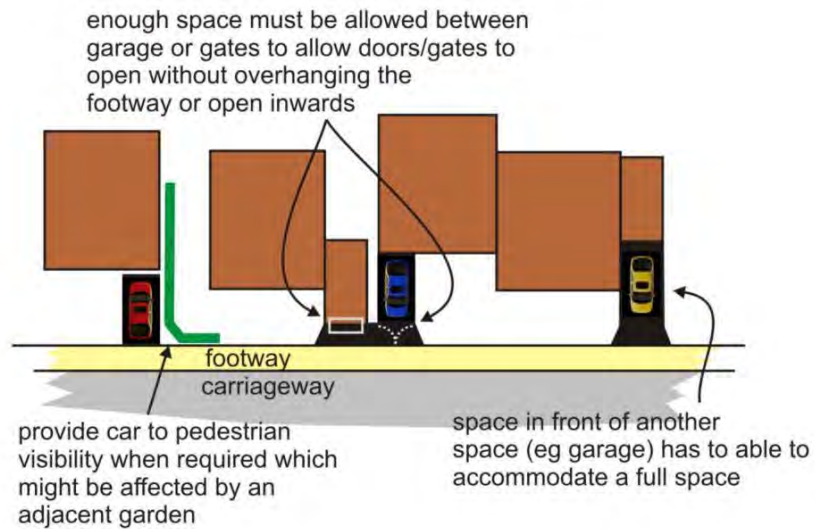
7.25. A vehicle / pedestrian sight splay of 2m x 2m (back of highway to side of driveway) will normally be required where the parking space abuts the back of footway or highway boundary.

7.26. Parking bays, which are side-by-side allow car doors to be opened partly into the adjacent bay. Where parking spaces are adjacent to structures adequate room for pedestrian movement should be provided on one or both sides accordingly.

- 7.27. Tandem (in line) parking is inconvenient and generally must be avoided where possible, as both spaces are rarely used. It should not be used off-site, however, it may be appropriate on-plot if an additional vehicle parking on the highway would not have unacceptable consequences.
- 7.28. Where parking is to be provided on-street, parking bays adjacent to the general carriageway may be appropriate in certain cases but it should be broken up in maximum groups of about 4 spaces. This not only limits the visual impact but allows kerb build-outs to be provided for pedestrians to cross the street with minimum sight line obstruction.
- 7.29. Where lay-by parking is provided on street it should be constructed to carriageway standards. The parking bay should be differentiated from the carriageway preferably by change of surface treatment.
- 7.30. An indication of how parking spaces relate to the street are shown in the following figures:



- 7.31. Always sufficient space must be allowed to achieve a safe and appropriate approach for vehicles into a car parking space. A width of 6.0m to swing into a parking space and 7.3m to get into a garage must be provided for.
- 7.32. Where garages or gates into parking areas are constructed less than 5.0m from the back of the highway, a set-back from the back of the highway should be either 0.5m to allow for 'up and over' garage doors (0.0m if roller shutter or similar) or greater than 5.5m to allow for car parking in front of the garage or gates. Care should be taken as to where this approach is applied. On busier streets space should be allowed to provide space for a vehicle to rest temporarily whilst the gates or doors are being opened or closed.
- 7.33. Set out below are examples of off-street parking layout in relation to the footway. This arrangement will be required especially, where the footway and carriageway is to be adopted by the Highway Authority.



- 7.34. Variation to the above may be acceptable in certain circumstances but the onus is on the developer to provide supporting evidence.

Garages

- 7.35. Most family cars are about 2.0m wide and a minimum clearance of at least 0.5m each side is required to open car doors on both the driver and passenger side. An average car length is about 4.5m.
- 7.36. Research has indicated that about 50% of garages in Oxfordshire are not used for parking of vehicles but are used for storage or other purposes. This may be due to garage sizes being too small to accommodate most family cars and for storing bicycles and other domestic goods. To allow for some storage and/or cycle parking the garage size should reflect this (see Parking Space Dimensions above). Garages below these dimensions will not be counted as a parking space.
- 7.37. Where a garage is counted as a parking space it will be normal practice to place a planning condition to ensure its continued use for that purpose.
- 7.38. The garage doors must not open onto or over the adopted highway area, and vehicle/pedestrian sight splays apply as for the parking spaces.
- 7.39. Garage courts require a minimum of 7.3m between garage fronts. Adequate drainage must be provided for the paving in front of the garages.
- 7.40. The minimum entrance widths and headroom to garage courts are the same as for parking courts (shown below).

Car ports and Under-croft Parking

- 7.41. Car ports and under-croft parking areas are less likely to be used for purposes other than parking a vehicle. Car ports 5.0m long by 2.9m wide and greater will count as a parking space.

Parking Courts

- 7.42. Rear parking courts can reduce the visual intrusion of cars. But there are disadvantages including inefficient use of land, reduced garden sizes and loss of security and privacy to the rear of the home. *Car parking What Works Where* by English Partnerships states:
- “The recent fashion for placing parking spaces behind buildings has led to many schemes around the country being blighted by cars parked to the front of the house where there is no space designed to accommodate them.”*
- 7.43. Careful consideration therefore needs to be given to the location and design of parking courts to minimise any adverse impact. A balance needs to be struck between on-street and on-plot parking.
- 7.44. Parking courts work best when they:
- i. Have no more than about 10 spaces
 - ii. Have single point of access to the highway
 - iii. Are overlooked by living rooms or kitchens
 - iv. Have adequate lighting
 - v. Have boundary treatments to allow overlooking and avoid blank walls
 - vi. Have direct access to dwellings
 - vii. Are high quality in design terms - materials, planting etc
 - viii. Are located in accessible areas
 - ix. Have sense of place
 - x. Feel secure to users.
- 7.45. The entrance to parking courts should generally be a minimum width of 3.0m for up to 9 parking spaces and 4.1m wide for 10 or more spaces. Where the entrance to a parking area is built over, the headroom should be a minimum of 2.5m. Separate building regulations may apply where fire tender or emergency access is specifically required.
- 7.46. Parking squares in the appropriate setting can also be used as an alternative form of providing parking provision. Designs using ‘Shared Surface’ principles provide the opportunity to integrate parking within the street. However, Shared Surfaces need careful consideration to ensure parking does not occur outside designated parking areas, thereby, causing road safety problems and impairing the overall amenity of the development.
- 7.47. Shared Surfaces should generally be 6.0m wide for reasons of accommodating services, visual narrowing can be deployed to maintain low vehicular speeds.
- 7.48. Designers should be aware that on-street parking may cause problems for vehicles manoeuvring on the street, particularly where the carriageway width has been reduced as part of the overall design. The effect and implications of on-street parking must be considered in the layout design.

Minimising Parking on the Footway

- 7.49. Unplanned parking on roads and footways which causes obstruction to the passage of pedestrians, bicycles and vehicles (including service vehicles) tends to take place where planned parking provision is inadequate or less convenient. Adherence to the policies in this document should prevent this, but where less convenient forms of parking (tandem on-plot and rear parking courts) are proposed, developers will need to demonstrate that unacceptable, unplanned parking will not occur. Careful consideration will need to be given to road widths and designs that deter inappropriate parking.
- 7.50. Wide areas of footway or open space may also be attractive for casual parking. Bollards, planters or other street furniture can assist in the definition of parking areas and be used to indicate where people should park. However a compromise needs to be reached to avoid street clutter.



STREETSCAPE

8. Services

- 8.1. The provision of public utilities services is an essential part of any development. The lay-out, economical installation and future maintenance of service apparatus must be considered in the design of an estate.

DEVELOPERS MUST ESTABLISH LIAISON WITH PUBLIC UTILITIES AS PART OF THE INITIAL DESIGN PROCESS.

Routeing of Services

- 8.2. **Public Utilities** have rights to lay apparatus in public highways and other public land. The New Roads and Street Works Act and other specific enactments stipulate these rights. Public Utilities prefer to maintain their rights by laying their services in land adopted by the Highway or local authority.
- 8.3. However, the highway and local authorities are not able to bear the cost of **maintaining** land solely to provide a service or public utilities and developers should cater for service space needs in highways, highway verges and other land acceptable to the highway or local authority.
- 8.4. **The highway authority** will adopt by agreement carriageways, footways, footpaths and verges, which are essentially or prospectively a public highway. This includes any length of street, highway, road, lane, footway, alley, passage, square, court, verge or piece of land, which satisfies the requirements of these standards.
- 8.5. The local authority may adopt by agreement public open space amenity and play areas, certain footpaths, linear parks, land laid out as a way and such other areas acceptable to them. The local authority are the 'Street Managers' of these areas within the terms of the 'New Roads and Street Works Act 1991 Section 48, 49(4)'.
- 8.6. If the adopted highway or public open spaces are insufficient for public utilities needs then developers must provide service routes with secure easements. It is the responsibility of the developer to agree easements with the public utilities concerned.
- 8.7. When selecting routes for services dual mains should normally be used to obviate the need for branch crossings, which weaken the carriageway structure. It is the developers' responsibility to provide ducts, as necessary in positions required by the public utilities and to mark temporarily the location of the ducts for easy access during construction, where crossing cannot be considered.
- 8.8. It is preferable for services to be laid in amenity areas, footpaths or service strips to minimise installation, repair costs and disruption. However, if no other route is possible then services may be sited in the carriageway.
- 8.9. In the case of shared surfaces where there is no footway care needs to be taken to group services so that excavation for maintenance does not block the street. Where a delineated pedestrian margin is provided, this is the correct location for underground services.
- 8.10. The National Joint Utilities Groups (NJUG's) publication: *NJUG Guidelines on the Positioning of Underground Apparatus for New Development Sites*, 2007 indicates the manner, in which, services can be accommodated in footways of 2m width – see: <http://www.njug.org.uk/wp-content/uploads/V2-New-Development-Sites-Issue-4-29-10-2013.pdf>.

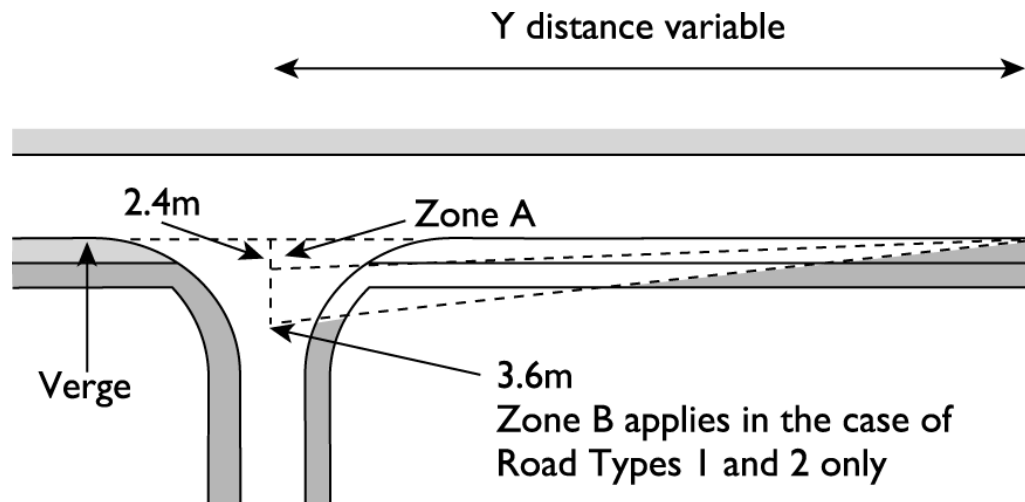
Co-ordination

- 8.11. The estate layout must reconcile the sometimes conflicting requirements of highway authority, public utilities and local authority always bearing in mind that the main objective of these standards is to create a better housing environment.
- 8.12. The emphasis on tight bends in road alignments to reduce speed, make roads safer and improve appearance, may conflict with the radii of pipework. Undulating mounding or banks in landscaped areas could cause problems since most services prefer to be at a consistent depth, therefore verges to contain services should ideally be level with the adjacent kerb.
- 8.13. Trees and shrubs in close proximity to public utilities' services should be avoided since their roots will cause damage and the trees, themselves will be damaged by access excavation - services should be at least 3 metres from new tree planting and outside the canopy of existing trees.
- 8.14. In addition, the layouts of the several services must be coordinated; the joint trench principle is an ideal, which is not often practicable. However, care must be taken to ensure that services do not conflict. Developers must provide the public utilities with their proposals at the earliest possible stage and designers must consider services as a basic design element.



9. Landscaping

- 9.1. Before applying for planning permission the wishes of the **Local Planning Authority (LPA)** with regard to landscape design and retention of existing landscape features should be ascertained. It is essential that an accurate tree and hedgerow survey be carried out in order to plot the position and condition of these features. The survey should include details of species, heights, condition, spread of the canopy and girth of all trees. Girth to be measured at a height of 1.0m above ground level.
- 9.2. The **retention** of landscape features of amenity value must be taken into account and therefore the preliminary design of residential access roads, footpaths and cycle-ways to serve the development should, as far as possible, be sympathetic with the LPA's wishes - for example if a visibility splay requires removal of a tree worthy of retention then the access should be re-sited if a safe alternative is available (although relaxation of the design standards set out in the road type descriptions may not always be possible).
- 9.3. **In residential areas the Highway Authority will normally only adopt the paved surfaces (carriageway, footways, footpaths and cycle-ways), and/or 3 metre verges either side which are essential to the functioning of the highway - this will include visibility splays.**
- 9.4. Planting within visibility splays should follow the principles set out in the following diagram and table.



Planting

Zone A

- Existing Trees Normally no trees permitted. However in exceptional cases trees may be retained. The final decision is to be made on site in consultation with the local highway and planning authorities.
- New Trees No trees permitted.
- Ground Cover Permitted providing the plants do not generally exceed 600mm in height when mature.

Zone B

- Existing Trees Trees may be retained. The final decision is to be made on site in consultation with the local highway and planning authorities.
- New Trees Trees may be permitted. The precise location will be agreed with the highway authority.
- Ground Cover As for Zone A.

- 9.5. All **new trees** should be of slender girth when mature and the trunk should be clear of side shoots/branches etc. to a height of 1.8m.



- 9.6. Grass may be used in visibility splays subject to the size of the area and a satisfactory layout for future maintenance.
- 9.7. Within forward visibility splays, ground cover to a height of 600mm is acceptable as an alternative to grass. Trees may be allowed in such areas subject to on site agreement with the Highway Authority.
- 9.8. Such planting will be the subject of a commuted lump sum for the future maintenance of the planted areas. Details of this payment will be provided by the Engineer after approval of any planting scheme.
- 9.9. See **Appendix 4**, for a schedule of suitable trees and shrubs for planting in the highway.
- 9.10. It is most important to design landscaped areas in such a way as to reduce to a minimum future maintenance costs. Designs should be simple and should avoid the use of small and isolated shrub beds, grass areas and split ownerships.
- 9.11. Where a higher standard of landscape design and maintenance is desirable (such as amenity grass cutting), the developer will need to reach agreement with the District Council for the area, to make provision for maintenance to such higher standards.
- 9.12. In all instances there will be a requirement for the developer to pay a commuted sum to cover future maintenance costs.

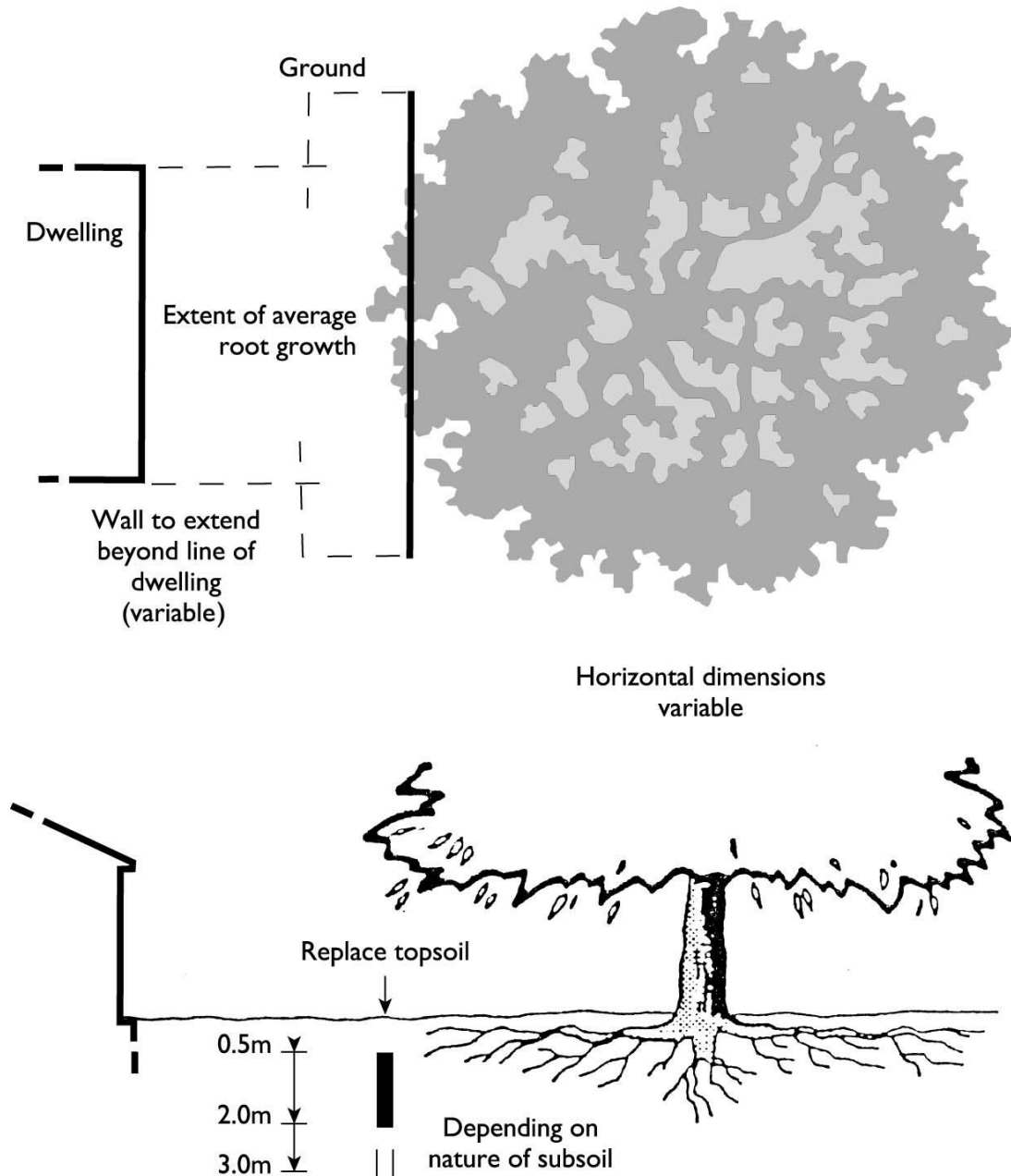
Retention of Existing Trees

- 9.13. The protection and preservation of trees should be one of the major factors taken into consideration when designing a layout, the development being carefully sited to retain as many of these as possible.
- 9.14. In deciding which trees will be retained, it is essential to consider their compatibility with the development - for example, it is not always the largest trees which are most suitable for retention - they can be less adaptable to change in site conditions, and the length of their useful life may often be less than that of some smaller, less impressive ones. Some trees with poisonous fruits or exceptionally large leaves might be undesirable in certain situations. Also, certain apparently sound trees can on further expert inspection prove to be potentially dangerous.
- 9.15. The minimum clearance between any existing tree and the edge of carriageway to new road construction shall be 1.0 metre. However, the Highway Authority reserves the right to refuse to allow retention where the tree would obstruct visibility, where root growth could damage carriageway or footway construction or drains, where the natural tree canopy could obstruct the passage of vehicles, or visibility impaired people, or where there is a tendency to branch fall which could cause damage to vehicles.
- 9.16. Retention of existing trees within potential highway will be subject to their having sufficient future life expectancy and could involve the payment of a commuted sum to cover future maintenance costs. The County Council's Landscape and Environment Officer should be consulted in all such cases.

Root Protection & Ground Wall Arrangements

- 9.17. Ground walls should be provided where a building is within a distance, less than twice the potential tree canopy of any tree.

- 9.18. Any queries regarding root protection for buildings should be referred to the relevant District Council's Tree Officers. For advice on root protection for verges/footways and carriageways/structures refer to the County Council's Landscape and Environment Officer.
- 9.19. Notes: Depth of wall below surface to be determined by the composition of the sub-soil. Width of trench and thickness of wall should be that of the narrowest available excavator bucket. The length of wall depends upon the width of the property to be produced and the location of the tree. If situated towards a corner, the wall may be angular in plan. The distance of the wall from the property depends upon the space available and the location of drains, services, etc., and it is best sited just beyond the range of feeder roots or the edge of the canopy overhang.



- 9.20. All landscaping proposals in potentially adoptable highway **MUST** be approved by the County Council's Landscape and Environment Officer

10. **Conservation Areas**

- 10.1. The Highways Authority will actively pursue and consider special treatment in and around conservation areas.
- 10.2. The duty placed on Local Planning Authorities to preserve or enhance the special character or appearance of conservation areas means that the necessity to "conserve" and enhance the character of the buildings in conservation areas is implicit in any new development within or adjacent to a conservation area. In such development special attention should be paid not only to the compatibility of new buildings with old but also to the scale and variety of spaces, which the buildings create.
- 10.3. Materials and details vary from place to place and these are elements of the character worthy of preservation. Designs should try to reflect traditional treatment in their proposals.
- 10.4. In order to achieve sympathy with developments related to conservation areas, the following non-standard proposals may be approved by the Highway Authority.
 - i. Reduced road widths over short distances
 - ii. Wider roads
 - iii. Reduced centre-line and junction kerb radii
 - iv. Reduced visibility splay requirements
 - v. Variation of footway/footpath widths
 - vi. Varied surface treatments and use of non-standard materials in both carriageways and
 - vii. footway/footpaths (see **Appendix 5**)
 - viii. Non-standard kerb details, e.g. stepped footpaths etc.
 - ix. Street lighting using wall brackets mounted on buildings etc.
 - x. Reduced x height signage.
- 10.5. Each conservation area has its own special character or appearance so proposals for special treatment must be considered individually, and will only be approved after consultation with both the Highway and Planning Authorities.



