

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING CONSULTATION:

District: Cherwell

Consultation: Adderbury Neighbourhood Plan 2014-31: Submission Plan

This report sets out Oxfordshire County Council's view on the Adderbury Neighbourhood Plan 2014-31 Submission Plan.

Annexes to the report contain officer advice.

Overall View of Oxfordshire County Council

Oxfordshire County Council (OCC) support in principle the ambition of Adderbury Parish Council to adopt a Neighbourhood Plan (NP). However, it is very disappointing that nearly all of OCC's previous advice has not been taken through to the submission version of the plan. It is noted whilst the following were identified as issues in the preparation of the plan, the decision has been taken not to include them in the NP:

- sustainable rural and built environment;
- other infrastructure
- transport (including traffic management and reducing the need to drive by car around the village and its environs)
- the resources, facilities and services to support the size of village
- education
- local employment and small-scale local businesses
- wildlife habitat and protection;

Exclusion of these topics, which are all inherent to land use planning, would be a missed opportunity, particularly in respect of identifying and securing infrastructure. The submission document states that these topics will be covered in a future 'Parish Plan'. Policies in a non-statutory village plan are unlikely to carry any weight in planning decisions.

On the basis of community surveys, in Policy AD21 (Community Infrastructure Levy (CIL)) and under 'Infrastructure Projects' in Section 6 of the NP (Implementation), five broad areas are identified for S106 and/or parish allocated CIL funding. These include:

- Improving Cycle safety and connectivity of off-road cycleways
- Maintaining heritage assets
- Funding of Adderbury Library services

More detail is needed here; it is not clear what these projects will entail or how they will be implemented. In order to obtain developer funding or direct provision, detailed schemes with costs, timescales and CIL regulation compliant justifications will be required. Moreover, as highlighted above, if work was carried out on the topics that are currently excluded from the NP, a full and informed assessment of potential infrastructure requirements could be carried out.

Detailed officer comments are set out in Annex 1 below.

Officer's Name: [REDACTED]

Officer's Title: Senior Planning Officer

Date: 22 November 2017

ANNEX 1
OFFICER ADVICE

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING CONSULTATION:

District: Cherwell

Consultation: Adderbury Neighbourhood Plan 2014-31: Submission Plan

Transport Strategy

The submission version of the Adderbury Neighbourhood Plan makes very little mention of transport. This is a missed opportunity to identify potential transport improvements within the village and secure developer funding where appropriate or CIL funding (once implemented) for new schemes. This is particularly surprising considering the village's proximity to Bodicote / Banbury and the A4260 corridor which runs straight through the Neighbourhood Area.

The only clear reference to road transport is where *"control road traffic and reduce the need to drive by car around the village and to and from Adderbury"* was identified as an issue in the preparation of the plan (paragraph 4.7). This did not get progressed as a transport objective or policy. If potential schemes were identified, there would be a greater likelihood of securing infrastructure.

In Policy AD21 (Community Infrastructure Levy (CIL)) and under Infrastructure Projects in Section 6 of the NP (Implementation), the following project is proposed: *"Improving cycle safety and connectivity of off-road cycleways"*. This is not precise and without significant refinement and justification it would not be possible to collect developer contributions towards this (see further detail below).

The A4260 is an important inter-urban corridor, which was down-graded from the A423 after the extension to M40 and saw a substantial decrease in traffic levels. Peak time congestion has increased in recent years, particularly at the junction with the Aynho Road. With growing congestion issues on the Strategic Road Network this corridor could be under further strain and opportunities for improvements or managing the traffic demand through Adderbury should be considered.

In particular, opportunities at the junction with the Aynho Road should be considered and recognition of the need for traffic signal control at the Twyford Road / A4260 junction.

The Neighbourhood Plan suggests that:

"It is in this Parish Plan that the environmental, social and economic vision and policies for preservation and betterment of the village will be drawn together. The topics will include

- *sustainable rural and built environment;*
- *other infrastructure*
- *transport (including traffic management and reducing the need to drive by car around the village and its environs)"*

If this is not in the Neighbourhood Plan, it is not clear what weight this will carry, if any, when planning decisions are made.

Although the Neighbourhood Plan refers to Cherwell District Council's Local Plan Policy INF 1: Infrastructure (establishing the means by which CDC will secure investment in supporting infrastructure), no reference is made to Local Transport Plan 4 and relevant policies contained therein. Comments on the Neighbourhood Plan Policies that should support and build on these policy documents are as follows:

Policy AD2: Green Infrastructure

This policy aims to maintain and enhance green infrastructure including footpaths, bridleways and cycleways, which is supported.

