



Transport Topic Paper

Symmetry Park, Ardley and Land at M40 Junction 10

Tritax Symmetry Ardley Limited and Albion Land Limited

Prepared by:

SLR (trading as Vectos (South) Limited)

and

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Table of Contents

1.0	Introduction	1
2.0	Sustainable Transport Strategy	4
3.0	Safe and Suitable Access	8
4.0	On-Site Design.....	9
5.0	Highway Impacts	10

Tables in Text

Table A: Trip Summary	10
Table B: Impact Assessment – B4100 / B4031	15
Table C: Impact Assessment – B4100 / Station Road	15
Table D: Impact Assessment – Link Assessment.....	15

Appendices

Appendix A	Consultee Response to Albion Land
Appendix B	Consultee Response to Tritax Symmetry Land
Appendix C	OCC Freight Map
Appendix D	Potential Cycle Connection
Appendix E	Stage 1 Road Safety Audit
Appendix F	Uncertainty Log



1.0 Introduction

- 1.1 SLR and DTA have jointly prepared this Transport Topic Paper to provide additional details in relation to neighbouring applications in the vicinity of Junction 10 of the M40. The sites are located to the north of the A43 / M40 junction with access proposed via the B4100. Both the A43 and M40 are considered to be key strategic road freight corridors as demonstrated in the England Economic Heartland report 'Connecting People Transforming Journeys' (2021) and within OCC policies including freight route maps. Given the expected freight requirements of the proposed developments, the site location is considered suitable for the intended use.
- 1.2 In September 2021 Albion Land (AL) submitted several planning applications to Cherwell District Council (CDC) with respect to the proposed development of up to 280,000 square metres of employment floor space on land located adjacent to Baynards Green roundabout. These applications were supported by an Environmental Statement (ES) that incorporated a detailed Transport Assessment prepared by DTA. The illustrative layouts of the schemes that relate to applications 21/03266/F; 21/03267/OUT and 21/03268/OUT are provided below. It is noted that the AL masterplan has been subject to localised revision since the original submission.



- 1.3 In May 2022 Tritax Symmetry Land (TSL) submitted a planning application to CDC with respect to its own proposed employment scheme on land adjacent to the Baynards Green roundabout. This application was equally supported by an ES, which incorporated a TA proposed by Vectos (now SLR). The most recent illustrative layout pursuant to application 22/01340/OUT is provided below.





1.4 The respective applications submitted by AL and TSL were reviewed by both National Highways (NH) and Oxfordshire County Council (OCC) in their capacity as statutory consultees with respect to the Strategic and Local Highway Networks. Copies of the respective responses provided on the AL and TSL applications are provided at **Appendix A** and **B** respectively. By way of a summary, the following outlines the broad areas where further transport information/evidence has been requested on both applications:

- Sustainable transport opportunities, including public transport, public rights of way and active travel connections;
- Access to the site for all modes and in the context of the wider area, including the proximity of the two sites;
- On-site design including details relating to parking for vehicles and electric vehicles as well as cycles;
- Highway impacts on both the SRN and local network alongside consideration for the West Northamptonshire network.

1.5 In the time that has elapsed since the consultation responses were received, DTA and SLR have been working collaboratively to prepare an updated transport strategy with NH and OCC. Having regard to the extensive discussions that have been had with NH (and its consultants, AECOM) and OCC, AL and TSL have both collated updated ES and TA submissions. This Topic Paper has been prepared to summarise the updates in the context of the key planning tests set out in paragraph 114 of the NPPF, which are as follows:



- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48; and,*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

1.6 This Topic Paper is jointly prepared by DTA and TSL and is intended to be read in conjunction with the updated ES and TA that have been submitted in support of applications 21/03266/F; 21/03267/OUT, 21/03268/OUT and 22/01340/OUT. It is also intended to be a living document that will be updated to provide an agreed position of all matters related to transport with both NH and OCC.



2.0 Sustainable Transport Strategy

2.1 In achieving sustainable development, the NPPF confirms the planning system has three overarching interdependent objectives. These are stated at paragraph 8 to be:

- **an economic objective** – *to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure*
- **a social objective** – *to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
- **an environmental objective** – *to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

2.2 The NPPF Paragraph 85 states: *“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”*

2.3 With the NPPF paragraph 8 objectives in mind, paragraph 109 states from a transport perspective that: *“...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making.”*

2.4 When the NPPF refers to sustainable transport modes, it is worthy to take into account the definition that is provided in its Glossary which is namely: *“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.”*

2.5 Moreover, paragraph 89 of the NPPF states: *“Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or [DTA/SLR emphasis] **by public transport**). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.”*



- 2.6 In the context of the comments received from OCC, and particularly in relation to the provision of a pedestrian and cycle route to Bicester, it is important to recognise that the NPPF makes a very clear distinction that opportunities to provide enhanced sustainable transport measures varies depending on where a site is located. In a similar regard, it is clear that an appropriate balance needs to be identified in so much as the core objectives of sustainable development, as identified by the NPPF can be achieved.
- 2.7 From a freight industry perspective, which these developments will make a positive contribution towards, it is of course pertinent to recognise that they will inevitably generate additional HGV movements. To this end, both National (i.e. NPPF) and Regional policy (i.e. OCC Freight and Logistics Strategy) direct such development to be located adjacent to the Strategic Road Network. Paragraph 87 of the NPPF states: *“Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for **storage and distribution operations at a variety of scales and in suitably accessible locations.**”*
- 2.8 Paragraph 87 is supported by NPPG (paragraph: 031 Reference ID: 2a-031-20190722 (Revision date: 22 07 2019), which states that: *“The logistics industry plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has **distinct locational requirements** that need to be considered in formulating planning policies (separately from those relating to general industrial land).”* (DTA/SLR emphasis).
- 2.9 In the case of Regional policy, OCC has developed a Freight Map (see Appendix C), which shows the proposed developments are well located to this and therefore are well placed to abide by the following objective: *“We will seek to influence the location and design of new development, particularly employment sites and any related transport infrastructure, so that these can function well, with appropriate freight access to and from the strategic transport network without adverse impacts on local communities, other road users and the environment. This includes ensuring new developments incorporate the needs of emerging technologies.”*
- 2.10 The England Economic Heartland report ‘Connecting People Transforming Journeys’ (2021) Policy 35 states that: *“We will work with Highways England, local highway authorities, local planning authorities and the freight sector to ensure that strategic corridors for road freight and logistics are fit for purpose: priority will be given to the following corridors: the M25/M1; **the A34 and M40 north of Oxford**; the A1 corridor (north of Huntingdon); the A14; and the A508 into Northampton.”*
- 2.11 The report states that they will work with Highways England, local highways authorities and the freight sector to ensure the key parts of the Strategic Road and Major Road Networks continue to support the movement of road haulage and thereby minimise the impact of road freight on local communities.
- 2.12 The key criteria for a successful logistics site are: motorway proximity; junction access; connectivity to road, rail, air and sea; as well as the size of the site and the potential quantum of accommodation. Economic and labour market considerations are also key drivers for the suitability of a site and location as a logistics hub, in addition to the transport links and connectivity that the site benefits from.



- 2.13 The development will provide high quality logistics floorspace in location ideally placed to address the growing need for logistics floorspace as it will be highly accessible to the strategic road network (which as set out above is a fundamental requirement of logistics operators).
- 2.14 It is clear from the respective national and regional strategies for freight, that there is a general direction to locate developments, such as those proposed by AL and TSL, adjacent to key strategic routes and away from sensitive urban communities. Invariably this will result in logistics sites being located in areas that are more rural in appearance and function.
- 2.15 To this end, the measures that could reasonably be expected to be required to make a site more sustainable are limited, particularly in the context of OCC's acceptance that the consequences of supporting infrastructure should not have an adverse effect on the environment and other road users. Equally, paragraph 89 of the NPPF makes a clear distinction that not all modes of transport need to be upgraded to enhance the overall sustainability of a rurally located development.
- 2.16 With this in mind, and taking into account feedback provided by OCC to date, both AL and TSL are committed to provide:
- 25% of total parking to provide active EV charging spaces on both the AL and TSL schemes, which accords with current OCC guidance.
 - New bus stops on the B4100 in-between the AL eastern and TSL site accesses, which have been designed in accordance with current OCC guidance.
 - A new bus stop in the western AL development, which accords with current OCC design guidance.
 - Financial contributions towards upgrading an existing bus route that operates between Bicester and Brackley in line with a methodology calculated by OCC Public Transport officers, which identifies a figure of £2,133,333.
 - Dedicated active mode infrastructure between the respective sites and the dedicated crossing facilities incorporated into an upgraded Banyards Green roundabout junction, which is discussed in greater detail below and responds to the request of OCC to cater for trips to/from the adjacent local services.
- 2.17 In addition to the above, DTA and SLR have worked closely together with OCC to identify the following potential measures:
- Financial contributions towards a further upgrade to the existing Bicester to Brackley bus service that would result in a further £1,800,000 being required in line with a methodology calculated by OCC Public Transport officers;
 - Financial contributions towards enhancing access to the Public Rights of Way network;
 - Creation of a new pedestrian and cycle route to/from Bicester along the B4100, having regard to the acceptable specifications provided by OCC on 20th October 2023 (see **Appendix D**)¹; and,

¹ OCC has indicated a cycle link to/from the proposed development should be a minimum of 3 metres wide, with 1 metre being a verge and the residual 2 metres being reserved for a pathed cycle track.



- Upgrading bus waiting areas within Bicester to incorporate cycle parking facilities at bus stops that serve the existing bus route that operates between Bicester and Brackley, which allows residents of Bicester to undertake a longer distance journey by a combined cycle public transport trip.

2.18 Paragraph 114 of the NPPF states that in assessing specific applications for development, it should be ensured that, inter alia, appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location. It is the view of AL and TSL that recognising the specific location requirements of the logistics sector, the schemes exploit the available opportunities to make the schemes suitably accessible by appropriate sustainable travel modes.

2.19 Both AL and TSL look forward to having the opportunity to agree what measures should be taken forward once the effects of the transport infrastructure outlined above are considered in conjunction with other factors, such as the environmental considerations that are referred to in the OCC Freight Strategy. Without prejudice to the outcome of these discussions, it is the view of AL and TSL that the preferred solution in this location is one focused on enhancing public transport connections.



3.0 Safe and Suitable Access

- 3.1 The AL applications were predicated on access to its respective proposed developments would be achieved via roundabouts on the B4100. Further to the comments made on applications 21/03266/F; 21/03267/OUT, 21/03268/OUT and 22/01340/OUT, and as a consequence of discussions undertaken with NH and OCC on the Baynards Green roundabout, the previously submitted designs have been amended as follows:
- 3.2 Application 21/03267/OUT relates specifically to the eastern AL parcel. Following comments received from OCC, the proposed site access to this parcel has been revised from a three-arm roundabout to a signalised T-junction to allow co-ordination with the proposed signalisation of Baynards Green roundabout. The proposed access to the western AL parcel remains as a three arm roundabout, with detailed amendments shown on the resubmitted plans reflecting comments made by OCC.
- 3.3 Access to the proposed TSL proposed development continues to be shown as being secured via the construction of a four arm roundabout on the B4100. There are however amendments shown on the resubmitted plans that take into account comments made by OCC in relation to bus stop positioning and active mode crossings.
- 3.4 All accesses are deliverable within land controlled by AL, TSL or the publicly maintained highway. To this end, there are not any land ownership constraints to delivery.
- 3.5 Equally, the site accesses are designed in accordance with current best practice design guidelines and thus benefit from suitable visibility splays and junction radii that will accommodate vehicles that are expected to visit the sites on a regular basis, including 16.5 metre articulated lorries. They have also been subject to an independent (Stage 1) Road Safety Audit (see **Appendix E**) that confirms there are no inherent safety issues with the designs.
- 3.6 Finally, and as is confirmed below at Section 5, it has been established through reference to an agreed traffic modelling methodology, that the site access junctions benefit from suitable capacity to meet expected demands.
- 3.7 It is accordingly evident that the respective proposals of AL and TSL are consistent with the requirements of NPPF paragraph 114 (b) in so much as safe and suitable access is provided for. Similarly, the designs do not exceed the thresholds outlined at paragraph 115 of the framework in so much as the designs will not lead to an unacceptable highway safety impact or severe effect of the operation of the transport network.



4.0 On-Site Design

4.1 At this stage, the AL and TSL applications are outline in nature. To this end, the final details of the on-site infrastructure are subject to change and refinement as part of future reserved matters applications. Notwithstanding this, it should be noted that the illustrative layouts of the respective applications make provision for the following:

- Direct connections to proposed bus stops (both AL and TSL);
- A network of roads and associated infrastructure that are easily navigable by all expected users (both AL and TSL);
- Car parking that meets expected demands (both AL and TSL);
- Electric vehicle charging infrastructure that accords with current guidance from OCC (both AL and TSL); and,
- A lorry park and employee trim trail (TSL).

4.2 The above elements will be secured via Condition to ensure that paragraph 114(c) of the NPPF is complied with.



5.0 Highway Impacts

Development Traffic and Distribution

- 5.1 Trip rates have been agreed with OCC and NH, these are consistent with those that were presented in the AL TA. The following table summarises the vehicular activity attributed to the AL and TSL schemes.

Table A: Trip Summary

Time Period	AL			TSL		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Weekday 0800-0900	311	129	440	333	138	471
Weekday 1700-1800	114	319	433	123	342	465

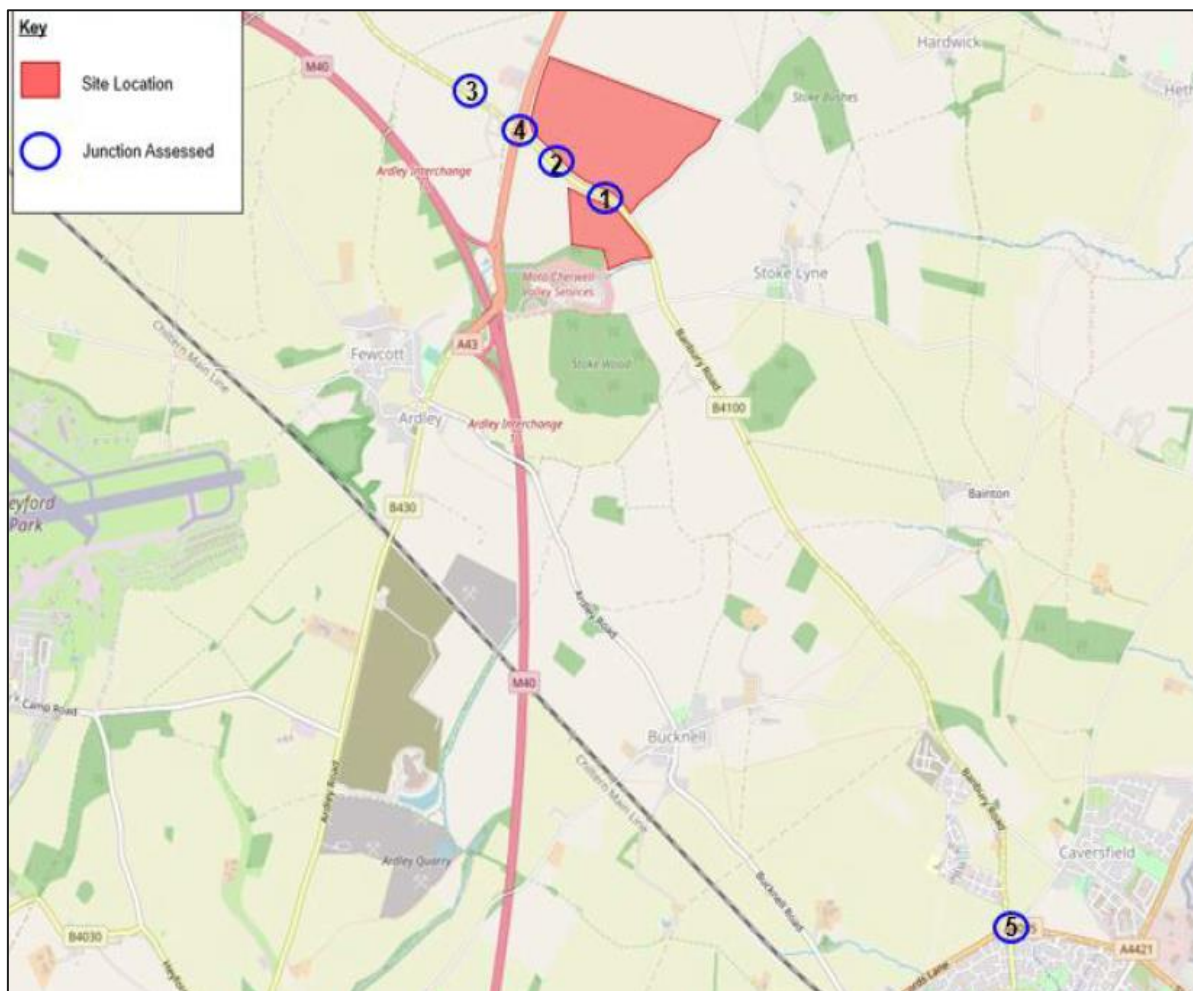
- 5.2 The distribution of light vehicles on the highway network has been informed by BTM² data, whilst HGV distributions have been informed by the AL application. This aligns with the approach requested by both OCC and NH.

SRN and OCC Network

- 5.3 In the TAs submitted in support of the AL and TSL applications, consideration was given to the potential off-site impacts upon a study area that covered the following:
- TSL access
 - AL eastern access
 - AL western access
 - A43 / B4100 (Baynards Green)
 - B4100 / A4095

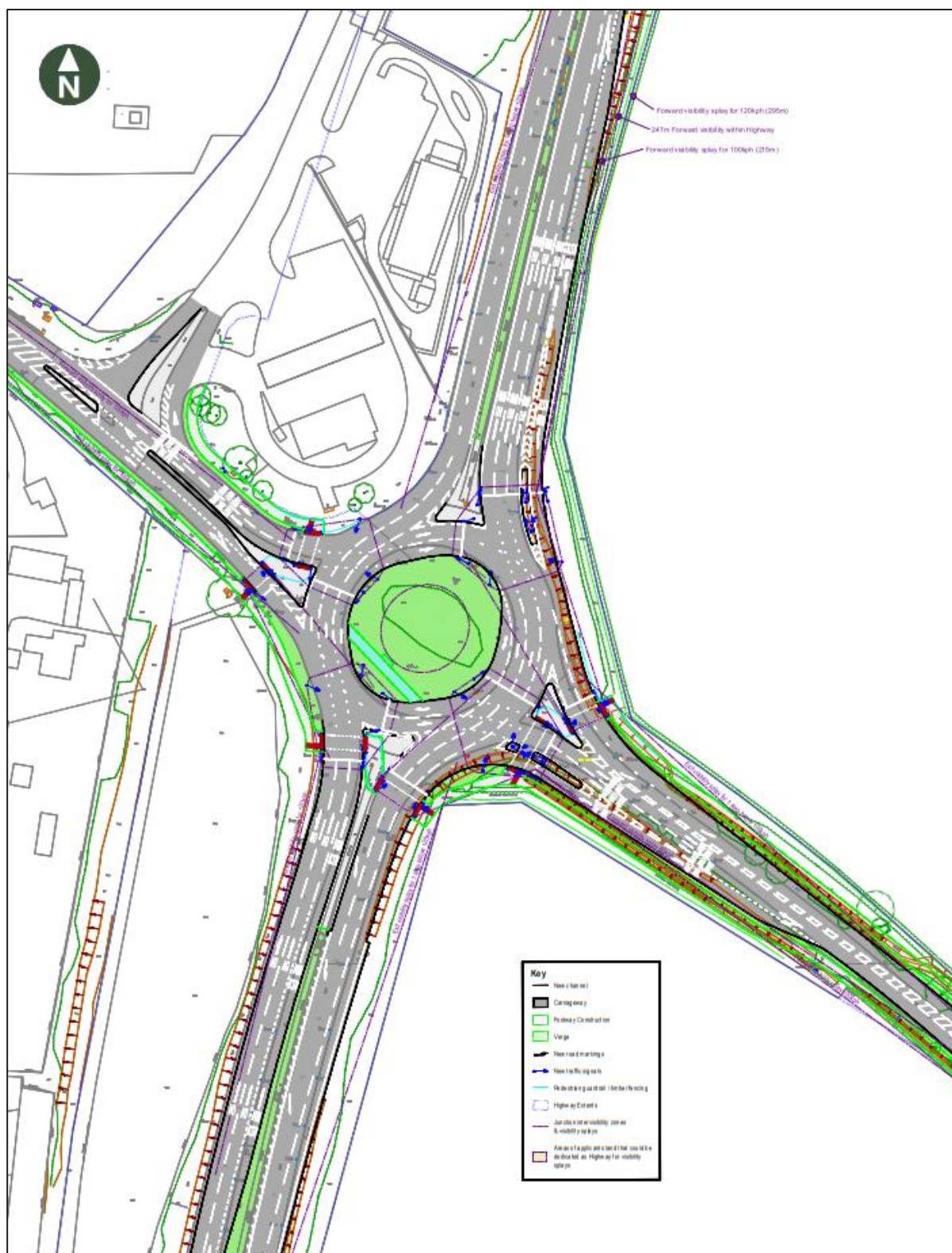
² The BTM (Bicester Traffic Model) is a strategic traffic model that is developed by OCC for the wider Bicester area. It includes assumptions about how traffic is expected to change as a result of planned and approved developments and takes into account the effects of planned infrastructure upgrades.





- 5.4 At the time that the technical work presented in the TAs was undertaken, there was an expectation that the Baynards Green roundabout would become signalised under the terms of the Oxford Growth Fund. However, in the time that has elapsed since the AL and TSL applications were submitted the monies identified for the Baynards Green roundabout upgrade have been reallocated elsewhere in the County.
- 5.5 To this end, and in recognition of feedback provided by NH on the respective applications, a revised mitigation strategy has been developed by DTA and SLR in conjunction with NH and OCC. As with the Oxford Growth Fund scheme, this comprises the full signalisation of the roundabout and widening on the approaches and circulatory carriageway. However, unlike the Growth Fund scheme, the design developed by AL and TSL incorporates active mode infrastructure to ensure pedestrians and cyclists are able to navigate the junction. The design is shown below as follows:





5.6 The above mitigation scheme was developed further to the outcome of detailed capacity modelling with NH and OCC, which was focused upon updating a VISSIM model developed by NH to assess M40 Junction 10 and Baynards Green roundabout. Through this process, a series of amendments were made (and agreed) to the assumptions previously adopted by NH. These included, baseline traffic distributions, lane utilisation behaviour and gap



acceptance of drivers. Copies of the Technical Notes that chart the evolution of the VISSIM model is provided in the respective TAA submitted in support of the AL and TSL applications.

