

# Appendices A-E

# APPENDIX A Transport Assessment Scoping Note

## Scoping for Transport Assessments Form

Please e-mail the completed form to  
[transport.development.control@oxfordshire.gov.uk](mailto:transport.development.control@oxfordshire.gov.uk)



Planning Application No.			
Contact Information			
Developer			Consultant
Company:	P3 Eco Group	Company:	Alan Baxter & Associates LLP
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Contact person:	Graham Johnson	Contact person:	Malcolm Turner
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E-mail:	gjohnson@peeco.com	E-mail:	mtturner@alanbaxter.co.uk
Development Details			
Brief Description of the development	Himley Farm Development, Bicester Mixed use development comprising around 1500 homes, a local centre, primary school and potentially commercial development (fronting onto Middleton Stoney Road)		
Description of the location (Please attach a location map in .pdf format when submitting this form)	North west of Bicester town centre on Middleton Stoney Road between Howes Lane and the M40 motorway. See attached Figure 1		
Postcode	OX26 1RT		
Number/Street Name/Road	Middleton Stoney Road		
Town	Bicester		
Size (GFA/no of units)	Approx 1500 homes		
Planned date of opening	Not known		

Consultant (name, address and contact details)	Alan Baxter & Associates LLP 75 Cowcross Street London EC1M 6EL 020 7250 1555 mtturner@alanbaxter.co.uk
Applicant (name, address and contact details)	P3 Eco Group 16 Charles II Street SW1Y 4NW gjohnson@p3eco.com
Site/ Development name and address)	Himley Farm Development Middleton Stoney Road Bicester
Description of existing use of land - Constraints of existing highway network - Planning History - Extant uses	- existing land is in agricultural use - there are no particular constraints associated with the highway network. Junctions within the immediate vicinity of the site are not operating at capacity - the site has not been subject to previous major planning applications. The site comes within the overall NW Bicester eco development. A masterplan for the development has been prepared and although not formal planning guidance has been accepted by Cherwell DC and Oxford CC. - the only extant uses relate to agricultural activities plus residential associated with a farm.
If some or all existing land uses are being relocated then where to?	N/A
Approximate traffic volume level on adjacent road network? (peak hourly two way flow, average 12 hour two way flow)	Middleton Stoney Road – 2012 PM peak hour flow of 655 vehicles and 12 hour flow of 5244 vehicles.
Distribution /Assignment method to be used? How will this be done. i.e Gravity model, or based on existing turning movements	The traffic impact of the NW Bicester eco development has already been assessed using a Saturn model that covers all of the town. This distributes development trips both internal to the town and external to the town.
How will potential traffic generation from the site be established? - TRICS - Special surveys?	Trip rates, levels of containment and modal split for the NW Bicester eco development have already been agreed with OCC and the Highways Agency. This is set out in the Travel and Access Strategy (24 <sup>th</sup> June 2014) prepared by Hyder.
Estimated Modal Splits:  Initial estimate of target Modal Splits:	53% of trips to be undertaken by car.
Period of assessment? (peak periods of development and/or network)	In line with the Saturn modelling work, assessments will be provided for AM peak, PM peak and 12 hour period.

