
8. Supporting Development

Objective 5 – Enabling development through securing infrastructure and services

The core objective is to ensure that new developments contribute to the social and economic wellbeing of the county without creating environmental problems and, wherever possible, that they contribute to developing a more fully integrated county.

Policies

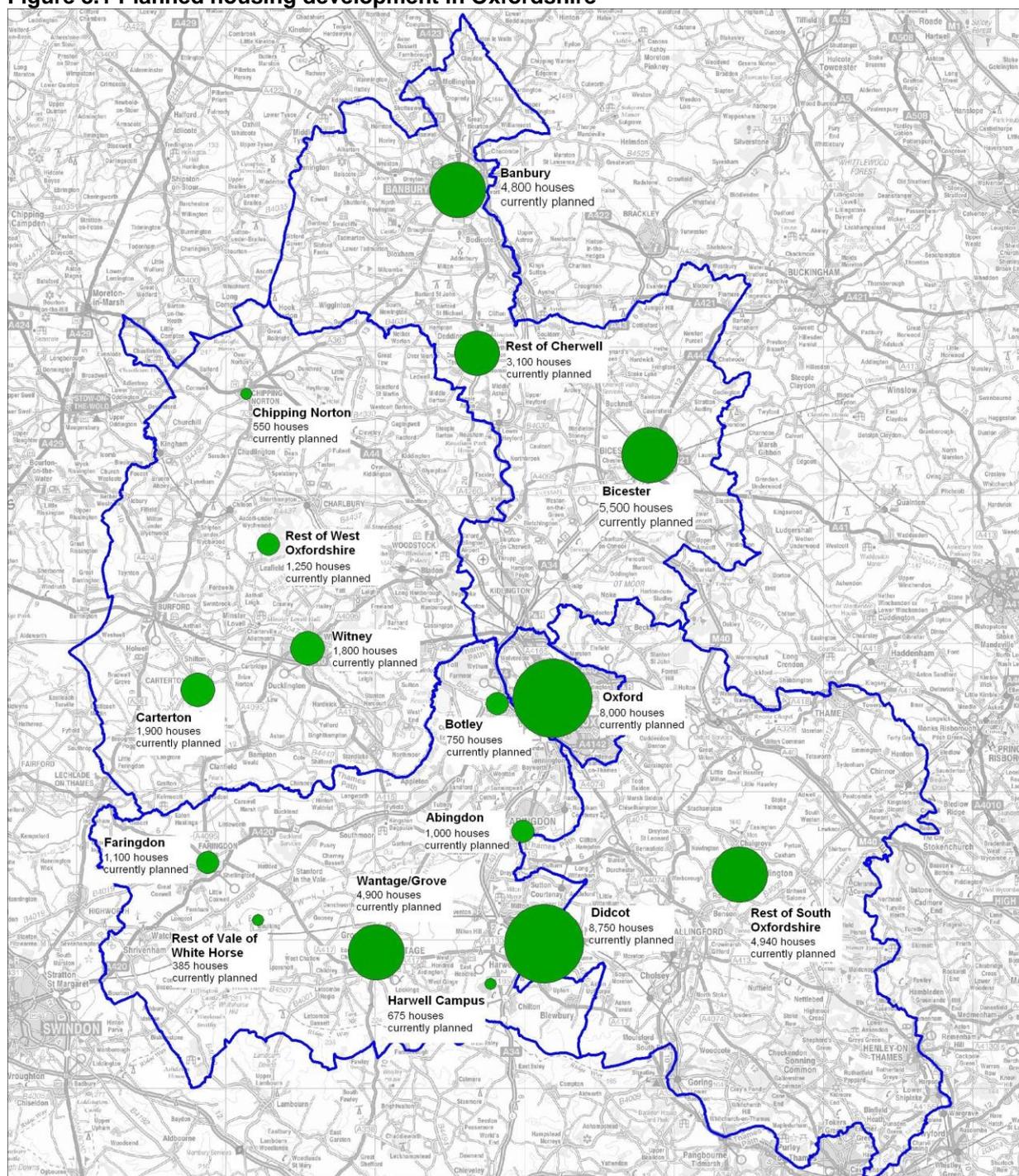
- Policy SD1** **Oxfordshire County Council will seek to ensure that:**
- i. the location and layout of new developments minimise the need for travel and can be served by high quality public transport, cycling and walking facilities;**
 - ii. developers promote sustainable travel for all journeys associated with new development, especially those to work and education, and;**
 - iii. the traffic from new development can be accommodated safely and efficiently on the transport network.**
- Policy SD2** **Oxfordshire County Council will:**
- i. secure contributions from new developments towards improvements for all modes of transport. This can be financial contributions or direct works for the mitigation of adverse transport impacts in the immediate locality and/or wider area improvements;**
 - ii. ensure that all infrastructure associated with the developments is provided to appropriate design standards;**
 - iii. set local routeing agreements to protect environmentally sensitive locations from traffic generated by new developments, and;**
 - iv. normally seek commuted sums towards the long term operation and maintenance of facilities, services and infrastructure.**
- Policy SD3** **Oxfordshire County Council will support the development of air travel services and facilities which contribute to the**

economic development of the county unless they have unacceptable transport or environmental impacts or discourage making the best use of existing capacity.