- 5.7 It should be noted that the traffic flows that have informed the detailed capacity modelling have been extracted from the BTM at the request of NH and OCC. Full details of the committed developments and associated infrastructure that are included in the BTM are provided in the uncertainty log at **Appendix F**.
- 5.8 The outcome of the VISSIM modelling has shown that the above mitigation scheme is able to satisfactorily accommodate traffic associated with the AL and TSL schemes. Indeed, it is forecast to provide significant benefits when compared to the current situation, which is one where operational stress results in significant peak hour queuing, and that which was envisaged by the previous Oxford Growth Fund.
- 5.9 It should be noted that the works shown above are all deliverable within land that is either publicly maintained highway or land controlled by AL and TSL. To this end, there are no third-party land constraints to this scheme being delivered.
- 5.10 Equally, the design has been agreed in principle with NH (when considered in the context of the usual expectations of the Design Manual and Bridges) and that the outcome of an independent (Stage 1) Road Safety Audit (see **Appendix E**) has indicated that there are no inherent safety issues associated with its design. There is thus a scheme at Baynards Green roundabout that mitigates the residual cumulative effects of the proposed developments in a safe and suitable manner.
- 5.11 In addition to the capacity tests undertaken at Baynards Green roundabout, it should be noted that the following junctions have also been assessed:
- M40 J10
 - AL eastern and western site accesses
 - TSL site access
 - B4100/A4095
- 5.12 In terms of M40 J10, it has been established (through reference to the BTM and updated NH VISSIM model) that when compared to the reference case (i.e. no development and the current Baynards Green roundabout being retained), the combined developments and junction improvement at Baynards Green will reduce delays and incidences of queuing across the M40 Junction 10 network. The efficacy of the works to address the proposed developments is therefore not externally constrained and no other works are required. Indeed, NH confirmed through the Baynards Green design evolution that there would not be any adverse effect on the slip roads at Junction 10 with queues not expected to block back to the mainline of the M40.
- 5.13 The respective site accesses have all been assessed using the updated NH VISSIM model and separately via other industry standard computer modelling software. The outcome of these models all confirms that they are of a sufficient size to safely accommodate demands associated with the proposed developments in isolation and cumulatively. Indeed, it has been shown that the operation of these junctions will not experience any blocking back of queues



to/from adjacent junctions (incl. the upgraded Baynards Green roundabout) to the detriment of the free flow of traffic.

- 5.14 Whilst the original TAs for the AL and TSL assessed the performance of the B4100/A4095 as the current roundabout junction, it was recognised that this junction had been identified as being converted to a traffic signal scheme. In the time that has elapsed since the AL and TSL applications were submitted, OCC has granted itself consent for a traffic signal scheme under the provision of County application 23/02852/OCC / R3.0094/21. This application was supported by a range of transport documents including a Transport Statement and VISSIM Forecast Technical Note prepared by Aecom that was informed by a model that tested traffic flows extracted from the BTM.
- 5.15 When considering the impacts of the AL and TSL proposals, DTA and SLR has similarly referred to a VISSIM model developed having regard to the approved traffic signal design pursuant to County application 23/02852/OCC / R3.0094/21 but using the BTM flows that have been used to inform the modelling of all other junctions. The outcome of this assessment has confirmed the approved traffic signal scheme, which is understood to be identified for construction this year, will experience only modest increases in delays as a result of the proposed developments in isolation and cumulatively. Accordingly, the effects of the AL and TSL proposals are not severe at this location.
- 5.16 On the basis of the modelling that has been undertaken in response to the comments received from NH and OCC on the AL and TSL applications, it is clear that the cumulative effects of the proposed developments will not lead to a severe residual cumulative effect on either the strategic or local road networks. In this regard, the proposed developments do not exceed the assessment threshold outlined in NPPF paragraph 114 (d) and are thus entirely acceptable from a highway impact perspective.

West Northamptonshire Network

- 5.17 The response from WNC cited concerns relating to the impact on local villages, in particular Aynho and Croughton. As such, consideration has been made as to the expected change in traffic flows along the B4100 to the north of the Baynards Green roundabout as a result of the TSL development individually and cumulatively with the Albion Land development.
- 5.18 In order to assess the potential impacts of the worst case cumulative increases reference has been made to traffic surveys undertaken in Aynho on Tuesday 28th June 2022, Wednesday 29th June 2022 and Thursday 30th June 2022. Percentage impact assessments have been undertaken at two key junctions in Aynho, namely the B4100 / B4031 / Link Road crossroads and the B4100 / Station Road priority junction. This is shown in **Table B** and **C** relative to the surveyed demand. In practice growth, such as reported by TEMPRO, and committed development traffic will result in higher future year reference case demands. The percentage change in future years, 2026 and 2031 will be less than those reported in the tables.



Table B: Impact Assessment – B4100 / B4031

Veh / Hour	Survey (ave weekday)	Survey + TSL	% Change	Survey + AL	% Change	Survey + TSL + AL	% Change
AM Peak	1056	1074	+1.7%	1087	2.9%	1105	+4.6%
PM Peak	1064	1088	+2.3%	1097	3.1%	1121	+5.4%

Table C: Impact Assessment – B4100 / Station Road

Veh / Hour	Survey (ave weekday)	Survey + TSL	% Change	Survey + AL	% Change	Survey + TSL + AL	% Change
AM Peak	1063	1081	+1.7%	1082	+1.8%	1100	+3.5%
PM Peak	1057	1075	+1.7%	1084	+2.6%	1102	+4.3%

Table D: Impact Assessment – Link Assessment

Vehicles per hour (2-way)		3-day average	TSL Dev. Trips	AL Dev. Trips	TSL + AL Dev. Trips
Aynho	AM Peak	1020	18	19	37
	PM Peak	971	18	27	45
Vehicles per hour (2-way)		3-day average	TSL Dev. Trips	AL Dev. Trips	TSL + AL Dev. Trips
Croughton	AM Peak	467	0	8	8
	PM Peak	482	0	0	0

5.19 On the basis of this assessment, it has been established that percentage increases on the local network would be of up to 5.4%, experienced during the evening peak hour, comfortably within accepted daily fluctuations of +/-10% on the local highway network.

5.20 Furthermore, the absolute change in traffic flows is considered to be low with up to 45 additional two-way vehicle movements in any given hour. As this equates to less than 1 additional vehicle every minute, it is not considered to be a material impact.

Summary

5.21 On the basis of the above, it is anticipated that the change in trips through Aynho and Croughton would not have a severe impact on the transport network. This does not therefore warrant further traffic management measures or physical changes to the highway infrastructure.



5.22 With the above in mind, it is evident that the proposals are compliant with the overarching aims of the NPPF. In particular the proposals will not have an unacceptable impact on highway safety, nor will the residual cumulative impacts on the road network be severe as per paragraph 114(d).





Appendix A Consultee Response to Albion Land

Transport Topic Paper

Symmetry Park, Ardley and Land at M40 Junction 10

Tritax Symmetry Ardley Limited and Albion Land Limited



OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 21/03266/F

Proposal: Site clearance, construction of new site access from the B4100, permanent and temporary internal roads, an internal roundabout and a foul drainage station, diversion of an existing overhead power cable and public right of way, and soft landscaping

Location: OS Parcel 2636 NW Of Baynards House, Ardley

Date: 24 November 2021

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application no: 21/03266/F

Location: OS Parcel 2636 NW Of Baynards House, Ardley

General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 21/03266/F

Location: OS Parcel 2636 NW Of Baynards House, Ardley

Transport Schedule

Recommendation:

Objection for the following reasons:

- The transport assessment is not adequate to demonstrate that the logistics site the proposed works would serve, would not have a severe impact on the operation of the highway network.
- Safety concerns about the B4100 roundabout alignment
- Consideration not given to the design in the context of the future improvement scheme at Baynards Green.

Key points

- The development has not taken into account the committed 'Growth Deal' scheme of capacity improvement at Baynards Green roundabout, which will involve enlarging and signalising the roundabout, both in terms of road safety, and capacity modelling.
- The transport assessment has not adequately tested the impact on the adjacent junctions, using available transport models, including the various elements of M40 J10 which are closely linked.
- The site access roundabout has very straight approaches, which could be a safety hazard and should be reviewed.

This application is for the enabling works for 180,000sqm GIA of logistics space, located to the west of the A43, stretching between the M40 and the B4100, which has been applied for via a separate outline application that also includes these access arrangements. The proposed access is via a new roundabout onto the B4100.

A separate outline application has been received from the same applicant for a further 100,000sqm GIA of logistics space to the east of the A43, again with access via a new roundabout onto the B4100. A transport assessment has been provided, assessing the impact of each site, and the cumulative impact of the two sites together.

Access arrangements

A new roundabout junction is proposed onto the B4100. A drawing has been provided showing how this meets DMRB standards. However, OCC has concerns about the straightness of the approaches on the B4100, especially given the national speed limit. Experience of similar layouts of recently constructed roundabouts on high speed roads has shown that some drivers fail to appreciate the roundabout until the last minute, leading to collisions or driving over the roundabout. Further work is needed to adjust the alignment of the B4100 on approaches. This is challenging due to the land on the northern side of the B4100 not being available. This has not been picked up in the Road Safety Audit provided, but OCC would welcome further discussions given their experiences elsewhere. Consideration could be given to a reduction in the speed limit along the site frontage extending to Baynards Green roundabout.

Drawings have been provided showing the new roundabouts in the context of the current highway network including Baynards Green Roundabout, and in the context of the proposed redesign of Baynards Green, which is being taken forward by National Highways and currently due for completion in 2024 (the 'Growth Deal' scheme referred to in the Transport Assessment). However, the Road Safety Audit has not taken into account the new accesses in conjunction with the new layout. This must be addressed.

Further discussion will be needed with OCC about the extent of adoption. Normally OCC does not adopt cul de sacs into industrial estates, but if this is to be formally part of a bus route that will need to be considered.

Public rights of way

Footpath 109/5/10 is proposed to be diverted as it passes through the site. OCC would like to see this dedicated as a bridleway at the same time as any diversion, which would allow for cycling, and complete a missing link between Stoke Lyne Bridleway 367/29 and Ardley Bridleway 109/2. This could be a 3m wide tarmac path with a verge on either side. See map and annotations below. This comment is made without prejudice to the desirability/outcome of any application to divert PRow. The existing/altered footpath connection to opposite the services should be retained.

The preferred alignment would be as shown below, and make use of the 3m wide cycle connection to the site, although as stated above, it would be better within the site rather than alongside the B4100. An improved crossing point leading across the B4100 into the service area site, would provide an onward connection to bridleway 367/29. As the area of highway land on the western side of the service area access is quite wide, it should be separated from the access road by a verge until it can connect with the access road at a safe point.



It is suggested that a bridleway/cyclepath margin is provided for within the red line of the site rather than trying to upgrade footpath 367/28 which has a potentially hazardous road crossing.

As part of the S278 works, it is also requested that the bridleway crossing of the B4100 at the western end of the site, is improved by creating a more level and suitably surfaced landing area on the northern side, as well as veg clearance to provide improved visibility

Context

The outline application proposes a pedestrian/cycle link along the B4100 to Bicester. This is critical to the sustainability of the site. As this link would only serve the logistics site (there being no development further west along the B4100) it would be more attractive to users if provided within the site, behind the hedge. A crossing of the access road should be placed on the desire line to the western building.

This application only covers works within the site and along its frontage onto the B4100. As stated above, it should only be granted permission if the logistics site it serves, is also granted permission. Our response to the outline planning application sets out the requirements in terms of further information, conditions and obligations required to make the logistics development acceptable.

Notably, the access arrangements in this application only cover vehicular access and do not include the required pedestrian/cycle path between the site and Elmsbrook.

Informative: No works on the public highway can take place before a S278 highways agreement is entered into with OCC. Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreement. A detailed survey of the highway boundary should be carried out to ensure that the adopted highway abuts the land holding. This may not be the case where there is a ditch, and all highway record plans provided by OCC contain a caveat about this. Such 'gaps' can lead to significant delays to S278 agreements.

Planning Conditions:

In the event that permission is to be given, the following planning condition should be attached:

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved CTMP.

Reason: In the interests of highway safety and the residential amenities of neighbouring occupiers and to comply with Government guidance contained within the National Planning Policy Framework.

The enabling works hereby approved shall not commence unless and until planning permission is granted for the development they are intended to serve.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 3 November 2021



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Andrew Jinks (Regional Director)
Operations Directorate
Midlands Region
National Highways
PlanningM@nationalhighways.co.uk

To: **Cherwell District Council – FAO: Chris Wentworth**

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 21/03266/F

Location: OS Parcel 2636, NW of Baynards House, Ardley

Proposal: Site clearance, construction of new site access from the B4100, permanent and temporary internal roads, an internal roundabout and a foul drainage station, diversion of an existing overhead power cable and public right of way, and soft landscaping

National Highways Ref: 92860


Referring to the consultation on a planning application dated 5 Oct 2021 referenced above, in the vicinity of the A43 and M40 that form part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@df.gov.uk and may not determine the application until the consultation process is complete.

 Signature:	Date: 26 March 2024
Name: Martin Seldon	Position: Assistant Spatial Planner
National Highways National Highways, The Cube, 199 Wharfside Street, Birmingham, B1 1RN Martin.Seldon@nationalhighways.co.uk	

¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommended Conditions

The application concerns enabling works for the development at the same location which is the subject of application 21/03268/OUT. National Highways has no objection in principle to this planning application, but recommends to West Northamptonshire Council that the following conditions are attached to any grant of planning consent in the interest of maintaining the safety and integrity of the A43:

1. Prior to the commencement of the development hereby permitted a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority for the A43. Thereafter all construction activity in respect of the development shall be undertaken in full accordance with such approved details unless otherwise approved in writing by the Local Planning Authority in consultation with the Highways Authority.

Reason: To mitigate any adverse impact from the development on the A43 in accordance with DfT Circular 01/2022.

2. Prior to the commencement of any excavation works and landscaping works, geotechnical submissions shall be submitted to and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the A43 and M40).

Reason: To mitigate any adverse impact from the development on the A43 and M40 in accordance with DfT Circular 01/2022.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

**Town and Country Planning Act 1990 (As Amended)
Local Highway Authority (LHA) Response**

Application Reference	21/03266/F		
Proposal	Site clearance, construction of new site access from the B4100, permanent and temporary internal roads, an internal roundabout and a foul drainage station, diversion of an existing overhead power cable and public right of way, and soft landscaping. Amendment details Full application for access associated with applications 21/03267/OUT & 21/03268/OUT Further information comprising site sections through Junction 10 sites and information on Bio Diversity Net gain for Piddington site, an off-site biodiversity area put forward by the applicants.		
Location	OS Parcel 2636 NW Of Baynards House, Ardley		
Case Officer	Joy White/David Lowin		
Date Consulted	31/03/2022	Date Sent	14/03/2022

Further to the response made in November 2021 by West Northants Council (WNC) acting as the local highway authority in respect of the above planning application, the LHA have the following observations and requests to make;

We understand that a Revised Transport Assessment is currently being prepared by the applicant for this site that includes tests via the Bicester Model that should identify other traffic flows than previously assumed and considered.

This is welcomed by the LHA as it has come to our attention that a number of residents in West Northants villages; predominantly those living at Aynho, fear that significant volumes of light traffic associated with this proposed site, will be attracted to using the local highway network through and around these villages. Whilst the LHA are fully aware and supportive of the fact that all taxed and insured vehicles should be able to travel freely on the network, we would request that a data counting exercise be undertaken in order to prove or disprove this suggestion.

The LHA therefore request that the consultant undertake counts of traffic coming from the north / west / east to the site, which will then allow us to consider actual traffic flows affecting Aynho and Croughton villages, which can then be used as base model data for the Bicester Transport Model future year tests and any detailed junction capacity assessments within Aynho that are the concern WNC.

We request that monitoring using manual classified counts be undertaken over three days in three neutral weeks, as detailed on the plan section overleaf, and a report provided to evidence traffic patterns.

Planning Permission does not give or imply permission for adoption of new highway or to implement any works within the highway and / or a Public Right of Way



This will enable WNC to see through traffic from north to south and also left turners / right exits that go into Croughton. This could also identify B4031 west of the site traffic patterns

Should the residents fears prove to be founded then possibly it may be reasonable to request traffic that further horizontal traffic calming features be installed to support the residents in these villages.

Public Rights of Way

The application site is not affected by a Public Right of Way



Hayley Usher
Development Management Engineer

For Assistant Director for Highways and Waste
One Angel Square
Angel Street
Northampton NN1 1ED
Hayley.usher@westnorthants.gov.uk
www.westnorthants.gov.uk

Planning Permission does not give or imply permission for adoption of new highway or to implement any works within the highway and / or a Public Right of Way

The views, observations, comments and recommendations contained in this response represent those of West Northamptonshire Council as Local Highway Authority and in no other function or authority.



Appendix B Consultee Response to Tritax Symmetry Land

Transport Topic Paper

Symmetry Park, Ardley and Land at M40 Junction 10

Tritax Symmetry Ardley Limited and Albion Land Limited



OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 22/01340/OUT

Proposal: Application for outline planning permission (all matters reserved except means of access (not internal roads) from b4100) for the erection of buildings comprising logistics (use class b8) and ancillary offices (use class e(g)(i)) floorspace; energy centre, hgv parking, construction of new site access from the b4100; creation of internal roads and access routes; hard and soft landscaping; the construction of parking and servicing areas; substations and other associated infrastructure.

Location: East Of Baynards Green Farm Street To Horwell Farm Baynards Green

Response Date: 6th July 2022

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Assessment Criteria

Proposal overview and mix /population generation

OCC's response is based on a development as set out in the table below. The development is taken from the application form.

Commercial – use class	m²
B8	300,00

Application no: 22/01340/OUT

Location: East Of Baynards Green Farm Street To Horwell Farm Baynards Green

Strategic Comments

The proposed site is located on unallocated, predominantly agricultural land.

This application is for 300,000sqm of logistics space, located in two parcels. The larger parcel is to the east of the A43 and north of B4100, and the smaller parcel is to the south of the B4100, immediately east of the Albion Land planning application reference 21/03267/OUT.

Key points:

- The transport assessment has not adequately tested the impact on the adjacent junctions, using available transport models, including the various elements of M40 J10 which are closely linked. The TA states that this further work will be carried out;
- Further information is required to confirm that the pedestrian/cycle link to Bicester is feasible;
- No plan has been provided showing the access roundabout in the context of the proposed roundabout to the adjacent Albion Land application;
- No cumulative assessment has been provided including the Oxfordshire Strategic Rail Freight Interchange (OxSRFI);
- The roundabout access design requires refinement, particularly to include cycle facilities and crossings;
- Further information is required on the operation of the lorry park, and additional diverted trips it would generate;
- Provide surface water catchment plans;
- Provide attenuation volumes and discharge rates on the proposed drainage strategy;
- Drainage strategy to clearly state infiltration systems for the proposed SuDS features;
- Provide calculations for all proposed SuDS features for all storm event up to and including the 1:100-year storm event plus 40% climate change;
- Overall site boundary not shown on the drainage plans.

The County is raising Transport and Lead Local Flood Authority objections. Also attached are detailed Archaeology comments.

Officer's Name: Jonathan Wellstead

Officer's Title: Principal Planner

Date: 06/07/2022

Application no: 22/01340/OUT

Location: East Of Baynards Green Farm Street To Horwell Farm Baynards Green

General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 22/01340/OUT

Location: East Of Baynards Green Farm Street To Horwell Farm Baynards Green

Transport Schedule

Recommendation:

Objection for the following reasons:

- The transport assessment provided with the application is not adequate to demonstrate that the development would not have a severe impact on the operation of the highway network
- Further information is required to demonstrate that safe and suitable pedestrian and cycle access can be provided to the development, in accordance with NPPF.
- Further information is required to demonstrate that the access junction would function safely and effectively in conjunction with the adjacent development proposed access.

If despite OCC's objection permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S278 agreement to mitigate the impact of the development plus planning conditions as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Highway works	TBC		Baxter	Proportionate contribution towards improvements to M40 J10 (which includes Baynards Green rbt)
Public transport services	£2 million		RPI-x	Bus services serving the site
Public transport infrastructure (<i>if not dealt with under S278/S38 agreement</i>)	£8,904	Sept 2020	Baxter	Real time information unit at bus stop
Traffic Reg Order (<i>if not dealt with under S278/S38</i>)			RPI-x	Possible changes to speed limit and parking controls.

<i>agreement)</i>				
Travel Plan Monitoring	TBC	Sept 2021	RPI-x	£2,563 for each unit plus £2,563 for framework travel plan - to cover the cost of OCC monitoring the plans
Public Rights of Way	£400,000	July 2022	Baxter	Improvements to PRow in vicinity of site
Administration fee	TBC depending on the total amount of contributions			To cover the cost of OCC monitoring the agreement

Other obligations:

- Off-site highway works – see below
- Travel plan

Key points

- The transport assessment has not adequately tested the impact on the adjacent junctions, using available transport models, including the various elements of M40 J10 which are closely linked. The TA states that this further work will be carried out.
- Further information is required to confirm that the pedestrian/cycle link to Bicester is feasible
- No plan has been provided showing the access roundabout in the context of the proposed roundabout to the adjacent Albion Land application.
- No cumulative assessment has been provided including the Oxfordshire Strategic Railfreight Interchange (OxSRFI)
- The roundabout access design requires refinement, particularly to include cycle facilities and crossings.
- Further information is required on the operation of the lorry park, and additional diverted trips it would generate.

Comments:

This application is for 300,000sqm GIA of logistics space, located in two parcels. The larger parcel is to the east of the A43 and north of B4100, and the smaller parcel is to the south of the B4100, immediately east of the Albion Land application site ref 21/03267/OUT. The application form states that it would employ 2430 full time equivalent posts and operate 24 hours per day.

Access arrangements

Both parcels are proposed to be accessed via a four arm roundabout on the B4100, with two arms leading into the development, north and south of the B4100. This is in close proximity to the roundabout proposed by the Albion land site, immediately to the west on the B4100. No drawing has been provided showing the roundabouts together, to demonstrate that the designs do not conflict. I am concerned about the proximity of the roundabouts - they are unlikely to operate independently and should be modelled together in a linked model, potentially linked into National Highways' VISSIM model for Junction 10.

I notice that there is an internal access road leading from the southern parcel towards the Albion Land site. Ideally there would be cooperation between the two sites so that the number of roundabouts on the B4100 could be reduced - together with Albion Land proposals west and east of Baynards Green, with this development there would be four roundabouts along the B4100 in close proximity. It is worth noting that the Oxfordshire Strategic Railfreight Interchange proposed highway layout would conflict with Albion Land arrangements and may also conflict with this development's access roundabout.

A Road Safety Audit Stage 1, with Designer's Response, has been submitted with the application. Some problems have been identified with the design, all of which the designer's response say could be addressed at detailed design stage. However, some of these changes could substantially affect the footprint of the roundabout and as access being applied for in detail, should be addressed at planning stage. This includes the splitter islands needing to be larger, the need for vehicles to be able to circulate the roundabout side by side (due to the fact there are two entry and exit lanes on each arm), the need to demonstrate visibility envelopes, and the need for safe pedestrian crossing facilities. The issue that the bus laybys are in the forward visibility envelope to the roundabout in each direction, has not been picked up in the audit, but this is an issue that needs to be addressed.

Consideration should be given to reducing the speed limit on this section of the B4100 to 40mph, however the works would need to be designed to the current speed limit of 50mph.

Specification tables should be provided for the roundabout design to show that it meets DMRB requirements.

The roundabout design will need to accommodate the proposed footway/cycleway which is proposed by the Albion Land application to continue west. Safe crossing facilities over the southern arm of the roundabout need to be provided. Additionally cycle access into both parcels needs to be demonstrated, which must be in accordance with LTN 1/20, and segregated from the carriageway.