It would be very helpful for the Neighbourhood Plan to include a list of suggested schemes that address specific issues and could potentially be delivered by developers or for which developer contributions could be sought.

Anecdotal evidence of speeding traffic and safety risks that needs a solution must be backed up by speed surveys and/or accident data demonstrating a compliance issue/safety risk before measures will be considered (see Road Safety section of this response). Parking issues will need to be assessed by OCC and the Police once identified, prior to further action being considered.

Where costly, schemes would need a full assessment demonstrating need and funding would need to be secured and held prior the county council considering any project as a potential priority to design up, consult on and undertake.

In order to collect financial contributions, a specific scheme required to mitigate the development proposals must be identified. Direct works through S278 is the preferred delivery mechanism of local highway improvements necessary to mitigate a development, as opposed to collecting financial contributions. Financial contributions are often negotiated if more than one development site is required to deliver a necessary piece of infrastructure.

It is important to bear in mind that any scheme that is to be funded by developers must meet the following tests in accordance with Regulation 122 of the Community Infrastructure Levy (2010):

1. Necessary to make the development acceptable in planning terms
2. Directly related to the development; and
3. Fairly and reasonably related in scale and kind to the development.

Further information on planning obligations from the Planning Advisory Service can be found here: [S106 obligations overview](#)

This also applies to Policy AD4: Local Open Spaces, which requires "financial contribution to the management and improvement of the Network".

Policy AD5: Local Gaps

As stated in OCC's January 2017 response, the Twyford Gap policy has the potential to restrict highway improvements and additional infrastructure on the A4260 between Adderbury and Bodicote, such as improved cycle facilities and junction arrangements for the new secondary school and possible link to Banbury 4 policy site (Bankside Phase 2). Highway improvements and alterations should be specifically excluded from this policy.

Policies AD 6, 7, 8, 9, 12, 14, 15, 16.

These Managing Design policies make provision for proposals having to retain or re-provide natural verges to the highway or roadside verges. The Highway Authority has rights over verges through the Highway's Act and these policies may conflict with this. Indeed section 96(6) states:

“No tree, shrub, grass verge, guard or fence shall be planted, laid out or erected under this section, or, if planted, laid out or erected under this section, allowed to remain, in such a situation as to hinder the reasonable use of the highway by any person entitled to use it, or so as to be a nuisance or injurious to the owner or occupier of premises adjacent to the highway”

Policies AD6 and AD10

These policies prevent provision of footways, which is not conducive to improving provision for pedestrians and may lead to a potential development being unable to provide appropriate pedestrian access to their site, a requirement all developments need to meet. Policy AD10 may also prevent bringing routes up to standard, as it requires maintaining the existing informal pattern of narrow routes with no footway.

Policy AD12: Managing Design in the Conservation Area and its Setting: Former Farm Groups

This policy makes provision for:

- “v. Proposals retain or re-provide as necessary boundary walls of varying heights, railings and timber fences to match the existing arrangement on the same alignment; and
- vi. Proposals retain or re-provide as necessary the informal green open spaces and large grass verges as well as mature deciduous and coniferous trees within the gardens and along the roadsides, of a growth height and planting density to continue to enhance the pastoral character which links with the nearby agricultural fields.

Again, this Policy may prevent developers from being able to provide appropriate access to their site, through boundary wall requirements restricting access visibility, for example.

Policy AD14: Managing Design in Banbury Road

In terms of the retention of verges along Banbury Road, in addition to previous comments regarding verges, the A4260 is a strategic corridor and bus route and suffers severe congestion through Adderbury, which affects the reliability of bus services. This policy may affect the possibility of widening the road to increase capacity, particularly around the junction with Aynho Road.

There may be other character area land use policies which affect highway verges along the A4260 and the B4100 – these should be amended to remove the requirement to retain or reinstate highway verges.

Policy AD16: Managing Design in Berry Hill Road and St. Mary's Road

Regarding the retention of verges along Berry Hill Road, in addition to previous comments regarding verges, there is currently no footway, which forces pedestrians into the carriageway on what is a busy through route to Bloxham. This policy may affect the possibility of constructing a footway along Berry Hill Road in future. The requirement to retain or reprovide highway verges should be removed.

Policy AD18: New Community Facilities

Provisions:

- “ii. Vehicular access is made from Milton Road, with a minimum loss of the existing site boundary hedgerow, and sufficient car parking spaces are provided;*
- iii. Safe pedestrian and cycle access is provided to the site;”*

...are considered superfluous as they as they will be assessed by the Highway Authority.