Transport infrastructure and services

- 8.1 The amount of development planned across Oxfordshire will have a major impact on the transport network at a local and countywide level. Oxfordshire County Council will work with partners to enable growth and ensure that the trips generated do not cause problems for the local economy, residents, transport networks or the environment. This will entail decisions on the location and layout of new development, and connections to and from the existing transport network. We will do this in partnership with district councils and developers through the preparation of local development frameworks and decisions on planning applications. We will also be looking to develop integrated transport networks for both existing and new parts of the settlements.
- 8.2 All the policies set out in this document apply equally to new developments as part of the planning process. The assessment and design of new developments also plays a large part in determining the amount and choice of mode of travel, and ultimately to inform and encourage more sustainable means of travel.
- 8.3 During the plan period we will work in partnership with the district councils to ensure that new development:
- * Is located in accordance with the relevant spatial policies;
 - * Has a minimal adverse impact on the existing highway network by providing appropriate highway mitigation works;
 - * Contributes to improvements to the transport network and services, either for better management of existing infrastructure and services or for the provision of new facilities;
 - * Has a travel plan covering, amongst other things, proposals for lower traffic generation and the promotion of more sustainable travel modes;
 - * Is designed to encourage and support the increased use of sustainable means of transport;
 - * Does not impose undue stress on ongoing maintenance revenue costs; and
 - * In terms of the transport and highway elements complies with current regional, national and local policy guidance, is designed to modern contemporary design standards, and built to the Council's specifications.

Figure 8.1 Planned housing development in Oxfordshire



8.4 To ensure that new developments meet our requirements we will normally expect the following documents to accompany a planning application:

- * A Transport Assessment, prepared by the applicant, to set out the transport issues relating to a proposed development. It identifies what measures will be taken to deal with the

anticipated transport impacts of a proposed development and improve accessibility and safety for all modes of travel - particularly for walking, cycling and public transport. The assessment will be used to determine whether the impact of the development is acceptable.

- * Larger developments will be required to prepare a Travel Plan to promote sustainable travel.
- * For smaller developments, or those with lesser impact, a simpler Transport Statement and Travel Plan Statement will suffice.
- * In particularly sensitive locations, such as Air Quality Management Areas, the environmental impacts of the traffic generated by the development will need to be addressed in a separate Environmental Statement or included in the Transport Assessment. A detailed assessment of air quality and noise impact may be required.
- * Where the development will generate a significant increase in lorry movements through the construction or operational period, the applicant should provide information of routing arrangements to avoid sensitive locations such as villages and residential areas. This may lead to a formal routing agreement being signed.

We will set out the threshold values for developers to produce a transport statement, transport assessment, travel plan or travel plan statement and also describe the process and full requirements.

8.5 Oxfordshire County Council publishes additional transport policies and guidance for new developments and how to deliver changes to the existing network and services by direct actions or financial contributions. These include:

- * Guidance on Transport Assessments and Travel Plans
- * The Residential Roads Design Guide (including car parking requirements)
- * The Oxfordshire Bus Stop Infrastructure Design Guide
- * A Lorry Route Map to guide hauliers as to the best routes to use.

We will produce other detailed guidance to support developers on delivering high quality transport infrastructure and services to meet our overarching policies. These will include detailed improvement scheme lists for settlements, a developer contribution strategy and specifications of the design and materials to be used on the highway or to be adopted

by the County Council as public highway. These and other additional guides will be kept up-to-date and are available on the Council's web site.

- 8.6 If new developments would undermine the efficient, effective or safe operation of the transport network Oxfordshire County Council will expect the developer to remedy any identified impact. This can be either through their carrying out remedial works themselves or by making an appropriate contribution to allow this work to be done by us.
- 8.7 Where the cumulative impact of a number of developments in an area over the plan period will require improvements to transport infrastructure and services, all developments will be expected to make a contribution towards the wider improvements. The contribution from each development will be in line with the proportion of the whole generation of traffic in an area which each development will result in. Such a contribution will be additional to any works or contributions which are aimed at resolving any particular problems caused by the development alone in its local area.
- 8.8 Good public transport is essential in providing sustainable new developments, to provide access for all and minimise the impact on the environment and the road network. Where the existing public transport is inadequate we expect developers either to secure the services in agreement with us, or to provide funding for them. This will normally be required until they reach a point where they are commercially viable and can operate without subsidy.
- 8.9 Our aim is that most new development in Oxfordshire will be located in Oxford, towns and villages where they can be served by existing high quality bus services, especially the commercial Premium Routes network. Developers will need to design developments to positively promote the use of attractive and welcoming public transport and provide robust and enforceable travel plans to encourage the use of public transport rather than private vehicles.