Crossing facilities over the B4100 should be provided, connecting with the proposed cycleway on the south side of the B4100 and bus stops. Due to the number of lanes and the volume and nature of traffic, a signalised crossing should be provided. I would like to see a combined design for accessing both this development and the Albion Land development, which could potentially share bus stops and crossing facilities.

Raised Chevron blocks on roundabout should be avoided due to the speed of the road - instead knock-down signage is advisable.

Sustainable transport connectivity/transport sustainability

No information is provided on predicted modal share for the development. The draft framework travel plan has predicted 72% car driver, but that is based on Cherwell MSOA 013 workplace data - that MSOA is exclusively urban, including a large employment area adjacent to established housing in the northeast of Bicester, within the perimeter road. This is a completely inappropriate comparison for the site, as employment in the area would be accessible to large parts of Bicester within easy walking distance. The modal share for the site, without mitigation, is likely to be much higher. I note that the Oxfordshire SRFI application predicts 92% single occupancy car modal share and this site is even more distant from residential areas.

The application states that a contribution would be made towards the footway/cycleway link to Bicester proposed by the Albion Land site. OCC was expecting that this would be carried out by the developer under S278, as it is not part of any planned strategic cycle network for the area, and is required solely as mitigation for the developments.

We are awaiting further information from the Albion Land application team concerning design and feasibility of the route. At the present time it is not known whether a safe and suitable route can be provided, and this remains an outstanding reason for objection on both developments. Available land is limited and level changes mean it might take up more space than anticipated. It is recommended that the two applicants work together on this and come to an arrangement regarding its funding and delivery.

This route is of critical importance, both in terms of providing safe access to the site, and in terms of encouraging sustainable and active travel to the site, which would otherwise be heavily car dependent. The application states that 5km is an acceptable distance for people to cycle; however LTN 1/20 states that up to five miles (8km) is an achievable distance for most people, which puts most of Bicester in range.

Crossing facilities over the A43 would be required for safety due to the crossing demand - this applies to the main development as well as the lorry park. The application states that crossing facilities could be incorporated into the Growth Deal scheme of planned improvements at Baynards Green roundabout. This would need to

be agreed with National Highways and the developer would be expected to fund the additional cost.

In terms of public transport, we remain of the opinion, as set out in our response to the Albion Land proposals, that the 505 service passing on the B4100 cannot be relied upon in future, and a new service is required, operating half hourly to be sufficiently attractive, which could potentially serve the Albion Land development if it goes ahead, and potentially run between Bicester and Brackley.

A contribution is required towards the cost of providing two buses over an eight year period to serve the development, to provide a Bicester – Barnard’s Green – Brackley route operating half-hourly most of the day and hourly in the evenings and on weekends. Costs have been calculated based on OCC’s standard declining subsidy profile – subsidy costs decline each year as patronage/revenue levels rise, ultimately to the point the that service requires no subsidy after eight years.

Costs:

Monday to Friday core service (half hourly 6am – 6pm, 2 buses): £300,000 per year
Monday to Friday evenings / early am (hourly, 5am – 6am, 6pm – 10pm, 1 bus):
£50,000 per year
Saturdays and Sundays (hourly, 5am – 10pm, 1 bus): £75,000 per year

Year 1 cost £425,000
Year 2 cost £375,000
Year 3 cost £325,000
Year 4 cost £275,000
Year 5 cost £225,000
Year 6 cost £175,000
Year 7 cost £125,000
Year 8 cost £75,000
Total £2,000,00 0

The rate of subsidy decline is £50,000 per year. Costs have been based on bus operating costs of £50 per hour during core times and £40 per hour at other times. OCC would endeavour to integrate the route with others to provide longer distance direct journey opportunities (e.g. Oxford – Bicester – Barnard’s Green).

This cost could potentially be shared with Albion Land should that development go ahead.

Bus stop facilities: Bus stop locations proposed are within the forward visibility envelope to the roundabout. This needs to be addressed in the design, if necessary with a bus loop within the site. Both bus stops should have a bus shelter (at least three bays long with seating) provided and maintained by the site. In addition, a separate bus

stop pole, flag and timetable cases should be provided to OCC specification. The shelters must be suitable for OCC to install real time information displays, with ducting provided. A contribution will be sought for the provision of these displays.

Public rights of way

Although this development doesn't have any PRoW crossing the site, two PRoW are immediately adjacent and more are in the vicinity. Standard measures below will apply.

The public rights of way network outside of the site will be placed under much greater pressure as a direct result of this development. This pressure is related to the traffic increase and the change in the attractiveness and amenity of the countryside and PRoW in this area during construction as well as during operations. In short the PRoW become less pleasant to use, the roads are harder to cross or use and the area suffers greater impacts on NMUs

A s106 contribution of around **£400,000** will be requested to allow the Countryside Access Team to plan and deliver improvements with third party landowners in a reasonable time period and under the Rights of Way Management Plan aims. The contribution would be spent on improvements to the public rights of way in the vicinity of the development – in the 'impact' area up to 3/5km from the site, predominantly to the east, south and north. Improvements to existing PRoW may be made to enable easier access, improved signing etc but for this application the focus will be on creating or trying to create an alternative or bypass routes for PRoW to take NMUs away from traffic and operations site impacts across both parts of the site and on the roads. At this stage this could entail seeking the upgrade of footpath to bridleway, creation of entirely new sections of bridleway, works to roads to make them safer for NMUs, along with associated structures, signing, surfaces and signals.

Connections should be made to the bridleway to the north of the site, to enable staff to use it to access the site and walk for recreation on their break. At the south of the site, connection should be made to Bridleway 21/10, in order to allow staff to access the facilities at the motorway service area.

The development is likely to have a an negative impact on the local road network which is used to link up many of the Public Rights of Ways, in particular for Bridleway users. Therefore I would like to see some additional access provided North to South through or along the edge of the site to link up bridleways 367/24/10 and 367/21/10, see suggestion below (blue line).



Site layout

The application states that pedestrian and cycle routes within the development will be segregated from traffic, which is welcomed.

It is anticipated that the internal road network would remain private, i.e. OCC would not adopt it.

I query the location of the lorry park, which presumably would be publicly accessible and therefore might be better located near the access. Possibly it has been sited in this location to provide access to the facilities at the service station on the opposite side of the A43.

Car and cycle parking

It is stated that car and cycle parking will be in accordance with OCC standards, which are currently being updated. It is stated that EV charging would be provided - this must be in accordance with the Oxfordshire EV Infrastructure Strategy, which has been agreed jointly with CDC.

With regard to lorry parking, the TA states that lorry parking will be provided across the site within the service yards, at a level to meet operational requirements. It does not

mention the proposed lorry park. Further information is required on the operation of the lorry park. Allowance should be made in the TA for any additional trips it generates.

Traffic impact

The Transport Assessment acknowledges that further work will be done to model the impact of the development using existing models. These are the Bicester Transport (SATURN) model (BTM), and the National Highways VISSIM model of M40 J10, which incorporates the Baynards Green roundabout. This is required to model a development of this size, which so directly impacts on a complex network of junctions.

The proposed trip rate (subject to the above comment regarding the lorry park) matches that proposed in the Albion Land applications and is considered a reasonable prediction.

The trip distribution and assignment are not accepted - in line with our approach to the Albion Land applications, the BTM should be used to model these. Separate HGV distribution/assignment has been agreed for the Albion Land application and does not match what is presented in this application. The HGV distribution agreed for Albion Land is set out below, and there is no reason why this site would be different.

B4100(W)	0%
A43 (N)	41%
B4100 (E)	6%
M40 (N)	11%
B430	2%
M40 (S)	41%

The junction assessments presented in the TA cannot be relied upon and will need amending using modelled flows.

The assessment will need to include the whole of M40 J10, which has been excluded from the list of junctions to be assessed in the TA. Following modelling, further afield junctions may also need to be assessed, dependent on proportionate impact, both of the individual development and cumulatively with the Albion Land development. This could include junctions to the northwest along the B4100. It is likely to include the junctions of Stratton Audley Rd/B4100 and Stratton Audley Rd/A4421.

In paragraph 6.41-2 there is discussion of a merge assessment carried out in relation to the Albion Land development. No justification is provided of the statement that 'the increases in traffic associated with the proposed development are such that they will not materially change the situation.'

In addition to the scenario with the adjacent application, we consider that in order to properly consider the combined impact on the road network in the area, consideration

of a scenario including the proposed Oxfordshire SRFI is also necessary. A public consultation has been carried out by the promoters of that development, with considerable information now in the public domain. It does not follow that because the OxSRFI is being brought forward via a Development Consent Order, it will be required to provide sufficient capacity through its highway works for this development.

HGV routing

A CTMP should be required by condition. All construction traffic must be routed directly to the A43 and M40. Stratton Audley Road must be a prohibited route for local traffic.

An operational routing agreement will also be required, requiring all HGVs to route via the A43 or M40. Routes through villages must be prohibited routes even for local access.

Travel Plan

A Framework Travel Plan is required for the site. Given the challenge in serving the site with sustainable travel, this should be agreed prior to planning permission, secured through the S106, and meet the criteria contained within **appendix 7** of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'. A £2,563 (RPI index linked) travel plan monitoring fee will also be required to enable the travel plan to be monitored for a period of five years.

A Framework Travel Plan has been submitted alongside this application; however, it does not contain the level of detail required to meet OCC criteria.

From the information provided it appears that this is a large B8 development with 8 units operating independently of each other. Any B8 development over 2,999sqm requires a travel plan and so because each of the units is over this threshold, each will require a travel plan and an associated monitoring fee (£2,563 per unit). The travel plan documents should be produced prior to occupation of the individual units and should reference the overarching Framework Travel Plan for the site. Further information regarding the required criteria can be found within **appendix 5** of the OCC guidance document.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£TBC Highway Works Contribution indexed from TBC using Baxter Index

Towards: Capacity improvements at M40 J10 including Baynards Green Roundabout

Justification:

A high proportion of the development traffic will pass through Baynards Green and the rest of Junction 10. A scheme of improvements is planned for the junction, which is

required to accommodate planned growth. Subject to further modelling, additional works may be required to accommodate the traffic from this development.

Calculation: TBC - Contribution towards the planned scheme will be proportionate based on contributions to be secured from development at Heyford, with additional amount as required to provide for additional capacity.

TBC Public Transport Service Contribution indexed from November 2021 using RPI-x Towards: Bus services serving the site.

Justification: A range of sustainable travel options to the site is required to make the site sustainable in planning terms. The existing bus service between Bicester and Brackley is unlikely to continue past the end of its current contract, which would leave the site with no public transport.

Calculation: See amount and commentary above. Amount may be split with Albion Land development if that goes ahead.

£TBC Public Transport Infrastructure Contribution indexed from TBC using

Baxter Index Towards: Provision of Real Time Information unit in the bus shelter which are to be provided by the developer.

Justification: To encourage public transport use, people will need the reassurance that the bus is on its way, especially given local traffic congestion.

Calculation: The amount will be based on the cost to OCC to provide the unit, together with a commuted sum for maintenance.

£TBC Travel Plan Monitoring Fee indexed from December 2020 using RPI-x

Justification: To ensure that the travel plan is delivered and revised as required in order to be effective, OCC will need to monitor it over its life.

Calculation: The amount is based on the staff cost for OCC to monitor the travel plan, based on an estimate of the time it will take over the life of the plan

£400,000 indexed from July 2022 using Baxter towards: Improvements to PRow in the vicinity of the site.

Justification: The public rights of way network outside of the site will be placed under much greater pressure as a direct result of this development. This pressure is related to the traffic increase and the change in the attractiveness and amenity of the countryside and PRow in this area during construction as well as during operations. In short the PRow become less pleasant to use, the roads are harder to cross or use and the area suffers greater impacts on NMUs

Calculation: To follow

S278 Highway Works:

An obligation to enter into a S278 Agreement with OCC will be required to secure mitigation/improvement works, including:

- Site access roundabout, bus stops and crossings (to be agreed)
- Ped/cycle route to Bicester, depending on who delivers it

Notes:

This is to be secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments, including commuted sums, that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

No development shall commence unless and until full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays have been submitted to and approved in writing by the Local Planning Authority. The means of access shall be constructed in strict accordance with the approved details and shall be retained and maintained as such thereafter. Agreed vision splays shall be kept clear of obstructions higher than 0.6m at all times. *Reason - In the interests of highway safety and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.*

No development shall commence unless and until full specification details (including construction, layout, surfacing and drainage) of the turning areas and parking spaces within the curtilage of the site, arranged so that motor vehicles may enter, turn round and leave in a forward direction and vehicles may park off the highway, have been submitted to and approved in writing by the Local Planning Authority. The turning area and car parking spaces shall be constructed in accordance with the approved details prior to the first occupation of the development shall be retained as such for the parking and manoeuvring of vehicles at all times thereafter. *Reason - In the interests of highway safety and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.*

Prior to the first use or occupation of the development hereby permitted, covered cycle

parking facilities shall be provided on the site in accordance with details which shall be firstly submitted to and approved in writing by the Local Planning Authority. Thereafter, the covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development. *Reason - In the interests of sustainability, to ensure a satisfactory form of development and to comply with Government guidance contained within the National Planning Policy Framework.*

Prior to the first occupation of the development, a scheme for the provision of vehicular electric charging points to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The vehicular electric charging points shall be provided in accordance with the approved details prior to the first occupation of the unit they serve, and retained as such thereafter. *Reason - To comply with Policies SLE 4, ESD 1, ESD 3 and ESD 5 of the adopted Cherwell Local Plan 2011-2031 Part 1 and to maximise opportunities for sustainable transport modes in accordance with paragraph 110(e) of the National Planning Policy Framework*

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved CTMP. *Reason: In the interests of highway safety and the residential amenities of neighbouring occupiers and to comply with Government guidance contained within the National Planning Policy Framework.*

Prior to the first occupation of the development hereby approved, a Travel Plan, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans", shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be implemented and operated in accordance with the approved details. *Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.*

The development shall not be occupied until a signage strategy for the site has been submitted and approved in writing by the Local Planning Authority. The development shall thereafter be completed and signage installed in accordance with the approved details prior to the first use of any building on the site. *Reason - To ensure that traffic is directed along the most appropriate routes and to comply with Government guidance contained within the National Planning Policy Framework.*

A condition will also be required to close up any existing field accesses, in the interest of highway safety.

Subject to further traffic modelling: The development shall not be occupied until the planned scheme of enlargement and signalisation of Baynards Green roundabout, or other similar capacity improvement scheme as agreed with National Highways, has

been implemented at Baynards Green junction

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 5 July 2022



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Andrew Jinks (Regional Director)
Operations Directorate
Midlands Region
National Highways
PlanningM@nationalhighways.co.uk

To: **Cherwell District Council – FAO Chris Wentworth**

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 22/01340/OUT

Location: OS Parcel 6124, East of Baynards Green Farm, Street to Horwell Farm, Baynards Green

Proposal: Application for outline planning permission (all matters reserved except means of access (not internal roads) from B4100) for the erection of buildings comprising logistics (use class B8) and ancillary offices (use class E(g)(i)) floorspace; energy centre, HGV parking, construction of new site access from the B4100; creation of internal roads and access routes; hard and soft landscaping; the construction of parking and servicing areas; substations and other associated infrastructure

National Highways Ref: 95187


Referring to the consultation on a planning application dated 7 June 2022 referenced above, in the vicinity of the A43 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: 	Date: 04 April 2024
Name: Martin Seldon	Position: Assistant Spatial Planner
National Highways National Highways, The Cube, 199 Wharfside Street, Birmingham, B1 1RN Martin.Seldon@nationalhighways.co.uk	

¹ Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommended Conditions

National Highways has no objection in principle to this planning application, but recommends to West Northamptonshire Council that the following conditions are attached to any grant of planning consent in the interest of maintaining the safety and integrity of the A43:

1. Prior to first occupation of the development hereby permitted, the scheme of works to improve the highway as shown in general accordance with SLR Consulting drawing ref: 216285-A-14A, titled Baynards Green General Arrangement, is completed and open to traffic.

Reason: To mitigate any severe or unacceptable impact from the development on the A43 Baynards Green junction in accordance with paragraph 115 National Planning Policy Framework (December 2023) and paragraph 40 DfT Circular 01/2022.

2. Prior to the commencement of the development hereby permitted a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority for the A43. Thereafter all construction activity in respect of the development shall be undertaken in full accordance with such approved details unless otherwise approved in writing by the Local Planning Authority in consultation with the Highways Authority.

Reason: To mitigate any adverse impact from the development on the A43 in accordance with DfT Circular 01/2022.

3. Prior to the commencement of any excavation works and landscaping works, geotechnical submissions shall be submitted to and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the A43).

Reason: To mitigate any adverse impact from the development on the A43 in accordance with DfT Circular 01/2022.

Summary

National Highways has concluded its assessment of the development proposals and is satisfied that the development proposals can be accommodated on the SRN. Our assessment has been undertaken with consideration of the National Planning Policy Framework (NPPF) and Department of Transport Circular 01/2022 *strategic road network and the delivery of sustainable development*.

We have worked together with the applicant and Oxfordshire County Council, to ensure the traffic modelling assessment presented accurately shows the expected impact on the SRN. This confirms that the applicant has considered the opening year assessment (as required in Para 50 of the DfT Circular) and that this takes account of committed development in the area. Based on this, further collaboration took place to ensure that the proposed improvement works to the Baynards Green roundabout would deliver sufficient mitigation of traffic impacts from the development, as well as satisfying National Highways technical requirements.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.



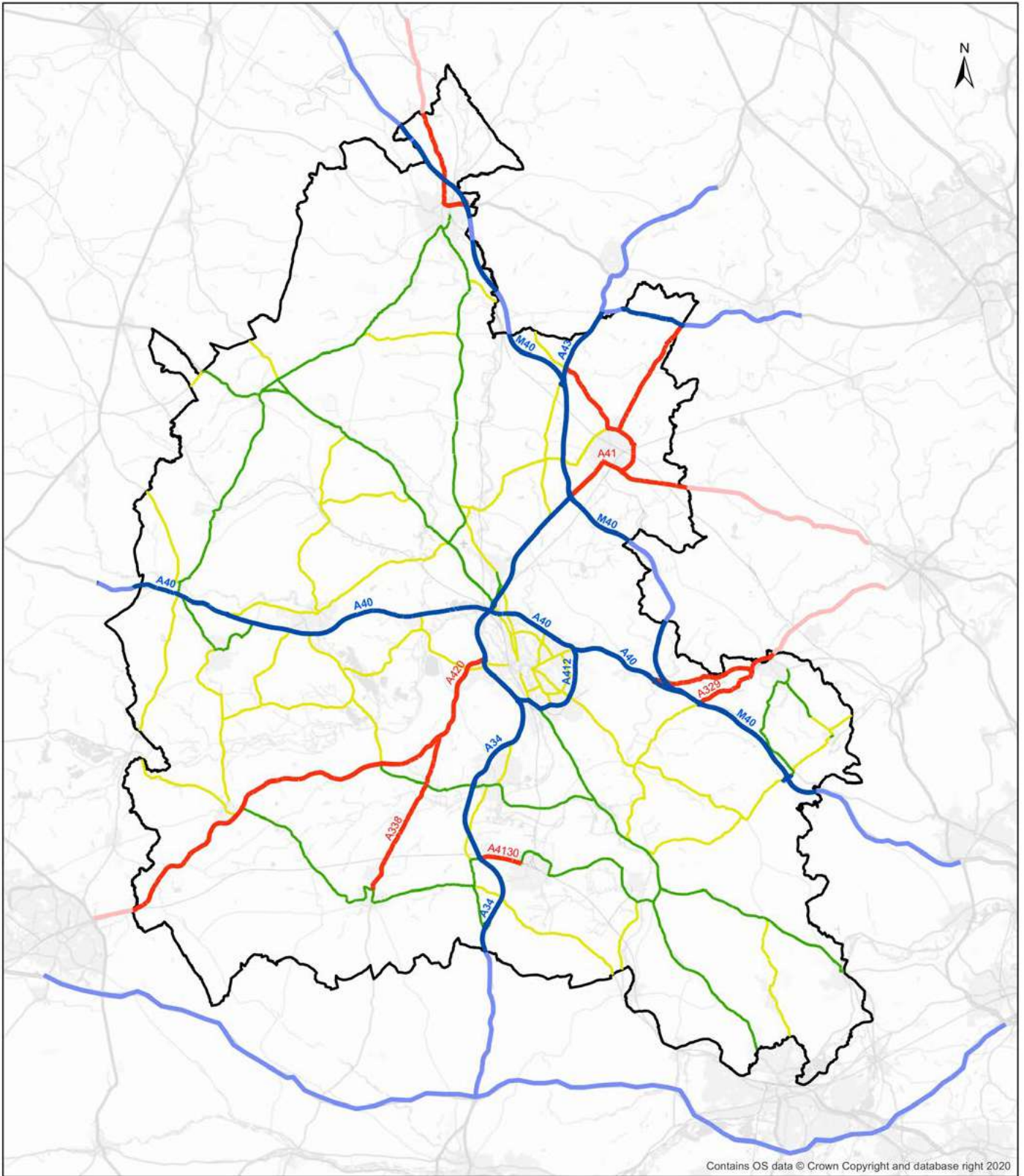
Appendix C OCC Freight Map

Transport Topic Paper

Symmetry Park, Ardley and Land at M40 Junction 10

Tritax Symmetry Ardley Limited and Albion Land Limited





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Legend

- Through Routes
- Links to Larger Towns
- Links to Smaller Towns
- Local Access Routes

