



Cala Homes (Cotswolds) and Legal and General Homes
Second Floor, Building One
Oxford Technology Park
Technology Drive
Kidlington
OX5 1GN

Suzanne Taylor
Principal Planning Officer
Cherwell District Council
Via email only

19th March 2024

Dear Suzanne,

Reserved Matters Application including access, layout, landscaping and scale pursuant to Outline Planning Permission 14/02121/OUT for internal Primary and Secondary Streets along with the part discharge of conditions 12, 16, 17 and 19 for Phase 1B at Himley Village, Bicester

Further to discussions with yourself and Officers at Oxfordshire County Council Highways Department I am submitting a revised scheme pursuant to Reserved Matters application 23/01493/REM for Phase 1B, Himley Village, Bicester.

The following changes have been made to Phase 1B:

- The 6.5 metre wide Primary Access (western) is designed to accommodate future two bus flows. The Secondary Access (eastern) will not be subject to two way bus flows, so the width of 5.5 metres will be sufficient. The respective road widths accord with the consented layouts and geometry detailed in the Section 106 Agreement. The Oxfordshire County Council Highway comments also state that if the Strategic Secondary Access is not used as a bus route, then a carriageway width of 5.5 metres is acceptable.
- Where the cycle track cuts through the hedge in the south east corner of the Phase 1B red line, the horizontal alignment has been amended to provide a 'lazy S' bend to ensure a smooth transition between the on site 4 metre wide footway / cycleway and the off site 3 metre wide footway / cycleway. At the point of transition, additional width has been provided within the



footway / cycleway.

- The principle of providing a footway / cycleway link along the eastern boundary, linking the south east corner of the site (near the Middleton Stoney Road) and the residential development to the north is accepted. This future route has not been included within the updated plans for Phase 1B as this is outside of the red line. However, as the detailed arrangements of the future adjacent residential and mixed use parcels are not yet known, it is proposed for 'stubs' to be provided at this stage, highlighting the future footway / cycleway connection.

- The proposed footway / cycleway along the 'on site' southern boundary has been updated to be 4 metres wide. The extent of the public highway along Middleton Stoney Road, to the east of the development is circa 3 metres from the edge of the carriageway. Therefore, to deliver infrastructure within the limit of the land within Cala Homes' control, a 3 metre wide footway / cycleway is proposed to be constructed from the south eastern corner of the site and to connect into the existing 3 metre wide footway / cycleway near to Stirling Road.

- Bus stops, including hardstanding and cycle stands have been added to the General Arrangement layouts.

- Visitor parking bays and landscaping (trees) have been designed to be located outside of junction visibility splays.

- Further to discussions with Oxfordshire County Council Highways, the highway corridor cross sections have been updated to increase the width of the cycleway provision. This is shown in the table below:

Spine Road (North – South)	Bus Route (East – West)	Strategic Secondary Road
2 metre footway	2 metre footway	2 metre footway
2 metre (one way) cycleway	3 metre (two way) cycleway (north side – so only crossing the occasional private shared driveways and avoiding vehicle parking to front of properties)	5.5 metre carriageway
3 metre verge	6 metre verge / swale	5 metre verge / swale
6.5 metre carriageway	6.5 metre carriageway	3 metre (two way) cycleway
5 metre verge / swale	3 metre verge	2 metre footway
2 metre (one way) cycleway	2 metre footway	
2 metre footway		

- Proposed junctions designed to provide pedestrians and cyclists with direct crossing alignments, located along desire lines and connectivity into adjacent footway / cycleway links.
- Footway / cycleway link proposed along the Strategic Secondary Road which will provide cycle



links connecting with the western area of the future development.

- Along the Spine Road (north – south), the footway and cycleways will be separated from the carriageway with either highway grass verges or highway grass swales both of which will be tree lined. The separation from the carriageway and the provision of green and blue infrastructure features will provide a safe and attractive environment to encourage people to undertake journeys either by walking or cycling as per the key principles within LTN 1/20.
- The cycleways are shown separated from the adjacent footways through the use of a continuous white line in accordance with TSRGD and respective Traffic Signs Manual. To ensure that any colour or type of material used for the cycleway surfacing is to be accepted for adoption, this is to be discussed and agreed. Cala are happy for this to be a condition attached to the Reserved Matters approval.
- Raised tables are proposed across junctions to provide vertical speed control features along the main roads. It is proposed for the raised tables to be block paved so as to break up the black surfacing and highlight junction locations where pedestrians and cyclists will be crossing.
- A number of uncontrolled crossing points are proposed to provide good connectivity across the site.
- Physical build outs are proposed to provide horizontal speed control measures. These



features incorporate uncontrolled pedestrian crossing points which provide short distances to cross the respective carriageway.

- The junction locations of the C2 parcel and the mixed use parcels have been fixed and are now included within the red line boundary.
- The locations of junctions to the residential parcels are indicative and are shown with a dashed line. The fixed locations of these junctions will be picked up within the respective Reserved Matters applications for the residential parcels.

I submit the following amended plans for this application:

Drawing	Prepared by	Drawing Number	Previous Revision May 2023	New Revision March 2024
Red Line Boundary	Hydrock	27141-HYD-XX-XX- DR-C-3000	P01	P06
Phase 1B Engineering Layout Sheet 1 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2200	P02	P06
Phase 1B Engineering Layout Sheet 2 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2201	P01	P07



Drawing	Prepared by	Drawing Number	Previous Revision May 2023	New Revision March 2024
Phase 1B Engineering Layout Sheet 3 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2202	P02	P07
Phase 1B Engineering Layout Sheet 4 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2203	P02	P06
Phase 1B Drainage Layout Overview	Hydrock	27141-HYD-1B-XX- DR-C-2300	P02	P05
Phase 1B Drainage Layout Sheet 1 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2301	P02	P05
Phase 1B Drainage Layout Sheet 2 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2302	P02	P05
Phase 1B Drainage Layout Sheet 3 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2303	P02	P05
Phase 1B Drainage Layout Sheet 4 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2304	P02	P05
Phase 1B Bus Tracking	Hydrock	27141-HYD-XX-XX- DR-C-2600	P01	P05



Drawing	Prepared by	Drawing Number	Previous Revision May 2023	New Revision March 2024
Phase 1B Bus & Large Car Tracking	Hydrock	27141-HYD-XX-XX- DR-C-2601	P01	P05
Phase 1B Refuse & Large Car Tracking Sheet 1 of 2	Hydrock	27141-HYD-XX-XX- DR-C-2602	P01	P05
Phase 1B Refuse & Large Car Tracking Sheet 2 of 2	Hydrock	27141-HYD-XX-XX- DR-C-2603	P01	P05
Street Lighting Design	Hydrock	588/001	-	A
S278 and S38 Infrastructure Lighting Equipment Schedule	Lighting Reality		May 2023	March 2024
S278 and S38 Infrastructure Lighting Calculation Report	Lighting Reality		May 2023	March 2024
Phase 1B Detailed Infrastructure Landscape Proposals	Pegasus	P22- 3093_EN_04_D_00		-



I would be grateful if you could please confirm receipt of this amended submission and provide confirmation on the dates of the re-consultation.

Yours sincerely



Becky Pull BSc (Hons) MSc

Senior Planner

Cala Homes Cotswolds

Mob: 0777 311 6479

Email: becky.pull@cala.co.uk