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**Subject:** FW: #14119 FW: Development Briefs - Aug 2021

[REDACTED]  
**Our Reference:** 14119

**FAO:** Cherwell District Council

### **#14119 Development Briefs - PR7b: Land at Stratfield Farm and PR9: Land West of Yarton**

National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

It is noted the development (PR7b) is located within the settlement of Kidlington, the series of development briefs are being brought forward as part of the Cherwell Local Plan Partial Review. Specifically the site is referenced PR7b: Land at Stratfield Farm, the nearest access point to the SRN is the junction with the roundabout junction with the A34/A44, approximately two kilometres to the south of Kidlington. The development brief identifies site PR7b shall deliver 120 homes on five hectares of land, of which 50% of shall be affordable housing. No transport specifics with regards to operational assessment are provided in the brief as the detail is currently high level. With respect to access, the sites primary access point to the SRN shall via the roundabout junction of the A34/A44. This location also serves the Peartree road service area and the Pear Tree Park & Ride site.

PR9, Land West of Yarton, is located to the west and north of Yartton and south of Begbroke, adjacent to the A4. Policy PR9 of the LPPR sets out the policy requirements for the site which include 540 dwellings (net) on approximately 25 hectares of land with 50% affordable housing, alongside additional ancillary landuses.

In respect to both sites we would expect a robust transport assessment detailing the impact the development has on the SRN. This would include a baseline traffic survey of the SRN, including the A34/A44 roundabout junction, a trip generation and distribution review using industry best practices, growth scenarios covering a ten year period and if appropriate a junction capacity assessment identifying whether the need for mitigation is required as a result of the residual cumulative impacts. We would also expect all site allocations in the area to be included in the assessment to

understand the cumulative impact of future growth. Also additional developments may need to be included and this should be discussed with the local planning authority.

We welcome being included in any further discussions as to the transport specifics of this development.

Kind Regards

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