1:300,000

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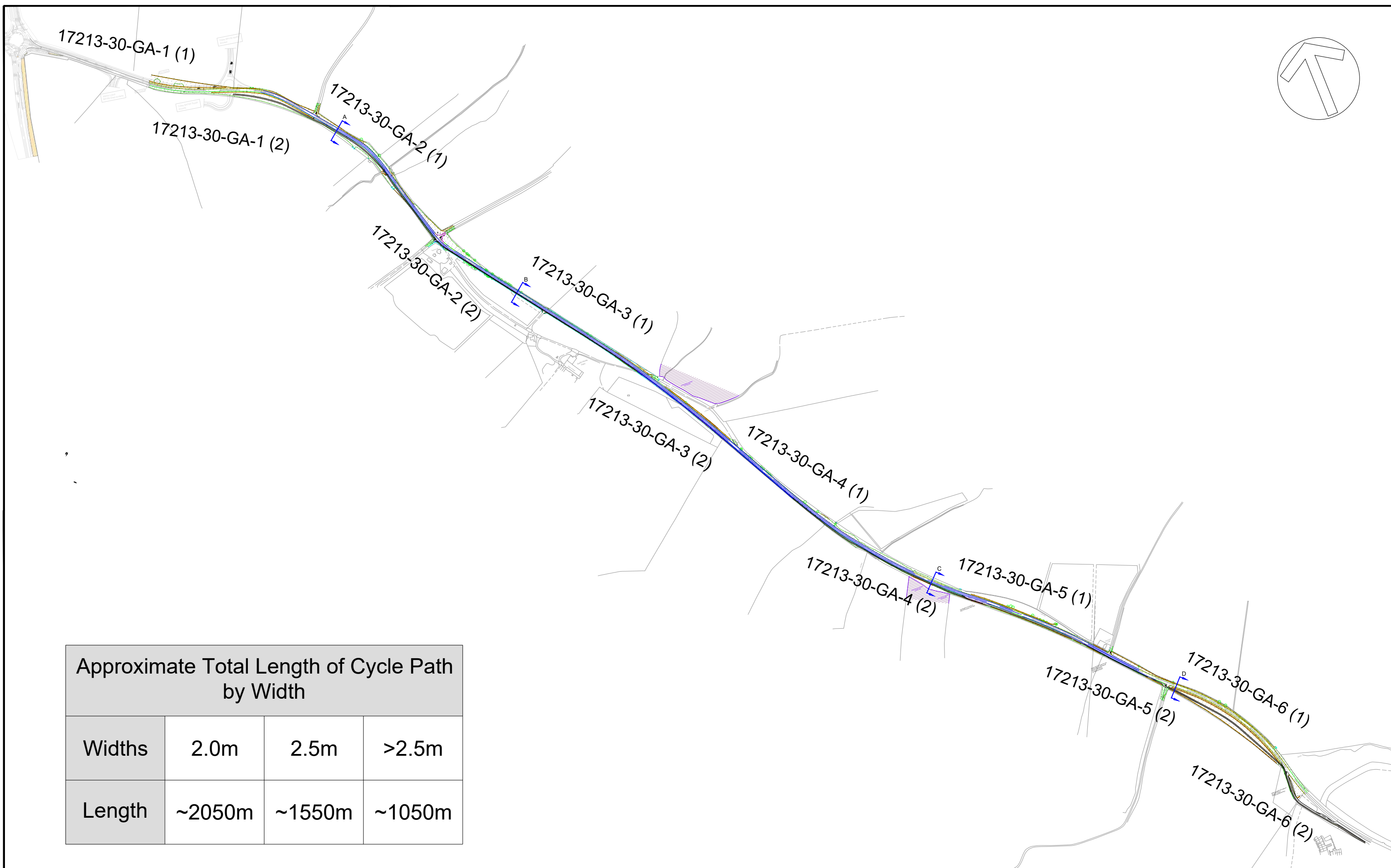
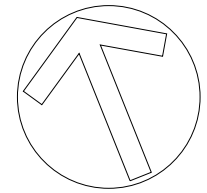
Appendix D Potential Cycle Connection

Transport Topic Paper

Symmetry Park, Ardley and Land at M40 Junction 10

Tritax Symmetry Ardley Limited and Albion Land Limited





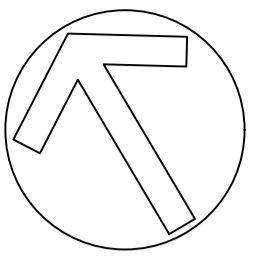
Approximate Total Length of Cycle Path by Width			
Widths	2.0m	2.5m	>2.5m
Length	~2050m	~1550m	~1050m

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www.dtatransportation.co.uk

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4100

B 4100

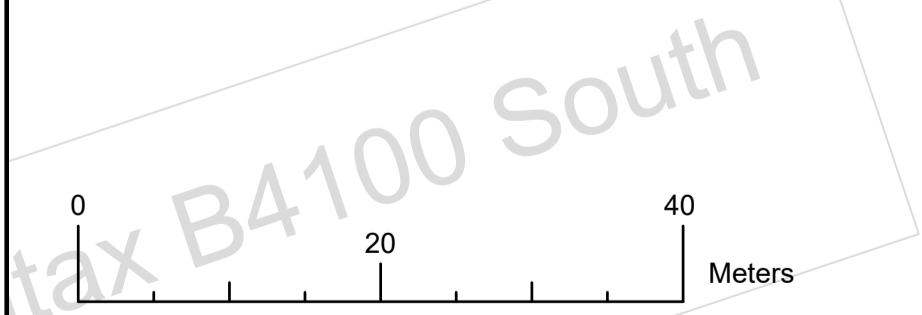
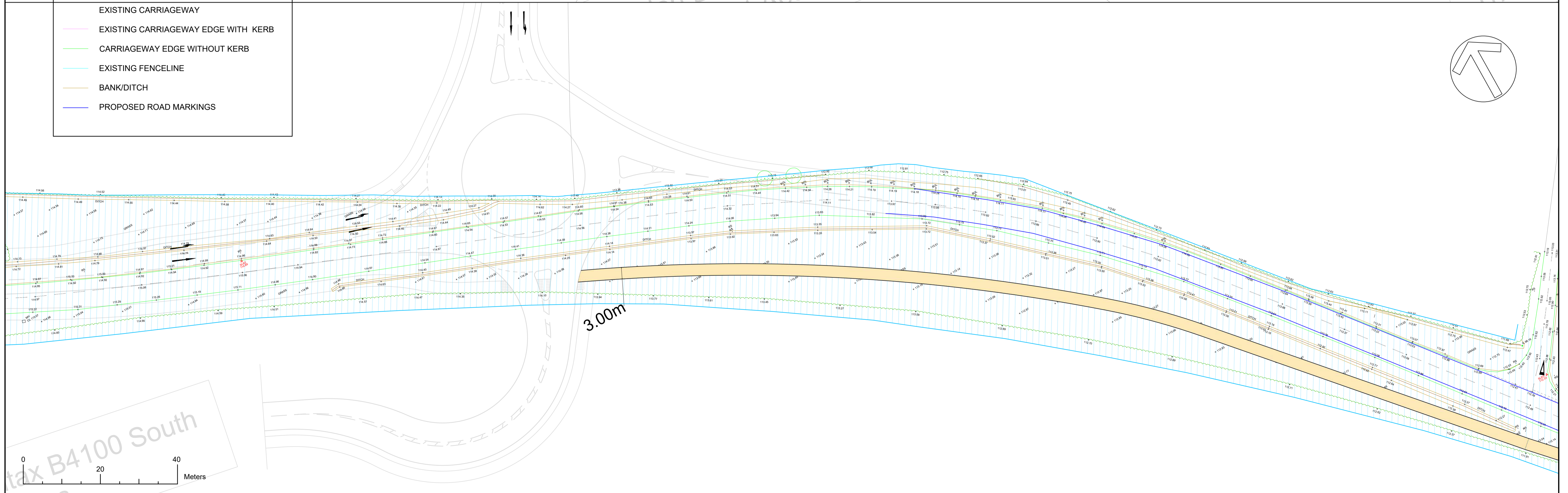
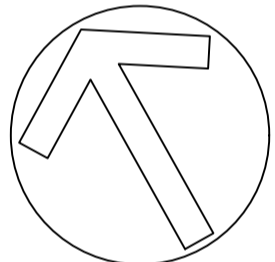
Bus shelter

Bus shelter

Land Access

Tritax B

KEY	
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	POTENTIAL VEGETATION IMPACT
	ANCIENT WOODLAND
	PROPOSED CYCLEWAY
	EXISTING CARRIAGEWAY
	EXISTING CARRIAGEWAY EDGE WITH KERB
	CARRIAGEWAY EDGE WITHOUT KERB
	EXISTING FENCELINE
	BANK/DITCH
	PROPOSED ROAD MARKINGS



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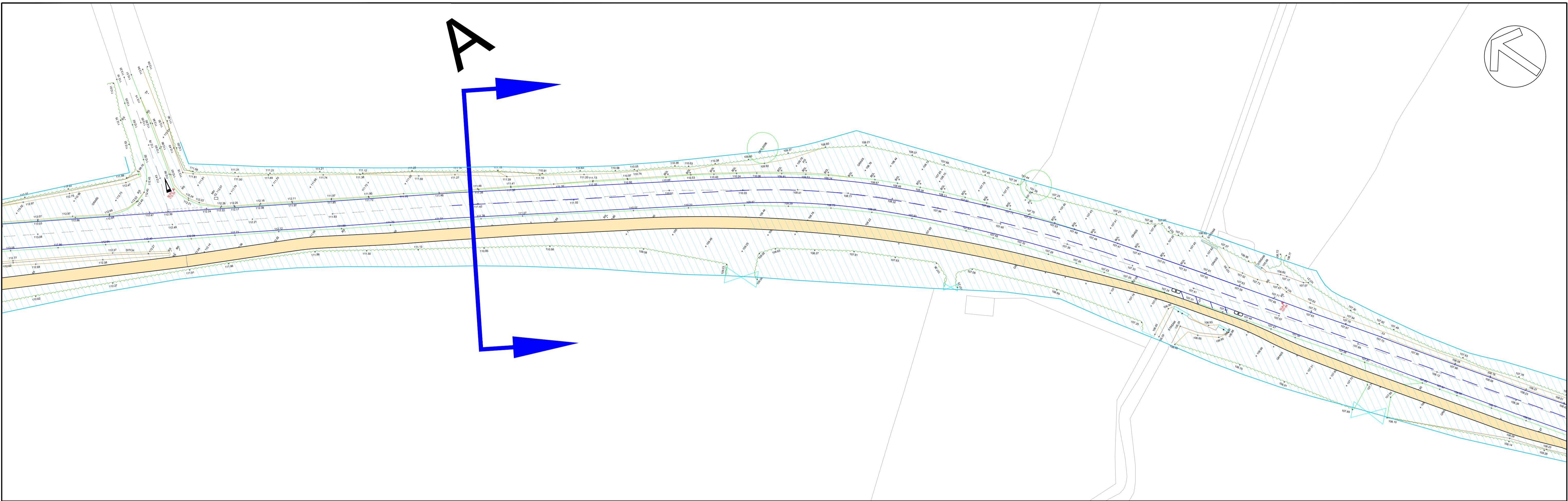
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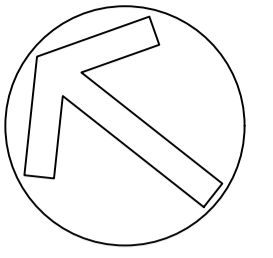
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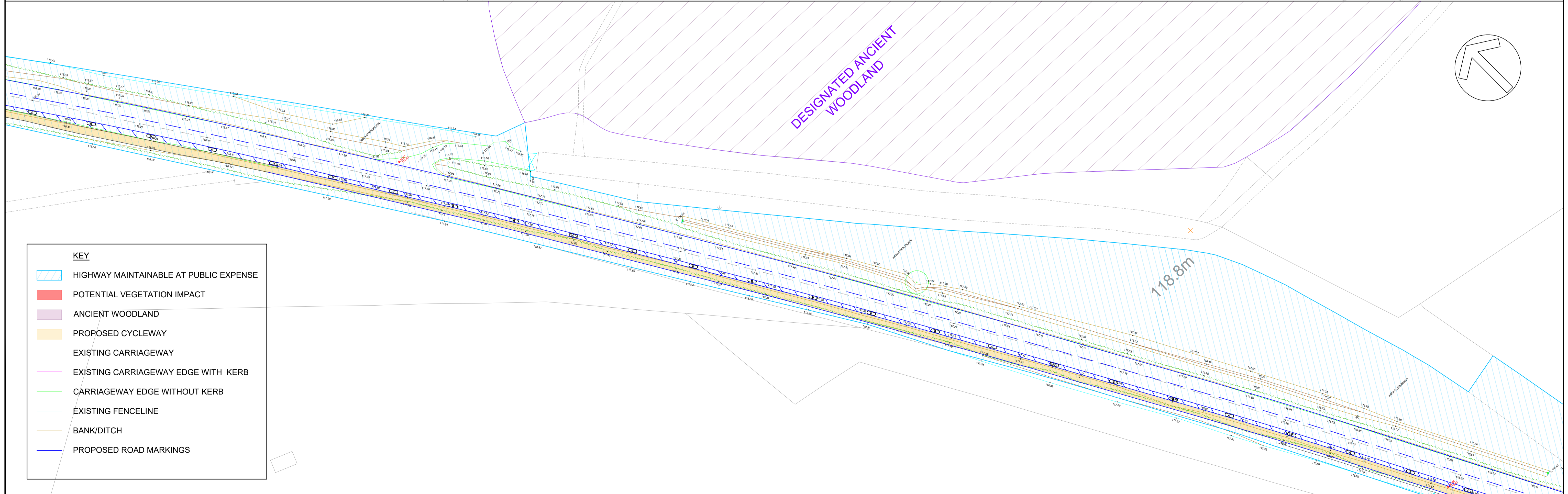
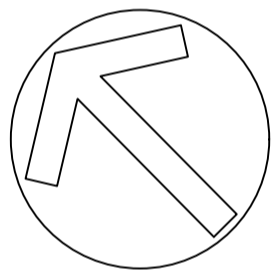
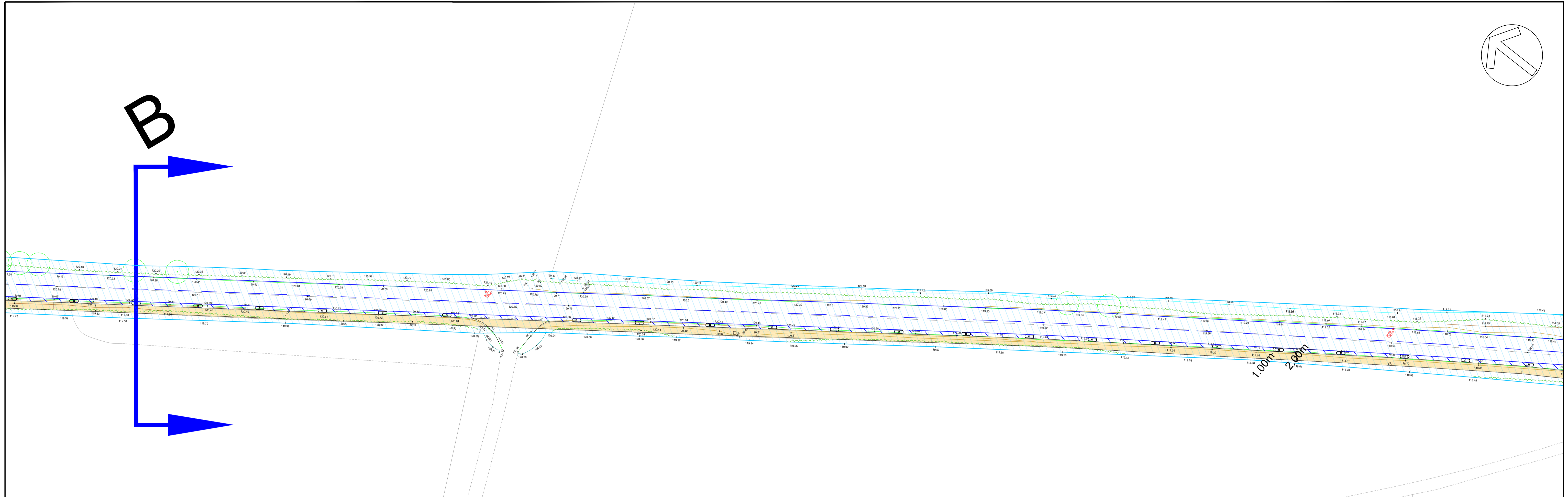
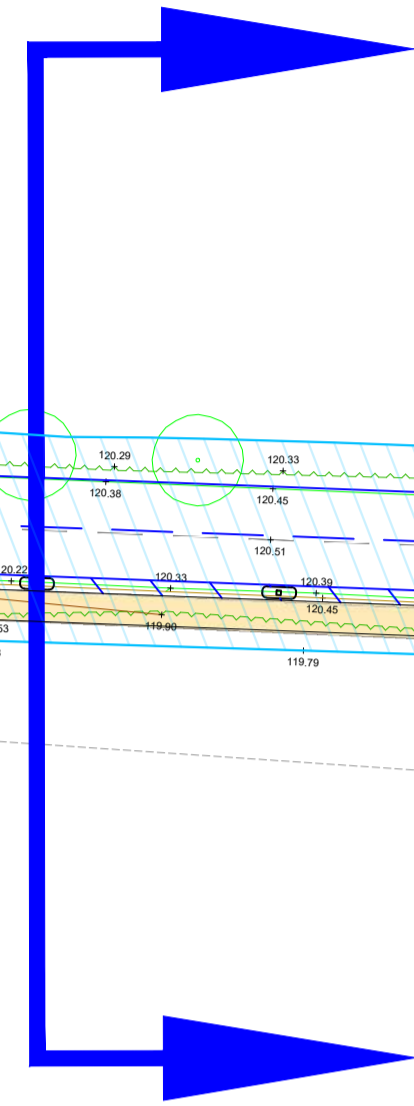
DTA
 Transport Planning Consultants