Policy AD21: Community Infrastructure Levy

The Neighbourhood Plan identifies “improving cycle safety and connectivity of off-road cycleways” as a priority for investing future community infrastructure levy funding allocated by the local planning authority to the Parish into local infrastructure, but nothing else in transport terms. This is also not precise in terms of scheme identification.

The most significant transport issue in the village is the severe congestion at the junction of the A4260 and B4100. This has a direct adverse effect on local residents in terms of journey time reliability and pollution.

Previous comments from Oxfordshire County Council mentioned that “The NP could provide a greater emphasis on the importance of public transport and the planned improvements to local bus services ... The Plan should support the County Council's strategy to develop these bus services, which will be of great benefit to Adderbury's present and future residents.”

This has not been addressed within the latest version of the Plan. The importance of bus connections into Oxford and Banbury should be recognised. Enhancing the bus service between Banbury and Oxford should be mentioned within the NP, not only because this will be of immense benefit to the people of Adderbury, but also because S106 contributions towards the cost will be expected from new residential developments, on a pro rata basis. Bus stops that are required as a consequence of new developments can be requested as S106/S278 as a mitigating measure.

Officer's Name: [REDACTED]
Officer's Title: Senior Transport Planners
Date: 21 November 2017

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

District: Cherwell

Consultation: Adderbury Neighbourhood Plan 2014-31: Submission Plan

Road Safety

- a) Plans and tabulations of the reported injury accidents on the 30mph and 40mph roads in the village for the last complete 5-years (2012-2016) and the provisional data available for 2017 are attached at Annex 2. On the plans, the accident locations are shown by the coloured stars: blue: serious injury; yellow: slight injury.
- b) All but two of the accidents were reported on the A4260 or B4100, with the busy A4260 unsurprisingly accounting for a considerable majority of the accidents. While there are some minor accident clusters (A4260 / Berry Hill Road: 1 serious; 2 slight accidents; A4260 / B4100 junction : 2 slight accidents; A4260 / The Rise junction : 2 slight accidents; B4100 / Deene Close junction: 1 serious, 1 slight accident), there are thankfully no major accident problem locations.
- c) Other than one slight injury accident involving a pedestrian in the High Street, there were no incidents involving pedestrians or pedal cyclists reported in this period.
- d) OCC is aware of significant concerns over the speed and volume of traffic in West Adderbury, and similar concerns on the B4100 especially in the vicinity of the primary school, and also some concerns on speeds on the Twyford estate. Officers met with representatives of the local community earlier this year to discuss measures including a 20mph speed limit on the residential roads (excluding the A4260, B4100, Berry Hill Road and probably Twyford Road), possible traffic calming measures, and also measures at the Horn Hill Road junction with Berry Hill Road and Milton Road to deter rat running traffic through West Adderbury. Concerns were also raised over peak hour congestion at the A4260 / B4100 junction.

Officer's Name: [REDACTED]

Officer's Title: Traffic and Road Safety Team

Date: 21 November 2017

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

District: Cherwell

Consultation: Adderbury Neighbourhood Plan 2014-31: Submission Plan

Travel Plans

Advice on travel plans is detailed in: *Transport for new developments: Transport Assessments and Travel Plans* (March 2014) available at:

<https://www.oxfordshire.gov.uk/cms/content/travel-plans-statements-and-advice>.

Officer's Name: [REDACTED]

Officer's Title: Senior Transport Planner - Team Leader, Travel Plans Team

Date: 22 November 2017

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

District: Cherwell

Consultation: Adderbury Neighbourhood Plan 2014-31: Submission Plan

Rights of Way

No additional comments.

Officer's Name: [REDACTED]

Officer's Title: Countryside Access Strategy & Development Officer

Date: 15 November 2017

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING CONSULTATION:

District: Cherwell

Consultation: Adderbury Neighbourhood Plan 2014-31: Submission Plan

Education

It is stated that Education will be covered in a forthcoming parish plan though it is not clear what weight this will carry in planning decisions.

Primary Education

As previously advised, to meet the scale of housing and population growth currently expected across the Adderbury/Deddington area, it is estimated that an additional half-form of primary school capacity will be needed in the area. Christopher Rawlins CE Primary School has been approved to grow from its current 1 form entry size (30 children per year group, 210 total pupils Reception – Year 6) to 1.5 form entry size (45 children per year group, 315 total pupils Reception – Year 6). This will require additional accommodation to be built.

