

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: West Oxfordshire

Application no: 20/02654/OUT-3

Proposal: Outline planning application (with all matters reserved except access) for the erection of up to 450 dwellings together with associated open space and green infrastructure (Amended)

Location: Land South-East of Oxford Hill, Witney, Oxfordshire

Transport Schedule

These comments should be read in conjunction with previous HA's responses dated 15/12/2020, 27/04/2021, 10/10/2022 and 14/04/2023

Recommendation: No objection subject to:

- **S106 Contributions** as summarised in the table within this report
- **An obligation to enter into a S278** agreement.
- **Planning Conditions.**

The s106 agreement will include an obligation to enter into a s278 agreement to mitigate the impact of the development.

Scheme Details	Total Scheme Cost	Contribution Requested
A40 Shores Green W. Facing slips	£25.025M	£6,837,989
A40 Corridor Infrastructure Programme including dual carriageway, park and ride, bus lanes, and cycle scheme.	£106,707,000	£1,105,500
B4022 Oxford Hill/ Jubilee Way/ Cogges Hill Road	£2,713,000	£659,919
Re-designating the A4095 via Jubilee Way, Oxford Hill, A40, Ducklington Lane and Thorney Leys including signage.	£663,900	£161,489
Walking and Cycling Schemes		
New footway/ cycleway Bridge across the River Windrush – Windrush Valley Links		s278
Wayfinding in the vicinity of the EWSDA	£118,500	£118,500
Footway and cycleway facilities and improvements onto/ along Cogges Hill Road (Glanville Drawing No: 8181094/6100 Rev G)		s278

Widen existing footpath, from Cogges Hill Road through Oxlease as far as The Blake C of E Primary School, to 2.5m/3m wide to provide a new footway/ cycleway		s278
Enhancements to Existing Facilities – Scheme 2 - RoW 410/10. Shared use route running south-east from Church Lane through Cogges Hill Estate to Blakes Avenue.		s278
Essential intervention 5 - Off-road footpath east of Blakes Avenue PRow link leading into East Witney SDA. Widen where possible, re-surface and landscape & add lighting.' (Shown in Glanville Drawing Ref: 8181094_6113 Rev A)		s278
Essential intervention 7 - 'New short pathway across Witney Town Council open land to provide link into East Witney SDA. [Possible future connection to PRow 410/41 running parallel to A40 along south SDA site].' South- East of Eton Close.		s278
Essential intervention 9 - 'New pathway linking Manor Rd, Cogges Hill across open land to the proposed new river crossing. Glanville drawing number 8181094_6116 provided at Appendix O of the TA and Glanville Drawing ref: 8181094/6130 Rev B		s278
Proposed Toucan Crossing on Wittan Way Glanville Drawing Ref: 8181094/6131 Rev A		s278
Cycle parking to be provided at all new and retro fitted to existing bus stops both within and within the vicinity of EWSDA and at key destinations within Witney	£11,876	£11,876
Public Rights of Way - To upgrade and enable improvements to PRow sections outside of the site and in the vicinity	£85,000	£85,000
Public Transport Obligations		
Public transport services	£8,787,550	£607,500
Public transport infrastructure (Bus stops including flag poles, information cases and seating) Glanville Drawing numbers 8181094_6111_D and 8181094_6119.		s278
Other Obligations		
Travel Plan Monitoring fee. (To cover the cost of monitoring of Travel Plans for office development for a period of 5 years after the occupation of the site.)	(April 2023 Index linked)	£3,110
Traffic Regulation Order (TRO)		£3,120
Safeguarding of land required for the Access to Witney (Shores Green Improvement) Scheme.		s106

Comments:

Outline planning application (with all matters reserved except access) for the erection of up to 450 homes, associated open space and green infrastructure.

The latest OCC response dated 19/04/2023 recommended WODC to object for the following reasons:

- Poor connectivity - The latest submission has made steps towards improving the accessibility of the site. However, there remain sections (of links) that must be in place to make a comprehensive provision including a commitment to have the infrastructure delivered and by whom – Contrary to policies and provisions of the NPPF, Local Plan, LTCP and supporting documents.
- Proposals inconsistent with provisions of Policy WIT1 (d) in the following ways - not yet agreed to making appropriate financial contributions towards LTP4 schemes,

In response to the HA concerns above, Glanville's latest report dated 3rd May 2023 Ref: *083_8181094_MB_Response_to_HA_Comments* acknowledges OCC's request and have reconsidered this matter albeit with a variation from on the route and alignment of Intervention 14.

Intervention 14 as is being described in the Witney LCWIP is an *'Upgrade of PRow 410/41 to a shared use footpath/cycleway from the East Witney SDA to B4022 Oxford Hill'*.

In OCC's *Essential Priority Interventions for Walking and Cycling Required by East Witney Development (June 2020)* document, Intervention 14 was described as *'New connection following sections of existing PRow along the southern edge of East Witney SDA. Link to B4022 & A40 Shared use path'*.

The aim of this route is to provide continued and improved strategic connectivity that would provide a direct link for residents of the SDA to join the A40 cycle-path towards Eynsham and Oxford in the east, as well as linking the site into Witney town centre. In essence, the suggested improvements would link Witney to Eynsham/Oxford via the A40 cycle path.

The applicant's proposed variation to Intervention 14 does still connect the development to the B4022 Oxford Hill alongside the Shores Green proposed slips. This varied route westwards towards town would however turn into the development, following the existing field boundaries and through the built-up area to link onto the PRow 410/41/10 as it connects onto Blakes Avenue. The route would cut across Stoney Harcourt Road and Cogges Hill Road via crossing provisions already proposed by the application.

There is pinch point along PRow 410/41/10 between the development and Blakes Avenue that falls short of the required width standards for such a strategic footway/cycleway. This section of the route is under third party ownership and the potential to improve it has been concerning to OCC for some time. It is positive to understand that

the applicant has reached agreement with the third party land owner which shall facilitate the necessary improvements here.

The routing of Intervention 14 on the other hand as sought by OCC does not turn into the development but runs between the site and the A40 utilising sections of new infrastructure between the site and Stanton Harcourt Road and across the Windrush.

The applicant has undertaken a more detailed review to understand which of the two routes offers the most benefits to users such as directness, distance and gradient, the findings of which marginally favour one from the other. Glanville's report concludes in para 2.14 stating:

It is reasonable to assume that the two options would perform similarly in terms of comfort; however, the route via Intervention 14 (Variation) to Eton Close would be expected to perform better with respect to Safety and Connectivity being more overlooked and with more interconnections with the surrounding cycling infrastructure.

What remains important is to maintain the strategic connectivity between the town centre and the B4022 Oxford Hill Road.

With respect to OCC's second reason for refusal (in our last response), the matter of s106 contributions and schedule of works necessary to make the development acceptable is being addressed through ongoing negotiations between the HA and the applicant.

Officer's Name: Rashid Bbosa
Officer's Title: Senior Transport Planner
Date: 18/05/2023