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	POTENTIAL VEGETATION IMPACT
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	PROPOSED CYCLEWAY
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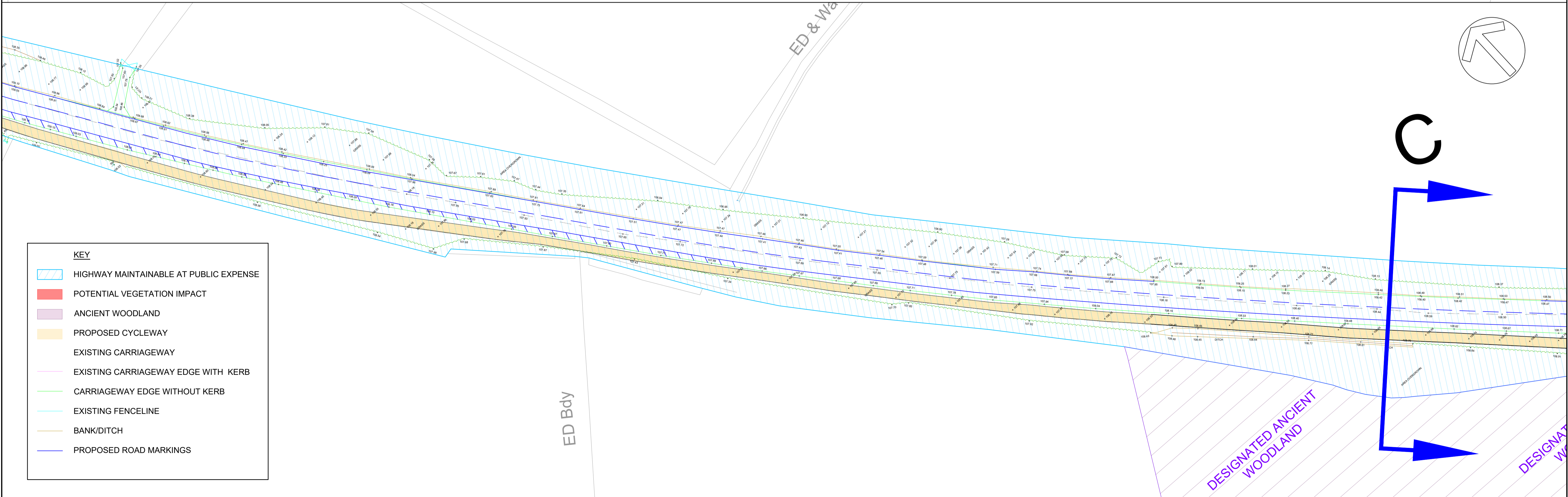
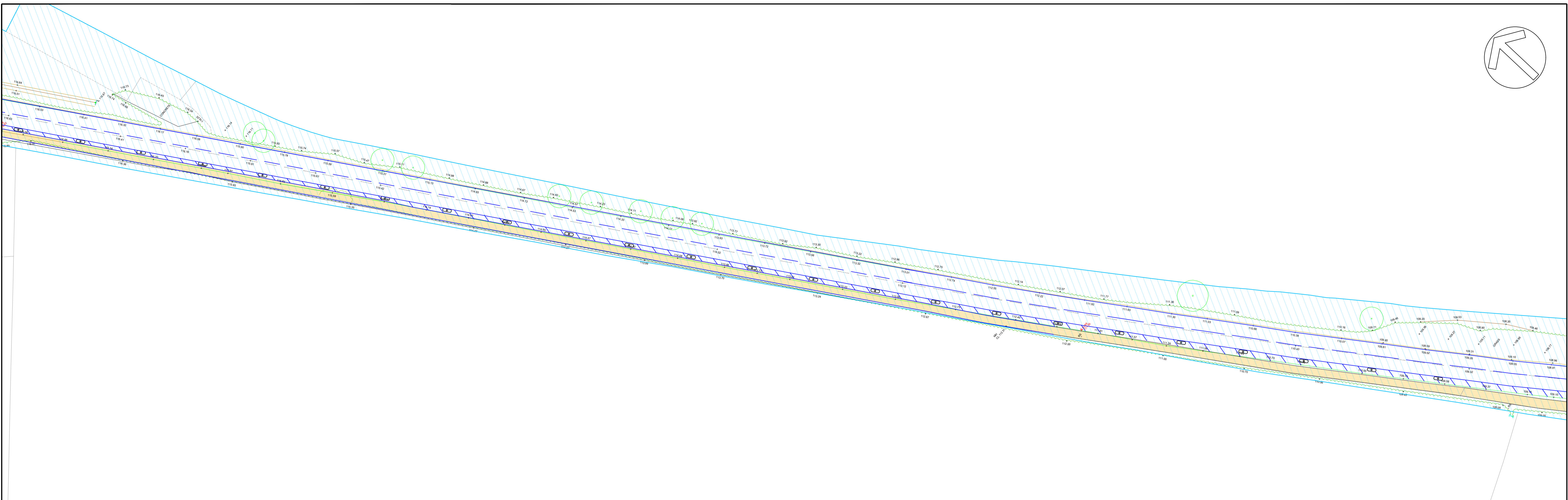
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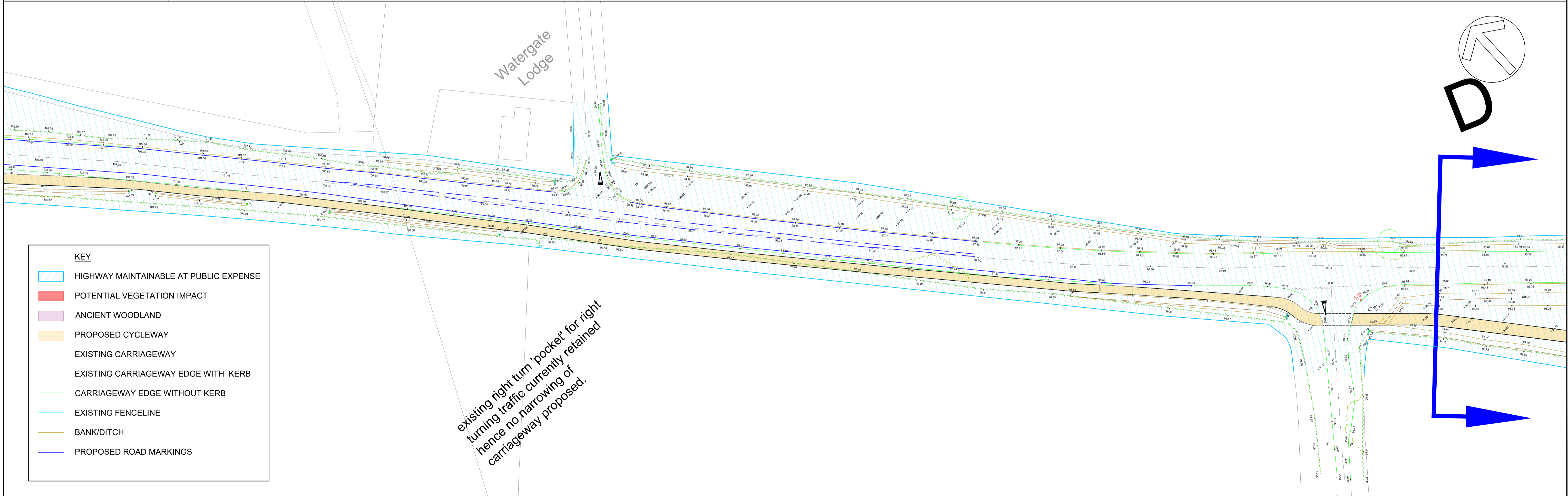
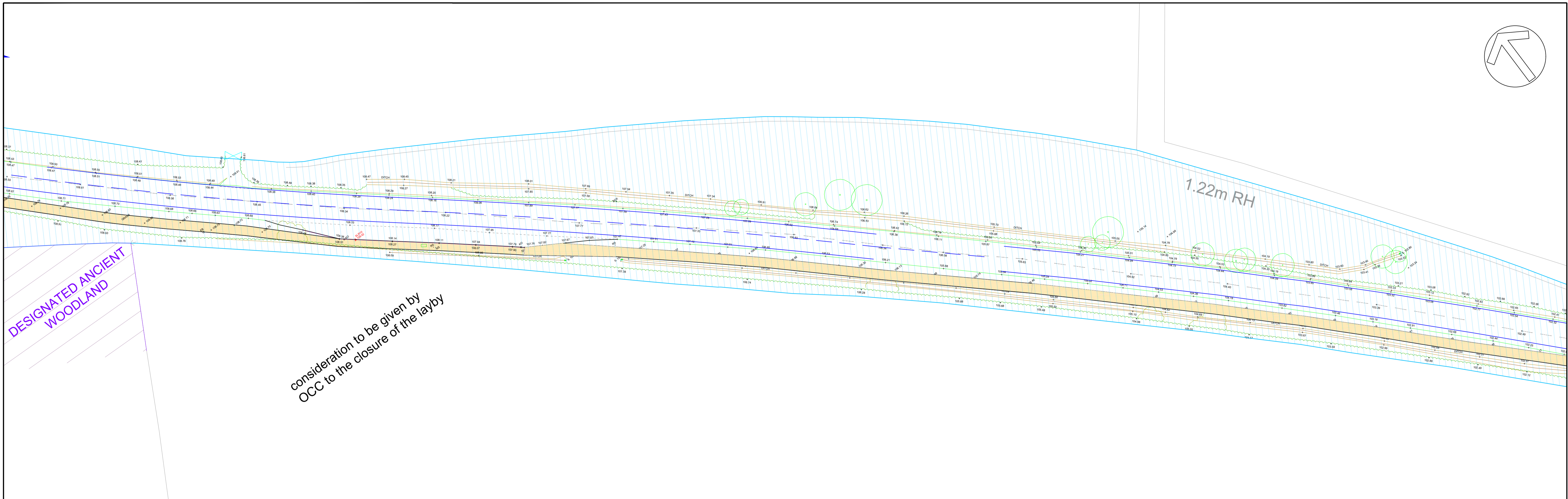
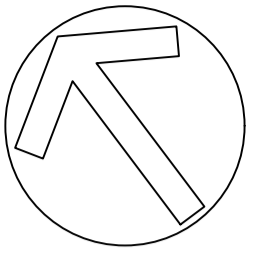
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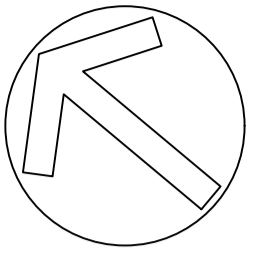
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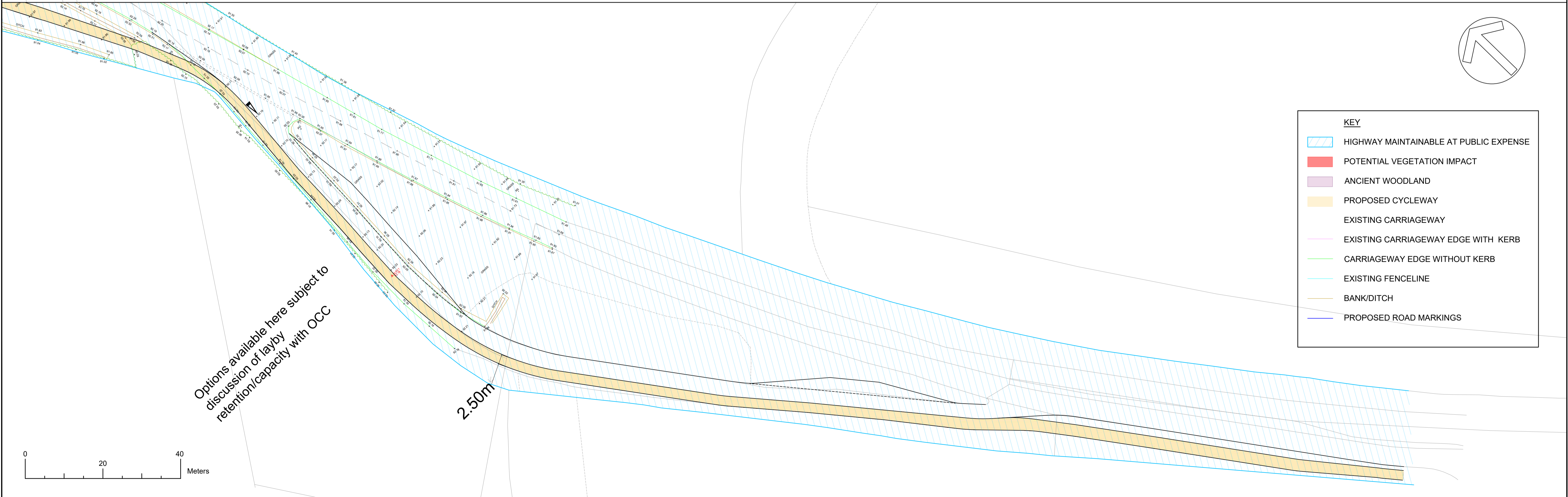
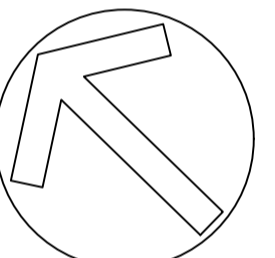
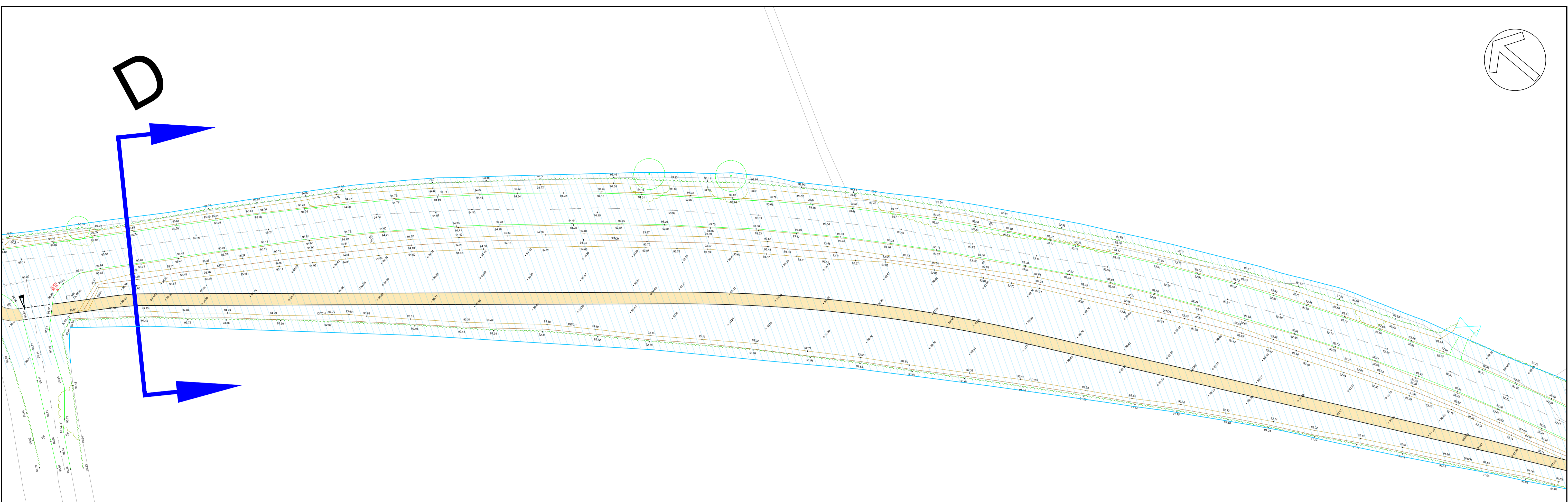
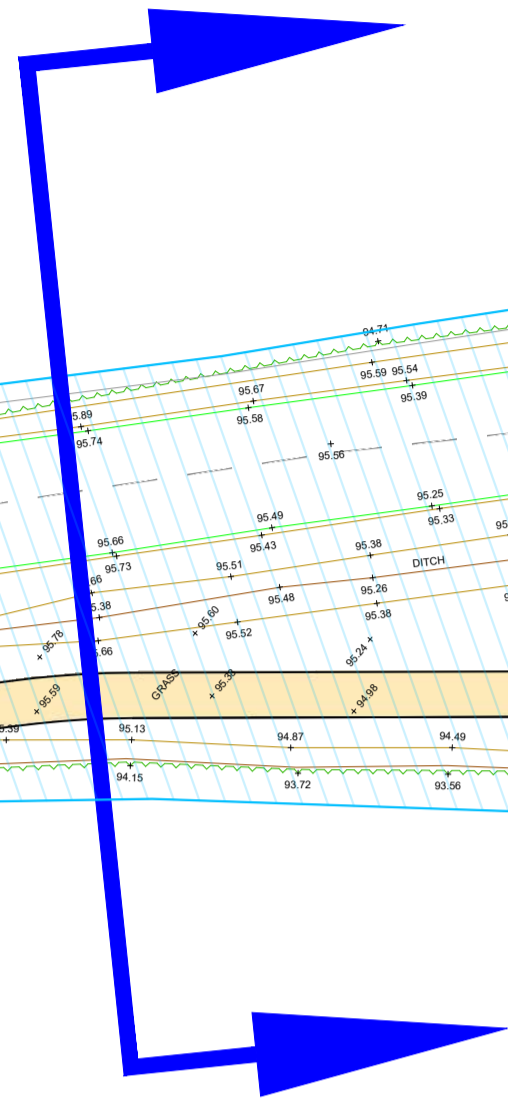


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PROPOSED CYCLEWAY CONCEPT PLAN GENERAL ARRANGEMENT							
SCALE	DRAWN BY	DATE	DRAWING No	REVISION			
1:500@A1	BM	APR 24	17213-30-GA-5	H			



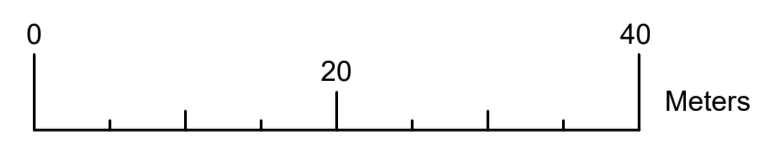
D



Options available here subject to discussion of layby retention/capacity with OCC

2.50m

KEY	
	HIGHWAY MAINTAINABLE AT PUBLIC EXPENSE
	POTENTIAL VEGETATION IMPACT
	ANCIENT WOODLAND
	PROPOSED CYCLEWAY
	EXISTING CARRIAGEWAY
	EXISTING CARRIAGEWAY EDGE WITH KERB
	CARRIAGEWAY EDGE WITHOUT KERB
	EXISTING FENCELINE
	BANK/DITCH
	PROPOSED ROAD MARKINGS



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REV	DESCRIPTION	DRAWN	INITIALS	DATE



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Henley-in-Arden
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE		M40 JUNCTION 10		CLIENT		ALBION LAND	
DRAWING TITLE							
PROPOSED CYCLEWAY CONCEPT PLAN GENERAL ARRANGEMENT							
SCALE	DRAWN BY	DATE	DRAWING No	REVISION			
1:500@A1	BM	APR 24	17213-30-GA-6	H			



Appendix E Stage 1 Road Safety Audit

Transport Topic Paper

Symmetry Park, Ardley and Land at M40 Junction 10

Tritax Symmetry Ardley Limited and Albion Land Limited





RSA Designers Response

A43 / B4100 Baynards Green Roundabout

Tritax Symmetry & Albion Land

Prepared by:

SLR Consulting Limited

The Cursitor, 38 Chancery Lane, London, WC2A 1EN


SLR Project No.: 216285

Audit Reference: SG/JS/2309-11 RSA1 v1.0

11 March 2024

Revision: 02

1 Project Summary

RSA REPORT TITLE	LAND ADJACENT TO M40 JUNCTION 10
Date	February 2024
Document Reference and Revision:	SG/JS/2309-11 RSA1 v1.0
Prepared by:	Steve Giles – Gateway RSE
On behalf of:	National Highways
AUTHORISATION SHEET	
Project:	A43 / B4100 Baynards Green Roundabout
Report Title	Stage 1 Road Safety Audit Designer Response
DESIGNERS RESPONSE PREPARED BY	
Name:	Richard Bishop
Signed:	
Organisation:	SLR Consulting
Date:	11.03.24



2 General Details

GENERAL DETAILS:				
Highway scheme name and road number:	A43 / B4100, Baynards Green Roundabout.			
Type of scheme:	Junction Improvement - signalisation of an existing priority junction			
RSA Stage:	<input checked="" type="checkbox"/> Stage 1	<input type="checkbox"/> Stage 2	<input type="checkbox"/> Stage 3	<input type="checkbox"/> Stage 4
	Interim			
Overseeing Organisation details:	National Highways			
Design organisation details:	Martin Seldon (martin.seldon@nationalhighways.co.uk)			
Police contact details:	N/A			
Maintaining agent contact details:	N/A			
RSA team membership:	Steve Giles (Team Lead), Julian Smith (Team Member)			
Terms of reference:				



3 Road Safety Audit Decision Log

RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
2.1	Provide a suitable highway maintenance bay and identify safe arrangements for maintenance of signal equipment on the left turn segregation islands.	Accepted. An appropriate maintenance access will be included at detailed design.	Noted.	To be considered during detailed design.
2.2	No comments on local alignment.	No response required.	N/A	N/A
2.3	Review the junction model to ensure that the risk of vehicles queuing to the upstream] node is reasonably minimised. If necessary, adjust signal timings or increase queuing capacity.	Accepted. The method of control is deliberately designed to minimise queues on the circulatory carriageway. A LinSig analysis excerpt is included at Appendix B .	Noted.	Review to be continued during detailed design to ensure queuing is minimised.
2.4	Provide an additional secondary signal head to assist drivers in the middle two lanes of the internal stop line on the east side of the circulatory carriageway.	Accepted. To be incorporated at detailed design.	Noted.	To be considered during detailed design.



<p>2.5</p>	<p>Provide cowls on secondary signal heads at nodes incorporating pedestrian crossing facilities.</p>	<p>Accepted. To be incorporated at detailed design.</p>	<p>Noted.</p>	<p>To be considered during detailed design.</p>
<p>2.6</p>	<p>Cut back foliage with sufficient clearance behind the visibility splays to minimise future maintenance and limit the risk of obstruction to the drivers' view.</p>	<p>Accepted. Refer to the GA included at Appendix A.</p>	<p>Noted. The Designer has submitted a GA drawing which includes a note that, vegetation will be cut back, with boundary treatment considered during detailed design.</p>	<p>To be considered during detailed design.</p>
<p>2.7</p>	<p>Review the need for extended lighting, additional signs/markings, high friction surfacing and a reduced speed limit on the roundabout approaches.</p>	<p>Accepted. To be investigated at detailed design.</p>	<p>Noted.</p>	<p>To be considered during detailed design.</p>
<p>2.8</p>	<p>Provide a barrier on refuge/splitter islands accommodating staggered pedestrian crossings to prevent sight impaired pedestrians from straying into the circulating carriageway.</p>	<p>Accepted. Guardrails are shown on the GA. A revised GA will be supplied that clarifies intended guardrail and fencing provision.</p>	<p>Noted. Revised GA drawing, emphasising the guardrails, has been submitted.</p>	<p>To be considered during detailed design.</p>




<p>2.9</p>	<p>Install strong deterrent barriers to prevent pedestrians from the Tritax site from reaching the A43 north carriageway; or provide a formal crossing on the north side of the junction and a route to it from within the development.</p>	<p>Accepted, with clarification. A crossing over the A43 north cannot be provided due to land ownership and highway extent. Strong deterrent barriers, as suggested, to be incorporated at detailed design.</p>	<p>Noted.</p>	<p>To be considered during detailed design.</p>
<p>2.10</p>	<p>Review the layout of refuge/traffic islands to ensure that (a) left turn segregation is appropriate and (b) if so, sufficient space will be available to accommodate signals, signs, and lighting columns with appropriate horizontal clearances from the carriageway and any pedestrian/cycle routes. If the islands are omitted, review the need for and location of any alternative signal heads.</p>	<p>Accepted. The proposed traffic islands are intended to benefit entry deflection. Dimensions are sufficient to accommodate signal equipment and give appropriate clearances. Dimensions to be further reviewed at detailed design once more information is known about road sign provision and positioning.</p>	<p>Noted. The Designer has clarified that the splitter islands are needed to provide the appropriate entry path curvature, associated with the provisional approval of the related Departure from Standard.</p>	<p>To be considered during detailed design. To ensure that the islands are able to accommodate the equipment.</p>



2.11	Change right turn arrows on approach arms to ahead arrows and clarify lane destinations with advance direction signs and lane destination carriageway markings	Accepted. The signing strategy will be reviewed at detailed design to ensure drivers are appropriately informed as to the correct lane choice.	Noted. The Designer has clarified that right turn markings will not be used. Increasing driver comprehension, through signing for lane destinations and appropriate ADS, will be considered.	To be considered during detailed design.
-------------	--	--	--	--



4 Design Organisation and Overseeing Organisation Statements

ON BEHALF OF THE DESIGN ORGANISATION I CERTIFY THAT: THE RSA ACTIONS IDENTIFIED IN RESPONSE TO THE ROAD SAFETY AUDIT PROBLEMS IN THE ROAD SAFETY AUDIT HAVE BEEN DISCUSSED AND AGREED WITH THE OVERSEEING ORGANISATION.	
Name	Richard Bishop
Signed	
Position	Associate Director
Organisation	SLR Consulting Ltd
Date	11.03.2024

ON BEHALF OF THE OVERSEEING ORGANISATION I CERTIFY THAT: THE RSA ACTIONS IDENTIFIED IN RESPONSE TO THE ROAD SAFETY AUDIT PROBLEMS IN THE ROAD SAFETY AUDIT HAVE BEEN DISCUSSED AND AGREED WITH THE DESIGN ORGANISATION; AND THE AGREED RSA ACTIONS WILL BE PROGRESSED.	
Name	Martin Seldon
Signed	
Position	Assistant Spatial Planner
Organisation	National Highways
Date	12.03.2024