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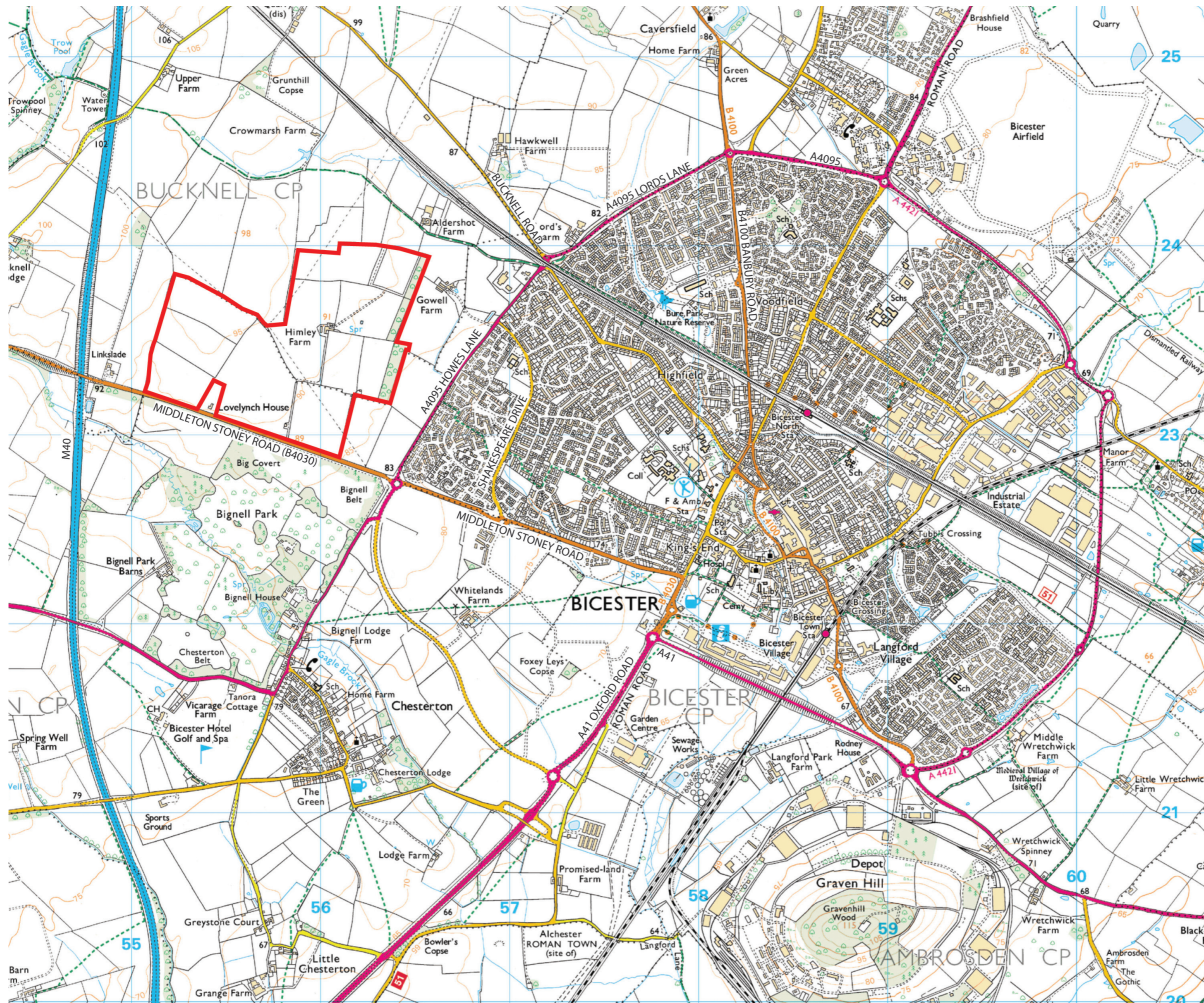
Locations of new/modified accesses of development onto existing road network? (supply plan of development area, road network and access locations)	In the long term a primary access will be provided on Middleton Stoney Road. In addition, primary and secondary accesses will be provided through adjacent development areas onto the new A4095 Strategic NW Link Road. In the short to medium term consideration is being given to providing temporary accesses onto Middleton Stoney Road at two locations. The first would be to the west of the primary access and the second would be to east of the primary access, at the location of the existing track to Himley Farm.
Describe committed development to be taken into account:	The Saturn modelling takes into account all the development envisaged in the Cherwell DC Local Plan.
Area of impact (based on proposed development levels, existing traffic levels and existing congestion) (supply plan of development area, road network and access locations)	The area of impact will be the entire town of Bicester comprising 46 link locations and 29 junction locations. In addition the impact will cover Bucknell Village, Caversfield Village and the Shakespeare Drive area. This is to match the assessment within the TA for Application 1.
When will site become fully operational?	Between 2030 and 2040.
Will the development be split into phases? If so supply plan of phases and timescales.	The site will be developed over a number of phases but the scale and timescales for these are not known at this stage.
Will construction traffic be significant? If so how is this dealt with and will it need specific haul routes?	Construction traffic will be spread over a 10 to 15 year period. Middleton Stoney Road is likely to be the primary access for construction vehicles. Howes Lane or the new Strategic NW Link Road may also be used for construction traffic in the later phases of the development.
What are the assessment years? Existing Year of opening Design Year Any other sensitivity tests required eg phasing	As per the Saturn modelling the existing year is 2012 and the opening year is 2031 (to match the Local Plan period).
Car-parking levels for each land use (on and off street)?	To be confirmed but likely to be at similar levels to the exemplar site.
Provide plan of real travel 5km isochrones (cycling)	See Figure 1
Provide plan of real travel 2km isochrones (walking)	See Figure 1
Provide plan of existing bus stops and locations of transport interchanges in area	The nearest bus stops are located in the existing residential area to the east on Wansbeck Drive. Route 25 runs on Middleton Stoney Road but there are no existing bus stops adjacent to the site. The nearest transport interchanges are in the town centre on Manorsfield Road and at

	Bicester North and Bicester Town rail stations.
Road Safety- Accident records - Examination of historical data normally 3/5 years - Safety audit needed for changes to highway layout? (supply plan with recorded accident injury data)	Accident data for the period February 2009 to February 2014 will be analysed as per the TA for Application 1. Road Safety Audits will be undertaken for changes to highway layouts. Auditors will be supplied with accident data.
General description of how facilities for people with mobility problems will be tackled:	The Design and Access Statement produced for the application will cover this issue to a certain extent. However, future reserved matters applications for individual phases will address this issue in more detail.
Policy issues - Is proposal in line with current national policy? - Is development proposal in line with regional and local plan policies? - Is the development included in the current development plan?	Yes
Any other relevant information:	

Thank You

Please e-mail the completed form and site location map to [transport.development.control@oxfordshire.gov.uk](mailto:transport.development.control@oxfordshire.gov.uk)

APPENDIX B Figure B.1 Site Context



<b>NW BICESTER ECO-TOWN HIMLEY VILLAGE DEVELOPMENT</b>	
SITE CONTEXT	
1665/75	Figure B.1
NOV 2014	Alan Baxter