Air travel

- 8.10 In the UK civilian air travel is regulated by the Civil Aviation Authority, while actual air space is managed by air traffic control bodies such as the National Air Traffic Service and Ministry of Defence). We will work with aviation bodies in responding to relevant aviation issues.
- 8.11 Oxfordshire has no major civil airport. London Oxford Airport is currently

mainly used for private and executive flying. RAF Brize Norton is the busiest military air base in the UK and will expand further in the next few years; RAF Benson is a major air base for military helicopters.

8.12 Oxfordshire County Council's position on air travel is:

- * Future air travel growth in the South East should be concentrated at more established major airports in the region.
- * To work closely with district councils and aviation organisations to ensure that effective measures are in place to minimise any noise nuisance produced from aviation activities.
- * To encourage aviation operators to instigate measures to reduce airborne pollutants, including carbon.
- * To support practices and regulatory standards that minimise the load placed on the natural landscape and local wildlife from air travel activities.
- * To encourage the better integration of air facilities within their natural rural settings, while safeguarding Green Belt, natural landscapes and promoting the development of rich and varied habitats.
- * To support the use of sustainable surface transport modes to access to airports both within and outside of the county and to work with public transport providers to enhance existing services.
- * That airfield and airport operators should make the best use of their current site and runway capacity before considering expansion. Where there is future intensification of air travel activity within this existing capacity, we will seek to liaise with operators and district councils to address the needs and mitigate the impacts associated with the increased activity.
- * That we expect the Ministry of Defence to fund any highway improvements that may be required to accommodate the increase in activity at any existing or new airfield including RAF Brize Norton.

8.13 The development of air facilities in Oxfordshire would present opportunities for economic growth in the county. However, should there be any expansion then the development of supporting infrastructure, facilities (e.g. car parking) and commercial developments (e.g. office buildings and business parks) on and in proximity to airport sites will bring added pressures in the local area. In considering proposals for the development of air facilities the following factors will be considered in addition to the potential economic benefits.

- * **Carbon emissions** - Carbon emissions produced from aircraft

together with emissions from air facilities themselves will continue to be an issue for the county and wider environment. Aircraft produce more CO₂ per mile travelled than most surface modes (excluding large car models) especially on domestic and short distance trips.

- * **Local air quality impacts** - The release of particulates and other airborne pollutants such as nitrogen oxide and carbon monoxide from aircraft and vehicles on an airfield site can bring about negative impacts to local air quality.
- * **Aircraft noise nuisance** - Noise generated by aircraft and helicopter engines during landings, take offs, low flying activities and while on the ground is a nuisance to those living along flight paths for airfields within Oxfordshire and other major airports. For example, noise generated by aircraft on London Heathrow's approach and ascent flight paths affects settlements in South Oxfordshire. An increase in passenger demand and aircraft movements will present future challenges in managing and mitigating noise impacts.
- * **Impacts on local landscape and wildlife** - Both aircraft and airfield ground operations impose a number of environmental impacts on the surrounding landscape and damage wildlife habitats. Liquid pollutants produced at airport sites from aircraft refuelling, de-icing and cleaning can enter water sources and, if unchecked, threaten amphibian and fish species and other wildlife. Moreover, the air, visual and noise pollution created by air travel operations can disturb wildlife and bring blight on the character of the local landscape.
- * **Congestion on the local road networks** - Trips generated by airports and airfields can contribute to existing road congestion or create new issues on the surrounding road network. The largely rural nature of Oxfordshire's air facilities means that private road vehicles are likely to remain the preferred mode for surface access.
- * **Surface access** - Oxford is linked to a number of nearby major airports outside of Oxfordshire by frequent public transport services: there are frequent coach services to Heathrow and Gatwick and rail services to Birmingham airport. Less frequent services connect to Stansted and Luton by coach and Southampton airport by rail. Other parts of the county are less well served and it is likely that road travel provides the major form of access from these areas. We would support moves to promote a better rail connection to Heathrow from the west and direct rail services to Gatwick from the midlands and south west, and connections from the county to destinations such as Luton

Airport as part of a regional coach network strategy. Increased travel from other regional airports would be likely to produce more road traffic as these are unlikely to be able to support dedicated public transport connections from Oxfordshire.