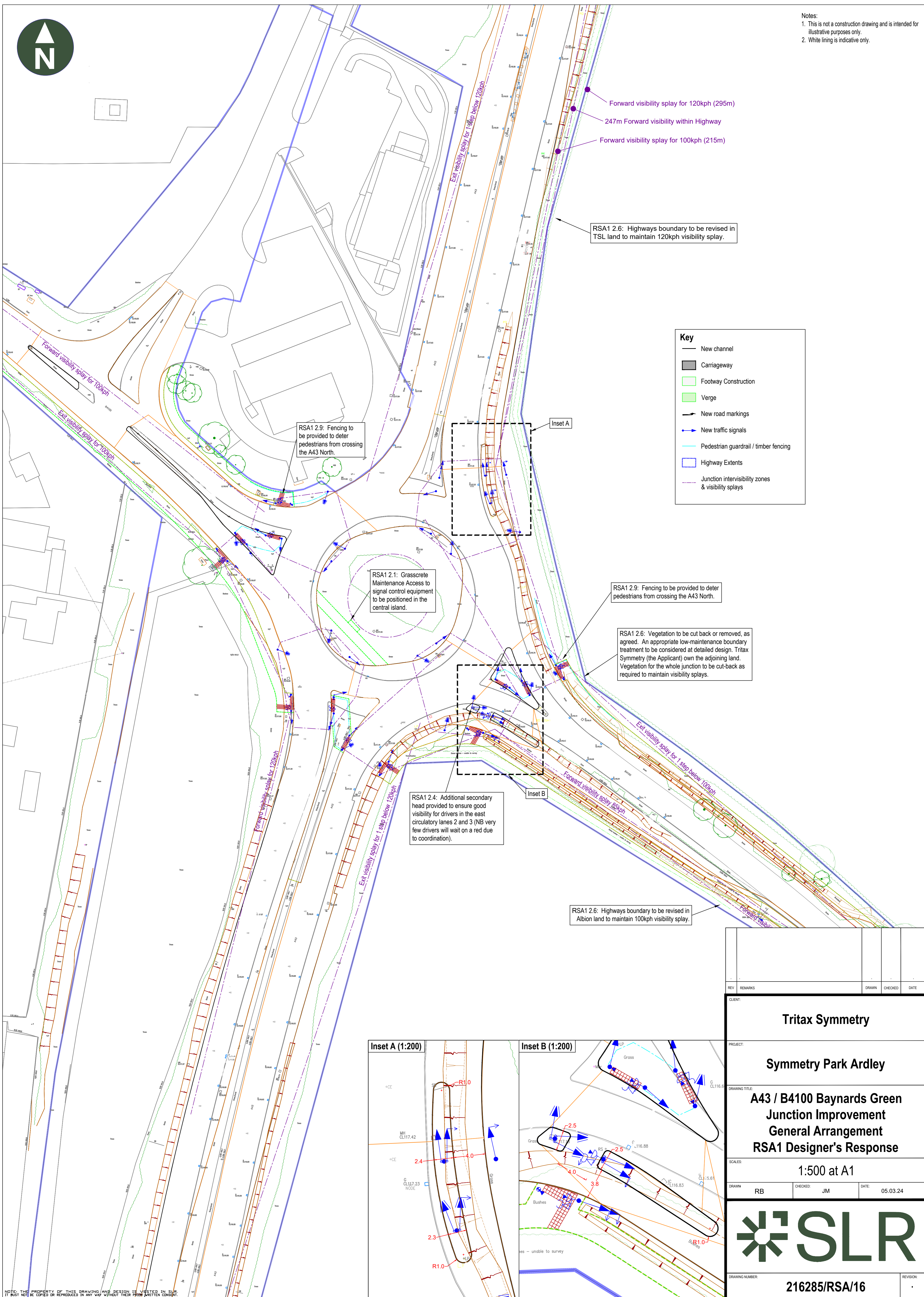
Appendix A

General Arrangement and RSA1 Response Plan

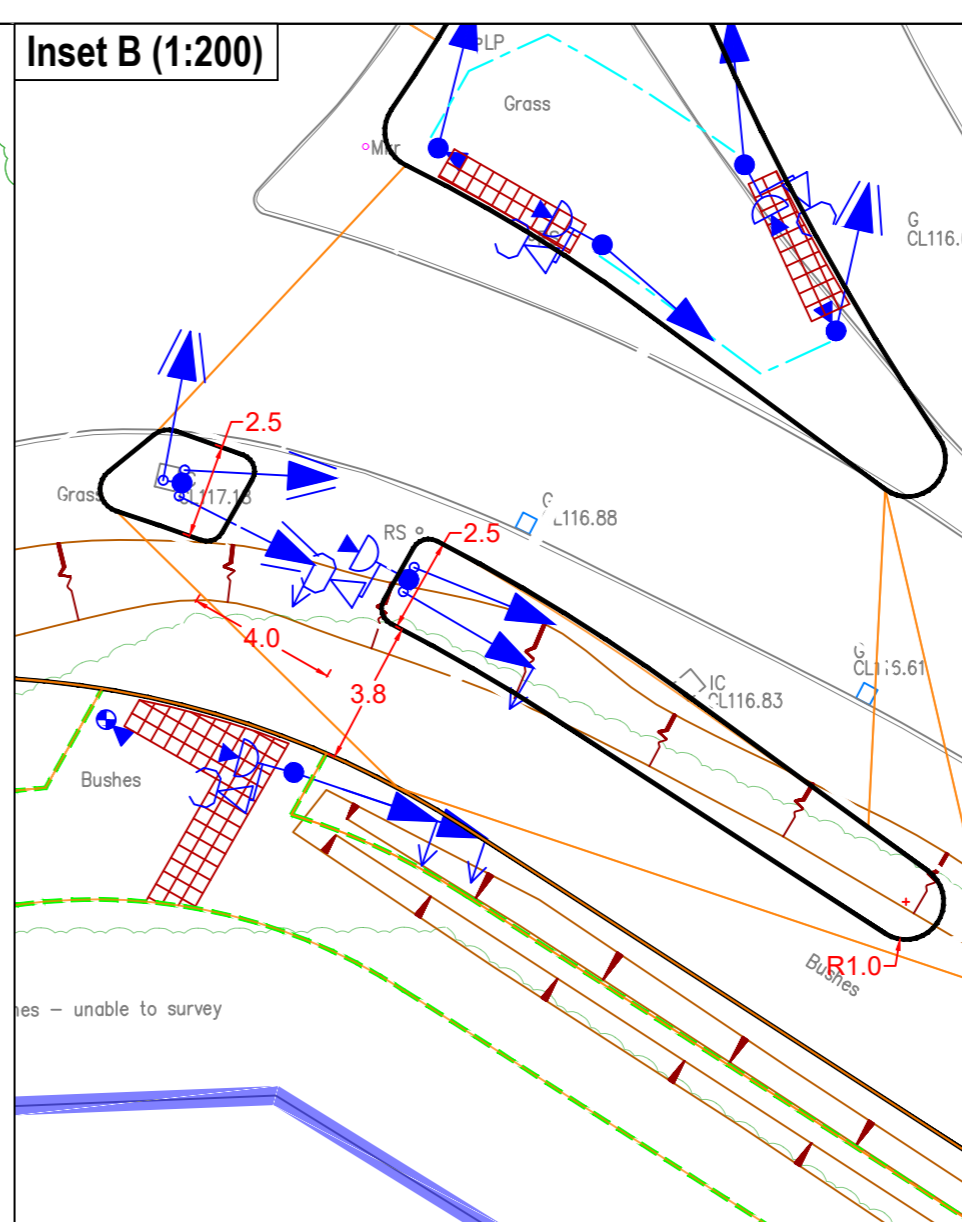
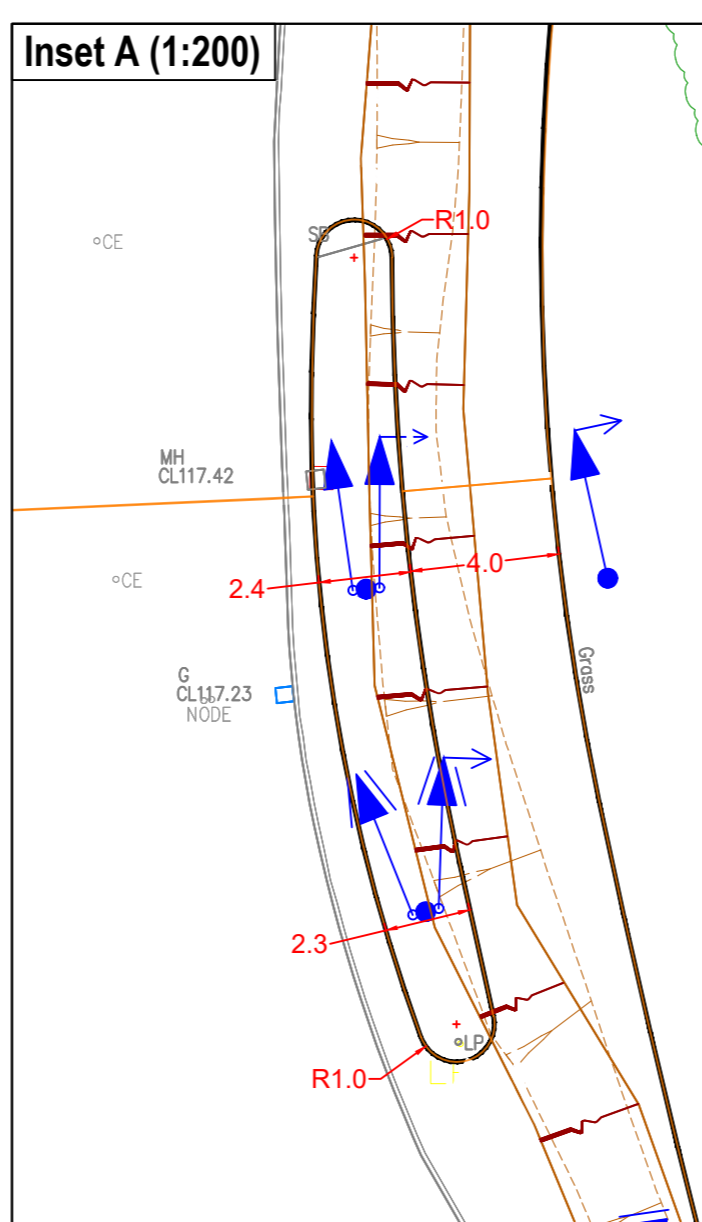




Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.



Key	
	New channel
	Carriageway
	Footway Construction
	Verge
	New road markings
	New traffic signals
	Pedestrian guardrail / timber fencing
	Highway Extents
	Junction intervisibility zones & visibility splays



REV	REMARKS	DRAWN	CHECKED	DATE
CLIENT: Tritax Symmetry				
PROJECT: Symmetry Park Ardley				
DRAWING TITLE: A43 / B4100 Baynards Green Junction Improvement General Arrangement RSA1 Designer's Response				
SCALES: 1:500 at A1				
DRAWN	RB	CHECKED	JM	DATE: 05.03.24
DRAWING NUMBER: 216285/RSA/16				REVISION:

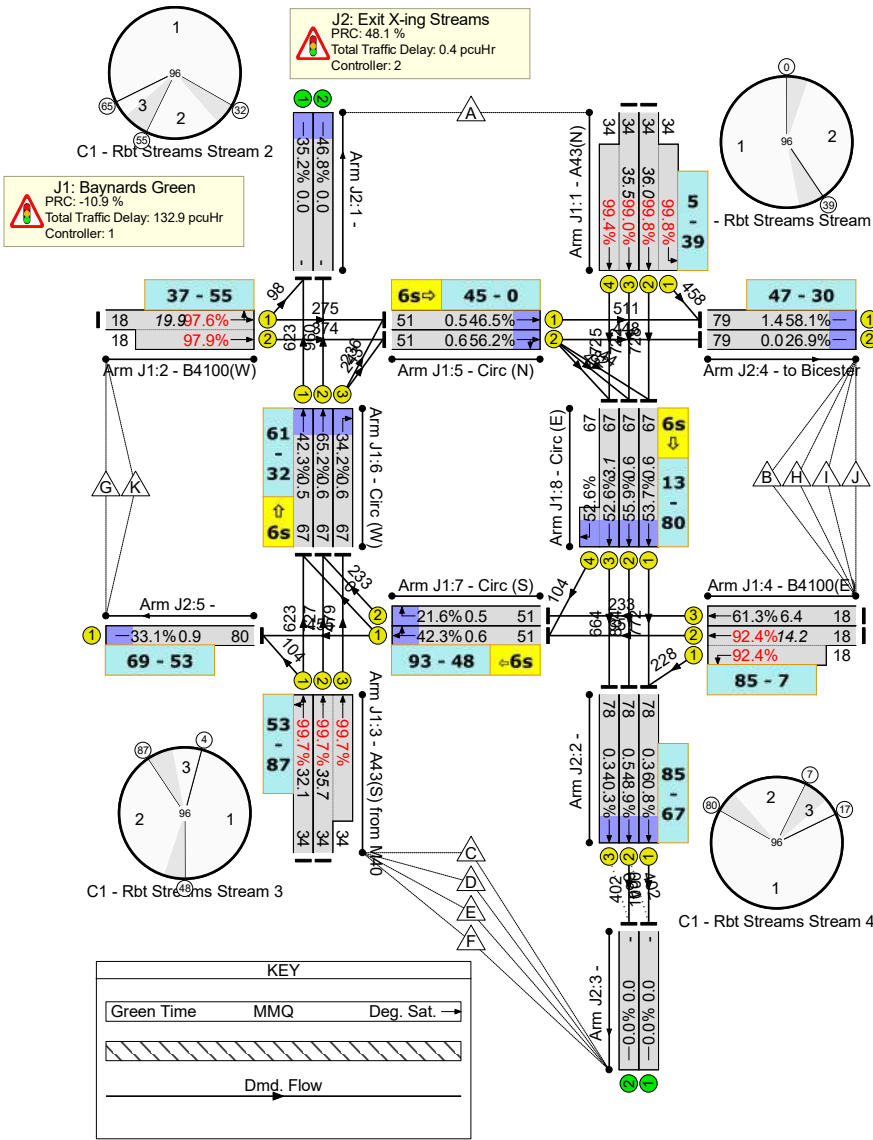


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Appendix B

LinSig Analysis Excerpt





Notes

General cruise speeds are assumed at 30-32kph for circulatory and B4100 entries while 35kph is assumed for the A43 entries.

Internal stop line effective greens have been adjusted for platoon compression, i.e. +1s. These could be extended to +2s.

Additional safety closing intergreens have been assumed as +1s for A43 entries, i.e. approach 85%ile speeds 35 - 45mph.

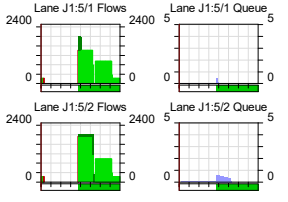
A43 right turn closing delays are assessed at 9s.

Greens

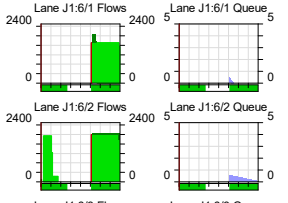
A43 S/B	34s
B4100 E/B	18s
A43 N/B	34s
B4100 W/B	18s

Xs - cruise time (not accounting for platoon compression at start-up)

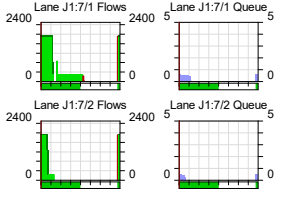
Circ (N) Flow and Q Charts



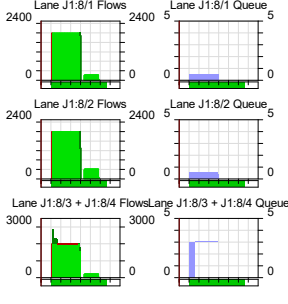
Circ (W) Flow & Q Charts



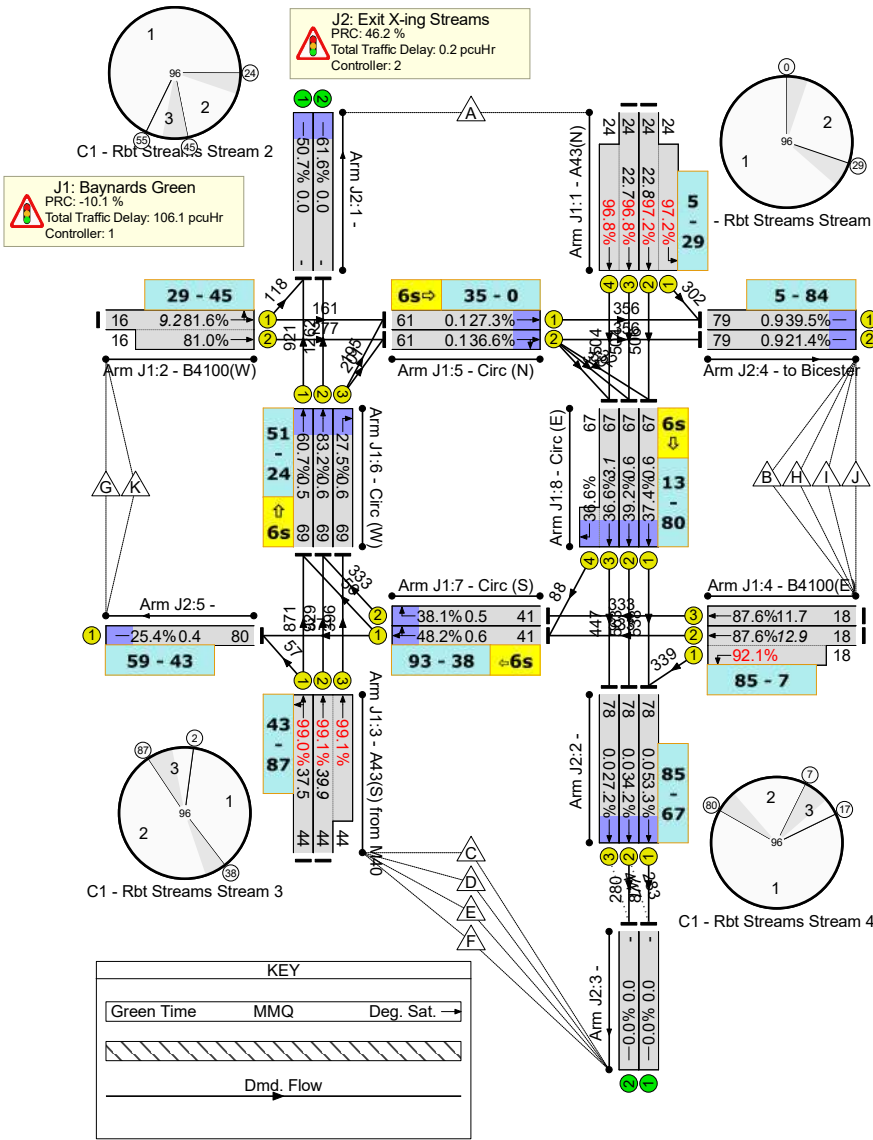
Circ (S) Flow & Q Charts



Circ (E) Flow & Q Charts



Drawing Title	Project Title A43 / B4100 Baynards Green	Project Location	Date 12 Mar 2024	Scale NTS
Project Name Tritax Bicester	Company Vectos SLR	Author R Bishop	FileName 216285 Baynards Green Rbt v1_8	



Notes

General cruise speeds are assumed at 30-32kph for circulatory and B4100 entries while 35kph is assumed for the A43 entries.

Internal stop line effective greens have been adjusted for platoon compression, i.e. +1s. These could be extended to +2s.

Additional safety closing intergreens have been assumed as +1s for A43 entries, i.e. approach 85%ile speeds 35 - 45mph.

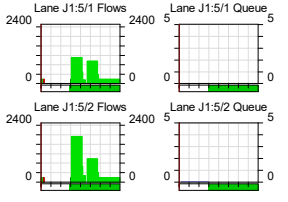
A43 right turn closing delays are assessed at 9s.

Greens

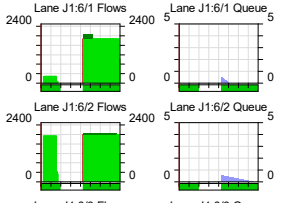
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B4100 E/B	16s
A43 N/B	44s
B4100 W/B	18s

Xs - cruise time (not accounting for platoon compression at start-up)

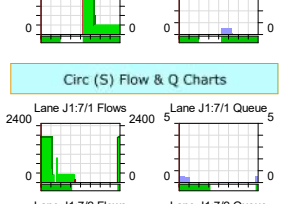
Circ (N) Flow and Q Charts



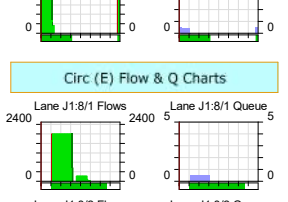
Circ (W) Flow & Q Charts



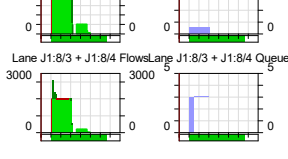
Circ (S) Flow & Q Charts



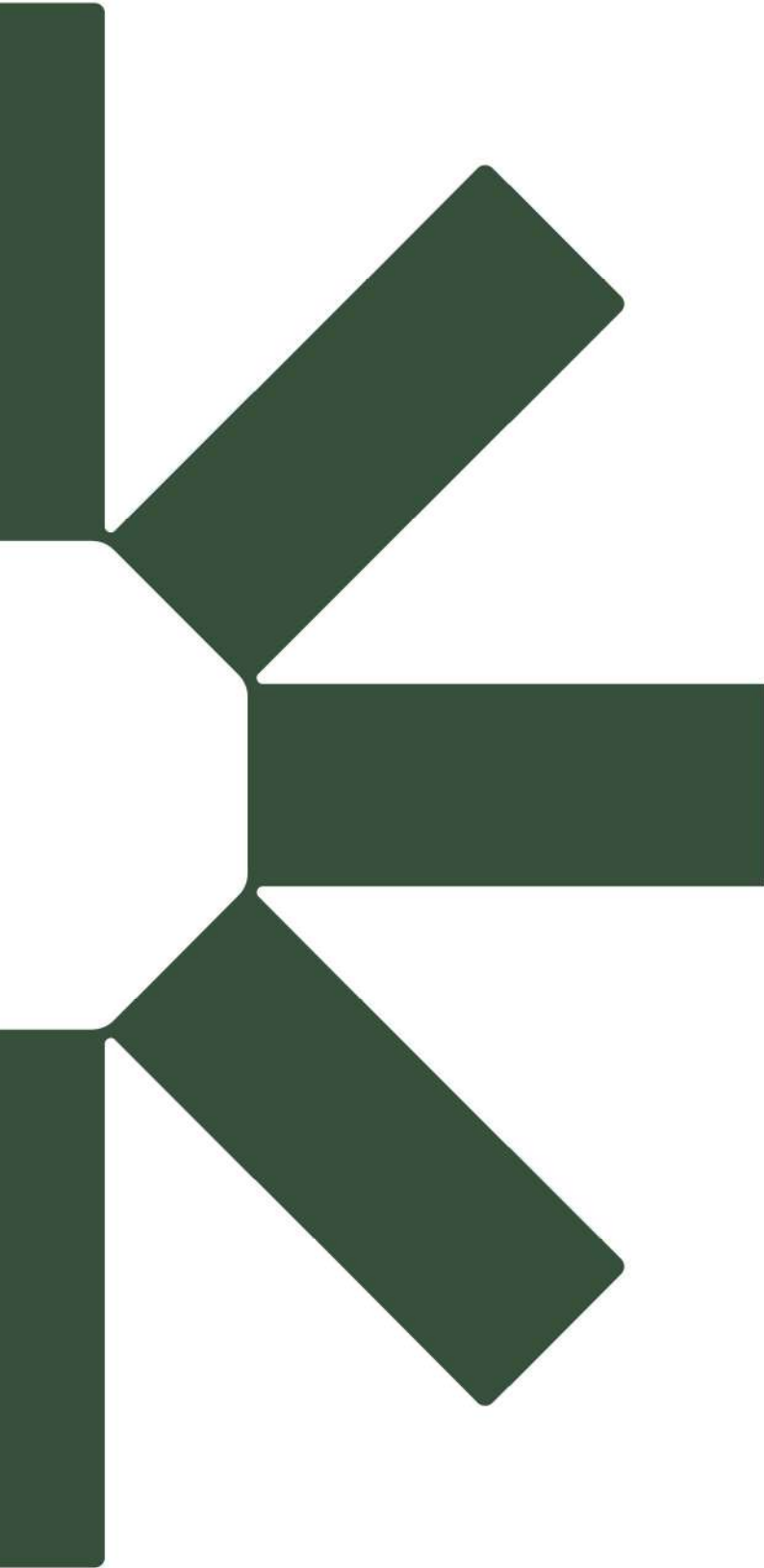
Circ (E) Flow & Q Charts



Circ (E) Flow & Q Charts



Drawing Title	Project Title	Project Location	Date	Scale
	A43 / B4100 Baynards Green		12 Mar 2024	NTS
Project Name	Company	Author	FileName	
Tritax Bicester	Vectos SLR	R Bishop	216285 Baynards Green Rbt v1_8	



Making Sustainability Happen

SYMMETRY PARK, BAYNARDS GREEN

Proposed Site Access Roundabout

Stage 1 Road Safety Audit

Overseeing Organisation: Oxfordshire County Council

March 2024



Road Safety Engineering

Project: Symmetry Park, Baynards Green
Proposed Site Access Roundabout

Document: Stage 1 Road Safety Audit

Design Organisation: SLR Consulting

Overseeing Organisation: Oxfordshire County Council

Client: Tritax Symmetry

Gateway RSE ref: SG/JS/2110057 RSA1 v4.0

Issue date: 19/03/2024

Status: Issued as Version 4.0

Authorised by: SG

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Road Safety Engineering

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Gateway RSE Ltd is registered in England Number 14087123
Registered Office: Cheyenne House, West Street, Farnham GU9 7EQ



CONTENTS

1	Introduction	1
2	Problems Identified by this Road Safety Audit	4
3	Audit Team Statement	6

Appendices

Appendix A:	Items Considered by this RSA
Appendix B:	Location Plan(s)

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of a proposed roundabout on the B4100, east of Baynards Green Roundabout (A43), within the District of Cherwell and the County of Oxfordshire.
- 1.2 The audit brief describes the scheme as a new four-arm roundabout with a 50m ICD (inscribed circle diameter), approximately 500 metres east of the Baynards Green Roundabout. Two entry lanes will be provided on the north, west and east approaches, with a single lane entry on the south arm. Shared use (pedestrian/cycle) paths are proposed between the roundabout and bus stops to the west on the B4100. The roundabout is to serve employment development parcels north and south of the B4100 (Tritax North and Tritax South).
- 1.3 In March 2024 the Audit Team received an amended drawing showing modifications to the bus stops to the west and a signal-controlled crossing.
- 1.4 This section of the B4100 is rural single carriageway subject to a 50mph speed limit. It has no footways or street lighting (except at the Baynards Green Roundabout) but benefits from wide grass verges.
- 1.5 The A43 is an unlit (except at the roundabout) rural 2-lane dual carriageway, carrying strategic traffic to and from Northampton and the M1. It is subject to the national speed limit of 70mph to the north and a 50mph speed limit to the south (link to the M40).
- 1.6 This Road Safety Audit was carried out by Steve Giles and Julian Smith and consisted of a desktop study and a site visit, which was carried out between 13:00 and 13:30 on Wednesday 7th February 2024 (as part of a previous audit), when the weather was overcast and the road surface dry. Traffic flows were steady and no congestion was observed, whilst no pedestrian or cyclist movements occurred.
- 1.7 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.