Since our comments in January 2017, the first phase of accommodation was complete in time for the school to start taking additional pupils from September 2017; the second phase of accommodation is due to complete spring 2018.

Secondary Education

As previously advised, secondary education provision for this area is provided by The Warriner School in Bloxham, which has also been approved for expansion and has a capital project underway to enable it to grow by two forms of entry by 2019.

Officer's Name: [REDACTED]

Officer's Title: Service Manager – Pupil Place Planning

Date: 14 November 2017

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

District: Cherwell

Consultation: Adderbury Neighbourhood Plan 2014-31: Submission Plan

Archaeology

Disappointingly there is still no mention of heritage assets of archaeological interest.

The historic environment, as defined by the NPPF, does not consist of built heritage only and does include archaeological sites and features as historic assets.

There is therefore no proposed protection or identification of these important assets within the plan and our original advice therefore remains unchanged.

This is particularly surprising as the Archaeology team have had numerous emails and phone calls from the residents of Adderbury, including the parish council, about their archaeology; it is clearly something that they consider important.

Officer's Name: [REDACTED]

Officer's Title: Planning Archaeologist

Date: 13 November 2017

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

District: Cherwell

Consultation: Adderbury Neighbourhood Plan 2014-31: Submission Plan

Economy and Skills

No further comments.

Officer's Name: [REDACTED]

Officer's Title: Economic Development Coordinator

Date: 21 November 2017

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING CONSULTATION:

District: Cherwell

Consultation: Adderbury Neighbourhood Plan 2014-31: Submission Plan

Public Health

Unfortunately, my original comments on the Pre-Submission Plan do not appear to have been incorporated into the Submission Document. My comments on behalf of public health are as follows:

Given that both the overall population and the proportion of older people living in Adderbury are increasing, it is important that new development creates safe and secure street layouts which minimise conflicts between traffic and pedestrians and consider the needs of people with disabilities. Although the vision and objectives recognise the green infrastructure value of "footpaths from the village into the countryside" the needs of pedestrians moving within the village for day-to-day utility purposes, such as going to school and accessing local amenities, and the needs of people less/not able to access countryside paths with stiles etc. do not appear to have been fully considered.

To be sustainable, we suggest that any new development must be able to support the health, wellbeing and independence of all residents including those without access or unable to use motor vehicles. Where policies state or imply no pavements should be provided (AD6, 7 and 8), we strongly recommended that this is accompanied with appropriate policies to limit the volume and speed of traffic so that the mobility of more vulnerable road users such as children, parents with push chairs, disabled people and older people is not impaired. We also recommend that pedestrian safety and the improvement of connectivity (e.g. the provision of pavements and controlled crossings) and accessibility of public footpaths (e.g. the replacement of stiles with accessible gates) are also included within Policy AD21 and section 6.5 'Infrastructure Projects'.

Officer's Name: [REDACTED]

Officer's Title: Health Improvement Practitioner

Date: 20th November 2017

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

District: Cherwell

Consultation: Adderbury Neighbourhood Plan 2014-31: Submission Plan

Minerals and Waste

The Parish lies outside of any minerals or waste safeguarding areas, therefore there are no strategic minerals and waste policy issues for us.

Officer's Name: [REDACTED]

Officer's Title: Principal Minerals and Waste Planning Policy Officer

Date: 14 November 2017

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

District: Cherwell

Consultation: Adderbury Neighbourhood Plan 2014-31: Submission Plan

Fire Service

Access for Firefighting:

Oxfordshire Fire & Rescue Service (OFRS) assumes that access to the proposed sites and to the premises will be in accordance with the guidance in the current edition of Approved Document B to the Building Regulations volumes 1 & 2.

Water Supplies for Firefighting:

We strongly recommend the provision of adequate and appropriate water supplies (fire hydrants) in accordance with the guidance in the current edition of Approved Document B to the Building Regulations volumes 1 & 2. we would also recommend that the development conforms to British Standards BS 9999:2008 (Code of practice for fire safety in the design, management and use of buildings – Section 23 Water supplies for fire and rescue service use - 23.2 Location and access to external water supply) & BS 9990 (Code of practice for non-automatic fire-fighting systems in buildings – Section 5, Private fire hydrants - 5.2 Provision and Siting)

Automatic Water Suppression Systems:

Oxfordshire Fire and Rescue Service also believe that fitting of Automatic Water Suppression Systems (AWSS) will materially assist in the protection of life, property and fire fighter safety. AWSS such as sprinklers and water mist systems do save lives; therefore OFRS strongly recommend the provision of such systems particularly in new build properties for the proposed sites.