ADOPTIONS & THE HIGHWAYS ACT

11. Preamble to Adoptions

- 11.1. This section outlines our procedure for the transfer of responsibility for maintaining new residential roads to us from the developer. It also outlines the need for **Health and Safety** requirements during construction. Additional information regarding procedures is given in Chapter 14.
- 11.2. This preamble contains useful information regarding the Advance Payment Code, Section 38 Agreements, along with a notice on Health and Safety at Work.
- 11.3. This document should be read in conjunction with the following:
- i. The rest of this Residential Road Design Guide.
 - ii. The Code of Practice for opening and Reinstatement of Trenches.
 - iii. Section 38 Agreement.

Drainage

- 11.4. The requirements of the drainage authorities in respect of public foul and surface water sewers do not fall within the scope of this document and should be ascertained from the Water Utilities. See **Appendix 1**.
- 11.5. Developers should, therefore, contact the County Council or, on all matters related to Section 38 designs, specifications and negotiation. Preferably contact should be made during the planning process so allowing work to commence without delay following planning approval.
- 11.6. The County Council or must be informed before any work is started. Preferably contact should be made during the securing of planning permission so allowing site works to commence without delay, see OCC Website for contact details.
- 11.7. Highway maintenance in the County is dealt with by the County Council through its Area Engineers. Licences and notices for work to be carried out within highway limits can be obtained from or sent to the Area Office. See OCC Website for contact details.
- 11.8. The consent of the Highway Authority is necessary before any work or erection is commenced within, under or over an adopted highway. For all publicly maintainable highways, the Highway Authority's requirements for road openings and trench reinstatement shall apply. The appropriate S38 Engineer must be consulted regarding requirements.

Reinstatements

- 11.9. The Developer will be held responsible for reinstating road markings and all openings and carried out as a consequence of the works in the proposed highway, until such a time as the estate roads are adopted. The Developer of a prospectively maintainable highway shall notify the various utilities of their intention to elect to do the permanent reinstatement of the street which shall be carried out in accordance with the New Roads and Street Works Act 1991 'Specification for the Reinstatement of Openings in Highways'.
- 11.10. Any contractor or other individual etc. working either on, under, over or adjacent to the highway must indemnify the County Council against all losses and claims for injuries or damage to any person or property whatsoever which may arise out of or in consequence of the work in question.
- 11.11. All persons, companies wishing to undertake such work must demonstrate to the Highway Authority that adequate PUBLIC LIABILITY INSURANCE, with a minimum level of cover of £5m, is in force.

- Health and Safety at Work - Important Notice to all Developers and their Contractors**
- 11.12. A file must be produced as part of all Section 38 and 278 projects to keep information, likely to be significant for health and safety of future works need to be moulded.

Contents of the Health and Safety File

- 11.13. When putting together the Health and Safety file, you should consider including information about each of the following. The level of detail should allow the likely risk to be identified and addressed by those carrying out the work.
- i. A brief description of the works carried out
 - ii. Any residual hazards which remain and how they have been dealt with (e.g. surveys or other information concerning asbestos; contaminated land; water bearing strata; buried services etc.)
 - iii. Structural principles (e.g. bracing, sources of substantial stored energy, including pre or post tensioned members and safe working loads)
 - iv. Hazardous materials used (e.g. lead paint, pesticides, special coatings that need to be burnt off etc.)
 - v. Information regarding the removal or dismantling of installed plant and equipment (e.g. any special arrangements for lifting, order or other special instructions for dismantling etc.)
 - vi. Operational and maintenance manuals for any plant to be adopted to include Health and Safety information for cleaning (e.g. the means of safe access)
 - vii. The nature, location and markings of significant services, including underground cables, gas supply equipment, fire lighting services etc.
 - viii. Construction methods and materials if different from design
 - ix. Electronic copies of drawings used for construction
 - x. As constructed drawings (see As Constructed Drawings information sheet)
- 11.14. Health and Safety Files are to be sent electronically. This can be in CD form or via email/drop box.

Advance Payments Code - Highways Act 1980 Section 219-20

- 11.15. These sections of the Highways Act set out the payments to be made by owners of land on which new buildings are constructed, in respect of street works, and the fines that could be levied should any works be carried out in contravention of Clause 219.1 of the Act.
- 11.16. The Highway Authority and its agents will apply these sections of the Act, note should therefore be taken of Clause 11.21 Procedure below.

Definition of 'Private Street'

- 11.17. Section 203 of the Highways Act 1980 defines a private street. Briefly this is a street not being a highway maintainable at the public expense and includes, for the purpose of the advance payments code any land shown as a proposed street on plans deposited either under building regulations or for planning permission.

Procedure

- 11.18. Within six weeks of building regulations permission being granted or acceptance of initial notice by the District Council, the County Council or the District Council acting on behalf of the County Council will serve a notice specifying the amount to be deposited or secured in respect of the street works charges for those dwellings for which permission has been granted. This figure will include charges for the provision of street lighting if appropriate, and is based on average cost figures supplied by the Highway Authority, which include service costs.
- 11.19. If the Highway Authority or its agents has served a notice, no work may be performed to erect the building (including foundations) until the sum specified in the notice has been deposited or otherwise secured to the satisfaction of the County Council or its agents.

Road Making Agreement

- 11.20. It is usual for Estate Developers to discharge their obligations under the Advance Payments Code by completing a Road Making Agreement with the County Council or their Agent Authority under the provisions of Section 38 of the Highways Act 1980. Even though it is proposed to complete such an agreement, it is still an offence to commence building works (including foundations) before the Agreement is sealed by both Developer and Bondsman. A Developer who wishes to start building before the Agreement is sealed should either:
- i. Obtain a temporary bond from his Surety Company and lodge this with the Council before commencing building works.
 - ii. Deposit cash with the Council for those dwellings upon which he proposes to start work.
- 11.21. Where a notice has been served requiring deposits or security for road-works it is an **offence** to commence building works before the sum specified in the notice has been deposited or secured to the County Council's satisfaction and the owner of the land and any persons undertaking the work will be liable to a fine for each offence. Work carried out on different buildings will constitute a separate offence as will work carried out on the same building at different times.

Notes on Highways Act 1980 Section 38 (Road Agreements) - Procedure

- 11.22. Where an Estate Developer wishes to complete an Agreement for the site, under the provisions of Section 38 of the Highways Act, 1980 and when detailed planning consent has been granted, he should apply to the County Council or appropriate District Council (see contact details at Appendix 7) AS SOON AS POSSIBLE.
- 11.23. The Section 38 Agreement will not cover foul sewers or grassed or planted amenity areas outside the highway. These may be the subject of separate Agreements about, which the District Councils should be consulted.

Application for Section 38 Agreement: SUBMISSION REQUIREMENTS

- 11.24. If you are intending to submit an application for a S38 Agreement you will need to make sure the following items and information is supplied in the submission, if any of the items or information are not been supplied then the submission will not be allocated to an officer.
- i. A cheque made payable to OCC for £1,500.00
 - ii. Name and address of Developer
 - iii. Name and address of anybody else with an interest in the land
 - iv. Name and address of Developer's Solicitor
 - v. Name and address of proposed Bondsman
 - vi. Copy of the Land Registry title for the development area
 - vii. Copy of the planning approval (if planning approval has not been granted we will not be able to start the submission)
 - viii. Estimated cost of the works including services
 - ix. Estimated start date and programme to complete the works
 - x. Noise survey (see attached noise survey requirements)
 - xi. Stage 1 and 2 Road Safety Audit

Technical Submissions Section 38

- 11.25. One copy of each drawing to be provided in paper form as part of the submission)
- i. Location plan
 - ii. General arrangement drawing
 - iii. A3 layout drawing at 1:1250 scale (required for land registry searches) with proposed adoption area outlined in red
 - iv. Adoptions layout drawing with adoption areas coloured up as follows:
 - a. Brown – roads
 - b. Grey – footway
 - c. Green – grass and landscaping
 - d. Blue – highway drainage (any easement for highway drainage to be coloured yellow)



- e. Pink – works in the existing highway
- v. Construction details drawing
- vi. Cross sections drawing
- vii. Longitudinal sections drawing
- viii. Levels and Contours drawing for junctions
- ix. Layout drawing showing all drainage and services strips
- x. Drainage calculations and schedule
- xi. Drainage construction details drawing
- xii. Service layout drawing
- xiii. Landscaping drawing
- xiv. A copy of the proposed layout at 1:1250 scale
- xv. Site and ground investigation reports

- 11.26. All drawings are required to be supplied on a disc
- 11.27. Our inspection fees are 9% of the total cost of the works – the £1,500 requested above is deducted from the 9% and is not additional.
- 11.28. Please Note – a Legal Cost undertaking will be required for the agreement, this is in addition to the inspection fees identified above.

Traffic Signs, Road Markings and Street Lighting

- 11.29. The County Council provides a comprehensive design service for these facilities and will deal directly with developers who seek to use this service. Early contact should be made to start this process. The County Council will make a charge for this service.
- 11.30. In the event you wish to carry out the design yourself (or via your consultant) then again contact should be made as above who will provide further specification details. (See also Street Lighting Design Requirements in **Appendix 2**).

Structures

- 11.31. Where the Developer is to erect any structure, other than manholes, inspection chambers, soak-aways, headwalls and similar items, as part of the works, or where any structure is adjacent to an existing or proposed public highway and either supports or in any way affects the safety of users of the highway, all such structures shall be approved by the Highway Authority.

Culverts and Simple bridges

- 11.32. Details regarding culverts and simple bridges etc., can be found in Appendix 3 of this document.

As Constructed Drawings

- 11.33. On completion of the development, prior to adoption, the Developer shall supply the Engineer with 2 copies of ‘As Constructed’ layout drawings of the development, or if available, a digital copy along with the Health and Safety file.

Section 278 SUBMISSION REQUIREMENTS

- 11.34. If you are intending to submit drawings to conform to the Standard Conditions of a Section 278 Agreement you will need to ensure the following items and information is included in the submission.
- i. A cheque made payable to OCC for £1,500.00
 - ii. Name & address of Developer
 - iii. Name & address of anybody else with an interest in the land
 - iv. Name & address of Developer’s Solicitor
 - v. Copy of the planning application or approval
 - vi. Estimated cost of the works including services
 - vii. Estimated start date and time to complete the works

- viii. Location plan
- ix. A program of the works
- x. A copy of the landscaping drawing
- xi. A copy of the proposed layout at 1:1250 scale
- xii. Six copies of the Works drawing – a drawing showing the area of the works, outlined in red
- xiii. Six copies of the Land dedication drawing – the area of land outside the existing Highway that will be dedicated (colored pink)
- xiv. Two copies of the Safety Audit (usually stage 2 with a technical submission)

Technical Submissions S278

- 11.35. Two copies of each of the following:
 - i. Typical cross sections
 - ii. Longitudinal sections
 - iii. Contoured drawing for junctions
 - iv. Layout drawing showing all drainage and services strips
 - v. Typical drainage details
 - vi. Noise survey may be required (see information sheet on Noise)

- 11.36. All drawings, should also be supplied on a CD-ROM disc.

- 11.37. Our inspection fees are 9% of the total cost of the works – the £1,500 requested above is deducted from the 9% and is not additional.

- 11.38. Please Note – a Legal cost undertaking will be required for the agreement, this is in addition to the inspection fees identified above.

12. **Conditions for Section 38 Highway Works**

12.1. This section outlines the conditions of contract for works, which involve transfer of responsibility for roads in residential development from the developer to the County Council.

12.2. **Definitions and Preliminaries**

- i. The 'Engineer' means the Director of Environmental Services, Oxfordshire County Council, or its agent.
- ii. The 'Engineer's Representative' means a person being the assistant of the Engineer appointed from time to time to perform the function set forth in Clause 2.
- iii. The 'Developer' means the person or persons, firm or company whose proposals for the development and construction on the site have been approved by the Planning Authority, and shall include his agents, assigns and successors.
- iv. The 'Works' means the work to be constructed, completed and maintained in accordance with the Conditions, Drawings and Specification.
- v. The 'Specification' means the specification attached hereto.
- vi. The 'Design' means the design drawings prepared by the Developer and submitted to and approved by the Engineer in writing or incorporated into the Section 38 Agreement.
- vii. The 'Site' means the lands and other places on under in or through which the Works are to be executed.

Engineer's Representative

12.3. The functions of the Engineer's representative are to watch and inspect the construction completion and maintenance of the Works. He shall have no authority to relieve the Developer of his duties or obligations.

Approved Drawings

12.4. The Developer must provide the Engineer with such copies of the Drawings prior to commencement of the Works as are required in Clause 11.28 of the preamble of this document.

Altered or Amended Drawings

12.5. Any subsequent alterations to the design shall be submitted in writing to the Engineer for his approval. The written consent of the Engineer must be obtained before any such alterations are incorporated in the Works. The Developer must deposit with the Engineer such copies of the altered or amended drawings as are requested.

Copy of Drawings and Specification to be Kept on Site

12.6. One copy of the Drawings, Conditions and Specification shall be kept on the site and the same shall at all reasonable times be available for inspection and use by the Engineer's Representative.

Work to be to satisfaction of Engineer

12.7. The Developer shall construct, complete and maintain the Works in strict accordance with the Drawings and Specification to the satisfaction of the Engineer, and shall comply with and adhere strictly to the Engineer's instructions and directions on any matter connected therewith. The Developer shall take instructions and directions only from the Engineer or the Engineer's Representative.

Supervision of Works

12.8. The Developer shall give or provide all necessary supervision during the execution of the Works and as long thereafter as the Engineer may consider necessary. Such supervision shall be given by sufficient persons having adequate knowledge of the operations to be carried out as may be requisite for the satisfactory construction of the Works.

Developer's Agent

- 12.9. The Developer or his authorised agent or representative shall be in full charge of the Works and shall receive on behalf of the Developer directions and instructions from the Engineer or the Engineer's Representative.

Setting Out

- 12.10. The Developer shall be responsible for the true and proper setting out of the Works and for the correctness of the position levels, dimensions and alignments of all parts of the Works. If any error shall appear or arise in the position levels dimensions or alignment of any part of the Works the Developer shall at his own cost rectify such error to the satisfaction of the Engineer. The Developer shall afford the Engineer every facility for checking the setting out but shall not be relieved of any of his responsibility for the correctness thereof.

Safety

- 12.11. The Developer shall throughout the progress of the Works provide and maintain, at his own cost all lights, guards, fencing, warning signs and watching where and when necessary or required by the Engineer or by any competent statutory or other authority for the protection of the Works or for the safety of the public or others. Explosives may only be used on the site if the written consent of the Engineer is secured.

Notices to Local and Statutory Authorities

- 12.12. The Developer shall ascertain and conform in all respects with the provisions to give notices and pay all fees required to be given or paid by any Act of Parliament and the Regulations and Bye-Laws of any local or other statutory authority in relation to the execution of the Works. Where any part of the Works will be constructed under, over or adjacent to any Public or Private Services which do not require diversion realignment or disturbance in any way connected with the execution of the Works, these shall be located and temporarily supported to the satisfaction of the persons, local or statutory authority, concerned.

Damage to Highways Property etc.

- 12.13. The Developer shall be responsible for any damage, which may arise out of, or in consequence of the construction and maintenance of the Works and all costs related thereto. The making good shall be to the satisfaction of the Engineer, person, local or statutory authority concerned. For the purposes of Section 59 of the Highways Act 1980, construction traffic will be classed as 'Extraordinary Traffic' on public highways. Prior to works commencing on site, photographs shall be taken by the Developer in the presence of the Engineer showing the conditions of the public highway adjacent to the site and a schedule of defects agreed.

Manhole covers, hydrants valve boxes etc.

- 12.14. Manhole covers, hydrants, valve boxes and similar apparatus must be raised or lowered as necessary to suit the levels of the new work. This work to be to the satisfaction of the Engineer, local or statutory authority concerned.

Interference with Traffic and Adjoining Properties

- 12.15. All operations necessary for the execution of the Works shall be carried out so as not to interfere unnecessarily or improperly with the public convenience or the access to or use or occupation of public roads and footpaths or to or of the properties affected by or adjacent to the Works.

Clearance of Site on Completion

- 12.16. On completion of the Works the Developer shall clear away and remove from the Site all constructional plant, surplus material and rubbish of any kind and leave the whole Site clean and in a workmanlike condition to the satisfaction of the Engineer. All surplus waste material



and rubbish removed from the site shall be disposed of in a tip licensed by the Waste Disposal Authority for the disposal of construction waste.

Quality of Workmanship and Materials

- 12.17. All materials and workmanship shall be in accordance with the Specification and Engineer's instructions and shall be subjected to such tests as the Engineer may direct at the place of manufacture or fabrication or on the Site or at the Highways Laboratory or other such NAMAS approved laboratory at the Developers own cost. The Developer shall provide such assistance, instruments, machines, labour and materials as are normally required for examining, measuring and testing any work and the quality weight or quantity of materials used and shall supply samples of materials before incorporation in the Works for testing as may be selected and required by the Engineer.

Access to Site

- 12.18. The Engineer and any person authorised by him shall at all times have access to the Works and to the site and to all workshops and places where work is being prepared or from where materials manufactured articles and machinery are being obtained for the Works and the Developer shall afford every facility for and every assistance in obtaining such access.

Examination of Work Before Covering Up

- 12.19. No work shall be covered up or put out of view without the approval of the Engineer and the Developer shall afford full opportunity for the Engineer to examine and measure any work which is about to be covered up or put out of view and to examine foundations before permanent work is placed thereon. The Contractor shall give two clear days' notice to the Engineer when such work is ready for examination.

Uncovering and Making Openings

- 12.20. The Developer shall uncover any part or parts of the Works or make openings in or through the same as the Engineer may from time to time direct provided such direction is not unreasonable and shall reinstate and make good such part or parts to the satisfaction of the Engineer all at his own cost.

Removal of Improper Work and Materials

- 12.21. The Engineer shall during the excavation and maintenance of the Works have power to order the removal from Site of any materials which in the opinion of the Engineer are not in accordance with the Specification, the substitution of proper and suitable materials and the removal and proper re-execution of any work which in respect of materials or workmanship is not in the opinion of the Engineer in accordance with the Specification.

Notice of Commencement of Works and Specific Operations

- 12.22. The Developer shall give a minimum of 14 days' notice in writing to the Engineer that the Works are to be commenced. After commencement of the Works, should no work be carried out for more than 7 days, the Developer shall give a minimum of 48 hours' notice in writing to the Engineer of the intended recommencement. In addition, the Developer shall give 48 hours verbal notice to the Engineer of his intention to carry out the following operations, to facilitate sampling of materials - laying sub-base, road base, binder course, kerbs, laying highway drains and surface course.

Entrance Bell-mouth to be Completed

- 12.23. Before any construction work is commenced on site, the junction of any new estate road with the existing highway is to be completed up to binder course level, including footways and any necessary clearance of hedgerows etc., to provide the vision splays required by the planning consent.



Occupation

- 12.24. Before occupation of any dwelling where a service verge is provided in place of a footway, the verge shall be turfed and any highway boundary marker blocks required by the Engineer shall be placed in position.

Completion of Works

- 12.25. On completion of the Works, including street lighting, the Developer shall request that the Engineer certifies in writing that the Works are complete to his satisfaction.

Period of Maintenance

- 12.26. For a period of 12 months from the date on which the Engineer certifies in writing that the Works are complete, the Developer shall execute all work necessary to maintain the Works in good repair including sweeping, cleansing and street lighting and execute all repairs as directed from time to time by the Engineer. All costs incurred shall be at the Developer's expense. Notwithstanding the foregoing, the lighting authority shall be responsible for the routine inspection of street lighting and the energy costs incurred shall be at the lighting authority's expense.

Reinstatement of Surfaces

- 12.27. Where the surface of any carriageway, footway, verge or turfed area of any kind has been disturbed during the execution or maintenance of the Works the same shall be fully reinstated with similar materials in such widths and thickness as the Engineer and person/persons of local authority concerned shall require.

Variations

- 12.28. The Engineer shall have power to order any variation to any part of the Works that may in his opinion be necessary for the completion of the Works. Such variations may include additions, omissions, substitutions, alterations, changes in quality from character, kind position dimension level or line and changes in the specified sequence method or timing of construction.

Urgent Repairs

- 12.29. If by any reason during the execution of the Works or the period of Maintenance any remedial or other work shall in the opinion of the Engineer, be urgently necessary and the Developer is unable or unwilling at once to do such work, the Engineer may by his own or other workmen do such work as the Engineer considers necessary. All costs and charges properly incurred by the Engineer in so doing shall on demand be paid by the Developer to the Engineer.

Adoption

- 12.30. Provided always the Developer shall carry out all such works of repair amendment reconstruction rectification and make good any such defects, imperfections, shrinkages and other faults as the Engineer considers necessary. The Engineer towards the end of the maintenance period shall arrange for an inspection of the works to be carried out. This inspection shall be attended by the Engineer, the Developer and a member of the Highway Authority headquarters staff.

Emergency Services

- 12.31. The Developer shall provide and maintain access throughout the site of the Works for Emergency Services and shall provide facilities and assistance during an emergency. Fire hydrants, valves, surface boxes and indicator posts shall at no time be covered or obscured by materials or excavated spoil.



Water Supply

- 12.32. The Developer shall supply and maintain for all purposes an adequate water supply and shall make arrangements with and comply with the requirement of the appropriate Water Utilities.

Storage of Materials

- 12.33. Materials for use, on the Site, shall not be stored on the carriageway and turning spaces shall not be obstructed by materials or mixing plant. No mortar or concrete shall be mixed on any carriageway or footway surface or washed down any gully.