- 1.8 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.9 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designers of their responsibilities.

Collision Data

- 1.10 The Personal Injury Collision (PIC) information provided to the Audit Team describes 13 collisions at or on the entry/exit lanes of the A43/B4100 roundabout. One PIC occurred close to the proposed 3-arm signal junction considered by this audit, involving two cars in a front/rear ('shunt') impact, causing slight injury to the front driver. Conditions were described as fine/dry/daylight.
- 1.11 Personal Injury Collision (PIC) information was also obtained from the online Crashmap database (www.crashmap.co.uk) for the latest available 5-year period. A single collision occurred in the vicinity of the proposed site access roundabout in December 2019, in daylight and dry weather conditions. It involved a front/rear ('shunt') impact between two cars, in which the driver of the front vehicle sustained slight injuries. It is not known whether the collision occurred at the end of a traffic queue for the A43 roundabout.

Previous Road Safety Audit(s)

- 1.12 An audit team led by Steve Giles has previously carried out three Stage 1 road safety audits of site access schemes on the B4100, to the east of the A43. The first, audited in April 2022, was a 50m ICD 4-arm roundabout serving the Tritax sites north and south of the B4100, a previous iteration of the junction which is the subject of this RSA. The second, audited in October 2023, was a signal-controlled junction providing access only to the Albion Land East site, south of the B4100 and between the A43 and the Tritax roundabout. The third previous audit, in February 2024, was of a similar scheme to that considered here.

- 1.13 This audit considers the current Tritax roundabout improvement scheme, both in isolation and with the proposed Albion Land East signal junction and A43 roundabout improvements.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

- 2.1 The Audit Team raises no concerns in respect of general matters.

Local Alignment

- 2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

2.3 Problem

Potential for vehicles to collide with items of street furniture.

Location: Traffic islands at roundabout entries

The traffic islands may not be of adequate size to accommodate signage appropriate to traffic speeds. Inadequate clearance may lead to vehicles striking signs, resulting in loss of control type collisions.

Recommendation

Ensure that roundabout entry arm traffic islands are of adequate size to accommodate signage appropriate to traffic speeds.

2.4 Problem

Vehicle collisions due to obscured visibility.

Location: Minor arm entries to proposed roundabout

Drivers approaching the roundabout on the two development arms may not have adequate visibility toward vehicles entering the junction from the B4100, due to vegetation, signage (highway or private) etc. This may lead to side-impact vehicle collisions on the circulatory carriageway.

Recommendation

Provide suitable visibility envelopes from the two minor arms of the new roundabout to the B4100 approach lanes.

Walking, Cycling and Horse Riding

2.5 Problem

Proximity of footway to drainage ditch may lead to pedestrian injuries.

Location: South side of B4100

The footway/cycleway will run along an unlit section of the B4100, where the verge accommodates a drainage ditch and foliage. Pedestrians and cyclists could stray from the footway/cycleway and fall into the ditch.

Recommendation

Adequate separation and/or an edge restraint should be provided between the footway/cycleway and the drainage ditch running along the B4100. Review the need for footway lighting.

2.6 Problem

Stranded pedestrians may collide with vehicles.

Location: North side of B4100, east of new roundabout

The proposed footway ends east of the roundabout, but no arrangements are made for pedestrians to continue. They might therefore enter the carriageway, where they will be at risk of collisions with moving vehicles.

Recommendation

Provide suitable onward pedestrian facilities east of the roundabout or terminate the footway at the junction with suitable crossing arrangements.

Road Signs, Carriageway Markings and Lighting

- 2.7 The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting.

3 AUDIT TEAM STATEMENT

3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed:

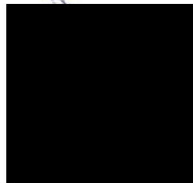


Date: 19/03/2024

Audit Team Member(s)

Julian Smith
BEng, MCIHT, MSoRSA
Senior Road Safety Engineer

Signed:



Date: 19/03/2024

APPENDIX A

Items Considered by this RSA

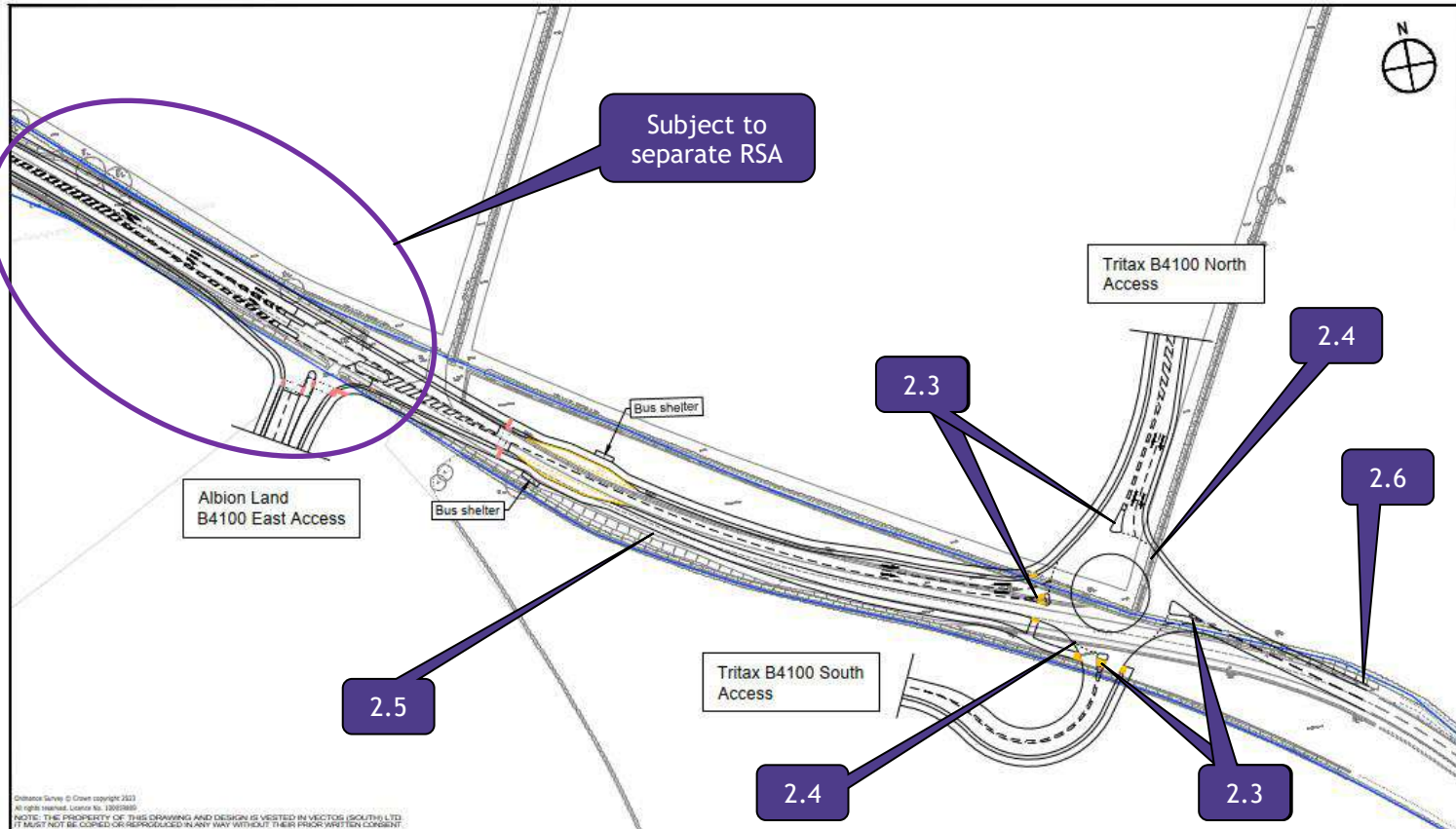
Items Considered by this Road Safety Audit

Document ref.	Rev.	Originator	Title
216285/PD10	B	SLR	Proposed Realignment of B4100.

Additional/background information provided to the Audit Team

- Tritax Symmetry Transport Assessment ref. R01-BH-Transport Assessment 200413 (Final) (SLR)
- Tritax Symmetry Site Masterplan ref. 14-019-XX-XX-DR-A-001011-03 (SGP)

APPENDIX B Location Plan(s)



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REV	DETAILS	DRAWN	CHECKED	DATE
A	DTA comments	JM	RB	25.01.2024
B	northern layby and added the shelter	SCJ	RB	13/03/24

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. While lining is indicative only.

Key
— Extent of Public Highway


INFORMATION ONLY

Symmetry Park

Proposed Re-alignment of B4100

DRAWN	CHECKED	DATE	SCALE
JM	RB	20.12.2023	1:1500 at A3

Tritax Symmetry



DRAWING NUMBER	REVISION
216285/PD10	B



Appendix F Uncertainty Log

Transport Topic Paper

Symmetry Park, Ardley and Land at M40 Junction 10

Tritax Symmetry Ardley Limited and Albion Land Limited



A099211-05 Bicester Transport Model

BTM_UncertaintyLog_Post2022Update_Clean_(2026-2031)-Tritax

Summary of Spreadsheet: Uncertainty log for Bicester Transport Model (2022 Update Version)

Original Author: Sacha Pearson

Notes: This version of the uncertainty log has been created specifically in relation to the Tritax Symmetry Barnards Green project. The 2026 and 2031 Reference Case scenarios produced for that project removed the Baynards Green improvement works, as per email correspondence between Sacha Pearson (Tetra Tech) and James Bancroft (Vectos) of 18th October 2022.

SUMMARY OF WORKSHEETS	
Tab Name	Brief Explanation
Residential	Presents data for residential developments
Employment	Presents data for employment developments
Retail	Presents data for retail developments
Education	Presents data for education developments
Infrastructure	Presents data for infrastructure schemes

CHECK LOG		
Date	Initials	Description
05/07/2022	SP	Spreadsheet created from file 'BTM_UncertaintyLog_Post2022Update_ZoneDistribution'

ISSUE LOG		
Date	Initials	Description
05/07/2022	SP	Issued to Jubb in relation to Hawkwell Village development
06/07/2022	SP	Issued to Vectos in relation to Tritax Symmetry Baynards Green development
17/01/2023	SP	Inf144 (HPA Mitigation: M40 J10 - Signals on Baynards Green roundabout) removed
17/01/2023	SP	Issued to Vectos in relation to Tritax Symmetry Baynards Green development

ID	Name	Description / Planning Reference / Notes	Dev Type	2026 ⁽²⁾ / 2031 ⁽²⁾		Certainty
				2026 ⁽²⁾	2031 ⁽²⁾	
Res101	Bicester Community Hospital Kings End	12/00809/F	C3Dwellings	14	14	Completed (March 2017)
Res102	Former Oxfordshire County Council Highways Depot	Competed by mid 2016 so traffic is in the base model traffic counts	C3Dwellings	62	62	Completed (March 2016)
Res103	Gavray Drive (Bicester 13)	15/02074/OUT, 17/01253/REM	C3Dwellings	100	300	More Than Likely
Res104	Graven Hill (Bicester 2)	11/01494/OUT, 17/02107/LDO	C3Dwellings	846	1496	More Than Likely
Res105	Kingsmere (South West Bicester) - Phase 1	06/00967/OUT, 14/010207/OUT, 16/00192/REM, 11/01840/F, 13/00433/OUT, 17/01849/F, 18/01721/OUT.	C3Dwellings	1740	1740	Near Certain
Res106	Land at Skimmingdish Lane	14/00697/F	C3Dwellings	46	46	Completed (Sept 2019)
Res107	Land South of Church Lane (Old Place Yard and St Edburgs)	16/00043/F, 20/02405/F	C3Dwellings	14	14	Near Certain
Res108	Land South of Talisman Road	09/01592/OUT, 13/01226/REM	C3Dwellings	125	125	Completed (March 2018)
Res109	North West Bicester Eco-Town Exemplar Project	10/01780/HYBRID, 21/01227/F.	C3Dwellings	396	396	Near Certain
Res110a	North West Bicester Phase 2 (Himley Village)	14/02121/OUT, 21/02339/REM	C3Dwellings	500	500	Near Certain
Res110b	North West Bicester Phase 2 (remainder)	17/00455/HYBRID, 14/02121/OUT, 14/01641/OUT, 14/01384/OUT, 21/01630/OUT.	C3Dwellings	0	1080	More Than Likely
Res111	South East Bicester (Wretchwick Green) (Bicester 12)	16/01268/OUT	C3Dwellings	150	1050	More Than Likely
Res112	South West Bicester Phase 2 (Bicester 3)	13/00847/OUT, 18/00647/REM, 18/01777/REM, 19/02225/REM.	C3Dwellings	709	709	Near Certain
Res113	St Edburg's School, Cemetery Road	17/01578/OUT	C3Dwellings	10	10	More Than Likely
Res114	Winners Bargain Centres, Victoria Road	Completed in late 2016 so traffic will not be in the base traffic counts	C3Dwellings	42	42	Completed (Sept 2016)
Res115	Windfall Allowance (<10 dwellings)	Note: This allowance cannot be included in the model due to lack of location details.	C3Dwellings	183	208	-
Res116	Land at Bessemer Close / Launton Road	15/02074/OUT, 17/01253/REM.	C3Dwellings	70	70	Completed (Dec 2019)
Res117	Cattlemarket	01/00073/CDC	C3Dwellings	40	40	More Than Likely
Res118	Former RAF Upper Heyford	Local Plan allocation (2015) - Villages 5, 10/01642/OUT, 13/01811/OUT, 16/00627/REM, 16/00263/F, 16/00627/REM, 16/02446/F, 19/00446/F, 15/01357/F, 18/00825/HYBRID.	C3Dwellings	1374	2124	Near Certain
Res118a	Upper Heyford	These two sites (represented by different zones in the BTM) comprise the total dwellings detailed in the AMR reports for	C3Dwellings	761	761	Near Certain
Res118b	Heyford Park Allocation		C3Dwellings	613	1363	Near Certain
Res119	Transco Depot, Launton Road	Competed by mid 2016 so traffic is in the base model traffic counts	C3Dwellings	23	23	Completed (Dec 2013)
Res120	West of Chapel St. & Bryan House	Competed by mid 2016 so traffic is in the base model traffic counts	C3Dwellings	5	5	Completed (sept 2013)
Res121	Inside Out Interiors, 85-87 Churchill Road, Bicester	16/02461/OUT, 19/01276/REM.	C3Dwellings	10	10	More Than Likely
Res122	Kings End Antiques, Kings End, Bicester	19/02311/OUT	C3Dwellings	10	10	More Than Likely
Res123	Bicester Gateway Business Park, Wendlebury Road, Bicester (Phase 1B)	20/00293/OUT	C3Dwellings	160	273	More Than Likely
Res124	The Paddocks, Chesterton	14/01737/OUT, 16/00219/REM.	C3Dwellings	45	45	More Than Likely
Res125	Land East Of Jersey Cottages Station Road, Ardley	18/01881/F	C3Dwellings	13	13	More Than Likely
Res126	Land North Of Oak View, Weston On The Green	13/01796/OUT, 16/00574/REM, 17/01458/OUT, 18/02066/F.	C3Dwellings	24	24	More Than Likely

Bicester Transport Model Uncertainty Log - 2022 Update Residential Developments

ID	Name	Description / Planning Reference / Notes	Dev Type			Certainty
				2026	2031	
Ret1	Bicester Village Phase 4	15/00082/F: Demolition of existing Tesco food store, and petrol filling station to provide an extension to the Bicester Village retail outlet centre. Comprises 5,181 sqm (GIA) of class A retail floorspace. Development was completed by 2019, but after base model was validated using 2016 traffic count data.	A1	5181	5181	Completed
Ret2	Bicester Gateway (Kingsmere Retail) (Bicester 3)	16/02505/OUT: Bicester Gateway (Kingsmere Retail) Four Class A1 (retail) units, one Class A3 (cafe/restaurants) unit, a Class D2 (gym) unit. The planning application form sets the development quantum at 7,832sqm of A1, 443sqm of A3 and 967sqm of D2 (a total of 9,242sqm). The TA that accompanied the planning application used slightly different floor areas to calculate trips, these being 7,472sqm of non-food retail (A1), 891sqm of food retail (A1), 494sqm for a restaurant (A3) and 1,056sqm for a gym (D2) which gives a total of 9,913sqm. The development was under construction in July 2019 and open by 2021.	A1 / A3 / D2	9913	9913	Completed
Ret3	McDonalds Drive-thru	17/00889/F: Two storey drive-thru restaurant (class A3/A5) with floor area of 548sqm. Development was completed by 2019, but after base model was validated using 2016 traffic count data.	A1 / A5	548	548	Completed

Notes: (1) Completion rates are in square metres (sqm) of floor area.

Bicester Transport Model Uncertainty Log - 2022 Update Retail Development

ID	Name	Description / Planning Reference / Notes	Dev Type	2026		2031		Certainty
				2026	2031	2026	2031	
Emp101	NW Bicester (Bicester 1)	20/02454/REM: Reserved Matters application to 19/00347/OUT - layout, scale, appearance and landscaping details for Phase 2 of the employment development (23,226 sqm flexible B1c and / or B2 / and/or B8 floorspace), associated utilities and infrastructure and swale (SuDS) and strategic green infrastructure landscaping. 19/00349/REM: Reserved Matters to 19/00347/OUT - layout, scale, appearance and landscaping details for Phase 1 of the employment development (21,584 sqm flexible B1c / B2 / B8 floorspace) and earthworks for Phase 2 of the	B2	15,900	15,900	Completed		
			B8	37,100	37,100			
			Total	44,810	44,810			
Emp102	Graven Hill (Bicester 2)	Subsequent planning applications (15/02159/OUT, 16/01802/OUT, 18/00325/OUT, 19/00937/OUT) have varied the planning conditions, however the quantum of B-class employment uses is unchanged. 11/01494/OUT: Redevelopment of former MOD sites including employment floorspace comprising up to B1(a) 2,160sqm, B1(b) 2,400sqm, B1(c) and B2 20,520sqm and B8 uses up to 66,960sqm. The TA that accompanied the application did not differentiate between B1(c) and B2, and uses TRICS data for a combined B1(c)/B2 Light Industry/ land use.	B1(a)	1,200	2,160	Near Certain		
			B1(b)	1,200	2,400			
			B2	10,260	20,520			
			B8	34,079	68,158			
			Total	46,619	93,238			
Emp103	Bicester Business Park (Bicester 4)	17/02534/OUT: The erection of a business park of up to 60,000 sq.m (GEA) of flexible Class B1(a) office / Class B1(b) research & development floorspace. Outline permission was granted in May 2020. The TA that accompanied the planning application used pre-agreed trip rates and did not differentiate between B1(a) and B1(b) uses. B1(a) has therefore been used as a worst case scenario.	B1(a)	30,000	60,000	Near Certain		
Emp104	Bicester Gateway (Bicester 10)	20/0293/OUT: Outline application (Phase 1B) for approximately 4,413 sqm B1 office space (47,502 sqft) GIA, approximately 15,030 sqm (161,800 sqft) GIA of residential space (comprising approximately 273 residential units). The 273 dwellings have been included in the updated residential element of the uncertainty log, therefore the B1 area from 16/02586/OUT is superseded by the 4,413 sqm. 16/02586/OUT: Phase 1 of the proposed new business park ("Bicester Gateway") comprising up to 14,972 sqm (Gross External Area) of B1 employment based buildings, plus a hotel (up to 149 bedrooms). The application form details 10,000sqm of B1(a) and 2,726sqm of B1(b) [internal floor area], however the TA that accompanied the planning application calculated traffic based purely on B1(a) office trip rates from TRICS.	B1(a)	4,413	4,413	Near Certain		
			Hotel employees	50	50	Completed		
Emp105	NE Bicester Business Park (Bicester 11)	15/01012/OUT: Land North East Of Skimmingdish Lane: Development of up to 48,308sqm of employment floorspace (Class B1c, B2, B8 and ancillary B1a uses). The TA that accompanied the application accounted for traffic being generated from 14,492 sqm of B2 and 33,816 sqm of B8 land use.	B2	14,492	14,492	Completed		
			B8	33,816	33,816			
			Total	48,308	48,308			
Emp106	Wretchwick Green (Bicester 12)	16/01268/OUT - Outline application for residential development including up to 1,500 dwellings, up to 7ha of employment land for B1 and / or B8 uses , a local centre with retail and community use and up to a 3 Form Entry Primary School. The TA that accompanied the planning application did not specify a split of B1 / B8 use, and did not calculate trips - instead it used traffic data directly from the BTM. The B1 / B8 floor areas from the previous Uncertainty Log have therefore been maintained.	B1(c)	22,733	45,465	Near Certain		
			B8	15,913	31,826			
			Total	38,646	77,291			
Emp107	SE Bicester (Symetry Park) (Bicester 12)	21/01330/F: Full Planning Permission for 23,195sqm of logistics floor space within Class B8 of the Town and Country Planning Use Classes Order 1987, including ancillary Class E(g)(i) (offices) (Unit C). NOTE: This is on the same plot of land as Unit C in application 19/00388/F. 21/01331/F: Full Planning Permission for 22,986sqm of logistics floor space within class B8 of the Town and Country Planning Use Classes Order 1987, including 1,399sqm ancillary Class E(g)(i) offices, comprising (i) Unit C1: 15,267sqm of Class B8 and 729sqm of ancillary Class E(g)(i) offices, (ii) Unit C2: 7,719sqm of Class B8 and 670sqm of ancillary Class E(g)(i) offices. NOTE: These are on the same plot of land as Unit C in application 19/00388/F. 20/00530/F: (Symmetry Park Phase 2) Full planning application for 4,635sqm of logistics floor space, within Class B8, including ancillary Class B1 (a) office.	B8 (Units A1 and A2)	18,394	18,394	Near Certain		
			B8 (Unit B)	14,200	14,200			
			B8 (Unit C)	23,195	23,195			
			B8 (Phase 2)	4,635	4,635			
			Total	60,424	60,424			
Emp114	Bicester Village Phase 4	15/00082/F: Demolition of existing Tesco food store, petrol, filling station and part of the existing Bicester Village retail outlet centre, to provide an extension to provide new A class floor space. The TA accompanying the planning application details that there would be 5,181 sqm (GIA) retail floorspace.	Retail employment	5,181	5,181	Completed		
Emp115	Bicester Gateway (Kingsmere Retail)	16/02505/OUT: Bicester Gateway (Kingsmere - Retail) Four Class A1 (retail) units, one Class A3 (cafe/restaurants) unit, a Class D2 (gym) unit. The planning application form sets the development quantum at 7,832sqm of A1, 443sqm of A3 and 967sqm of D2 (a total of 9,242sqm). The TA that accompanied the planning application used slightly different floor areas to calculate trips, these being 7,472sqm of non-food retail (A1), 891sqm of food retail (A1), 494sqm for a restaurant (A3) and 1,056sqm for a gym (D2) which gives a total of 9,913sqm. The development was under construction in July 2019 and open by 2021.	Retail / leisure employment	9,913	9,913	Near Certain		
Emp116	McDonalds Drive-thru	17/00889/F: Two storey drive-thru restaurant (class A3 / A5) - 548sqm	Retail employment	548	548	Completed		
Emp117	Heyford Park Consented (2)	1700 jobs in total predicted. Already 1509 jobs in 2016, therefore scope for an additional 191 jobs.	Number of Jobs	191	191	Near Certain		
Emp118	Heyford Park Allocated	18/00825/HYBRID: Hybrid planning application that includes 35175sqm of new employment buildings, comprising up to 6330sqm Class B1(a), 13635sqm B1(b/c), 9250sqm Class B2, and 5960sqm B8. The TA that accompanied the planning application calculated employment trips based on there being B1(a), B2 and B8 development.	B1(a)	3165	6330	Near Certain		
			B2	11443	22885			
			B8	2980	5960			
			Total	17,588	35,175			
Emp119	Great Wolf Lodge, Chesterton	19/02550/F: Redevelopment of part of golf course to provide new leisure resort (suI generis) incorporating waterpark, family entertainment centre, hotel, conferencing facilities and restaurants. Under the Employment section of the planning application form it is noted that the proposed development would have 460 equivalent number of full time employees. This development was operational in 2016, so car / goods vehicle traffic flows from the development at that time will have been included in the base traffic count data, all be it that the site is not specifically modelled as a zone in the BTM. The proposed increase in waste to be processed will increase goods vehicle movements by 10 two-way trips per day , as set out in the reports that accompanied the 2017 application.	Number of Jobs	460	460	Near Certain		
Emp120	Ardley Energy Recovery Facility (3)	CDC Ref 17/02104/CM, County Ref: MW/0085/17: Application seeking to increase the maximum limit of waste that can be processed by the Ardley Energy Recovery Facility (ERF) from 300,000 tonnes per annum to 326,300 tonnes per annum. CDC Ref: 08/02472/CM, County Ref: MW/0044/08: The construction and operation of an energy from waste facility. The application form notes that there will be 40 employees.	Number of Jobs	0	0	Completed		
Emp121	Bicester Heritage (Hotel)	18/01263/F: Erection of hotel and conference facility (Permission granted March 2020). Planning form details a floor area of 18,003sqm, 343 bedrooms and 180 full-time equivalent employees. The TA that accompanied the planning application calculated trips based on number of bedrooms and using TRICS.	Number of Jobs	180	180	Near Certain		
Emp122	Bicester Heritage (Experience Quarter)	21/01224/OUT: Outline planning application for Automotive Experience Quarter comprising Commercial, Business and Services uses (Class E), Light Industrial (Class B2), Local Community and Learning Uses (Class F) and vehicle circuits (SuI Generis). Note: Application has not been decided yet – currently under consultation. The TA that accompanied the planning application calculates trips on a first principals basis, and assumes circa 200 full-time	Number of Jobs	100	200	More than likely		
			Number of Visitors	313	625	More than likely		
Emp123	Bicester Heritage (Extension to technical site)	18/01333/F: Extension to existing Technical Site to provide new employment units comprising flexible B1(c) light industrial, B2 (general industrial), B8 (storage or distribution) uses with ancillary offices, storage, display and sales. The TA that accompanied the planning application details that there will be 6,530sqm of B1c / B2 / B8, but calculates traffic generation based on traffic surveys of the existing site, and does not break the overall floor area down into individual land use classes. OCC have indicated that as of April 2022 the development has been built and occupied. Note: Vehicular access will be via the existing priority junction onto the A4221 Buckingham Road.	B1(c)	2,177	2,177	Completed		
			B2	2,177	2,177			
			B8	2,177	2,177			
			Total	6,530	6,530			
Emp124	Bicester Heritage (Innovation Quarter)	19/02708/OUT: Provide new employment units comprising B1 (Business), B2 (General Industrial), B8 (Storage) and D1 (Education) uses with ancillary offices, storage, display and sales. The planning application form details that there will be 21,994sqm of non-residential floorspace, while the TA that accompanied the planning application details that there will be 21,194sqm of light industrial/workshops/vehicle maintenance/repair workshops (B1c, B2 & B8). The TA calculates traffic generation based on traffic surveys of the existing site, and does not break the overall floor area down into individual land use classes.	B1(c)	3,666	7,331	Near Certain		
			B2	3,666	7,331			
			B8	3,666	7,331			
			Total	10,997	21,994			
Emp125	Bicester Catalyst	19/01740/HYBRID: 'Hybrid' planning application comprising: - Outline planning permission for B1 development (Use Classes B1a and/or B1b and/or B1c); highway works (including provision of a new roundabout at the junction between Vendee Drive and Wendlebury Road), - Full planning permission for a health and racquets club, associated access and car parking, outdoor tennis courts, air dome, outdoor swimming pool, spa garden and terrace, and associated landscaping. The planning application form details that the development will employ 1159 staff. The planning statement details that the health and racquets club would generate in the order of 110 jobs. 20/02779/REM: Reserved Matters application to 19/01740/HYBRID - layout, scale, appearance and landscaping details for Phase 1 of the employment development (5,126 sqm GIA), enabling works for later phases and SuDS Swale delivery, with associated landscaping, utilities and access.	Number of Jobs (B1)	1,049	1,049	Under Construction		
			Number of Jobs (Health Club)	110	110			

