

WODC suggested modifications to AAP Policies 13 – 17**POLICY 13 - MOVEMENT AND CONNECTIVITY KEY DESIGN PRINCIPLES**

The Garden Village must be a place where streets, through high quality design, lead to greater economic and social well-being and improved health for residents, by creating an environment for healthy lifestyles, sustainable travel and a zero carbon economy.

The following key principles should govern the design of streets within Salt Cross:

- **Movement and access**: All movement corridors must be secure, safe and welcoming for all, including the elderly and disabled.
- **Sustainable travel**: A design-led approach that prioritises people rather than vehicles, including car free zones and shared spaces, with walking and cycling promoted as the preferred first choices of transport, reducing the impact on the environment and minimising carbon, NOx and particulate emissions.
- **Diversity**: Streets should provide variety, choice and sensory richness.
- **Ease of movement**: All areas of the Garden Village must be easy to get to and move through for all, encouraging physical activity whilst avoiding unnecessary through-traffic, in particular along the main spine road connecting the A40 and Lower Road.
- **Legibility**: All areas of Salt Cross should be easily understood and include a clear hierarchy of routes, streets and spaces. Wayfinding should encourage walking and cycling, by showing the time of the shortest route to bus stops, community facilities and Hanborough Station.
- **Adaptability**: The need for change as travel behaviour and technology evolves must be anticipated as far as is reasonably possible.
- **Designing for future maintenance**: Streets and spaces must be designed such that their quality can be easily and cost-effectively maintained over time and materials must age well, with good climate resilience.
- **Good streets and spaces**: Streets should be created to act as attractive outdoor spaces.

POLICY 15 – PUBLIC TRANSPORT

An integrated and innovative approach must be taken in relation to public transport to facilitate high levels of bus and rail use.

The Garden Village design must be integrated with the Sustainable Transport Hub (centred on a new Park & Ride site) and supporting A40 infrastructure developments, allowing for the future expansion of the Park & Ride site in accordance with Local Plan Policy EW1. There will be a focus on pedestrian and cycle connectivity, with private vehicular access to the Park & Ride site from the Garden Village to be restricted.

Development must ensure the provision of high quality, fully accessible bus stops in suitable locations across the site and financial contributions will be required for the improvement of A40 corridor bus services between Carterton, Witney, Oxford and the Eastern Arc, including a bus service through the Garden Village itself.

Development of the Garden Village must demonstrate effective integration with the public transport elements of the A40 corridor improvements. As these will be forward funded through HIF, S106 planning obligations will be required to secure financial contributions towards repayment of HIF which has enabled their early delivery.

To facilitate the widening of the A40 in order to accommodate bus lanes and shared foot/cycle paths, any comprehensive masterplan prepared in accordance with AAP Policy 28, must safeguard land along the southern boundary of the Garden Village as necessary.

Connections to Hanborough Station must be significantly improved, with consideration to be given to a new entrance from Lower Road south of the railway, with a focus on bus, pedestrian and cycling accessibility.

Financial contributions will be required towards improvements at Hanborough Station which will be set out in a masterplan for the station, reflecting its increasing importance as a key transport hub forming part of the wider infrastructure and service upgrade proposed for the North Cotswold Line.

POLICY 16 – REDUCING THE OVERALL NEED TO TRAVEL INCLUDING BY CAR

The design of the Garden Village must seek to reduce the overall need to travel, particularly by car, with robust evidence required that all reasonable efforts have been made, including as a minimum:

- the overall mix of different land uses which are appropriately phased;
- the provision of ‘clusters’ of complimentary mixed-use development;
- shared-use facilities; and
- the provision of flexible working spaces within residential and employment areas, including within individual houses, all supported by ultrafast broadband.

Development at Salt Cross must be supported by innovative travel demand measures including, but not limited to, the establishment of car clubs and bike hire schemes at accessible locations, car sharing and incentivised travel initiatives including public transport discounts and bike vouchers.