Trees and Shrubs

- 12.34. Trees, shrubs and ground cover planting within the highway verges and vision splays will only be permitted after written approval of the Engineer. Such planting will be the subject of a commuted lump sum for the future maintenance of the planted area. Details of the payment will be provided when requested. **Appendix 4** of the Guide gives a schedule of suitable trees and shrubs acceptable to the Highway Authority.



13. **The Adoption of Highways, Public Open Spaces and Parking Spaces**

Adoption of Highways

- 13.1. Developers should consult the relevant officer at an early stage, as appropriate in the planning negotiations. The Drainage Authorities' requirements in respect of public foul and surface water sewers do not fall within the scope of this document and should be ascertained from the Water Authority. Where non highway sewers are positioned within the highway, the relevant agreement with the water authority must be entered into before adoption of the road can occur
- 13.2. The Advance Payments Code (APC) of the Highways Act 1980 (Section 219 - 225) is in force in the County. The effect of the Code is to require financial security from the developer to offset the frontager's liability for private street works. This security may be in the form of a cash deposit or a bond under Section 38 of the Act.
- 13.3. It is intended that roads, footpaths and cycle-ways forming the primary means of access to all housing developments should become publicly maintainable highways upon satisfactory completion of the works. It is therefore expected that developers will make an agreement with the Council under Section 38 of the Highways Act 1980.
- 13.4. In the event that the Developer wishes for his estate roads to remain private this information should be given to the Highways Authority representatives during the securing of planning permission. In order to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the Highway Authority to protect the interests of prospective frontagers.
- 13.5. In deciding which areas are to become publicly maintainable highways, the following general principles will be adhered to:
- i. All roads and footpaths, which are necessary for public access are adoptable (unnecessary duplication of paths should be avoided).
 - ii. Visibility splays in full and verges up to 3.0 metres in width, contiguous with carriageways and necessary for the proper and safe use of the highways are adoptable. (Any planting in such areas is subject to Highway Authority approval).
 - iii. Separation areas between carriageways and footways, where required, up to 3 metres width, are adoptable.
 - iv. Lay-bys and turning areas are adoptable (not private driveways or garage courts), and casual parking areas contiguous with the highway (by agreement).
 - v. Highway drainage - see "Highway Drainage" and "Highway Drainage – Design Guide" at **Appendix 1** for further information.
 - vi. Items of sculpture and other features will be permitted within the highway subject to the written approval of the Director of Environmental Services. Maintenance liability may be vested with the appropriate District or Town/Parish Council or the County Council - but in each case a commuted payment to cover the cost of future maintenance will be required. The Highway Authority will need to approve all features involving planting/landscaping.

Public Open Space

- 13.6. Amenity areas, play space and landscaped areas may be adopted by the District Council, Town or Parish Council as appropriate, the developer should contact the District Engineer or Technical Officer at an early stage to enable arrangements for any such adoption to be finalised during the planning process.
- 13.7. Areas of soft landscaping, other than as specified in 2 above, are not acceptable for adoption as highway.

Parking Places

- 13.8. Private parking provision must be met other than on the highway. Parking spaces provided in lieu of garages or private drives for the regular parking of residents' cars, which are integrated with the carriageway can be adopted subject to a commuted lump sum payment for future maintenance.
- 13.9. The developer should endeavour to provide parking spaces or garages within the curtilage of the site where possible.
- 13.10. Communal visitors parking spaces adjacent to and contiguous with the highway and which are clearly not for regular use of any specific dwelling may be adopted by the Highway Authority by agreement. These parking areas will incur additional maintenance contributions.

Signs

- 13.11. The developer will be responsible for providing traffic signs (regulatory and informatory), road name plates and carriageway markings in accordance with the current Traffic Signs Regulations and General Directions and the details set out below. Road name plates will incorporate traffic regulations fig. 816.1 (*cul-de-sac* sign, where appropriate) modified to the size of road plate. The District Councils are the street naming/numbering Authority and they should be consulted re: road name-plates.
- 13.12. Where the proposed development involves the formation of a new junction with an existing highway the signing proposals for the new development will be deemed to include all those signs and carriageway markings necessary to guide traffic to and from the development *via* the new junction arrangements.
- 13.13. The design of signing schemes for all new development may be carried out at the developer's expense by the Director of Environmental Services as part of the Section 38 agreement or alternative procedures.

Street Lighting

- 13.14. Street lighting where required, will in most cases be adopted by the Highway Authority or Parish Council and schemes may be designed by the Director of Environmental Services, at the developer's expense as part of the Section 38 agreement or alternative procedures.
- 13.15. See preamble to Specification and 'Street Lighting Design Requirement's in **Appendix 2** and also the 'Procedures' section for further information.

Other Street Furniture

- 13.16. All other street furniture and signs such as pedestrian barriers, bollards and the like which are required by the Highway Authority must be indicated on submitted plans and early advice should be sought from the Highway Authority on the detailed specification requirements for street furniture.
- 13.17. In all cases the actual layout of the development and its projected usage will determine the detailed lighting and signing.

14. **Development Management Processes**

Development Briefs

- 14.1. When **appropriate** and more generally for larger developments, guidance on highway and transport matters may be included in a **development brief**.
- 14.2. The matters covered may include:
- i. The identification of any committed local highway or public transport schemes, which it may be appropriate to take into account;
 - ii. The general form of the roads infrastructure and site access arrangements;
 - iii. Any required capacity or safety improvements to the local highway network;
 - iv. The public transport requirements;
 - v. The facilities required for pedestrians, cyclists and the mobility impaired, and
 - vi. The requirements for public rights of way crossing or abutting the site.

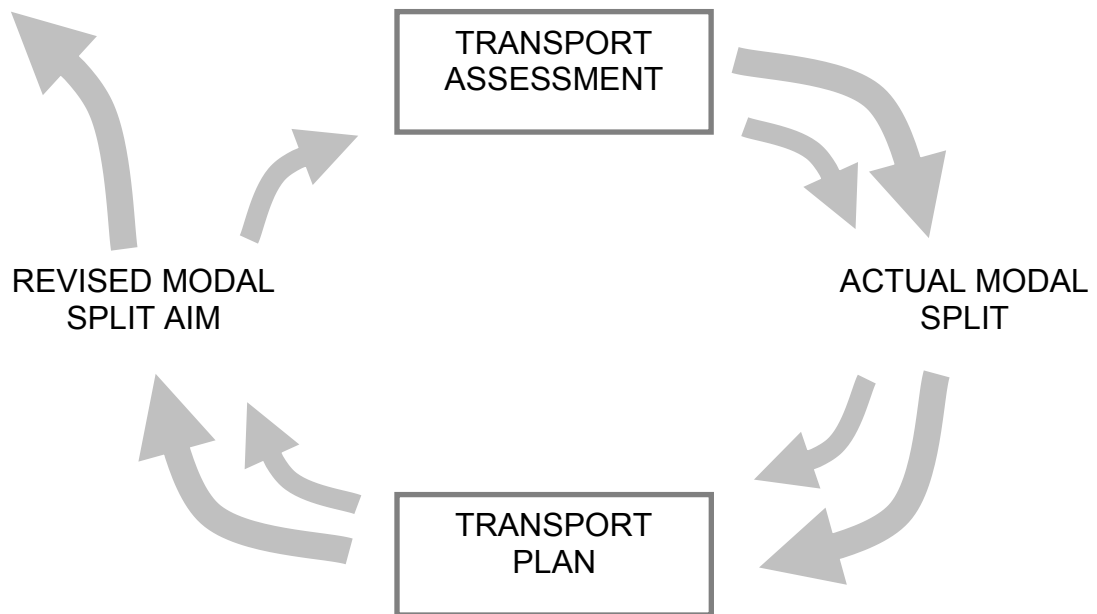
Pre-Planning Application Discussion

- 14.3. Applicants and developers are encouraged to seek advice, about the implications of their proposals for transport purposes, from the Highway and Local Planning Authorities prior to submitting a planning application for a new development.
- 14.4. At the present time, the County Council provides Transport advice to all of the District Councils and developers within Oxfordshire either through Area Liaison Officers based in the County Council's Area Offices or from the Transport Development Control Group based at Speedwell House, Speedwell Street, Oxford.
- 14.5. When pre-submission advice is offered or given, then this will generally be on a 'without prejudice' basis, and it may be necessary to review advice as development proposals are advanced, or when national or other local guidance is reviewed.
- 14.6. When pre-submission advice is offered or given in the form of estimated costs for highway improvements to enable developments to proceed, then, again, this will be on a 'without prejudice' basis, and it is a matter for the applicant or developer to independently verify any such estimates and subsequently agree any revisions with the relevant authority.

Formal Consultations

- 14.7. Most planning applications for the developments covered by this guidance will be submitted to the City Council or the relevant District Council, as the Local Planning Authority. There may be, however, a few occasions where an application is required to be submitted to the County Council as Planning Authority (e.g. applications for the extraction of minerals and the deposition of materials).
- 14.8. Depending on the scale of the proposal, the Local Planning Authority will consult the County Council as Highway Authority.
- 14.9. In order that Transport advice may be given within the Statutory periods, defined in the General Development Order, applications for outline and full planning consent must include: A site plan to a minimum scale of 1:2,500, which should show:
- i. The positions of all adjacent properties;
 - ii. The locations of the public highways from which the site is accessed or is proposed to be accessed, and all other highways, including public rights of way, which might be affected by the proposal;
 - iii. The land to which the application relates edged in red, and
 - iv. Any land within the same ownership edged blue.

- 14.10. The following should also be submitted, where matters relating to access are not being reserved at outline stage:
The extent and feasibility of site access proposals, including plans showing any necessary highway improvements and the impact these will have on the existing environment. The layout should be drawn, at a scale of not less than 1:1250 and should be accompanied by a longitudinal scale.
- 14.11. Applications, including or submitted for the approval of engineering details should include a block plan to a scale of not less than 1:500 and plans showing the following details:
- i. The existing ground form, trees, hedges and other natural or man-made features of the site and immediate surroundings;
 - ii. The position, width and geometric layout of all existing accesses;
 - iii. The position, width and gradient of all proposed accesses to the site and associated works within the limits of or affecting the public highway;
 - iv. The layout and vertical alignment of all new estate roads, surface water and foul drainage systems and their outfalls;
 - v. The identification by notation of all roads, where a shared pedestrian and vehicle surface is to be provided, or any road, which is proposed as a designated bus route;
 - vi. The locations and extent of all landscaping;
 - vii. The locations of all other features such as bus stops, shelters and other street furniture, and
 - viii. Proposals for any utility sub-stations or other major apparatus installation.
- 14.12. The details required for new estate roads are likely to include:
- i. Longitudinal sections of new highways to a minimum horizontal scale of 1:500 and minimum vertical scale of 1:50, and cross sections, usually at every 15 metres, to a minimum scale of 1:1,000.
 - ii. The sections should show: the existing ground levels; proposed road levels; metrage and the full level and gradient details of proposed surface water and foul sewers.
- 14.13. **The following procedural issues are particularly important.** The Local Planning Authority must be kept informed about the progress of all negotiations between the developer and the Highway Authority regarding the resolution of any highway issues and any revisions to proposals resulting from such negotiations should be formally submitted to the Local Planning Authority as amended plans or additional information. The Highway Authority should be formally consulted with regard to any amended drawings or additional information affecting highway proposals even when the highway or transport impact is reduced from that, which was originally proposed by such amendments. Public participation and comment are important aspects of the planning system and, when appropriate, the Highway Authority will provide relevant highway and transport advice to the Local Planning Authority on matters that may arise from such participation or comment.
- Transport Statements, Travel Plan Statements, Transport Assessments & Travel Plans**
- 14.14. Relevant Transport Statement and Travel Statement or Transport Assessment and Travel Plan will be required to accompany planning applications (See Section on Website).
- 14.15. Applicants are advised that the submission of complete and accurate information will enable the matters relating to highways and transport to be dealt with expeditiously. Particular attention is, therefore, drawn to the guidance about Transport Assessments and Travel Plans, which will often be material to the planning considerations.



Contributions (section 106 of Town and Country Planning Act)

- 14.16. For the sake of clarification a contribution can mean a 100% contribution. Where other developments are dependent on a traffic management scheme being implemented or public transport being provided, then normally contributions will be apportioned equitably or proportionally. In some circumstances, contributions will be required in advance of the date of commencement of a development.
- 14.17. Through the formal consultation process the effect of a proposed development is assessed and the result will be used in determining the mitigation works, which are required to initially allow the development to be accommodated. However additional contributions may be required towards the wider provision of transportation improvements.
- 14.18. Appropriate funding will be secured by way of agreements, made under Section 106 of the Town and Country Planning Act 1990 for the following:
- i. Any combination of transport scheme, initiative, or improvement which is either results in physical network changes or public service improvements,
 - ii. Implementing traffic management schemes including traffic calming along the existing highway;
 - iii. Undertaking traffic studies;
 - iv. The provision of public transport in the area affected by the proposed development and/or to serve the proposed development directly;
 - v. Improving accessibility by alternative modes of travel;
 - vi. Securing safer routes to schools;
 - vii. Implementation of travel plans;
 - viii. Contributions towards other justified highway and transport facilities which may need to be considered for inclusion from time to time, and
 - ix. Environmental mitigation measures arising from highway and transport requirements.

- 14.19. In some instances, the terms of a Section 106 agreement may result in the developer needing to enter into a separate Section 278 Highway Works or Section 184 agreement (Highways Act 1980) in order to advance a specific highway improvement or improvements at a particular time. The range of improvements may not only relate to traffic capacity and safety improvements but might also include for such things as the strengthening of access routes or the upgrading of existing highway drainage systems.

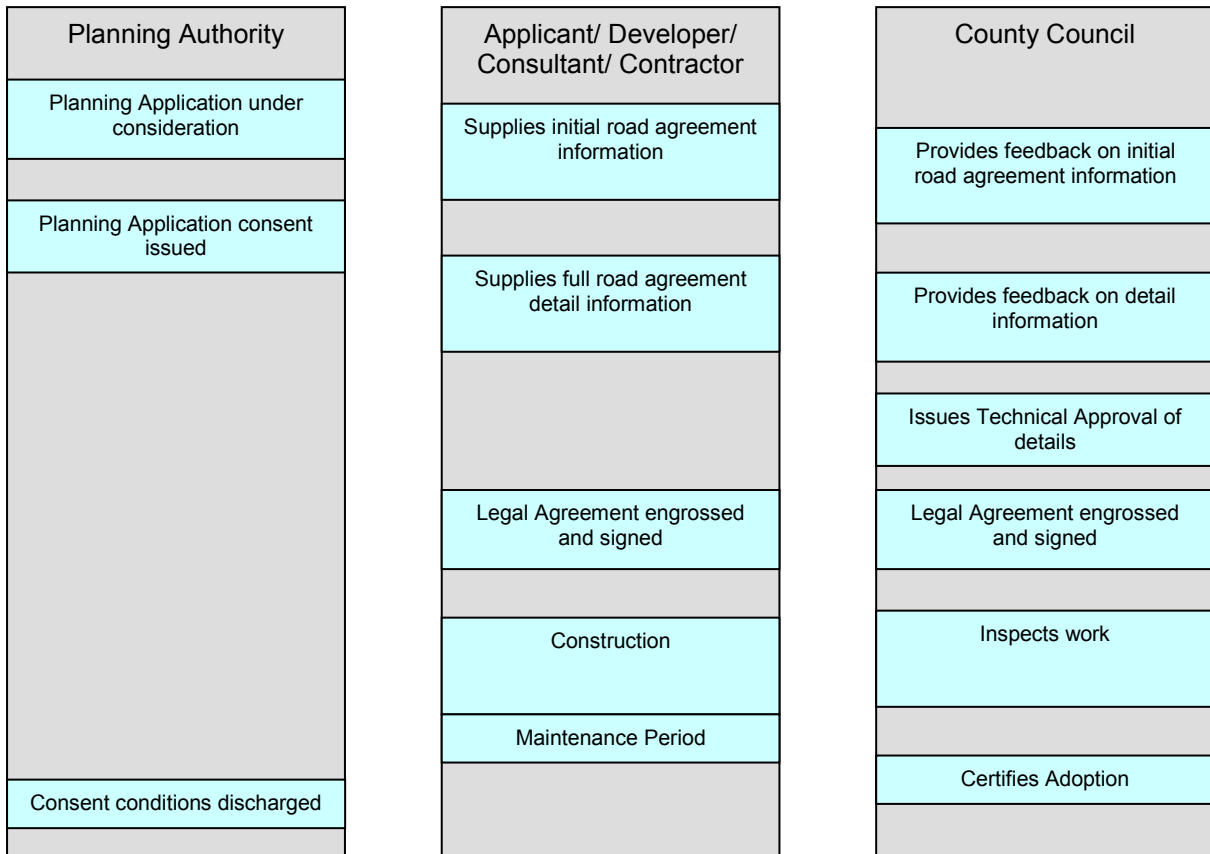
Highway Processes - Overview

- 14.20. Developers are advised that, whilst seeking planning consent or very soon after getting consent that contact is made with the County Council to establish the relevant procedures with respect of Advance Payment Codes, Private Road Agreements, and road agreements under sections 38 and 278 of the Highway Act.
- 14.21. When highways are constructed, as part of new developments, they can either become highway maintained at public expense or remain as private streets on completion of the works. Section 203 of the Highways Act 1980 defines a private street. This is a street not being a highway maintainable at the public expense and includes, for the purpose of the Advance Payments Code any land shown as a proposed street on plans deposited either under building regulations or for planning permission.
- 14.22. The Highway Authority has powers to ensure that all roads, both those intended to remain private and those intended to become adopted, are constructed to an appropriate standard under Section 219 of the Highways Act relating to Advance Payment Code. The Private Street Works part of the Highways Act very occasionally may be used by the Highway Authority to carry out works in private streets.
- 14.23. If the developer wishes the roads to be taken into Public Highway and maintained as such the Highway Authority has powers to adopt the roads as public highway under Section 38 of the Highways Act 1980. Where the developer wishes the roads to remain private the Highway Authority requires the developer to enter into a Private Road Agreement.
- 14.24. The Highway Authority (or its agent) is the only body with powers to carry out works on the public highway other than public utility companies who have separate powers. Where works are required on an existing highway the developer must enter into a legal agreement under section 278 of the 1980 Highways Act to allow the works to be undertaken.
- 14.25. Where an agreement under Section 38 of the Highways Act 1980 for the adoption of roads is being entered into, then Section 184 clauses will be included to cover the construction of the bell-mouth access or accesses within the public highway. If more extensive works are required within the existing public highway then a separate Section 278 Highway Works Agreement will be required.
- 14.26. The developer is responsible for the design and construction of highway works related to the development, subject to the necessary approvals and agreements. The Highway Authority must approve the design and construction details and be allowed to inspect the works, as they proceed. On satisfactory completion the Highway Authority will adopt the areas subject to the agreement. It should be noted that there is a charge for the work involved by the County Council in checking and approving plans, and inspecting the works during construction.
- 14.27. The following elements are not included in the road agreements:
- i. Foul water sewers and drains: refer to the local sewerage water disposal authority
 - ii. Some storm water sewers or drains which carry water other than water from the highway: refer to the local sewerage water disposal authority
 - iii. Grassed, landscaped, amenity or play areas not required for the provision of the highway area: refer to adjacent land owners or District Council



- 14.28. A fee is charged for the creation of the road agreements depending on the form of agreement. It may include the costs for administrating the agreement, legal charges, scheme design, technical approval, site inspection, safety audit, tendering and tender analyses, certification of works etc. and commuted sum payments for additional future additional maintenance costs.

Chart 1: General Road Agreement Swim-lines



Advance Payments Code

- 14.29. The Advance Payment Code procedure will be followed irrespective of the developers stated intentions regarding adoption or otherwise. Where a notice has been served requiring deposits or security for road works it is an offence to commence building works before the sum specified in the notice has been deposited or secured to the County Council's satisfaction. Also the owner of the land and any persons undertaking the work will be liable to a fine for each offence. Work carried out on different buildings will constitute a separate offence as will work carried out on the same building at different times.
- 14.30. The Advance Payments Code of the Highways Act 1980 (Section 219 - 225) is applied. The effect of the Code is to require financial security from the developer to offset the frontager's liability for private street works if required. This security may be in the form of a cash deposit or a bond. The County Council may call upon the security to complete the works if the developer defaults on his obligations.
- 14.31. It is intended that roads, footways, footpaths and cycle-ways forming the primary means of access to all housing developments should become publicly maintainable highways upon

satisfactory completion of the works. The primary method for achieving this is by the applicant or developer entering into an agreement with the Council under Section 38 of the Highways Act 1980.

- 14.32. Within six weeks of building regulations permission being granted or acceptance of initial notice by the District Council, the County Council or the District Council acting on behalf of the County Council will serve a notice specifying the amount to be deposited or secured in respect of the street works charges for those dwellings for which permission has been granted. This figure will include charges for the provision of street lighting and drainage if appropriate, and is based on average cost figures supplied by the Highway Authority, which include service and administrative costs.
- 14.33. If the Highway Authority has served a notice, no work may be performed to erect the building (including foundations) until the security specified in the notice has been deposited or otherwise secured to the satisfaction of the County Council.

Private Road Agreements

- 14.34. In the event that the Developer wishes for the estate roads to remain private this information should be given to the Highways Authority representatives during the securing of planning permission. A 'Private Road Agreement' must be entered into with the Highway Authority to protect the interests of prospective frontagers. The agreement ensures that works are designed to an appropriate standard and secures monitoring of construction by the Local Highway Authority. A 'Private Road Agreement' will have the effect of providing an exemption under the terms of the Advanced Payment Code and hence a security will not be required.

Private Street Works Code

- 14.35. Under Section 203, Private Street Works Code, for the purposes of the Advance Payments Code, only those buildings which are proposed to be occupied shall be subject to the code. The code applies to any private access, street or road which serves commercial or domestic buildings and is not built to the Highway Authority's standards and specifications and hence is applied to build the access, street or road to its standards and specifications.
- 14.36. The Council as Highway Authority may invoke a Private Street Works action. However if an Advance Payments Code deposit exists then the majority of the frontagers can invoke a Private Street Works action. Actions under this legislation tend to be very lengthy and more expensive than other means of achieving the same result.
- 14.37. The Highway Authority wholly prefers to use all other means of creating new roads and streets by using road agreements under section 38 of the Highways Act.

