

Our Ref: 1689-01/KG  
Your Ref: 15/00723/F

Mr P Ihringer  
Principal Planning Officer  
Planning Housing and Economy  
Cherwell District Council  
Bodicote House  
Bodicote  
Banbury  
OX15 4AA

20 July 2015

Dear Paul

**Application No. 15/00723/F – Proposed Care Home, The Moors, Kidlington, Oxford**

Further to the deferral of the above application at the July Planning Committee, we write to reaffirm that the proposed means of access to the development site is acceptable from both an operational and highway safety perspective.

The applicant engaged in early pre-application discussions with the Local Planning and Highway Authority commencing in November 2014 in order to inform the evolution of the access strategy and agree the scope of the supporting highways reports. These discussions confirmed that the proposed site access location is acceptable to the Local Highway Authority, subject to the relocation of the bus stop and shelter located at the site frontage (which the developer is committed to funding).

Furthermore, the Transport Assessment report has demonstrated that the nature of the proposed access arrangement is entirely appropriate. Firstly, whilst the access is located close to two existing access points (10m west of the private access route which serves properties 208, 214 and 216 The Moors and 27m east of the existing Gravel Pit Allotments access, which also serves property 222 The Moors), the route serving properties 208, 214 and 216 The Moors has been observed to carry strictly limited vehicle movements (just 2 arrivals and 3 departures in the AM peak hour / 2 departures in the PM peak hour), whilst the vehicle movements associated with the existing Gravel Pit Allotments access would be limited to use by property 222 The Moors only following the development of the proposed Care Home. Given that the Care Home itself would generate limited vehicle movements (just 4 vehicle arrivals 4 vehicle departures in the AM peak period and 4 vehicle arrivals / 8 vehicle departures in the PM peak period), it is evident that the proposal scheme would not have a material impact on the operation of the existing adjacent access routes, save the existing allotments access which would benefit from fewer vehicle movements.

Cont'd./...

*Chester Office:*  
Well House Barns  
Bretton  
Chester  
CH4 0DH

*South Manchester Office:*  
Camellia House  
76 Water Lane  
Wilmslow  
SK9 5BB

The Transport Assessment report has also demonstrated that the location of the proposed new access would provide unrestricted lateral visibility in excess of 2.4m x 43m to the west, which is entirely appropriate for access to a 30mph route such as The Moors in accordance with design guidance contained within CIHT (Chartered Institution of Highways and Transportation) document Manual for Streets 2 (MfS2). Indeed, existing traffic calming along The Moors (comprising speed humps located at intervals of circa 90m) acts to reduce speeds for vehicles travelling along this route. Following the proposed relocation of the existing bus stop at the site frontage, the proposed new access location would also provide a clear splay towards The Moors junction with the A4260 Banbury Road to the south (circa 35m). A splay of 35m is suitable for vehicles travelling at a speed of 25mph. Vehicles accessing The Moors from the A4260 Banbury Road would be travelling at speeds less than 25mph, especially given the location of the existing speed hump located at The Moors immediately east of this junction.

It is acknowledged that the potential exists for vehicles turning into The Moors from Banbury Road to avoid the existing speed hump by using the bus stop layby when the bus stop is not in use, and the proposal scheme would rectify this issue via the implementation of a package of local highway improvement works. Such works would include the realignment of the kerblines on the northern side of the junction and provision of a replacement speed hump in close proximity to the existing speed hump in order to keep speeds to a minimum in association with the tighter junction radii works. Therefore, the proposed highway improvement works would act to further reduce the speed of vehicles accessing The Moors from the A4260 Banbury Road, representing a significant benefit to the local highway network.

Other local highway improvement works which the proposal scheme would seek to deliver comprise the improvement to the alignment of the footway from Banbury Road to The Moors (south side) to ensure the safe movement of pedestrians from the Banbury Road bus stops. Dropped kerbs and tactile paving would also be installed at The Moors. The package of highway improvement works is not essential to make the proposed access suitable, but represent general highways benefits of the scheme. The developer has also committed to contributing £28,000 towards local public transport improvements, in addition to the provision of a replacement bus shelter and associated infrastructure as a result of the proposed changes to the highway that are required to deliver the new Care Home access.

We are aware of a 1987 refusal of Outline Planning Consent for a low-cost housing scheme at the site of the proposed Care Home (planning ref: CHS. 825/87), and understand that one of the reasons for refusal was *“that the proposal will introduce turning movements adjacent to an existing junction resulting in a hazard to the detriment of the safety and convenience of other road users”*. We are of the view that this refusal has little credence with reference to the proposed Care Home application for a number of reasons. Firstly, the Care Home proposal would generate circa 45% fewer traffic movements than any residential development at the Gravel Pit Allotments site. Secondly, at the time of the determination of the low-cost housing application, the A4260 operated under 40mph speed limit. Since circa 2002, the route has been subject to a 30mph speed limit. Furthermore, it is understood that in 1987 there were no speed humps along The Moors. It is therefore likely that at the time of the 1987 application vehicles would have been travelling into The Moors junction from the A4260 at higher speeds than today, and, despite the reduction in speed limit that has already been experienced, as mentioned above the Care Home

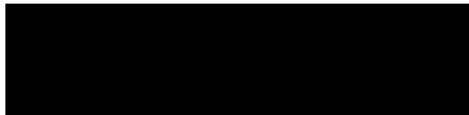
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scheme would implement measures to further reduce the speed of vehicles travelling from the A4260 to The Moors.

Overall, we conclude that there remains no reason for refusal of the Care Home scheme on highway grounds. Furthermore, the scheme would deliver significant benefits to the local highway network via the implementation of a package of improvement works which would further reduce vehicle speeds at The Moors, delivering a major improvement in highway safety, and improved pedestrian and public transport accessibility.

Yours sincerely



Kayley Goulbourne  
**Senior Transport Planner**  
**axis**

CC: Mr C Rossington, Oxfordshire County Council Transport Development Control