A Framework (site-wide) Travel Plan and subsidiary Travel plans linked to a Transport Assessment (TA) will be required to cover all residential areas, schools, employment sites and mixed use areas, with trip generation and mode split targets incentivised and secured through planning conditions. Proposals for effective monitoring utilising smart technologies should be set out in an Innovation Plan.

A Spatial Car Parking Management Plan will be required to address site-wide considerations including the use of parking restrictions and car-free zones, areas of car-free development (minimum 15% of total dwellings) kerbside management and provision of drop-off zones, use of technologies (e.g. to monitor and map usage) and the potential to re-purpose parking to other uses as demand reduces. Measures relating to the efficient operation of the P&R must be introduced.

A Detailed Car Parking Management Plan will be required for each subsequent phase. This must take all reasonable opportunities to reduce the amount of private car parking, make use of and account for, current and anticipated technological changes and travel behaviours as well as enabling adaptation for emergency planning. So far as is possible, car parking should be integrated into the street design and allow for cost effective conversion, particularly for private areas.

The following maximum car parking standards will apply:

Residential

- 1 bed units – 0.75 non-allocated per property
- 2 & 3 bed units – 1 off-street bay per property
- 4+ bed units – 1 off-street bay per property plus the equivalent of 1 non-allocated bay per property

Office and Research and Development Space (Use Classes E(g) (i) and E(g) (ii))

- 1 space per 60 m² of employment space

Other Commercial, Business and Service Uses

- **Parking for other supporting land uses will be determined through transport evidence supporting the relevant application and should represent the lowest level capable of efficiently serving those uses.**

Electric Vehicle (EV) charging points must be provided as follows (or as determined in any subsequent government guidance or legislation):

- **All residential properties with a parking space**
- **50% of non-allocated parking spaces**
- **25% of non-residential development parking spaces**

Charging points in non-allocated spaces must be located conveniently for residents with no longer than a 5 minute walk (approximately 500 metres) from any property with non-allocated parking and their nearest EV charging point. To future proof developments and reduce longer term costs, all non-allocated parking areas should include appropriate cable provision to prepare for increased future demand.

POLICY 17 – ROAD CONNECTIVITY AND ACCESS

The principal vehicular access points for Salt Cross to be funded by the development will comprise:

- A new roundabout (the 'Western Development Roundabout') located on the A40 to the west of the proposed Park & Ride access junction; and
- A new junction with Lower Road which will form the eastern access point for the spine road through the Garden Village.

Additional junctions onto the A40 to those above will not be permitted.

Any laybys impacted by proposed access arrangements must be mitigated/ relocated, with any associated costs to be funded on a proportionate basis as necessary.

Additional highway infrastructure to be provided will include:

- A spine road through the site, accessed from the 'Western Development Roundabout' and connecting to Lower Road, enabling direct and indirect access to all areas of built development within the garden village. The spine road will need to be completed at an early stage in the development as access via Cuckoo Lane to the Garden Village will not be supported;
- Signalisation of the A4095/ Lower Road junction; and
- Measures to deter through traffic travelling between the A40 and A4095 via Cuckoo Lane and Freeland village.

Planning applications must be accompanied by details of how proposed development will help facilitate the delivery of transport improvements and mitigation measures and permission will only be granted where the Council is satisfied that the impact on the local and strategic road network, including the A34, would be acceptable and does not compromise the delivery and benefits of the A40 Corridor improvements.

Mitigation measures must be implemented in accordance with an agreed phasing of development, with full implementation prior to occupation of the final development phase.

All new infrastructure should be connected in real-time to traffic management and the number of houses that can be accessed via a single road link should comply with OCC's 'Street Design Guide'.

Development of the Garden Village must demonstrate effective integration with the A40 corridor improvements including increased highway capacity and additional junctions/reconfiguration. As these will be forward funded through HIF, S106 planning obligations will be required to secure financial contributions towards repayment of HIF which has enabled their early delivery.

All planning applications submitted for the Garden Village must include a Construction & Logistics Plan with commercial uses to be supported by a Delivery and Servicing Plan. Planning conditions/planning obligations will be used to secure any agreed measures/targets.