Adoption of New Roads (agreement under section 38 of Highways Act)

- 14.38. Construction work for work potentially subject to a section 38 agreement should not be commenced until the content of the layout, design and specifications have been approved by the Council. Starting will be at the total risk of the developer. It is also recommended that the agreement is signed before works commence on the road works.
- 14.39. The Council will resist the carrying out of inspections of the works potentially subject to a section 38 agreement in the absence of real intent of the developer entering into that agreement. This intent is measured by the payment of the appropriate fees and the progress of producing technical drawings and specifications of the works.
- 14.40. The section 38 agreement cannot be signed until all relevant approvals have been issued by the Council, all appropriate security has been arranged, all fees paid, and technical approval granted.

- 14.41. When a developer expresses a wish to enter into an agreement under section 38 of the Highways Act, it is still an offence to commence building works (including foundations) when the Advance Payments Code applies unless an appropriate security has been arranged. The signing of an agreement under section 38 of the Highways Act is an automatic exemption under the Advance Payments Code. The security arranged under the latter may be transferred however due to the vagaries of cost differences the value of the security can change.
- 14.42. The technical details and specifications must comply with all parts of the Council's design criteria and specifications. Drawing and details are submitted for approval by the Council. The agreement cannot be signed until all relevant approvals have been issued by the Council.
- 14.43. Working on existing highway (agreement under section 278, and notices under section 184 of the Highways Act).
- 14.44. Construction work will not be commenced until the section 278 agreement has been signed.
- 14.45. The agreement cannot be signed until all relevant approvals have been issued by the Council, all appropriate security has been arranged, all fees paid, and technical approval granted.
- 14.46. Improvements that will have a significant effect on the day-to-day operation of the public highway during, or subsequent to the construction of the works, will normally be subject to an Agreement made under Section 278 of the Highways Act 1980. Examples of this might be the construction of a roundabout or right turn lane junction, or the installation of traffic signal control at a junction.
- 14.47. Improvements that will not have a significant effect on the day-to-day operation of the public highway will normally incorporate procedures under Section 184 of the Highways Act 1980 where an access to the site is required to be constructed or improved. An example of this might be the construction or improvement of a footway along an existing road leading to the site.
- 14.48. The technical details and specifications must comply with all parts of the Council's design criteria and specifications. Drawing and details are submitted for approval by the Council.

Technical Approval (road agreements)

- 14.49. The construction and specification detail of all road agreements require technical approval by the Council in order for the agreement to be signed.
- 14.50. The technical audit is carried out on:
- i. Drawings (layout, design, geometry, signs, lines, and street furniture)
 - ii. Specifications (construction, materials and finishes)
 - iii. Signals (function, timing, specification and construction)
 - iv. Safety Audit
 - v. Traffic Regulation Orders
 - vi. Surface water disposal (design, construction, specifications, and easements)

Safety Audit & Quality Audits

- 14.51. The County Council applies a Safety Audit process to the design and construction processes for all new roads and changes to existing roads.
- 14.52. The Quality Audit approach is also encouraged.

- 14.53. The Road Traffic Act 1988 requires a Local Authority to take such measures as appear to the Authority to be appropriate to reduce the possibilities of accidents when new roads or changes to existing road layouts come into use. The purpose of a Safety Audit is, therefore, to ensure that highway schemes will operate as safely as practicable by the systematic checking against safety standards and for other potential hazards from the perspective of all road users including pedestrians, cyclists, the mobility impaired, and drivers.
- 14.54. **Stage 1 or Preliminary Safety Audit:** an overall audit on the general basic concepts of the proposals applied during the planning application stage.
- 14.55. **Stage 2:** a detail audit of the full technical construction and layout detail. Usually applied as part of the Technical Audit stage but can be required by the Council at the planning application stage.
- 14.56. **Stage 3:** an audit of the substantially complete works before the maintenance period commences. Any changes or recommendations will be carried out as part of the remedial works list and will have to be satisfactorily completed before adoption is declared.
- 14.57. **Stage 4:** an audit of the substantially complete works, under operational conditions applied immediately before adoption is declared.
- 14.58. The applicant or developer is to be responsible for the commissioning and consequent costs of all Safety Audits. All Safety Audits must be undertaken by an accredited Safety Audit team which is independent from the designers and approvers. The team must be technically competent, having specific experience and training in accident remedial work. CVs of all audit team members should be attached to every Safety Audit, and the Highway Authority reserve the right to refuse an audit carried out by a team in which a member does not conform to the qualification criteria.
- 14.59. All issues or potential risks, which are identified by the safety audit process must be addressed and rectified by the Developer. Where a Safety Audit identifies a departure from standards or another safety problem, and whether or not a suggested solution is proposed, the applicant or developer may request an exemption certificate. If a request for an exemption is agreed to then the formal certification will be issued by the Council as Highway Authority.

Traffic Regulation Orders

- 14.60. Planning conditions may, from time to time, be attached to consents requiring particular traffic management measures to be implemented prior to the commencement or occupation of the development. Such conditions are attached when the orders are required as a control or safety feature.
- 14.61. The provision of traffic regulation orders occurs by an independent statutory process. The County Council is unable to guarantee that any order will be confirmed once it has been advertised, especially if strong technical objections are raised. Hence the Council has to be sure that the Local Planning Authority is able to impose the relevant condition in the knowledge that there will be a reasonable prospect of it being implemented. To this end the applicant should undertake preliminary consultations with the Highway Authority; the police and emergency services, the relevant City, District, Town or Parish Councils, public transport operators, motorist organisations and other representative bodies which the County may advise as being appropriate. In the case when the traffic regulation is required on the grounds of maintaining safety then every attempt will be made by the Council to secure the order.

Securities, Inspections and Certification (road agreements)

- 14.62. A security is always required to accompany agreements under sections 38 and 278 of the Highways Act. The security is either a Bond or cash deposit.
- 14.63. Inspections are carried out by the Council, under the terms of the road agreements to ensure that the approved details are provided.
- 14.64. Any construction work, which does not comply with the approved details has to be rectified as set out by the terms of the agreement.
- 14.65. At certain stages of the construction the security is reduced to reflect the work satisfactorily completed.

Highway Structures

- 14.66. Where proposed new road works or changes to existing roads includes the erection of any structure, other than manholes, inspection chambers, soak-aways, headwalls and similar items, as part of the works, or where any structure is adjacent to an existing or proposed public highway and either supports or in any way affects the safety of users of the highway, all such structures shall be given approval by the Highway Authority as part of the Technical Audit.



APPENDICES

A1. Highway Drainage

- A1.1 A satisfactory system of drainage must be provided for the collection and disposal of surface water from all areas to be adopted by the Highway Authority in the development area.
- A1.2 It is absolutely essential that the means of disposal of surface water be investigated with the Highway Authority at the preliminary stage of all development schemes. It cannot be assumed that permission will automatically be granted by the Highway Authority for connection to the existing highway drainage system within adjacent maintained roads.
- A1.3 The developer is required to make adequate and satisfactory outfall arrangements for his development in accordance with this Appendix.
- A1.4 This Authority endorses, indeed encourages, the use of Sustainable Urban Drainage Systems, and by way of examples as to the flexibility of approach the following are considered suitable as potential outfalls for a highway drainage system:
- i. Watercourses
 - ii. Soakaways/soakage trenches
 - iii. Swales/basins
 - iv. Existing highway drains
 - v. Existing public surface water sewers
- A1.5 All of the above systems require the written approval of the Highway Authority at an early stage, and for some a commuted sum to cover future maintenance of the system will be required. Details can be secured from the Group Engineer, Bridges (Highway Management).
- [Contents \(pdf format, 36Kb\)](#)
 - [References \(pdf format, 21Kb\)](#)

Appendices

- A - [Rainfall intensity chart \(pdf format, 13.5Kb\)](#)
- B - [Calculation of Run-off from Catchment Areas \(pdf format, 230Kb\)](#)
- C - [Determination of Soakaway Capacity \(pdf format, 13Kb\)](#)
- D - [Approved small Oil Interceptor HSD/5/425 \(pdf format, 1.55Mb\)](#)
- E - [Positioning of Soakaways and Soakage Trenches \(pdf format, 338Kb\)](#)
- F - [Environmental Agency, Special Requirements \(pdf format, 26Kb\)](#)
- G - [Application for Consent for Works affecting \(pdf format, 34Kb\)](#)
[Watercourses and/or Flood Defences \(Form No. FDI\) \(pdf format, 34Kb\)](#)
- H - [Environmental Agency - Policy Regarding Culverts \(pdf format, 128Kb\)](#)

Drawings

- [HSD/5/320e - Catchpits: Design Group C2 \(pdf format, 636Kb\)](#)
- [HSD/5/345ex - Catchpits: Design Group C5 \(pdf format, 692Kb\)](#)
- [HSD/5/365e - Soakaways: Design Group S1 - S5 \(pdf format, 664Kb\)](#)
- [HSD/5/425 - Oil Interceptor \(pdf format, 1.55Mb\)](#)
- [HSD/5/460e - Gullies: Design Group G2 \(pdf format, 511Kb\)](#)
- [HSD/5/475e - Gullies: Design Group G4 \(pdf format, 560Kb\)](#)
- [HSD/5/510e - Gullies: Design Group G9 \(pdf format, 554Kb\)](#)
- [HSD/5/530c - Headwall: Type 1 \(pdf format, 542Kb\)](#)
- [HSD/5/535b - Headwall: Type 2 \(pdf format, 1Mb\)](#)
- [HSD/5/540b - Headwall: Type 3 \(pdf format, 578Kb\)](#)
- [HSD/5/542b - Headwall: Outlet Grid Cover \(pdf format, 382Kb\)](#)
- [HSD/5/543c - Headwall: Inlet Grid Cover \(pdf format, 565Kb\)](#)

A2. Street Lighting Design Requirements

- A2.1 Oxfordshire County Council provides a comprehensive street lighting design service using the latest specifications and computer aided design facilities. These designs show the minimum number of lights required to meet the appropriate category of lighting laid down in British Standard BS5489:2003. This also ensures the most efficient installation and keeps the capital cost, as well as future maintenance and energy costs, to a minimum. Doing this will also help in managing our Carbon Reduction Commitment.
- A2.2 We also had to consider the on-going reliability, ease of maintenance and energy consumption of equipment. Therefore we have decided to standardise on the types of equipment we specify, which includes LED and dimming technology.
- A2.3 We have resolved to make a charge for design work which we carry out for third parties. The fee is based on 5% of the estimated capital cost of the installation works, subject to an £1020 maximum and £246 minimum charge for each section 38 or 278 agreement.
- A2.4 However, if a Developer/Consultant wishes to make arrangements to carry out their own street lighting design a specific design brief for your site must be obtained from the Electrical Services - Lighting Section. The lighting design must then be submitted to us approval prior to any installation work commencing on site.
- A2.5 Failure to seek approval of the street lighting design will prevent the section 38/278 adoption taking place. Please note that lighting designs submitted on more than two occasions will incur an administration charge of £66.00 for each subsequent submission. The charge will have to be paid before approval can be given.
- A2.6 Please contact our Street Lighting Team to discuss your requirement further, when the adoptable areas have been finalised and agreed with our Road Agreements Team.
-

A3. Structural Procedures

[Procedures for the structural approval of retaining walls, bridges and culverts adjacent to or on the highway \(pdf format, 78Kb\)](#)

A4. Planting on adoptable highways

[Trees and shrubs acceptable for planting in adoptable highways \(pdf format, 49Kb\)](#)

A5. Acceptable materials

Enquire with OCC Highway Authority



A6. Parking Standards for the City & Districts

A6.A – Oxford City Parking Standards

A6.A1. Oxford has lower parking standards than the rest of the county (**Table A6A1**) as it has lower rates of car ownership and good accessibility by non-car modes to a wide range of facilities. Even within the city there are differing degrees of access to local facilities and public transport and car ownership is typically lower in the city centre than the outer areas. For these reasons there are two parking standards that will apply: within the Transport Central Area as defined by the City Council in its planning policy documents and outside that area.

A6.A2. These recommendations should be treated as optima, reflecting good overall accessibility by non-car modes, and the need to use land efficiently. Also, shared off-plot parking, combined with on-plot parking where appropriate, will be encouraged.

A6.A3. Proposals, which are considered to have over-generous parking provision, will not be supported. Equally, proposals with substantially reduced parking provision may be unacceptable in some circumstances, for example, where this would result in unacceptable parking pressure on existing streets, which could not be reasonably mitigated. The onus is on the developer to show that the implications of the parking provision are acceptable.

Parking Provision – Outside the Transport Central Area

A6.A4. The amount of parking that would be required to meet forecast demand in new developments is shown in **Table A6A1**.

A6.A5. In new small scale development outside the Transport Central Area and in the tighter built up areas where densities are high and traditionally no on-plot parking is provided then proposals may not need to provide on-plot parking. In other cases **Table A6A1** will form the basis of the assessment.

A6.A6. Where local circumstances allow, a substantial element of shared off-plot parking will be preferred over the provision of 2 or more spaces per unit.

Parking Provision within the Transport Central Area

A6.A7. Proposals will be assessed case by case in the context of the Oxford Local Development Framework and will be lower than the parking provision recommended outside the Transport Central Area. ‘Car-free’ development or low level of parking provision will be encouraged, and when in a controlled parking zone will be enforced through exclusion from that **controlled parking zone**.

A6.A8. No more than 1.0 spaces per dwelling will be permitted within the Transport Central Area. Within the West End, flats will be car-free with disabled parking only.

A6.A9. Car parking spaces provided within the Transport Central Area can be provided by an allocated and unallocated mix to suit the specific location and development layout.

Student Accommodation

A6.A10. For both inside and outside the Transport Central Area student accommodation will be car free in terms of parking. However, provision of parking for the mobility impaired will be provided of one space per bedroom for 5% of the total number of bedrooms provided.

Houses of Multiple Occupation

A6.A11. **Table 6A1** will be used primarily to assess **Houses of Multiple Occupation (HMO)**. However where 7 or more occupants are proposed in an area where parking congestion occurs then the Council may require additional spaces to ensure that a suitable and appropriate number of spaces are provided.

Car-free development

A6.A12. ‘Car-free’ development is defined in this document as accommodation for people who are prepared to relinquish their right to keep a private car in Oxford. ‘Car-free’ development is encouraged, which can bring significant benefits where properly implemented in appropriate locations.

A6.A13. ‘Car-free’ development will be acceptable in Oxford, provided that there are excellent alternatives to the car, shops and services are located nearby, and the car-free status of the development can realistically be enforced by planning condition, planning obligation, on-street parking controls or other means. The onus is on the developer to demonstrate that there are no adverse implications.

A6.A14. Many smaller residential proposals, involving domestic extensions, subdivision of a dwelling house into flats, and small infill development, do not specifically provide additional parking. These may be described as ‘**car parking free**’.

A6.A15. The addition of a few dwellings, without the provision of additional parking spaces to a particular area may be acceptable, either where there is reasonable and safe on-street parking capacity (as made clear by appropriate supporting information) or where there is excellent accessibility for those without a car and on-street parking controls are in place or will be provided.

Low car housing

A6.A16. An alternative to ‘car-free’ residential development is ‘**low car**’ (or ‘**low parking**’) housing, where the proposed parking provision is significantly below the parking standard. Such proposals will generally be assessed using the same principles as for car-free development.

Car clubs

A6.A17. ‘Car-free’ or ‘low car’ developments will be encouraged to incorporate or otherwise support a car club, which can be an attractive alternative to private car ownership and boost the attractiveness of such housing.

A6.A18. A car club provider makes cars available to local residents, and they are then shared between the households on a ‘pay-as-you-go’ basis.

A6.A19. Car clubs are particularly suited to areas of high-density development and areas with good accessibility to local services and public transport.

Unallocated parking

A6.A20. In general proposals with unallocated parking will be supported with up to 100% unallocated parking within a controlled parking zone or a Home Zone.

Garages

A6.A21. The provision of residential car parking in the form of garages will be discouraged within the city, as evidence suggests they are less well used than other forms of residential parking.

Conversion of Front Gardens to Parking Areas

A6.A22. Many planning applications propose the conversion of private amenity space at the front of dwellings to hard-standing, to provide additional on-plot parking. This is particularly common where houses are subdivided into flats, and may be considered necessary to prevent undue pressure on the public highway.

A6.A23. However, the cumulative impact of multiple hard-surfaced parking areas can change the character of an area and also significantly increase surface water run-off, which can, in turn, increase local flood risk. Also, the benefit of providing off-street spaces as ‘front garden parking’ will need to be weighed against the loss of existing on-street capacity as a result of new or extended drop-kerb.

**Table A6.A1.
Car Parking Provision in New Developments in Oxford outside the Transport Central Area**

Number of bedrooms per dwelling	Number of Allocated Spaces	Number of Spaces When 2 Allocated Spaces per Dwelling are Provided		Number of Spaces When 1 Allocated Spaces per Dwelling are Provided		Number of Unallocated Spaces When no Allocated Spaces are Provided
		Allocated Spaces	Unallocated Spaces	Allocated Spaces	Unallocated Spaces	
1	1	N/A	N/A	1	0.4	1.0
2	2	2	0.3	1	0.7	1.5
3	2	2	0.4	1	0.9	1.8
4+	2	2	0.5	1	1.2	2.1

A6.B – Cherwell Urban Areas Parking Standards

B.1. The parishes, which define the urban areas in Cherwell are:

- i. Banbury,
- ii. Bicester,
- iii. Kidlington,
- iv. Bloxham,
- v. Bodicote,
- vi. Adderbury,
- vii. Yarnton
- viii. Gosford & Water Eaton.

B.2. The car parking provision in new developments for the urban areas in Cherwell area are set out in **Table A6.B1**.

Table A6.B1 Car parking provision in new developments for urban areas in Cherwell						
Number of bedrooms per dwelling	Number of Allocated Spaces	Number of Spaces When 2 Allocated Spaces per Dwelling are Provided		Number of Spaces When 1 Allocated Spaces per Dwelling are Provided		Number of Unallocated Spaces When no Allocated Spaces are Provided
		Allocated Spaces	Unallocated Spaces	Allocated Spaces	Unallocated Spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.7	1.5
3	2	2	0.3	1	0.8	1.7
3/4	2	2	0.4	1	1.0	1.9
4+	2	2	0.5	1	1.3	2.2

Note 1: The rows in the table for 2/3 bedrooms and 3/4 bedrooms can be used when there are additional rooms in the dwelling which are not shown as bedrooms but where there is a high chance that they could be used as bedrooms.

Note 2: The Council will consider **North West Bicester Ecotown** as a special case provided that certain minimum criteria are met. If there is a full range of every day services provided within easy walking or cycling distance of the dwelling and convenient access to an efficient public transport system accessing a wider range of services including employment, one allocated car parking space per dwelling will be required, regardless of dwelling size or tenure. This may be on plot or off plot. Off plot provision may be grouped in a parking court provided the courts are small, close by, secure and conveniently accessed. Additional unallocated off plot car parking may also be provided according to the principles of this document up to a maximum of one space per dwelling. A lower standard of parking may be acceptable dependent upon the layout and accessibility to services and to other modes of transport in agreement with the Highway Authority.

**A6.C – Parking Recommendations for all Other Areas in Oxfordshire
(Other than Oxford and Cherwell Urban Areas)**

A6.C1. Car parking provision recommendations for all other areas of Oxfordshire (other than Oxford and Cherwell Urban Areas) are set out in **Table A6.C1**.

Table A6.C1 Car parking Provision in New Developments for all Areas of Oxfordshire (Other than Oxford and Cherwell Urban areas)						
Number of bedrooms per dwelling	Number of Allocated Spaces	Number of Spaces When 2 Allocated Spaces per Dwelling are Provided		Number of Spaces When 1 Allocated Spaces per Dwelling are Provided		Number of Unallocated Spaces When no Allocated Spaces are Provided
		Allocated Spaces	Unallocated Spaces	Allocated Spaces	Unallocated Spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.8	1.6
3	2	2	0.4	1	0.9	1.8
3/4	2	2	0.5	1	1.1	2.1
4+	2	2	0.6	1	1.5	2.4

Note: The rows in the table for 2/3 bedrooms and 3/4 bedrooms can be used when there are additional rooms in the dwelling which are not shown as bedrooms but where there is a high chance that they could be used as bedrooms.

Cherwell District Council

By e-mail:
planning.policy@cherwell-dc.gov.uk

22nd January 2016

196 MR 220116 CDC

Dear Sir

BLOXHAM NEIGHBOURHOOD PLAN

I write on behalf of my client William Davis Ltd with regard to the Bloxham Neighbourhood Plan consultation. My clients are a house building company who have secured an interest in land to the east of South Newington Road to the south of Bloxham (SHLAA reference BL029). Previous representations submitted directly to the Parish Council in relation to their consultation in January/February 2015 welcomed the preparation of the Neighbourhood Plan as a means of providing a local policy context to compliment the emerging Cherwell District Local Plan 2006-2031, both Part 1 which has recently been adopted, and Part 2 which has now been progressed.

Those representations recognised the community's concerns in relation to the implications of ad-hoc development in the village, but did not accept the presumption in the draft Neighbourhood Plan that given the permissions that have been recently granted in and around the village, there should only now be very limited further housing development through to the end of the plan period. That remains my client's principal concern, but it should be noted at this point that they do support the majority of the policies in the Draft Neighbourhood Plan and consider that they will provide an appropriate context for guiding the sustainable development of the community.

However, their concern in relation to future housing development is highlighted in Section 5.2 Objectives: Deliver the houses the village needs. The specific objectives highlighted within that theme are not objected to, but it fails to recognise that the village will continue to have a role through plan period in meeting the identified housing needs of the District and wider Housing Market Area in accordance with the National Planning Policy Framework and Cherwell Local Plan.