Notes: (1) Completion rates are in square metres (sqm) of floor area, unless specified otherwise.

(2) Heyford Park consented data is in number of jobs rather than floor area

(3) This development was operational in 2016 so car / goods vehicle traffic flows will have been included in the base traffic count data. The extra 10 two-way HGV trips resulting from the increase in waste limit is not significant and will not be specifically modelled.

Bicester Transport Model Uncertainty Log - 2022 Update Employment Development

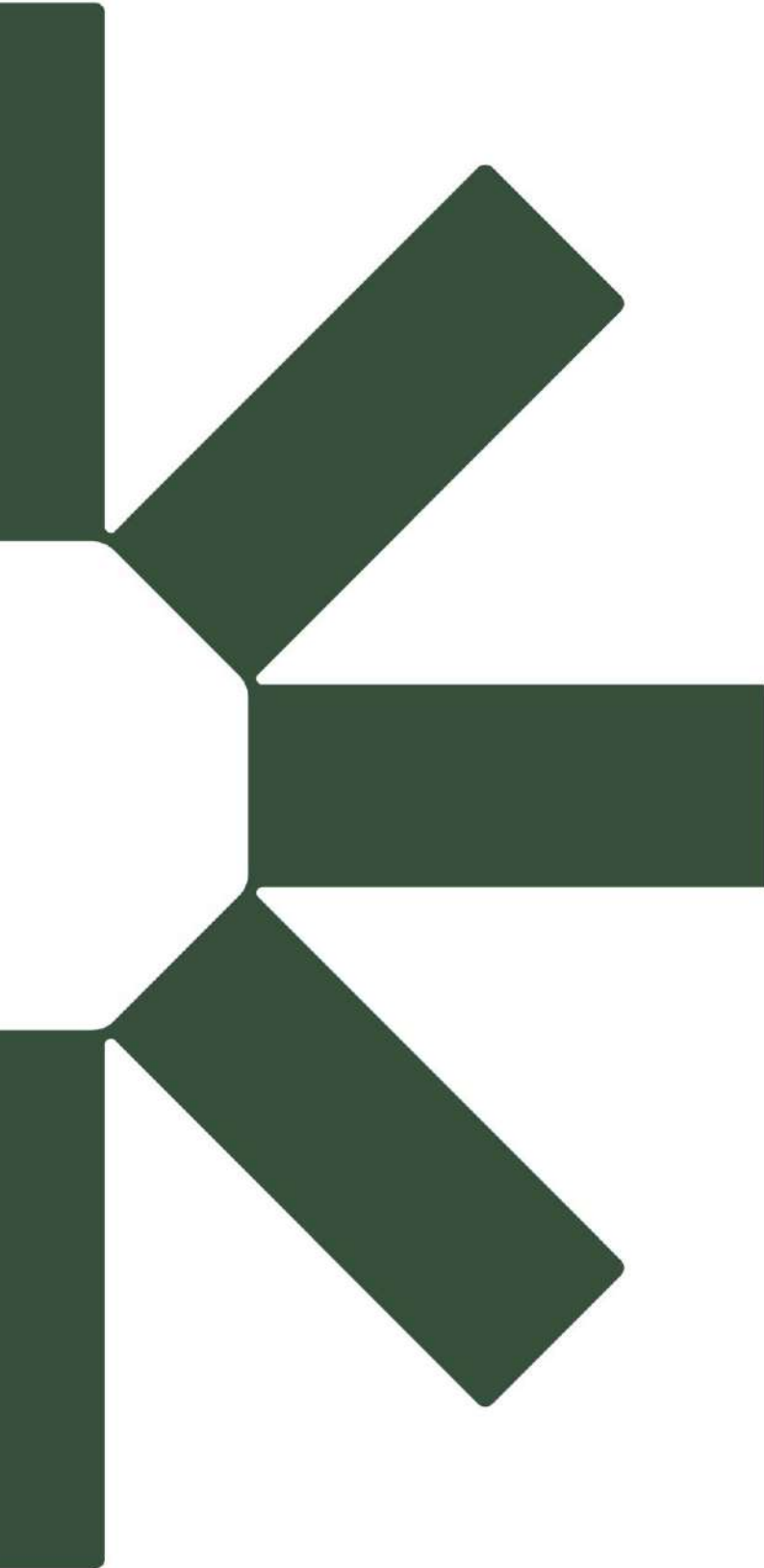
ID	Name	Description / Planning Reference / Notes	Dev Type			Certainty
				2026	2031	
Sch101	Bicester – SW (Kingsmere)	Due to open 2019	600 place secondary school	600	600	Near Certain
Sch102	Bicester – SW (Kingsmere)	Possibly +420 places, most likely after 2021 but by 2026	Primary: Probably 2fe	420	420	More Than Likely
Sch103	Bicester – S (Graven Hill)	Start delayed but still expected by 2026 (comment from CDC in October 2021)	Primary: 2 - 3fe	630	630	Near Certain
Sch104	Bicester – NW (Ecotown)	+210 places in 2017; probably another +210 places by 2021; by 2026 say another +420 places; another +420 places possible by 2031 or might be later.	3 - 4 primaries	840	1260	More Than Likely
Sch105	Bicester – NW (Ecotown)	Assume +600 by 2026; possibly another +600 by 2031	Secondary: size tbc	600	1200	More Than Likely
Sch106	Bicester – SE	Possibly +420 places, most likely after 2021 but by 2026	Primary: 2fe	420	420	More Than Likely
Sch107	Longfield	Longfield increase this year from 1.5fe to 2fe	Primary	79	101	Completed
Sch108	Launton	Launton is looking at going up from 175 to 210 places from 2017, subject to consultation	Primary	35	35	Hypothetical
Sch109	St Edburgs	St Edburg's is now 2fe in its new location, with actual pupil numbers still to rise.	Primary	348	528	Completed
Sch110	Upper Heyford committed	These are additional places as part of the existing permission	Primary	0	280	Near Certain
Sch111	Upper Heyford committed	These are additional places as part of the existing permission	Secondary	0	180	Near Certain
Sch112	Upper Heyford allocation	These are additional places for the allocation	Primary	0	315	Reasonably Foreseeable
Sch113	Upper Heyford allocation	These are additional places for the allocation	Secondary	0	315	Reasonably Foreseeable

Notes: (1) Completion rates are in number of pupils.

Bicester Transport Model Uncertainty Log - 2022 Update Education Development

ID	Name	Description / Planning Reference / Notes	Dev Type	2026		2031	Certainty
				2026	2031		
Inf101	London Road level crossing	Closure time was a total of 16 minutes during the 2016 base surveys. Do Minimum to assume total closure every hour for 31 minutes from 2026.	Infrastructure	Yes	Yes	Yes	Near Certain
Inf102	NW Bicester: Exemplar site and Himley Village ⁽¹⁾	Internal road network required to serve the Exemplar and Himley Village development sites.	Infrastructure	Yes	Yes	Yes	Near Certain
Inf103	NW Bicester: Strategic Link Road	This comprises the full NW Bicester Strategic Link Road	Infrastructure	No	Yes	Yes	More Than Likely
Inf104	SE Bicester Wretchwick Green	Associated Infrastructure	Infrastructure	Yes	Yes	Yes	Near Certain
Inf105	SE Bicester Additional Area	Access Arrangements	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf106	Proposed new Garden Town motorway junction	(location to be determined)	Infrastructure	No	No	No	Hypothetical
Inf107	A41 infrastructure improvements and bus priority	Potential bus priority improvements on A41 from Jn 9 to Boundary Way.	Infrastructure	No	No	No	Hypothetical
Inf108	Vendee Drive improvements	To be determined	Infrastructure	No	No	No	Hypothetical
Inf109	Western peripheral corridor	Realigning the A4095 Howes Lane, including a new tunnel under the railway	Infrastructure	No	Yes	Yes	Near Certain
Inf110	Western peripheral corridor	Improvements to Lord's Lane / B4100 roundabout	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf111	Eastern peripheral corridor	Replace level crossing on Charbridge Lane with a road bridge. Level crossing had been removed by April 2021 (based on google street view)	Infrastructure	Yes	Yes	Yes	Completed
Inf112	Eastern peripheral corridor	Upgrade the A4421 Charbridge Lane to dual facility plus junction improvements - to Charbridge Lane/ Bicester Rd roundabout	Infrastructure	No	No	No	Hypothetical
Inf113	Eastern peripheral corridor	Upgrade the A4421 Skimmingdish Lane to dual facility plus junction improvements (to A4421/Bicester Rd roundabout)	Infrastructure	No	No	No	Hypothetical
Inf114	Eastern peripheral corridor:	A link through the SE development site to aid connectivity and provide capacity	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf115	Pioneer Road roundabout improvements	Design agreed and costed - fully grant funded and contract about to be let for imminent construction start (these comments provided by CDC in October 2021). Construction underway in November 2021 based on google street view.	Infrastructure	Yes	Yes	Yes	Near Certain
Inf155b	Ploughley Road	Ploughley Road / A41 Junction Improvements	Infrastructure	Yes	Yes	Yes	Near Certain
Inf116	Southern peripheral corridor:	A new south east link road - route options	Infrastructure	No	No	No	Hypothetical
Inf117	London Road level crossing solution	Hypothetical, therefore not included	Infrastructure	No	No	No	Hypothetical
Inf118	Oxford Rd / Pingle Drive junction	Upgrading of roundabout to signal controlled junction. Work completed by September 2018 (based on google street view)	Infrastructure	Yes	Yes	Yes	Completed
Inf119	A41/ Neunkirchen Way Roundabout (Rodney House)	Signalisation of priority roundabout. Construction underway in Sept 2018 and scheme complete by July 2019 (based on google street view)	Infrastructure	Yes	Yes	Yes	Completed
Inf120	A41 Oxford Rd / Boundary Way roundabout	Upgrading of priority roundabout to signal controlled 'hamburger' junction. Construction underway in Sept 2016 and scheme complete by May 2017 (based on google street view)	Infrastructure	Yes	Yes	Yes	Completed
Inf122	Bus Route S5/X5	Inter Urban 5ph (2 pk via Kingsmere) Expected to be 4bph (2bph peak via Kingsmere) later in 2022	Infrastructure	Yes	Yes	Yes	Near Certain
Inf123	Bus Route 25A (Now renamed 250)	This is as per 2016 - Will be amended to operate Heyfords - Bicester only in early 2023. Funding secured to beyond 2031	Infrastructure	1ph	1ph	1ph	Near Certain
Inf124	Bus Route E1	NW Bicester NE - Exists, but funding expires May 2023	Infrastructure	No	No	No	More Than Likely
Inf125	Bus Route E2	NW Bicester SE - Dependent on progress of development north of Middleton Stoney Road	Infrastructure	No	6ph	6ph	More Than Likely
Inf126	Bus Route E3	NW Bicester NE - Likely to supersede bus service E1 - but hopefully there will not be a funding gap	Infrastructure	No	6ph	6ph	More Than Likely
Inf127	Bus Route 21	Highfield 2ph - Exists, commercial service	Infrastructure	Yes	Yes	Yes	Near Certain
Inf128	Bus Route SEB	SE Bicester 2ph - Services 29/H5 provides 2bph to Graven Hill/Ambrosden. contract until December 2024	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf129	Bus Route GH	Graven Hill 2ph - See above, but likely service will exist beyond 2024 as additional funds secured from Graven Hill and Health Hub. Wretchwick Green will also provide funds for bus services once it is delivered	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf130	Bus Route 26	Kingsmere 2ph - Exists - agreement was for 8 years after occupation of Phase 2 so probably until about 2028. Can be absorbed into other services (Heyford/Himley/Great Wolf) if needed	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf131	Reading - Bedford with a headway of 60 minutes all day;	East West Rail comprises four new services:	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf132	Reading - Milton Keynes with a headway of 60 minutes all day;	East West Rail comprises four new services:	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf133	Bletchley - Milton Keynes with a headway of 60 minutes all day;	East West Rail comprises four new services:	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf134	Milton Keynes - Marylebone with a headway of 60 minutes all day.	East West Rail comprises four new services:	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf135	Evergreen3 from Chiltern Railway	Consists of the creation of a new service between Oxford and London Marylebone, with a headway of 30 minutes all day.	Infrastructure	N/A	N/A	N/A	Completed
Inf136	Kingsmere Retail Mitigation Scheme	16/02505/OUT: Bicester Gateway (Kingsmere Retail) Four Class A1 (retail) units, one Class A3 (cafe/restaurants) unit, a Class D2 (gym) unit. The highway improvement works set out in Appendix G the TA comprise changes on the A41 to the Pioneer Way, Lakeview Drive and B4030 junctions. These works were under construction in July 2019 and complete by 2021.	Infrastructure	Yes	Yes	Yes	Near Certain
Inf137	Bicester 10 transport mitigation	16/02586/OUT: TA that accompanied this application details improvements at the A41 / Vendee Drive Roundabout (increased flare lengths on Vendee Drive and Charles Shoulder Way arms) and the Vendee Drive /Wendlebury Road Priority Junction (conversion to a mini-roundabout).	Infrastructure	Yes	Yes	Yes	Near Certain
Inf138	Bicester 11 Transport Mitigation	15/01012/OUT: Land North East Of Skimmingdish Lane. Development of up to 48,308sqm of employment floorspace (Class B1c, B2, B8 and ancillary B1a uses). Highway access via a new ghost island junction onto Skimmingdish Lane. Highway mitigation include signal pedestrian crossing on Skimmingdish Lane and alterations to A4421 / Laiton Road roundabout to increase the SE arm to two lanes at the give-way line. Development was built by Sept 2018 (based on google street view).	Infrastructure	Yes	Yes	Yes	Completed
Inf139	Skimmingdish Lane housing site mitigation	14/00697/F: Land To Rear Of Tangmere Close And Scampton Close, Skimmingdish Lane, Bicester (46 dwellings). Highway access via a new ghost island junction onto Skimmingdish Lane. Construction of development had not begun in May 2017, though access junction had been constructed. Development was built by Sept 2018 (based on google street view).	Infrastructure	Yes	Yes	Yes	Completed
Inf140	A4095 / A4260 Shipton Junction	Quarry site access requirements. Signalisation of the existing A4095 / A4260 staggered priority crossroads junction.	Infrastructure	No	Yes	Yes	Near Certain
Inf141	Bicester 4	17/02534/OUT: The erection of a business park of up to 60,000 sq.m (GEA) of flexible Class B1(a) office / Class B1(b) research & development floorspace. The TA that accompanied the planning application detailed highway improvement works at the A41 / Lakeland Drive signal junction (additional right turn lane into Lakeland Drive and additional southbound ahead lane on the A41) and the Oxford Road / Middleton Stoney Road mini roundabout (additional lane at southbound give-way line). Outline permission was granted in May 2020 and none of the improvement works were in place by 2021.	Infrastructure	Yes	Yes	Yes	Near Certain
Inf142	Heyford Park Existing Permission Infrastructure	This comprises the access roads required to allow connection to the highway network only e.g. access junctions on Camp Road.	Infrastructure	Yes	Yes	Yes	Completed
Inf143	HPA Mitigation: Public transport	Increased bus services to to HPA site	Infrastructure	Yes	Yes	Yes	Near Certain
Inf145	HPA Mitigation: M40 J10	Signals on Padbury roundabout	Infrastructure	Yes	Yes	Yes	Near Certain
Inf146	HPA Mitigation: B430 / Unammed Road Junction	Existing three arm priority junction changed to signal controlled junction	Infrastructure	No	Yes	Yes	Near Certain
Inf147	HPA Mitigation: Hopcrofts Holt Junction	Increased capacity at existing signal controlled junction	Infrastructure	No	Yes	Yes	Near Certain
Inf148	HPA Mitigation: Middleton Stoney Junction	Improvements to existing four arm signal controlled junction in the centre of Middleton Stoney	Infrastructure	Yes	Yes	Yes	Near Certain
Inf149	HPA Mitigation: Ardley Village B430 Signalisation	Existing staggered priority crossroads changed to a signal junction	Infrastructure	Yes	Yes	Yes	Near Certain
Inf150	HPA Mitigation: Chilgrove Drive / Camp Road Junction Upgrade	Existing staggered priority crossroads changed to a signal junction	Infrastructure	Yes	Yes	Yes	Near Certain
Inf151	Great Wolf Lodge, Chesterton	19/02550/F: Redevelopment of part of golf course to provide new leisure resort (sui generis) incorporating waterpark, family entertainment centre, hotel, conferencing facilities and restaurants. Vehicular access will be provided via a new ghost island priority junction onto the A4095.	Infrastructure	Yes	Yes	Yes	Near Certain
Inf152	Bicester Heritage (Hotel)	18/01253/F: Erection of hotel and conference facility. Vehicular access will be provided via a new ghost island priority junction onto the A4221 Buckingham Road.	Infrastructure	Yes	Yes	Yes	Near Certain
Inf153	Bicester Heritage (Experience Quarter)	21/01224/OUT: Outline planning application for Automotive Experience Quarter comprising Commercial, Business and Services uses (Class E), Light Industrial (Class B2), Local Community and Learning Uses (Class F) and vehicle circuits (Sui Generis). Vehicular access will be provided via a new ghost island priority junction onto the A4221 Buckingham Road.	Infrastructure	Yes	Yes	Yes	More Than Likely
Inf154	Bicester Heritage (Innovation Quarter)	19/02708/OUT: Provide new employment units comprising B1(c), B2, B8 and D1. Vehicular access will be provided via a new ghost island priority junction onto the A4221 Skimmingdish Lane. Note: Egress from the site onto Skimmingdish Lane will be left turn only.	Infrastructure	Yes	Yes	Yes	Near Certain
Inf155	Bicester Catalyst	19/01740/HYBRID: Outline planning permission for B1 development; highway works (including provision of a new roundabout at the junction between Vendee Drive and Wendlebury Road). Full planning permission for a health and racquets club. Vehicular access into the development will be via the new four-arm roundabout that will replace the existing Vendee Drive / Wendlebury Road three-arm priority junction.	Infrastructure	Yes	Yes	Yes	Completed

Bicester Transport Model Uncertainty Log - 2022 Update Infrastructure Schemes



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