Officer's Name: [REDACTED]

Officer's Title: GM Fire Risk Manager West / Cherwell

Date: 21 November 2017

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

District: Cherwell

Consultation: Adderbury Neighbourhood Plan 2014-31: Submission Plan

Ecology and Landscape

No further comments. Policy AD2 on Green Infrastructure is supported.

Officer's Name: [REDACTED]

Officer's Title: Protected Species Officer

Date: 22 November 2017

**OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO THE FOLLOWING
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District: Cherwell

Consultation: Adderbury Neighbourhood Plan 2014-31: Submission Plan

Typographical Errors

The Glossary refers to OCC as Oxford County Council, this should be Oxfordshire County Council.

ANNEX 2

ROAD SAFETY DATA

Accidents between dates 01/01/2012 and 30/09/2017 (69) months

Selection:
Selected using Manual Selection

Notes:
Adderbury - reported injury accidents on 30mph and 40mph roads Jan 2012 - Sep 2017

Table 1 - Accidents by Month

	2012	2013	2014	2015	2016	2017	Total
January	-	-	-	2	1	-	3
February	-	-	-	1	-	-	1
March	-	1	-	-	-	-	1
April	-	-	-	2	-	-	2
May	-	-	-	1	1	-	2
June	1	-	-	-	-	1	2
July	-	-	1	-	-	-	1
August	-	-	1	-	-	2	3
September	-	-	-	-	-	-	0
October	1	-	-	-	1	-	2
November	-	1	2	-	-	-	3
December	1	-	-	-	-	-	1
TOTAL	3	2	4	6	3	3	21

Table 2 - Casualties by Month

	2012	2013	2014	2015	2016	2017	Total
January	-	-	-	3	1	-	4
February	-	-	-	2	-	-	2
March	-	1	-	-	-	-	1
April	-	-	-	4	-	-	4
May	-	-	-	1	3	-	4
June	1	-	-	-	-	1	2
July	-	-	2	-	-	-	2
August	-	-	1	-	-	6	7
September	-	-	-	-	-	-	0
October	1	-	-	-	1	-	2
November	-	1	3	-	-	-	4
December	2	-	-	-	-	-	2
TOTAL	4	2	6	10	5	7	34

Table 3 - All Accidents by Severity

	2012	2013	2014	2015	2016	2017	Total
Fatal	0	0	0	0	0	0	0
Serious	0	1	2	1	0	0	4
Slight	3	1	2	5	3	3	17
TOTAL	3	2	4	6	3	3	21

Table 4 - Casualties by Severity

	2012	2013	2014	2015	2016	2017	Total
Fatal	0	0	0	0	0	0	0
Serious	0	1	2	1	0	0	4
Slight	4	1	4	9	5	7	30
TOTAL	4	2	6	10	5	7	34

Accidents between dates 01/01/2012 and 30/09/2017 (69) months

Selection:

Selected using Manual Selection

Notes:

Adderbury - reported injury accidents on 30mph and 40mph roads Jan 2012 - Sep 2017

Table 5 - Pedestrian Accidents by Severity

	2012	2013	2014	2015	2016	2017	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	1	0	0	0	0	1
TOTAL	0	1	0	0	0	0	1

Table 6 - Cycle Accidents by Severity

	2012	2013	2014	2015	2016	2017	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 7 - Motor Vehicle Only Accidents by Severity

	2012	2013	2014	2015	2016	2017	Total
Fatal	0	0	0	0	0	0	0
Serious	0	1	2	1	0	0	4
Slight	3	0	2	5	3	3	16
TOTAL	3	1	4	6	3	3	20

Table 8 - OAP Accidents by Severity

	2012	2013	2014	2015	2016	2017	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	0	0	0	1	1	3
TOTAL	1	0	0	0	1	1	3

Table 9 - Child Accidents by Severity

	2012	2013	2014	2015	2016	2017	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	1	1
TOTAL	0	0	0	0	0	1	1

Table 10 - P2W Accidents by Severity

	2012	2013	2014	2015	2016	2017	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	0	0	1	0	0	2
TOTAL	1	0	0	1	0	0	2

Oxfordshire County Council - Communities

Adderbury: reported injury accidents Jan 2012 to Sep 2017 - 30mph & 40mph roads



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21/11/2017

Oxfordshire County Council - Communities

Adderbury: reported injury accidents Jan 2012 to Sep 2017 - 30mph & 40mph roads



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21/11/2017