Policy BL1 relates to the proposed development on a site to the south of Milton Road that has the benefit of an outline planning permission and granted after March 2014 and therefore, contributes to the residual development requirements in the Cherwell Local Plan. Policy BL2 then, however, seeks to limit further development to conversions, infilling and minor development (generally less than 5 dwellings) within the village limits.

Whilst recognising the level of development that has in recent years been committed to Bloxham, the limitation on future development in Bloxham for the entirety of the plan period to 2031 clearly conflicts with the strategic policies and provisions Cherwell Local Plan as described further below. It will also constrain national policy and guidance issued by the Secretary of State to boost the supply of housing and to ensure that the full objectively assessed need for housing in a Housing Market Area is met. Paragraph 184 of the NPPF is particularly relevant here in so far as this states that a Neighbourhood Plan should not promote less development than that set out in a Local Plan or undermine its strategic policies. As such the policy fails to meet the basic conditions.

Paragraph B.96 of the Local Plan highlights that the District Council are committed to meeting the Objectively Assessed Housing Need for the District. Consequently Policy BSC1 identifies a requirements to deliver a minimum of 22,480 new dwellings in the period 2011 to 2031. 5,392 of those dwellings will provided in locations outside of Bicester and Banbury.

However, it should be noted that the housing requirements identified in Policy BSC1, and that then flow through to Policy Villages 2 (see below), only relate to the housing need for the District alone, identified in the most recent 2014 SHMA. The Local Plan explicitly recognises in the supporting text (paras. B.95-B.96) that there is a commitment to consider how the unmet needs arising in Oxford can be sustainably accommodated and ensure that the objectively assessed housing need across the whole Oxfordshire Housing Market Area are met. Consequently under the Duty-to-Cooperate, there will be a requirement for Cherwell District to accommodate a higher level of development than currently planned for, and that would be facilitated through a rapid partial review of the Local Plan. That will require the District Council to revisit the distribution strategy in the Local Plan, which could result in a need to identify and allocate more development sites in the Category A Villages than currently anticipated.

Policy Villages 1 in the adopted Cherwell Local Plan Part 1 identifies Bloxham as a Category A Service Village where minor development, infilling and conversions would be appropriate, recognising that *“there is a need for Cherwell’s Villages to sustainably contribute towards meeting the housing requirements identified in Policy BSC1”* (para C.261).

Policy Villages 2 then addresses the distribution of growth across the rural areas. The Local Plan states (para. C.270) *“The Local Plan must set out an approach for identifying the development of new sites for housing across the rural areas to meet local needs in sustainable locations and to meet the strategic targets set in ‘Policy BSC 1: District Wide Housing Distribution’.* It continues (para. C.271) to highlight that: *“In the interests of meeting local housing need in rural areas, an allocation is also being made to enable the development of some new sites (for 10 or more dwellings) in the most sustainable locations. A further 750 dwellings will be developed in the rural areas including Kidlington. Sites for 10 or more dwellings that have received planning permission after 31 March 2014 will contribute in meeting these requirements. Additionally, a realistic windfall allowance of 754 homes is identified for sites of less than 10 dwellings for the period (2014-2031). In total, some 5,392 homes will be delivered across the rural areas from 2011 to 2031.”*

Therefore, over 1500 new dwellings will need to be delivered in the Category A villages in the period to 2031 over and above the committed supply identified in Part 1 of the Local Plan. Policy Villages 2 highlights that the sites to deliver those dwellings will be identified in Part 2 of the Local Plan, Neighbourhood Plans and through planning applications, and the policy outlines the environmental/technical/infrastructure issues that will be considered in the identification of appropriate sites. Within that policy context, it is therefore, entirely inappropriate for the Neighbourhood Plan to seek to limit the scale of development in the village in advance of the site identification process being completed. Contrary to paragraph 184 of the NPPF, this may result in under-provision of housing relative to the housing requirement for the Policy 2 Villages.

Moreover, Bloxham is the largest of the Category A Service Villages, the best served in terms of community infrastructure and facilities, well related to Banbury and unconstrained by Green Belt. As such it is one of the villages in the District that is best able to accommodate future growth. The District Council’s response to the Neighbourhood Plan consultation undertaken at the beginning of 2015 specifically referred to it as being a *“more sustainable village than many with relatively good access to amenity and connectivity to Banbury”*. Consequently whilst the concerns highlighted in regard to the number of planning permissions that have recently been granted in the village is acknowledged, it would be completely unacceptable for the Neighbourhood Plan to restrict further

sustainable development that would contribute to meeting the identified needs in the District, let alone the wider Housing Market Area, if it can be demonstrated to be appropriate within the terms of the Development Plan and NPPF policy context.

William Davis are of the view that Bloxham could and should accommodate further growth within the plan period, and their land to the east of South Newington Road would be an entirely appropriate option for accommodating that growth. Indeed, it is apparent this would accord with the criteria set out in Local Plan Policy Villages 2 for the selection of future development sites. Their aspiration for the development of this site is to deliver a high quality housing development that respects its relationship with the surrounding urban form and sensitive environmental and cultural features. It is anticipated that in due course the development proposals for the site will evolve through an iterative masterplanning exercise that has taken into account the requirements of the various technical and environmental assessments that will be required, and best urban and landscape design practice. Whilst the development of the site would inevitably result in the loss of agricultural fields on the edge of the settlement, the intent of the assessment and design process will be to ensure that the proposals respond to the surrounding landscape character by retaining and enhancing boundary hedgerows and trees within the site wherever possible, and by providing new public open space with additional tree hedgerow planting to ensure a soft transition between the built development and open countryside.

On that basis William Davis contend that the site should be allocated in the Local Plan Part 2 and/or the Neighbourhood Plan for future development at the appropriate time in the plan period taking account of the strategic planning context, local aspirations and identified needs in the Housing Market Area, District and village.

William Davis does recognise the stated concerns in relation to the capacity of the facilities and infrastructure in the village. However, that is a common issue around the District and County, and the solution is not to restrict the housing development required to meet existing and identified future needs in otherwise sustainable locations, but to seek solutions to remedy those matters through re-planning and management and/or securing public and private sector investment in the forward planning and development management processes. Notably Policies BSC7, BSC8 and BSC9 in Part 1 of the Local Plan seeks to do precisely that in relation to education, health, and public services and utilities respectively.

Policy BL2 as drafted is therefore, too restrictive as it unduly limits sustainable development and in doing so does not reflect the NPPF's presumption in favour of Sustainable Development that is also affirmed in Policy PSD1 in the Local Plan. If the Neighbourhood Plan is not going to allocate additional development land itself in accordance with Villages Policy 2 in the Local Plan, then there must be an explicit recognition within Policy BL2 that further residential development is likely to be required in the village to contribute to meeting the identified housing needs in the District and wider Housing Market Area within the plan period in accordance with the Local Plan requirements. We suggest that the policy should be amended as follows:

In addition to the major development set out in Policy BL1 the following sustainable development will also be permitted, subject to regard for other policies in this plan:

- 1. Conversion, infilling and minor development (typically 5 dwellings or fewer) within existing built up limits; and*
- 2. Further major development deemed necessary to meet identified housing needs for Policy 2 Villages via Part 2 of the Cherwell Local Plan*

In conclusion William Davis are of the view that Bloxham could and should accommodate further growth within the plan period, and the land to the east of South Newington Road would be an entirely

appropriate option for accommodating that growth. As drafted with its implicit restriction on further development in the plan period, the Neighbourhood Plan does not meet the Basic Conditions required of it in that it does not accord with the NPPF or the Cherwell District Local Plan Part 1 in relation to housing delivery and, therefore, does not fully contribute to achieving sustainable development.

In light of the above comments, I would be grateful if you could keep me informed of the Neighbourhood Plan's progress.

Yours faithfully

Mark Rose
Director

Neighbourhood Plan Proposal – Bloxham Parish
Consultation Response Form

Bloxham Parish Council has submitted its proposed Neighbourhood Plan to Cherwell District Council under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended). The proposed Neighbourhood Plan and related documents can be viewed online at www.cherwell.gov.uk/neighbourhoodplanning/ or as a hard copy at our Bodicote House offices, Banbury OX15 4AA 8.30am – 5.00pm and at Bloxham Mill Business Centre, Barford Road, Bloxham, Banbury, OX15 4FF from 8.30am – 3.45pm Monday – Friday.

Under Regulation 16, we are now required to publicise the Plan and supporting documents for a period of not less than 6 weeks and to invite represents before it is submitted for Examination. The consultation period will run between **Friday 27 November 2015** and **Friday, 22 January 2016**. The statutory period has been extended by two weeks to allow for the holiday period. **Representations received outside this period may not be accepted.**

Representations can be made using this form and should be emailed to planning.policy@cherwell-dc.gov.uk or posted to Planning Policy, Cherwell District Council, Bodicote House, Bodicote, Banbury OX15 4AA.

Neighbourhood Plans are not examined in the same manner as plans produced by Local Authorities. **Importantly, the Examiner is not to consider any matter other than those in the box below. As such, representations should only relate to such matters.**

When examining the Neighbourhood Plan, the Examiner is required to consider the following:

- A** whether the draft neighbourhood development plan meets the basic conditions (see paragraphs E-H)
- B** whether the draft neighbourhood development plan complies with the provision made by or under sections 38A and 38B of the Planning and Compulsory Purchase Act 2004
- C** whether the area for any referendum should extend beyond the neighbourhood area to which the draft neighbourhood development plan relates
- D** whether the draft neighbourhood development plan is compatible with the European Convention on Human Rights

The draft neighbourhood development plan meets the basic conditions if:

- E** having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the neighbourhood development plan
- F** the making of the neighbourhood development plan contributes to the achievement of sustainable development
- G** the making of the neighbourhood development plan is in general conformity with the strategic policies contained in the development plan for the area,
- H** the making of the neighbourhood development plan does not breach, and is otherwise compatible with, EU obligations.

Please include your contact details below

Name

Email/Postal Address

<p>Shukri.masseri@cherwell-dc.gov.uk</p> <p>Strategic Planning and the Economy Cherwell District Council Bodicote House Bodicote, Banbury OX15 4AA</p>

Please indicate if you wish to be notified about subsequent progress of the neighbourhood plan, including when the District Council makes a decision about 'making' the plan (under Regulation 19), by marking 'X' in the box below:

Using information contained in the box on Page 1, please indicate which paragraph your representation relates to by marking an 'X' in the appropriate box(es) below:

A B C D

If your representation relates to paragraph A, please identify which of the following your representation relates to by marking 'X' in the appropriate box(es)

E F G H

Please use the following space to write your representation, clearly stating the policy, paragraph or page number you are commenting on. Continue on further sheets, as necessary.

<p>We note and welcome the amendments made to the draft plan in response to our previous comments and suggestions.</p> <p>The comments now made below are raised in the interest of assisting the Parish Council secure an approved Plan.</p> <p>The Bloxham Neighbourhood Plan and supporting documents were submitted to Cherwell District Council on the 19 November 2015.</p> <p>Cherwell District Council as the LPA is in general satisfied that the community engagement and publicity under Schedule 4B of the TCPA 1990, and the regulations has been satisfied. The relevant documents have been submitted, and that the process followed satisfies the requirements of the legislation and regulations.</p>
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General comments

There should be clearer numbering of paragraphs and accompanying documents which is a standard practice and would make it easier to navigate documents. It would also benefit from the numbering of tables and maps.

Throughout the reference to 'Past Local Plan 1996' should be changed to saved policies of the adopted Local Plan 1996 where appropriate and relevant.

Cover page - It should be possible to read the Plan without the reference for it to be read in conjunction with the Sustainability Appraisal Report. The SA is a supporting document and does not form part of the Plan, nor does it contain the policies which will be used to determine planning applications when the Plan is made. The SA is a freestanding document and should not form an appendix to the main Plan document.

The plan needs to be more positive in recognizing the benefits development can bring in terms of revitalizing communities and delivering the homes, businesses, infrastructure and services needed, as the village grows and the population ages

The Plan also needs to recognize that areas with a made NP in place will qualify to receive 25% of CIL income from development in their area; if CDC were to adopt CIL this could be used to fund identified needs in Bloxham, and the positive benefits that would accrue to the community.

Sustainable development can also provide improvements in the quality of the built, natural and historic environment, as well as in people's quality of life.

The ambitions of the BNP should be aligned with the strategic needs and priorities of the wider local area. The Plan needs to recognize that the adopted Local Plan is supported by an infrastructure delivery plan appendix 8, which has recently been updated in the 2015 Annual Monitoring Report. It identifies the infrastructure requirements to meet the growth in the District.

Many of the development sites including in Banbury not far from Bloxham require infrastructure, such as road access, new schools, and health facilities. The infrastructure delivery plan also considers how and when infrastructure should be provided having regard to funding opportunities. The provision of the supporting infrastructure, including the necessary community and leisure services and facilities will involve close partnership working with Oxfordshire County Council, public, private and voluntary sector organizations, and developers. The Bloxham neighbourhood plan should therefore support the strategic development needs set out in the Local Plan and plan positively to support local development. How is this Plan proposing to work with infrastructure providers to address identified need? Such as the lack of school capacity.

Specific comments

Page 4: reference to unplanned development is inaccurate as permissions were granted following a due assessment process and consideration of applications, which took into account social, economic and environmental consideration in accordance with NPPF and the PPG.

Page 4: 1.1 (2) - a neighbourhood plan is not only concerned with such matters as location, number and type of dwelling to be built, but is also a community led plan dealing with the future conservation, development, renewal and for the provision of facilities and infrastructure.

Page 5: 1.2 - the basic conditions are set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990.

Page 5: 1.2 - 2nd bullet point should be clarified to read 'is in general conformity with the strategic policies contained in the development plan for the area of the authority'.

Page 5: 1.3 - there should be no need for clarification of the Plan's policies in the SA Report. The purpose of the SA report is to assess the environmental, social and economic impact of the policies and proposals.

Page 5: 2 - Our Bloxham, final bullet point, the reference should be to Regulation 5 (1) of the Neighbourhood Planning (General) Regulations 2012.

Page 6: 2.2 - line 4 delete ...~~past~~ adopted Local Plan...

Page 7: 2.3 - table, population projection for Bloxham for 2031 is crude and not based on robust evidence.

Page 11: 2.2 - **Education Context**, an assessment of education provision will need to inform development proposals. The plan should recognize that developer contributions can be sought to mitigate the impact of development on school facilities and infrastructure. The views of the County Council as education authority should be taken into account.

Page 14: Final sentence of first paragraph - it is not clear what appendices 3 and 4 are.

Page 19: table of housing permissions: Clarifications are required here in relation to policies Villages 1 and Villages 2. Please refer to paragraph C.272 of the adopted Local Plan Part 1. An allocation of 750 dwellings is being made for new sites (for 10 or more dwellings) in the rural area including Kidlington. Additionally a realistic allowance of 754 homes is identified for sites of less than 10 dwellings 'windfalls'.

Page 20: Final paragraph – see point above in relation to the 754 dwellings

Page 22: Policy BL2: it is generally recognized including in the adopted Cherwell Local Plan that small scale development as being for 10 dwellings or less.

Page 26: How is a history of fluvial or run-off flooding going to be determined. Is this going to be based on Environment Agency records? The policy should be clear as to when action is triggered. Under Policy ESD 6 of the adopted Local Plan development proposals will be assessed according to the sequential approach, and where necessary the exceptions test as set out in the NPPF and the NPPG.

Page 28: Policy BL8 (criteria a & c) Policy BSC 4 of the adopted Local Plan deals with the mix of housing. The Policy needs to take account of the fact that the mix of housing on sites will be negotiated having regard to the Council's most up to date evidence on housing need, and available evidence from developers on local market conditions. Should the requirements of policy BL8 make schemes unviable then negotiations will take place with the developer to enable a scheme to come forward.

Page 28: Policy BL8 (di) - needs to be recognized that in some locations and in some schemes it would not be possible to provide car parking on the plot.

Page 28: Policy BL8 (d &i-iv) - are not planning considerations as they are requirements of Building Regulations which set standards for the design and construction of buildings to ensure the safety and health of occupiers. They cannot be controlled through planning policies in a neighbourhood plan.

Page 29: first paragraph, line 3 - it would be more appropriate to say that where development is permitted every effort should be made to mitigate any adverse effects.

Page 30: first paragraph - requires developers to fund studies to ascertain whether a housing development will lead to overload of wastewater and water infrastructure. It should be noted that Thames Water are the statutory water and sewerage undertaker for the District and are a specific consultation body who will highlight issues of concern. The requirement for developers to undertake such studies may be too onerous.

Page 31: first paragraph - reference should be to saved Policy C27 of the adopted Local Plan 1996

Page 33: Policy BL11; (criterion a.) needs to take account of the fact that a density higher than 30 dwellings per hectare may be acceptable in some circumstances depending upon the locality and site characteristics.

Pages 33-34: final paragraph and footnote - make reference to the Submission Local Plan 2013 in relation to density. The paragraph does not reflect the final wording of the adopted Local Plan, including to the generally lower densities in rural areas.

Page 40: Policy BL12 (b iii) - refers to an Appendix 5. The Plan does not contain an appendix 5.

Page 43: Policy BL14 – the Plan would be more effective having a policy which protects local services and facilities which then can be used in the application of BL14 rather than a clause within a policy which has another purpose and nothing to assess the development against.

Page 52: **7. Bloxham Projects**; lines 4&5 refer to an appendix in the Consultation Statement containing a list of projects. This appendix referred to cannot be located.

(continue on a separate sheet if necessary)

Do you have any comments to make on the supporting documents?

Basic Conditions Statement

The requirement is that the making of a neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area of the authority. The basic conditions statement has considered how the policies of the neighbourhood plan meet each of the Cherwell adopted Local Plan (2015) strategic objectives, rather than the policies, although the policies of the Local Plan have been designed to give substance to the strategic objectives.

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(continue on a separate sheet if necessary)

Neighbourhood Plan Proposal – Bloxham Parish **Consultation Response Form**

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- E** having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the neighbourhood development plan
- F** the making of the neighbourhood development plan contributes to the achievement of sustainable development
- G** the making of the neighbourhood development plan is in general conformity with the strategic policies contained in the development plan for the area,
- H** the making of the neighbourhood development plan does not breach, and is otherwise compatible with, EU obligations.

Please include your contact details below

Name

Email/Postal Address

Bhupinder Thandi Cerda Planning Ltd Vesey House 5-7 High Street Sutton Coldfield B72 1XH

Please indicate if you wish to be notified about subsequent progress of the neighbourhood plan, including when the District Council makes a decision about 'making' the plan (under Regulation 19), by marking 'X' in the box below:

X

Using information contained in the box on Page 1, please indicate which paragraph your representation relates to by marking an 'X' in the appropriate box(es) below:

A <input checked="" type="checkbox"/>	B <input type="checkbox"/>	C <input type="checkbox"/>	D <input type="checkbox"/>
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If your representation relates to paragraph A, please identify which of the following your representation relates to by marking 'X' in the appropriate box(es)

E <input type="checkbox"/>	F <input checked="" type="checkbox"/>	G <input checked="" type="checkbox"/>	H <input type="checkbox"/>
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Please use the following space to write your representation, clearly stating the policy, paragraph or page number you are commenting on. Continue on further sheets, as necessary.

Please see attached document

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(continue on a separate sheet if necessary)

Do you have any comments to make on the supporting documents?

Please see attached document

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(continue on a separate sheet if necessary)

REPRESENTATIONS IN RELATION TO THE BLOXHAM NEIGHBOURHOOD PLAN

ON BEHALF OF CALA HOME (MIDLANDS) LTD

Cerda Planning have been instructed to make representations in relation to the Bloxham Parish Neighbourhood on behalf of Cala Homes (Midlands) Ltd.

The Cherwell Local Plan

The Cherwell Local Plan Part 1 was adopted in July 2015 and sets out how the District will grow and change in the period up to 2031. Underpinning the plan is the need to focus development in and around Bicester and Banbury and direct development towards more sustainable villages whilst maintaining strict control over developments in open countryside.

The 2014 Oxfordshire Strategic Housing Market Assessment (SHMA) identifies a requirement for a total of 22,800 dwellings over the plan period up to 2031. The plan advises that some 17,500 houses will be focused in Bicester and Banbury with the plan making provision of just short of 5,500 homes within rural areas. The plan does not set out a reliance on allocated site and makes provision for windfall sites to provide housing in rural areas.

The Plan recognises that Oxford may not be able to accommodate all of its new housing within its boundary and therefore Cherwell District Council is committed to working proactively with Oxfordshire Local Authorities to accommodate any potential growth.

Settlement Hierarchy

In terms of the strategic approach, policy C249 sets out that the Local Plan must identify the overall level of growth to be developed within the rural areas, identify sustainable hierarchy settlements and identify an approach for distributing growth across different villages.

Outside of Bicester and Banbury villages are ranked in terms of their sustainability with the most sustainable villages categorised as 'A' villages where development is supported in principle. The least sustainable developments are categorised as category 'C' settlements where development will be restricted to in-filling and conversions.

The spatial strategy sets out that the development will be directed to larger and more sustainable villages within the District that already offer a range of services and facilities and are well connected to major urban areas with particular emphasis on public transport links.

Development will be located to category A and B settlements as they are considered to be most sustainable villages.

The villages have been categorised based on the following criteria;

- Population size
- The number and range of services and facilities
- Whether there are any known significant issues within the village
- Accessibility of the village to an urban area, whether that is by private means or public transport
- Accessibility of the village in terms of walking and cycling and local employment opportunities.

Policy Villages 1 – village categorisation categorises Bloxham as a category 'A' village, making it one of the most sustainable locations for new development. The village, therefore, can accommodate developments, in-filling developments and conversions. Bloxham is within the same category as Kidlington, which is identified as a major growth area.

The appropriate forms of development will depend on the character and the development proposed. All developments should be appropriate to the size of the existing settlement.

The following criteria will apply when setting development:

- The size of the village
- Level of services
- Site context within the existing built environment
- Whether the development is in keeping with the character and form of the village
- Impact on landscape
- Consideration of the scale of the village.

