

having regard to matters such as building layout, noise insulation, landscaping, the historic environment and means of access.

3. Any proposals for development that may reasonably be considered to impact upon the delivery of the identified schemes should demonstrate the proposal would not harm their delivery.
4. Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes listed above.
5. As the options for the schemes progress, the impact of the schemes will be subject to thorough assessment. This will include full environmental and archaeological assessments working in association with the relevant statutory bodies. Where schemes are located in areas of Flood Zones 2 and 3, a flood risk sequential test and the exception test should be undertaken as part of the appraisal process.

This policy contributes towards achieving objectives 1, 4, 6, 7 & 8.

6.21 Transport infrastructure improvements will be required to support the demand for travel arising from proposed new development, and the need for new measures will be informed by transport evidence which supports the Local Plan growth strategy. The Council will therefore continue to work with partners, including Oxfordshire County Council, to assess requirements through use of transport modelling tools and assessment of sustainable transport improvements. The evidence developed to date has identified the benefits of delivering a number of key highway infrastructure schemes, as well as several sustainable transport improvements²⁴. This, in turn, builds on priorities identified in the Local Transport Plan 4, including the Science Vale Area Transport Strategy²⁵.

6.22 Plans which illustrate the extent of the safeguarded transport schemes identified in policy TRANS3 are shown in Appendix 5.

Transport Assessments, Transport Statements and Travel Plans

6.23 As new development comes forward, there will be a need to look in more detail at the specific transport and access impacts associated with individual sites. Where such developments would generate significant amounts of

²⁴ The Evaluation of Traffic Impacts and the Sustainable Transport Studies

²⁵ www.oxfordshire.gov.uk/cms/content/lt4-area-strategies

travel, a Transport Assessment will be needed. The determination of whether significant amounts of travel are generated will be dealt with on a case by case basis. This will need to review both the transport implications of development, as well as appropriate mitigation. Especially important will be promotion of measures that enable sustainable transport choices, and where relevant a Travel Plan will be required to demonstrate how such measures will be delivered.

- 6.24 The scoping of Transport Assessments should be done in agreement with Oxfordshire County Council as the highway authority, and be in line with latest County and Planning Practice Guidance²⁶. It is also important that applicants take account of requirements for infrastructure in the area as set out in the Infrastructure Delivery Plan, which will be reviewed and updated as required. In the scoping of transport impacts, there will also need to be consideration of the development site's location, recognising that in more rural areas the opportunity for take up of sustainable transport choices may be less, and that more innovative measures may be needed. In addition, there may be a need to take account of the cumulative impacts of development, for example where this relates to delivery of particular infrastructure improvements.

Policy TRANS4: Transport Assessments, Transport Statements and Travel Plans

1. **Proposals for new developments which have significant transport implications that either arise from the development proposed or cumulatively with other proposals will need to submit a Transport Assessment or a Transport Statement, and where relevant a Travel Plan. These documents will need to take into account Oxfordshire County Council guidance and Planning Practice Guidance²⁷ and where appropriate, the scope should be agreed with Highways England²⁸.**
2. **Appropriate provision for works and/or contributions will be required towards providing an adequate level of accessibility by all modes of transport and mitigating the impacts on the transport network. Consideration should be given to the cumulative impact of relevant development both in South Oxfordshire and adjacent authorities, and how this links to planned infrastructure improvements. This should take into account the latest evidence base work, which, where relevant, will inform the scoping of the Transport Assessment and Travel Plan.**

²⁶ <http://planningguidance.communities.gov.uk/>

²⁷ <https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments>

²⁸ Strategic Road Network and the Delivery of Sustainable Development (DfT Circular 02/2013) at: www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development

3. The Transport Assessment or Transport Statement should, where relevant:
 - i) illustrate accessibility to the site by all modes of transport;
 - ii) show the likely modal split of journeys to and from the site;
 - iii) detail the proposed measures to improve access by public transport, cycling and walking to reduce the need for car travel and reduce transport impacts;
 - iv) illustrate the impact on the highway network and the impact of proposed mitigation measures where necessary;
 - v) include a Travel Plan (that considers all relevant forms of transport including accessible transport for disabled people) where appropriate; and
 - vi) outline the approach to parking provision.
4. Where relevant, evidence obtained from this detailed work will inform the number and phasing of homes to be permitted on proposed development sites and will be established (and potentially conditioned) through the planning application process, in consultation with the highway authority.
5. In accordance with the guidance, Travel Plans will be required, implemented and monitored for all developments that will generate significant amounts of movement.

This policy contributes towards achieving objectives 1, 4, 6 & 8.