Housing Distribution and Mix

Housing sites will be identified in Part 2 of the Local Plan and through the preparation of neighbourhood plans to determine the most appropriate locations for development.

The plan sets out, at section A.9, that the vision for Cherwell includes the building of sustainable communities to ensure that the settlements of Banbury, Bicester and Kidlington along with other rural areas offer a high quality of life to meet the needs of the entire population and to ensure communities have a wide range and choice of good quality, market and affordable housing.

Policy BSC1 in relation to District wide housing distribution states that within the remainder of the District outside Bicester and Banbury a total of 754 dwellings per annum will be provided on windfall sites that can accommodate more than 10 dwellings.

In relation to affordable housing policy BSC3 identifies a need for 407 affordable homes per year over the plan period. To that end all proposed developments for 11 or greater dwellings, will require a contribution of at least 35% affordable homes on site. In exceptional circumstances, off site committed sums will be acceptable.

Within this provision 70% will be expected to be social rented and 30% intermediate affordable homes.

In relation to housing mix, the SHMA identified a greater need for 3 bedroom properties within the District.

Policy BSC4 sets out that all new residential development will be expected to provide a mix of homes to meet the current and expected future requirements of the local community. The mix of housing will be negotiated depending on latest evidence on housing need and evidence from developers and market conditions.

Policy C242 sets out that as the District grows one of the key challenges will be to direct development to the most sustainable locations to meet the needs of villages and rural communities.

The Village of Bloxham

The village of Bloxham is located in northern Oxfordshire on the edge of the Cotswolds. Bloxham is located approximately 5.5km to the south of Banbury, 40km north of Oxford and 53km west of Milton Keynes. It is a large village with an approximate population of 3,500 residents. The village caters for the day-to-day needs of its residents with a number of key services and facilities, including primary and secondary schools, post office, church, shops, doctor's surgery, recreation grounds and public houses.

Bloxham is located off the A361 Banbury Road which serves as the major traffic route through Bloxham and connects Bloxham with Banbury to the north and Chipping Norton to the south. The village is 8.5km from the M40 motorway.

Bloxham's proximity to Banbury makes it accessible via rail connections to a range of destinations including London, Reading, and Birmingham.

The Bloxham Neighbourhood Plan

The Neighbourhood Plan sets out 4 broad themes for issues and challenges within the village.

The first theme is the need to deliver housing that is required to live in a village through the following objectives:

- Housing need must be met in a sustainable way;
- Homes must improve general connectivity minimising traffic congestion and catering for the projected increase of resident mobility issues;
- Build homes that adapt to and mitigate the effect of climate change;
- Build homes that better meet the needs of residents seeking to downsize;
- Build homes that show regard for the amenity of pre-existing properties.

The neighbourhood plan will be implemented in the context of recent and ongoing development whilst contributing towards the general affordable housing stock.

Whilst housing is encouraged this should not be at the expense of local infrastructure, primarily that the Bloxham Primary School has reached full capacity in terms of places and physically in size.

The following comments are raised in response to the consultation on the Neighbourhood Plan:

Policy BL1 relates to a site to the south of Milton Road where outline consent for 85 houses has been granted. This is the only site in the village that the Neighbourhood Plan advocates.

Whilst the principle of the policy is agreed with, other sites in and around Bloxham should be supported for development in accordance with the core principles of the National Planning Policy Framework. The Framework sets out that plan making should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.

Policy BL2 states that additional sustainable development, whether it is conversion, in-filling or minor development within the built limits will be supported, subject to developments being in scale with the village and that show regard to policy BL9D which relates to school places.

The built up limits i.e. the settlement boundary are not defined in Part 1 or 2 of the Local Plan or the draft Bloxham Neighbourhood Plan. BL2 is a restrictive policy and conformity of policy with the NPPF is questioned as a result. The general thrust of the Framework is a presumption of sustainable development. Planning Inspectors have commented, that even when councils can demonstrate a 5 year supply of housing land and when policies concerned with the supply of housing are up to date (ie policies defining built up limits to settlements), that provided a development is sustainable it can occur outside of the settlement boundary. In this case there does not appear to be a defined settlement boundary. However our client's site is clearly beyond the built up area of the village but lies directly adjacent to it, within close proximity to a wide range of facilities and services. The following appeal decisions are considered useful in this regard:

New Street, Weedon Bec, Northampton (APP/Y2810/A/14/2228921), for the erection of up to 121 dwellings, the Inspector concluded

"..I find that as the Council can demonstrate a 5 year HLS the weighted presumption in favour of sustainable development does not apply and the appeal should be determined on normal planning balance. Nonetheless, the site would be well connected to a village with many local services and none of the harm I have identified would outweigh the benefits of providing more housing and much needed affordable housing in particular..."

A similar approach was taken in respect of the appeal allowed at Whetstone, (APP/T2405/A/13/2193758). This was a site that was not identified for development in any Development or emerging Plan. Notwithstanding, the Inspector concluded at Paragraph 38;

"For the reasons given, I have found that a five year supply of deliverable housing land has been demonstrated in accordance with the Framework, and neither of the appeal proposals would have a significant adverse effect on the character and appearance of the countryside. On balance... both of the proposals would represent sustainable development in accordance with the Framework".

Policy BL3 seeks to ensure that new developments promote and improve low carbon connectivity throughout the village, through the provision of footpaths and cycle routes. The policy is welcomed, however these connections should be applied on a site by site basis and are design led based on the development proposed. My client's site is well connected to the village with the potential to provide pedestrian links through to the adjoining residential development.

Policy BL4 sets out parking standards in relation to new housing developments in Bloxham. The policy sets out that development will be expected to deliver at least 1 car space per dwelling and 0.5 spaces per dwelling in shared visitor parking. Whilst parking standards are common place the standards should be applied on a site by site basis dependent on the size and location of the site. The indicative masterplan and design and access statement demonstrates that my client's site would provide parking in accordance with this policy.

Policy BL6 sets out that all new housing should be designed for maximum of 110 litres of water per person per day usage in line with Building Regulations. The Deregulation Bill 2015 states that:

"local planning authorities and qualifying bodies preparing neighbourhood plans should not set in their emerging Local plans, neighbourhood plans, or supplementary planning

documents, any additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings. This includes any policy requiring any level of the Code for Sustainable Homes"

It is therefore considered that this policy is not consistent with planning policy and legislation and should be deleted from the Neighbourhood Plan.

Policy BL8 (a-d) requires at least 20% of the market housing to be designed for the needs of residents at or beyond pension age including appropriate landscaping. In addition the policy states that bungalows or buildings will be restricted to a maximum of 2 storeys including any accommodation within the roof and homes will be required to be of the lifetime home standards. The proposals for this site in terms of housing mix will evolve, taking into account the identified need from the Council's housing officers.

In relation to specific needs housing (part a) the policy is welcomed however this should be applied on a site by site basis and largely dependent on the housing need at the time of submission and determination of a planning application. This is also inconsistent with Policy BSC4 of the Local Plan that sets out that all new residential development will be expected to provide a mix of homes to meet the current and expected future requirements of the local community. The mix of housing will be negotiated depending on latest evidence on housing need and evidence from developers and market conditions contained within the SHMA.

In relation to part c it is considered that this is inconsistent with the NPPF which (at paragraph 59) sets out that design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall and general principles of development. Detailed design for layout, house types and landscaping for this site will be determined at a later date through reserved matters applications.

In relation to part d (life time homes standards) attention is drawn to the comments made in relation to the Deregulation Bill and that any imposition of technical standards is contrary to legislation.

Policy BL9 (considerations of water supply, residential amenity and additional traffic) is welcomed. Part D requires the ongoing provision of school places to be maintained (ie new development should not result in the lack of school places). This policy would appear to restrict development. A S016 agreement or CIL contributions payable by developers would assist in the provision of infrastructure within the village. The conformity of this policy with the NPPF is questioned. My client would be willing to make appropriate financial contributions as necessary to meet the demand for new school places resulting from their proposals in accordance with the CIL regulations.

Policy BL11 states that all development should be encouraged to respect the character, historic and natural assets of the village. The design and materials should relate to the scale, mass and layout of neighbourhood properties including a maximum density of 30 dwellings per hectare. Whilst the general principle of the policy is welcomed these issues should be considered on a site by site basis. The policy is considered to be inconsistent with the NPPF which (at paragraph 59) sets out that design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall and general principles of development.

The above sets out specific comments on the policies contained within the Bloxham Parish Neighbourhood Plan, however there is more fundamental issue with the Cherwell District Council Local Plan and the Bloxham Parish Neighbourhood Plan. The Local Plan at several points sets out that development sites will be identified in part 2 of the Plan through the preparation of Neighbourhood Plans.

The Bloxham Parish Neighbourhood Plan does not identify preferred sites for development which appears to be in conflict with the Localism Act and the National Planning Policy Framework (paragraph 185) which sets out that the aim of neighbourhood plans is to shape and direct sustainable development in their areas. It appears there is an opportunity for the Bloxham Neighbourhood Plan to guide development in the village rather than rely on the suggested allocations set out in Part 2 of the Cherwell District Local Plan.

In relation to the above Cala Homes are promoting a site for residential development for up to 30 dwellings. The site is approximately 1km from the centre of Bloxham and covers approximately 2.7ha and is located at the northern edge of Bloxham. It is bound by Ells Lane to the north, existing residential dwellings on Crab Tree Close to the east and open undeveloped land to the south and west.

The site currently comprises two small scale field enclosures of agricultural pasture divided by the existing hedgerow vegetation.

The development achieves an average net density of 37 dwellings per hectare when excluding the southern field. Overall the density results in the efficient use of the site whilst at the same time promoting densities which are appropriate to the local area and which will help assimilate the development into the surrounding areas. The development will allow for a range of dwellings across the site with varying sizes and tenures in order to accommodate a variety of household types including affordable homes.

The site and the development would form an appropriately sized, logical and sustainable extension of the village fronting Ellis Road within close proximity of the centre of the village.

Please see attached a Design and Access Statement which sets out the design considerations of the site and demonstrates Cala Homes commitment to the site.



ELLS LANE
BLOXHAM
DESIGN AND ACCESS STATEMENT

PREPARED BY PEGASUS URBAN DESIGN
C.0542_5A | MARCH 2015



"THE GOVERNMENT ATTACHES GREAT IMPORTANCE TO THE DESIGN OF THE BUILT ENVIRONMENT. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, IS INDIVISIBLE FROM GOOD PLANNING, AND SHOULD CONTRIBUTE POSITIVELY TO MAKING PLACES BETTER FOR PEOPLE."

[PARA. 56 & 57, NPPF 2012].

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DESIGN PRINCIPLES

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Prepared on behalf of Cala Homes
March 2015 Project code C.0542_5A
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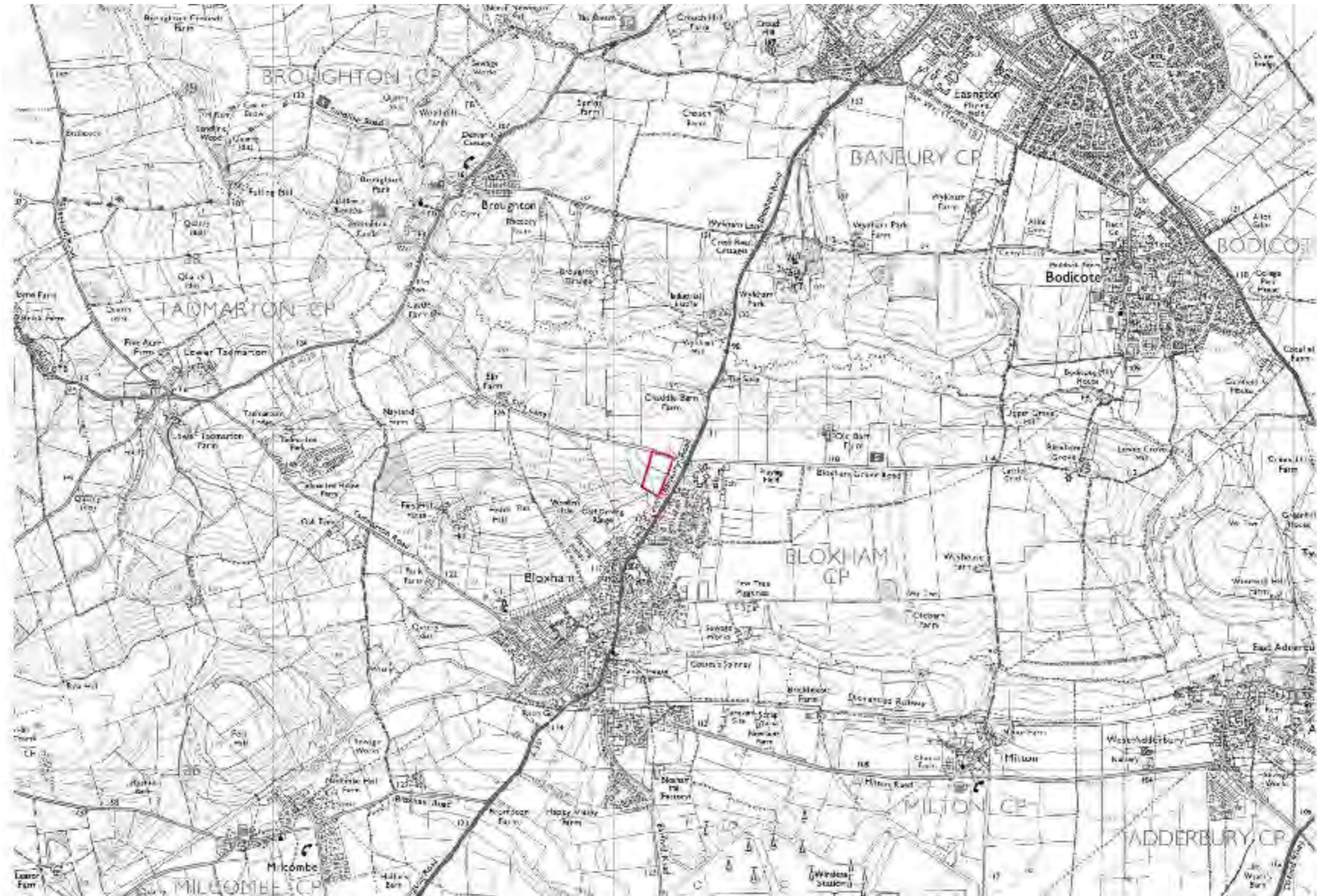
DESIGN PROPOSALS

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SUMMARY

NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED



WIDER CONTEXT

1 INTRODUCTION

PURPOSE OF THE STATEMENT

- 1.1 This Statement has been prepared by Pegasus Urban Design on behalf of CALA Homes to accompany the outline planning application for up to 30 residential dwellings on land south of Ells Lane, Bloxham.
- 1.2 This statement has been prepared in accordance with Article 8 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, as amended June 2013, which requires certain applications to be accompanied by a Design and Access Statement.
- 1.3 The purpose of this statement is to explain;
“how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users” (para. 30, Planning Policy Guidance, March 2014).

- 1.4 The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended 2013) also states the following requirements:
“(2) An application for planning permission to which this article applies shall be accompanied by a statement (“a design and access statement”) about:
(a) the design principles and concepts that have been applied to the development; and
(b) how issues relating to access to the development have been dealt with.
(3) A design and access statement shall:
(a) explain the design principles and concepts that have been applied to the development;
(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
(e) explain how any specific issues which might affect access to the development have been addressed.

- 1.5 This document achieves this within the following sections:
Section 1: Introduction – outlines the purpose of the document;
Section 2: Assessment – considers the site and its surroundings in terms of the physical, social and planning context;
Section 3: Design Principles and Sustainable Structuring – presentation of the design principles that have been derived from a combination of Government Policy, site assessment, public consultation and design evolution);
Section 4: Involvement and Evolution – outlines the stakeholder participation and consultation undertaken as well as its key findings;
Section 5: Design Proposals – presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance.
Section 6: Summary
- 1.6 This statement should be read in conjunction with the Outline Planning Application and its accompanying documents including the Planning Statement, Transport Statement, Travel Plan, Landscape Assessment and Flood Risk Assessment.



SITE LOCATION PLAN

2 ASSESSMENT

2.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken

PHYSICAL CONTEXT

2.2 Bloxham is a village located in northern Oxfordshire on the edge of the Cotswolds under the jurisdiction of Cherwell District Council. Bloxham is located approximately 5.5km to the south of Banbury, 40km north of Oxford and 53km west of Milton Keynes. The A361 Banbury Road runs through Bloxham approximately 80 metres to the east of the site.

2.3 Bloxham is a large village with 3,374 residents (2011 census). The A361 Banbury Road runs through the centre of Bloxham linking Chipping Norton and Banbury. The village is designated as a Conservation Area but the site lies just outside of this.

2.4 The site is approximately 1km from the centre of Bloxham where a number of day-to-day facilities and services are located. Bloxham has one primary school; Bloxham C of E and two secondary schools with sixth forms; Bloxham School and The Warriner School.



CONSERVATION AREA

SITE'S IMMEDIATE CONTEXT

2.5 The Application site covers approximately 2.7ha and is located at the northern edge of Bloxham. It is bound by Ells Lane to the north, existing residential dwellings on Crab Tree Close to the east and open undeveloped land to the south and west.

2.6 The site currently comprises two small scale field enclosures of agricultural pasture divided by the existing hedgerow vegetation.



VIEW LOOKING ONTO SITE FROM ELLS LANE



SITE FROM NORTH WEST CORNER

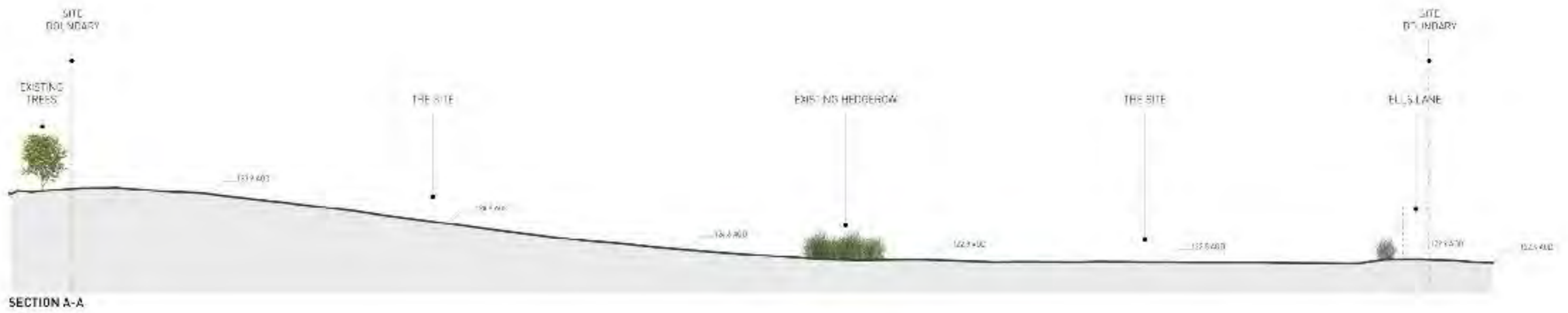
PHOTOS OF THE SITE



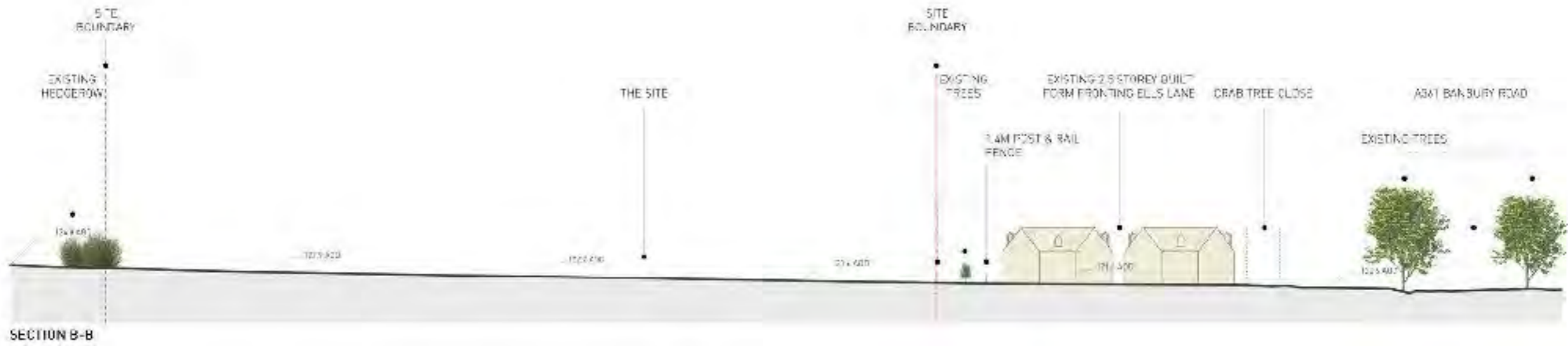
VIEW LOOKING ONTO NORTHERN BOUNDARY FROM ELLS LANE



LOOKING SOUTH OF THE SITE FROM CRAB TREE CLOSE



SECTION A-A



SECTION B-B

EXISTING SITE SECTIONS

LANDSCAPE & TOPOGRAPHY

- 2.7 The site falls from the south west to the north east. The highest point of the site situated at the south-western corner is 137m AOD; from here the landform starts to drop sharply towards the centre of the site and then continue to fall gently towards the north-eastern corner of the site where the lowest point of the site is formed at 122m AOD.
- 2.8 The site is bounded by dense and continuous vegetation along the northern and western boundaries. The southern boundary is formed by a small section of hedgerow on each end together with a few mature trees in the middle. The eastern boundary is defined by the timber railing that follows the edge of the residential units located off Crab Tree Close. Young planting exists adjacent to the timber railing, just outside of the site, which will establish over time creating a screen from the development. This principle could also be introduced to the western boundary to screen the development from the existing open space surrounding the site. The surrounding area includes extensive areas of mixed use agriculture.
- 2.9 The site and proposed development will be visible from a localised area only and where it will be seen, the highest degree of adverse effects are limited to the views on, or immediately adjacent to the site only. The following locations are where the proposed development will be seen:
- Looking west from private drive in Crab Tree Close
 - Looking south-west from Ells Lane
 - Looking south-east from field gate off Ells Lane.

SECTION
LOCATION PLAN





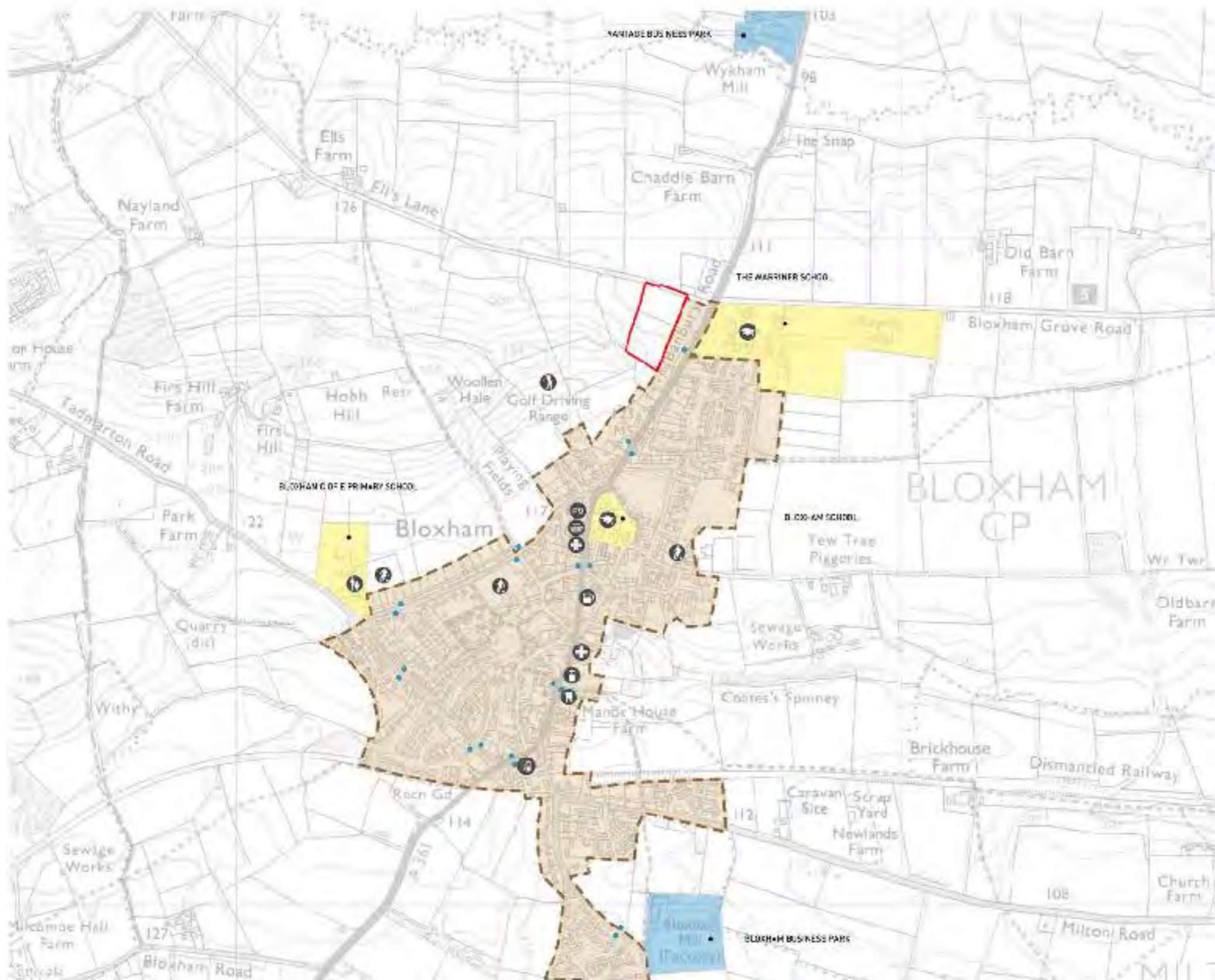
EXISTING MOVEMENT

CONNECTIONS AND PUBLIC TRANSPORT

- 2.10 Bloxham is strategically located off the A361 Banbury Road which serves as the major traffic route through Bloxham, connecting with Banbury to the north and Chipping Norton to the south. Bloxham is 8.5km from the M40.
- 2.11 The nearest railway station is at Banbury approximately 5.5km from the site. The railway station provides access to a range of services throughout the day to local and national destinations including London, Reading, Newcastle, Birmingham, Bournemouth, Manchester, Oxford, Edinburgh, Leeds and Southampton. Bus service 488/489 provides access to Banbury bus station with a journey time of approximately 12 minutes. Banbury bus station is approximately 400m or a 5 minute walk from the railway station.
- 2.12 The nearest bus stops to the site are on Banbury Road to the north of Chipperfield Park Road, approximately 350m walking distance from the centre of the site. Bus service 488/489 provides an hourly service from Monday to Saturday.

- 2.13 Whilst there are no Public Rights of Way which cross the site, there are several Public Right of Ways within Bloxham. The closest footpath is located within the residential development to the south-east of the site which reaches the village of Bodicote. A number of public footpaths provide short links between the centre of Bloxham village and the immediate landscape setting to the surrounding villages.
- 2.14 The National Cycle Route 5 runs along the shared footway/cycleway on Banbury Road, before heading along Bloxham Grove Road opposite Ells Lane. This provides a cycle connection to Banbury to the north and Oxford to the south.





- KEY**
- APPLICATION BOUNDARY
 - EXTENT OF EXISTING DEVELOPED AREA
 - EDUCATION
 - EMPLOYMENT
 - BUS STOP
 - POST OFFICE
 - DENTIST (BLOXHAM DENTAL PRACTICE)
 - HILLSIDE FARM GOLF DRIVING RANGE
 - PHARMACY/GP SURGERY
 - RECREATIONAL GROUND
 - CHURCH
 - PRIMARY SCHOOL (BLOXHAM C OF E)
 - SECONDARY SCHOOL (THE WARRINER, BLOXHAM SCHOOL)
 - PUBLIC HOUSE (THE BRIDGION)
 - CONVENIENCE STORE (THE CO-OPERATIVE)

LOCAL FACILITIES PLAN

FACILITIES AND SERVICES

- 2.15 The site is located approximately 1km from the centre of Bloxham where a number of day-to-day local services and facilities are located.
- 2.16 There are a few essential facilities located within short walking distances from the site. The Warriner Secondary School and Sixth form is located 240m from the entrance to the site. The nearest children's play area is located in Crab Tree Close, approximately 190m from the entrance to the site and the closest bus stop is approximately 280m from the entrance to the site.
- 2.17 Other facilities include; another secondary school with sixth forms, Bloxham School; a primary school, Bloxham C of E; Post Office; Cooperative Foodstore; Pharmacy; Village Hall; Petrol Station; Pub; Surgery and Dentist.
- 2.18 Further facilities are located 5.5km from the site in Banbury, including a number of large supermarkets, leisure facilities and a hospital.





SURROUNDING CHARACTER ANALYSIS

- 2.19 The development pattern of Bloxham village mainly consists of street facing development formed by buildings with a mix of gable and non-gable elevations. In the historic core of the settlement, the majority of the buildings were constructed from local natural stones.
- 2.20 During the post-war stage, there were a few developments composed by more modern building styles, street trees and front and rear gardens.
- 2.21 Existing development in the immediate proximity to the application site is residential and The Warriner secondary school and sixth form is approximately a 240m walking distance from the site.

Crab Tree Close

2.22 The site is located adjacent to the newly built residential development set in Crab Tree Close at the northern edge of Bloxham. Crab Tree Close is in parallel with the A361 but separated by a linear landscaped area creating a set back for the dwellings from the road.

2.23 The development predominantly consists of large detached dwellings fronting onto the A361 Banbury Road and the public domain. There are also some semi-detached and terraced dwellings. Approximately 50-60% of the dwellings are 2.5 storey, located on the northern and central areas of the development.

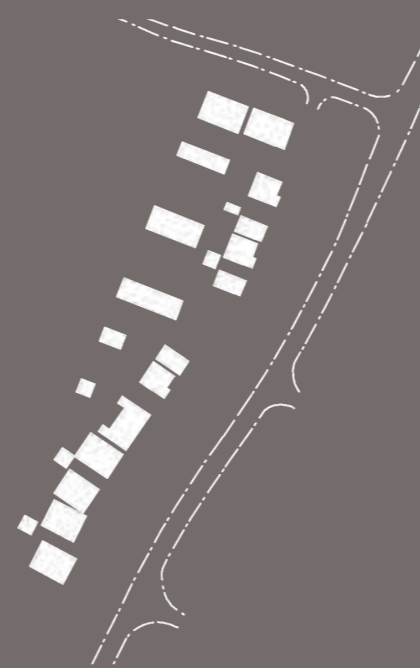
2.24 Dwellings have pitched roofs with the majority of dwellings also having dormers. The built form is either built from red brick or Natural Ironstone reflecting the existing materials used in the local area. Stone headers and cills feature on all dwellings along with pitched entrance door canopies, stone corbelling and exposed rafter feet.

2.25 Corner turner buildings have been used throughout the development creating an active frontage. Bay windows are often used on these dwellings.

2.26 A Local Equipped Area of Play is provided in the centre of the development creating a central landscaped space. Surrounding 2.5 storey dwellings provide this space with natural surveillance.

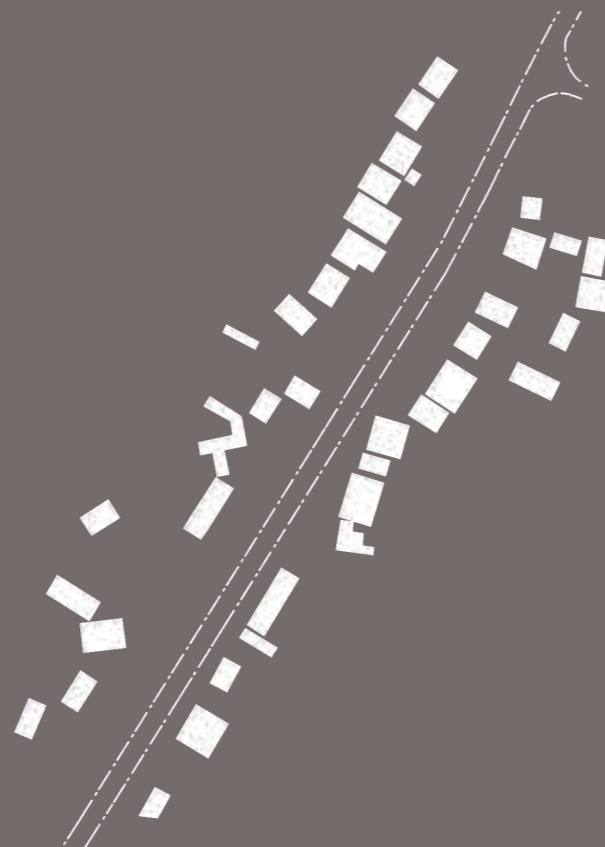
2.27 Urban design principles and architectural details which could be used to inform the detailed design of the development proposals include:

- Clear building frontage lines, where buildings turn corners animation to both elevations is required, however it should be made clear through the detailing which is the principal elevation;
- 2.5 storey dwellings front onto Ells Lane;
- Chimneys, gables and dormer windows punctuate the roofscape; and
- Decorative details such as clipped eaves, exposed rafter feet and corbelling also contribute to the animation of the streetscape.



A361 Banbury Road

- 2.28 Dwellings are located to both sides of Banbury Road. The building line is predominantly consistent with the occasional dwelling set back further from the adoptable highway. Dwellings along Banbury Road generally have driveways to the front.
- 2.29 Along Banbury Road, a variety of roof forms such as hips, pitches and gables create vertical interest to the street scene along with a variety of chimney styles. A variety of building heights can be seen along Banbury Road from 1 storey bungalows to 3 storey dwellings. Occasional bay windows and contrasting brick quoins add interest to the street scene.
- 2.30 Private boundaries are typically defined by the use of either brick walls, railings or picket fences.
- 2.31 A recent small infill development is located along Banbury Road which consists of a similar architectural style to the dwellings off Crab Tree Close.
- 2.32 Urban design principles and architectural details which could be used to inform the detailed design of the development proposals include:
- Varied roof forms are further punctuated by gable fronts and chimneys;
 - Private front amenity areas incorporate on-plot parking provision alongside soft landscaping to aid in creating a varied and active street scene; and
 - Contrasting brick details and occasional bay windows are used to animate dwellings.



Chipperfield Park Road & Surrounding Streets

- 2.33 To the south-east of the application site there are residential properties along Chipperfield Park Road, Colegrave Road, Lawrence Keys and Strawberry Hill. These dwellings are all of a similar age and architectural style.
- 2.34 The building line is consistent in this area and includes a uniform set back distance from the back edge of the public domain. These front amenity areas provide on plot parking provision for the dwellings along with areas of soft landscaping. Dwellings tend to have open front gardens or low level planting to define the boundary between private and public domain.
- 2.35 Dwellings have pitched roofs with a concrete roof tile and either Red or Buff brick to the walls.





- KEY**
- APPLICATION BOUNDARY
 - THE WARRINER SECONDARY SCHOOL & SIXTH FORM (APPROX. 240M WALKING DISTANCE FROM THE SITE)
 - CONTOURS (0.5M)
 - EXISTING VEGETATION (SUBJECT TO DETAILED SURVEY)
 - EXISTING DEVELOPMENT
 - RESIDENTIAL DEVELOPMENT ADJACENT TO SITE
 - VEHICULAR ACCESS
 - EXISTING OPEN VIEW THROUGH DEVELOPMENT
 - OPPORTUNITY TO FRONT ONTO 'ELLS LANE' AND ADJACENT LAND
 - PEDESTRIAN LINK
 - LANDSCAPE BUFFER TO REFLECT THE ADJACENT RECENT DEVELOPMENT
 - CHILDREN'S PLAY AREA (APPROX. 190M WALKING DISTANCE FROM THE SITE)

CONSTRAINTS & OPPORTUNITIES PLAN

CONSTRAINTS AND OPPORTUNITIES

2.36 The constraints and opportunities presented by the site are utilised to inform and structure the development proposals. These are outlined below and illustrated, where appropriate, on the Constraints and Opportunities Plan shown opposite.

CONSTRAINTS

- EXISTING HEDGEROWS AND TREES WHICH FORM THE EXISTING GREEN INFRASTRUCTURE ON AND AROUND THE SITE;
- THE DIRECT VIEWS OF THE SITE FROM THE DWELLINGS LOCATED IN CRAB TREE CLOSE;
- PROTECTION OF THE ADJACENT RESIDENTIAL AMENITY;
- THE SITE'S LOCATION ADJACENT TO OPEN SPACE AREAS AND NECESSITY TO CREATE AN APPROPRIATE BUILT FORM EDGE; AND
- THE MORE OPEN VIEWS ACROSS AND INTO THE SITE, PARTICULARLY FROM LOCAL ROADS LOCATED AT THE HIGHER GROUND ON THE NORTHERN VALLEY SLOPE.

OPPORTUNITIES

- THE SITE IS CONTAINED BY THE TOPOGRAPHY, BUILT FORM AND VEGETATION FROM THE WEST, SOUTH AND EAST. THIS WILL OFFER ADDITIONAL SCREENING OF THE PROPOSED DEVELOPMENT;
- THE NORTHERN FIELD THAT IS LOWER-LYING LANDFORM COULD BE CONSIDERED AS MAIN AREA FOR DEVELOPMENT;
- THE PROXIMITY OF THE SITE TO THE EXISTING BUILT EDGE OF BLOXHAM;
- MAINTAIN VIEWS BETWEEN CRAB TREE CLOSE AND THE PROPOSED DEVELOPMENT;
- POTENTIAL TO EXPLORE THE OPPORTUNITY FOR A PEDESTRIAN LINK BETWEEN CRAB TREE CLOSE AND THE PROPOSED DEVELOPMENT;
- DWELLINGS SHOULD FRONT ONTO ELLS LANE AND THE ADJACENT OPEN SPACE;
- CHILDREN'S PLAY AREA LOCATED WITHIN A 190M WALKING DISTANCE FROM THE SITE; AND
- THE WARRINER SECONDARY SCHOOL AND SIXTH FORM LOCATED WITHIN A 240M WALKING DISTANCE FROM THE SITE.

DESIGN RELEVANT PLANNING POLICY

- 2.37 Government guidance in the form of the National Planning Policy Framework (NPPF) states that there is a presumption in favour of sustainable development and a core principle in support of this is to:
- “Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”
para 17, point 4, NPPF 2012.**
- 2.38 National Planning Policy Framework (Section 7: requiring good design) sets out the Government’s commitment to good design:
- “The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”**
- “It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.”
para. 56 & 57, NPPF 2012.**

- 2.39 Section 7 of the NPPF, seeks to promote more sustainable development by requiring developers to address the following:
- Add to the overall quality of the area;
 - Establish a strong sense of place;
 - Optimise the use of land and placing an importance on high quality design;
 - Respond to the local character and history;
 - Create safe and accessible environments; and
 - Are visually attractive with good architecture and appropriate landscaping.
- 2.40 However, the NPPF goes on to state at paragraph 59 that:
- “Planning policies and decisions should not attempt to impose architectural styles of particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirement to conform to certain development forms or styles. It is however, proper to seek to promote or reinforce local distinctiveness”.**

- 2.41 **National Planning Policy Framework (NPPF) Section 4: Promoting Sustainable Transport**, recognises that transport policies have an important role to play in facilitating sustainable development and also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Of particular note is paragraph 38 where larger scale residential developments are encouraged to promote a mix of uses on site for the day-to-day needs of the community.
- 2.42 **National Planning Policy Framework (NPPF) Section 8: Promoting healthier communities**, recognises that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

2.43 National guidance in the form of Planning Practice Guidance, published in March 2014 further reinforces the NPPF's commitment to requiring good design by stating:

“Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations.

Good design responds in a practical and creative way to both the function and identity of a place”
para 001, Planning Practice Guidance, March 2014.

2.44 Whilst the National Planning Policy Framework (NPPF) and the subsequent publication of Planning Policy Guidance (March 2014) has replaced the Planning Policy Statements the following design guidance documents are still relevant to creating good design:

- Safer Places – The Planning System and Crime Prevention (ODPM, 2004);
- Manual for Streets 1 & 2 (DOT/DCLG 2007/2010);
- Building for Life 12 (Cabe at the Design Council, Design for Homes and the Home Builders Federation, 2012) and
- Design at Access Statements – How to write, read and use them (CABE 2006).

LOCAL DESIGN GUIDANCE

2.45 The development proposals have been formulated having due regard to the Supplementary Planning and Design Guidance.

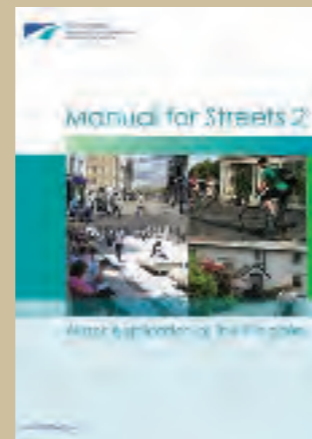
2.46 The development plan for the proposed development comprises the following Core Policy Documents:

i. Cherwell Local Plan ‘Saved’ Policies (November 1996)

2.47 Other material policy and guidance is contained within the following documents:

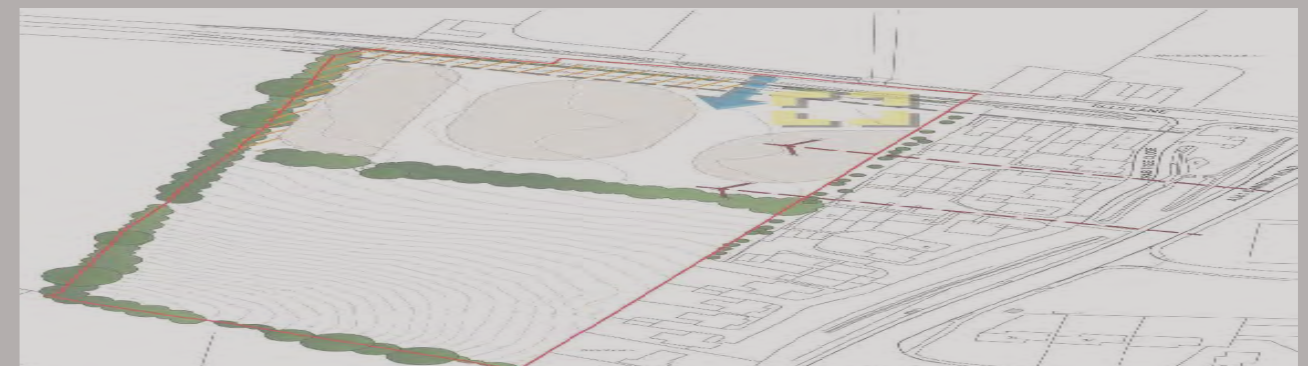
ii. Cherwell Local Plan Proposed Submission (August 2012); and

iii. Non-Statutory Cherwell Local Plan 2011 (December 2004).





- 3.1 In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site. The application of urban design objectives will ensure a high quality layout is achieved whilst the identification of the constraints and opportunities will ensure that the proposals are sensitively assimilated on the site and into the surrounding landscape and urban fabric. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.
- 3.2 The masterplan has evolved through the application of the development principles and through consultation with the project team. The diagram opposite shows the design principles.
- 3.3 The principles which have been developed in order to steer the design of the new community have been derived from the site assessment in conjunction with the delivery of a high quality development which achieves the criteria set out within the NPPF, namely:



3 DESIGN PRINCIPLES

FUNCTION AND QUALITY

“Developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development” paragraph 58, point 1, NPPF 2012.

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Retention of the existing landscape features on the site;
- Establish a distinctive identity through well-designed spaces and built form; and
- Minimise the impact of the development on the open countryside and surrounding context.

QUALITY OF PUBLIC REALM

“Developments will establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit” paragraph 58, point 2, NPPF 2012.

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features in order to soften the built form, particularly towards the countryside edge of the development;
- Creation of a clearly defined public realm through variations in enclosure of private spaces; and
- Control of access to private areas, particularly rear gardens.

ACCESSIBILITY

“Developments optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public spaces as part of developments) and support local facilities and transport networks” paragraph 58, point 3, NPPF 2012.

- Convenient, safe and direct access for all residents to Ells Lane;
- Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel; and
- Creation of a clear movement hierarchy providing easily recognisable routes which balances the street as a space alongside its function as a movement corridor.

RESPONSE TO CONTEXT

“Developments will respond to local character and history, and reflect the identity of local surrounding and materials, while not preventing or discouraging appropriate innovation” paragraph 58, point 4, NPPF 2012.

- Integration of the development into the existing built form fabric particularly in relation to scale, height and massing;
- Respond to the existing site topography including the consideration of views in and out of the site;
- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

SAFE AND ACCESSIBLE ENVIRONMENTS

“Developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion” paragraph 58, point 5, NPPF 2012.

- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in enclosure of private spaces; and
- Control of access to private areas, particularly rear gardens and parking courts.

A PLACE FOR EVERYONE

- Creation of a development which allows ease of movement for all types of users and provides equal employment, social, community, leisure and retail activity opportunities for all; and
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities.

SUSTAINABILITY

- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- Provision of Sustainable Urban Drainage Systems as part of the flood mitigation proposals;
- In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time; and
- Make efficient use of land through proposing a development with an appropriate density.



- KEY**
-  APPLICATION BOUNDARY
 -  CONTOURS (0.5M)
 -  EXISTING VEGETATION (SUBJECT TO DETAILED SURVEY)
 -  EXISTING DEVELOPMENT
 -  RETAINED GREEN SPACE
 -  SUSTAINABLE URBAN DRAINAGE
 -  PROPOSED TREES
 -  RESIDENTIAL EDGE
 -  LOCATION OF LOCAL AREA OF PLAY IF REQUIRED
 -  VIEWS THROUGH FROM ADJACENT RESIDENTIAL AREAS
 -  EXPLORE POTENTIAL FOR PEDESTRIAN LINK



ILLUSTRATIVE MASTERPLAN

04 DESIGN PROPOSALS

USE & AMOUNT OF DEVELOPMENT

4.1 (The Town and Country Planning (Development Management Procedure) (England) Order 2010 states that "amount" means (a) the number of proposed units for residential use).

Residential - up to 30 dwellings (Class C3)

4.2 The development achieves an average net density of 37 dwellings per hectare (dph) when excluding the southern field and Sustainable Urban Drainage area. Overall the density results in the efficient use of the site whilst at the same time promoting densities which are appropriate to the local area and which will help assimilate the development into the surrounding areas.

4.3 The density will also allow for a range of dwellings across the site with varying sizes and tenures in order to accommodate a variety of household types. This will provide a hierarchy of dwellings from large detached properties with larger plots through to smaller terraced forms allowing for a variety in the proposed streetscape.



Affordable Housing

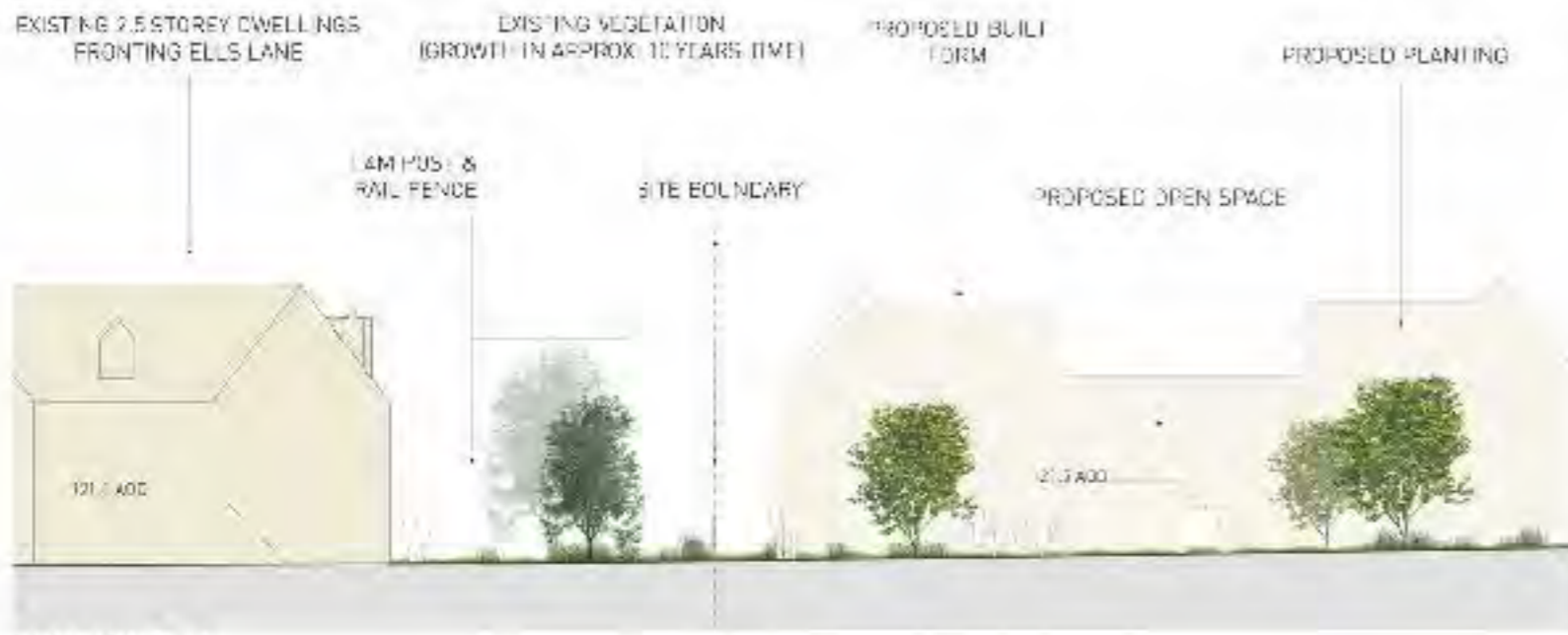
4.4 An element of affordable housing will be provided within the development as a mixture of rent and intermediate (tenures to be agreed).

Public Open Space and Green Infrastructure

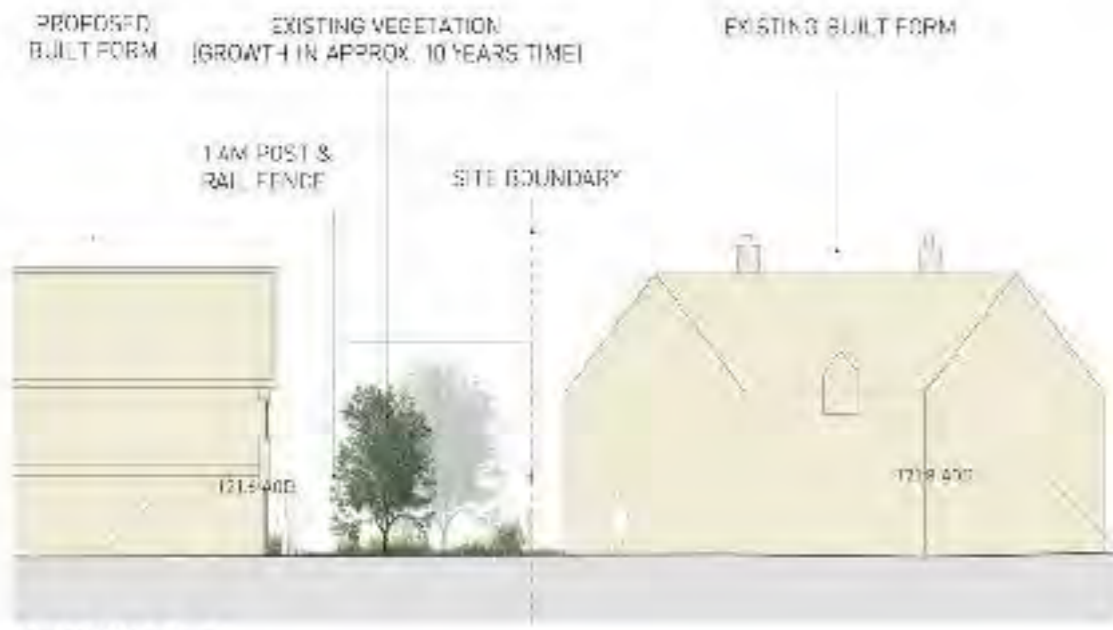
4.5 Residential built form will be set back from Ells Lane providing front gardens to dwellings fronting onto Ells Lane. The north-eastern corner of the site provides an area for Sustainable Urban Drainage due to low level ground. This area could provide an area of public open space also benefiting the neighbouring residential area along Crab Tree Close.

4.6 If required, a local area of play could be located in the existing pastoral field at the southern part of the site, in a suitably accessible location which is subject of good natural surveillance. The southern field will be retained as open land.





SECTION A-A



SECTION B-B

PROPOSED SITE SECTIONS



SECTION LOCATION PLAN

LAYOUT

- 4.7 The layout comprises an arrangement of three development blocks whose configuration allows the natural surveillance of streets and open spaces whilst at the same time maintains security for rear garden areas.
- 4.8 Dwellings located on the northern and southern edges of the built development are likely to front onto Ells Lane and the open space. It is suggested that these dwellings could have small front gardens to allow the opportunity for soft landscaping to soften the edge of the development.
- 4.9 We have considered the orientation of dwellings, particularly to the east of the development where dwellings follow the existing building line off Crab Tree Close to allow views between the development and Crab Tree Close.
- 4.10 The open space in the north-eastern corner is proposed for the Sustainable Urban Drainage and provides a set back to Ells Lane, whilst also protecting the amenity space of the dwellings on Crab Tree Close.

PROPOSED MOVEMENT AND ACCESS

- 4.11 Vehicular access is proposed to be provided via a new priority junction with Ells Lane, approximately 90 meters west of the junction with Crab Tree Close. Ells Lane has a carriageway approximately 3.4m wide along the site frontage. It is therefore proposed to widen the carriageway to 5.5m between Crab Tree Close and the proposed site access. In addition to the widening of the carriageway, it is proposed to provide a 1.2m wide footpath on the southern side of the carriageway between the site access and Crab Tree Close. This footpath will provide pedestrians with a continuous footway between the development site, Bloxham village centre and via a controlled crossing, the Warriner School.
- 4.12 In order to necessitate the provision of the site entrance, a section of the existing hedgerow will be removed.

- 4.13 The Indicative Masterplan shows the disposition of land uses and the proposed structure for movement within the development. A well connected movement network, accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main routes and helps achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy. Streets are defined by the building layout, so that buildings rather than roads dominate.
- 4.14 The development proposals have been influenced by "Manual for Streets 1 & 2" which encourages designers to move away from standardized prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities.

PROPOSED SITE ACCESS





- KEY**
-  VEHICULAR ACCESS
 -  STREETS
 -  PEDESTRIAN LINK
 -  EXPLORE POTENTIAL FOR PEDESTRIAN LINK

MOVEMENT HEIRACHY PLAN

FOOTPATHS AND CYCLEWAYS

- 4.15 The location of the site close to the established community and close to public transport is a positive characteristic. Safe and convenient routes through the site, particularly for those people with disabilities, require a fundamental understanding of the elements required to achieve inclusive access and should be used to inform the detailed design proposals.
- 4.16 The development of a pedestrian/cycle network within the site and the potential for connection to any future off-site network will allow users of all ages and abilities to move safely and conveniently between all points of the development and surrounding facilities.
- 4.17 The following measures to provide accessibility by foot and cycle are proposed:
- Provision of pedestrian/cycle links through the site;
 - Internal road layout design to ensure low traffic speeds. The design will promote safe walking and high permeability through the site, and limit potential for anti-social behaviour;
 - Particular attention to be paid to surface quality, and sufficient 'overlook' to provide a sense of safety and security for users; and
 - Appropriate signage and crossing points of roads through the development, to include dropped kerbs, tactile paving and guardrails as appropriate.

- 4.18 Pedestrians are led into the site from well-lit links created between existing and proposed residential areas including the new recreation area to the north east of the site. All pedestrian links will be suitable for use by disabled people. There is potential to explore a pedestrian link between the site and the adjacent residential development off Crab Tree Close.
- 4.19 Cycle use is encouraged through the high degree of permeability within the layout. With traffic movement low within this phase due to dwelling numbers, cyclists will therefore find it safe and convenient to use the streets for cycling.

PARKING

- 4.20 Parking should be designed in line with the standards set out by Cherwell District Council. The standards set out the principles of allocated and unallocated spaces. It includes related space dimensions, parking layout and general street design issue.
- 4.21 The majority of allocated parking will be provided on-plot and is generally located to the side or front of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwellings.

SCALE AND DENSITY

- 4.22 As previously stated, the development proposals achieve an average density of approximately 37dph which accords with Government guidance on ensuring the efficient use of land, yet is reflective of the scale of the local area.
- 4.23 As discussed, a variety of house types, tenures and sizes are provided which will assist in creating a balanced community as a variety of households can be accommodated thereby minimising the potential of social exclusion.

BUILDING HEIGHTS AND MASSING

- 4.24 The height and massing of the proposed development could vary across the site according to the nature of the public realm to be created. There could be 2.5 storey dwellings fronting onto Ells Lane and occasionally in key locations to provide distinctiveness in the street scene.
- 4.25 In terms of a variety in the heights and massing of the residential buildings, this is achieved through the use of a range of house types and sizes ranging from smaller units to 3-5 bedroom detached houses.



BUILDING HEIGHTS PLAN

APPEARANCE

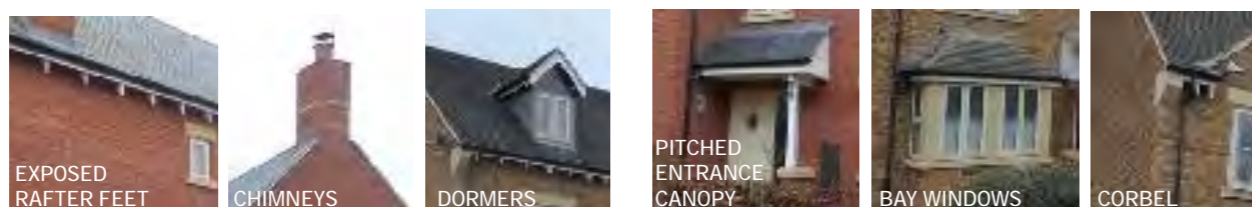
- 4.26 Following an assessment of Crab Tree Close and its environs, distinctive spaces, materials and details have been identified that can be incorporated into the detailed design of the new development. This will ensure the urban design and architectural response of the proposal reflects the immediate surroundings.
- 4.27 The appearance of the units fronting onto Ells Lane and the open space is particularly important as they should continue the character through from the adjacent newly built development on Crab Tree Close.

ARCHITECTURAL DETAILS

- 4.28 In order to reflect the distinctive and high quality architecture of Bloxham, it is proposed that the detailed designs, once they occur, should feature the following Architectural components:
- The inclusion of chimneys, especially on key buildings;
 - The inclusion of dormer windows and gable fronts, to provide interest to the roofscape and greater presence within the street scene; and
 - The occasional use of bay windows to the ground floor of dwellings, particularly on corner turner units.

MATERIALS PALETTE

- 4.29 Materials used for the construction of the proposed dwellings should reflect those found within Crab Tree Close. It is proposed that the walls of the dwellings to be finished in a combination of Ironstone or brick. It is suggested that Ironstone should predominantly be used on dwellings fronting onto Ells Lane to continue the character through from the dwellings on Crab Tree Close.





LEGEND

-  Site boundary
-  Contours
-  Existing vegetation to be retained
-  Existing pond to be retained
-  Existing roads
-  Potential access point
-  Potential footpath link
-  Potential development envelope
-  Proposed landscape buffer planting
-  Potential area for public open space
-  Potential green corridors and green infrastructure connections

LANDSCAPE STRATEGY PLAN

LANDSCAPE STRATEGY

4.30 Landscape design is a key component for creating a successful development at Ells Lane. The green spaces are an integral part of the place and create a strong landscape structure across the site. The new green infrastructure has been a driving factor in the creation of new routes and spaces within the masterplan and the landscape helps to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment.

- 4.31 The following landscape principles are advised to be incorporated into the development proposals:
- Retention of the existing boundary vegetation and enhancement through infill planting and on-going maintenance programme;
 - Retention of the existing pastoral field at the southern part of the site;
 - Create a planting buffer on the western boundary to screen the development from the surrounding open space;
 - Additional planting across the site, but particularly along the northern edge of the site and along the western edge in alignment with the existing field boundary vegetation;
 - A set back of the built form from Ells Lane which will provide sufficient space to create a robust and meaningful area of green infrastructure and open space;
 - A set back of the development envelope from the western boundary to accommodate additional strategic landscaping to create a strong landscaped edge to the site and to integrate with the adjacent open space; and
 - A small area of public open space towards the north eastern corner of the site to provide connections with the wider green infrastructure network.

SUSTAINABLE DESIGN

- 4.32 The presumption in favour of sustainable development is at the heart of the planning system as government drives legislative change through the Localism Act 2011 and subsequently through the National Planning Policy Framework (NPPF) and Local Policy Frameworks. Resolution 24/187 of the United Nations General Assembly define sustainable development as development that meets the needs of the present without compromising the ability of future generations to meet their own needs" (WCED Report " Our Common Future" (1987)) and is captured within the NPPF. As set out within paragraph 6 of the NPPF, "the policies in paragraphs 18 to 210, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system. The NPPF goes on to describe a presumption in favour of sustainable development should be seen as a golden thread running through both plan making and decision taking.

ADAPTABILITY

- 4.33 The development should be flexible enough to respond to future changes in use, lifestyle and demography. This means creating flexibility in the use of property, public spaces and service infrastructure and introducing new approaches to transportation, traffic management and parking. The development should therefore be flexible in order to accommodate future changes of use and circumstances through evolving social, technological and economic conditions.

SUSTAINABLE BUILDING TECHNIQUES

- 4.34 Where appropriate, sustainable building construction techniques will be used in line with current building regulations. Sustainable construction measures typically comprise a combination of the following:
- Improved energy efficiency through siting, design and orientation;
 - Water conservation measures;
 - Considering fabric efficiency in the design of buildings;
 - Use of building materials capable of being recycled; and
 - An element of construction waste reduction or recycling.

From: Keith Janes

Address [REDACTED]

I regard the Bloxham Neighbourhood Plan as providing for a sustainable way forward for development in the village as long as it is followed. Specifically I support the following:

BL1 - This recognises the existing permissions for major developments in Bloxham and I support BL1 as this accepts the Local Plan requirement for the category A and B, (ie. 35 villages), to provide 1504 new dwellings and guarantees Bloxham's contribution to this. Bloxham has grown significantly over the last 15 years and the Neighbour Plan for the village matches what can be achieved by the attainable infrastructure.

BL2 - I support this policy as it recommends further development must be of a minor nature. Future developments must be within a sustainable infrastructure that is achievable for schools, drainage, utility supplies and traffic management, and the current inadequate pedestrian pavements which fail to provide safe access, for all, to village facilities and services. There has been no upgrade by the local authorities to pavements, now a safety hazard because of volume of people and traffic, or roads that reflects the dramatic increase in traffic on the A361 in recent years and the situation at school times is desperate; this not sustainability

BL4 - I support this policy as it seeks to address the need for adequate parking on new developments as cars are essential for residents of Bloxham to access services and jobs. Bloxham is reliant on the car as shown in the Parish Plan Report of 2010; very few people use public transport to access jobs and services. The existing bus links are tenuous and do not provide access to the jobs on the industrial estates in Banbury or to recreational facilities, or to the railway station, in a coherent manner. The recently announced cuts in public transport in Oxfordshire can only increase use of the car.

BL6 - I support this policy as people have little opportunity to downsize and remain in Bloxham.

BL10 - I support this policy. The recommendations of the Conservation Area Appraisal Document , produced at considerable expense by Cherwell District Council, must be adhered to.

BL11 - I support this policy to respect and protect the historic nature of the Conservation Area

BL12 - I support this policy as open spaces and green spaces are part of the rural village and they should be retained.

BL17-19 - I support these policies as the village has outgrown the existing facilities. There has been a lack of planning obligations from new developments in Bloxham, over recent years, to extend or provide for recreation and sport facilities in Bloxham, particularly for young adults. Where money was available it has not been spent to the benefit of Bloxham, as facilities in Banbury are not accessible in Banbury at weekends using public transport. This reinforces BL4 in how Bloxham is reliant on car travel. Bloxham has a vibrant football club, and although identified some years ago no additional pitches have been provided for so teams have to play elsewhere using car travel.. It is therefore imperative that the recreation and green spaces that Bloxham has, referred to in BL12, are retained.

END

Dear Sirs

I reside and work in Bloxham.
Mrs Christine Joan Chittenden

I feel very strongly that there will be a detrimental effect upon the rural village environment if the following are not incorporated. Large numbers of poorly and dangerously illegally parked cars are spoiling our attractive village.

Policy No. BL19

....including a substantial car park to accommodate spectators as well as day-to-day school drop-off traffic to minimise the worsening impact of traffic through the village, near-by residents and businesses.

Policy No. BL9

...access to in-villages of places. Pressure on availability should be addressed by the expansion of the school with appropriate provision of parking for staff and parents to release areas within the school, currently used for staff cars, for use by children, and to limit the danger to pupils of ad hoc parking around the school.

I do hope that these will be seriously taken into consideration

Yours sincerely Christine Chittenden