

**Town and Country Planning Act 1990 (as amended)**

**Appendices to Proof of Evidence on  
Five Year Supply of Housing  
On behalf of Cherwell District Council**

**In the following appeal:**

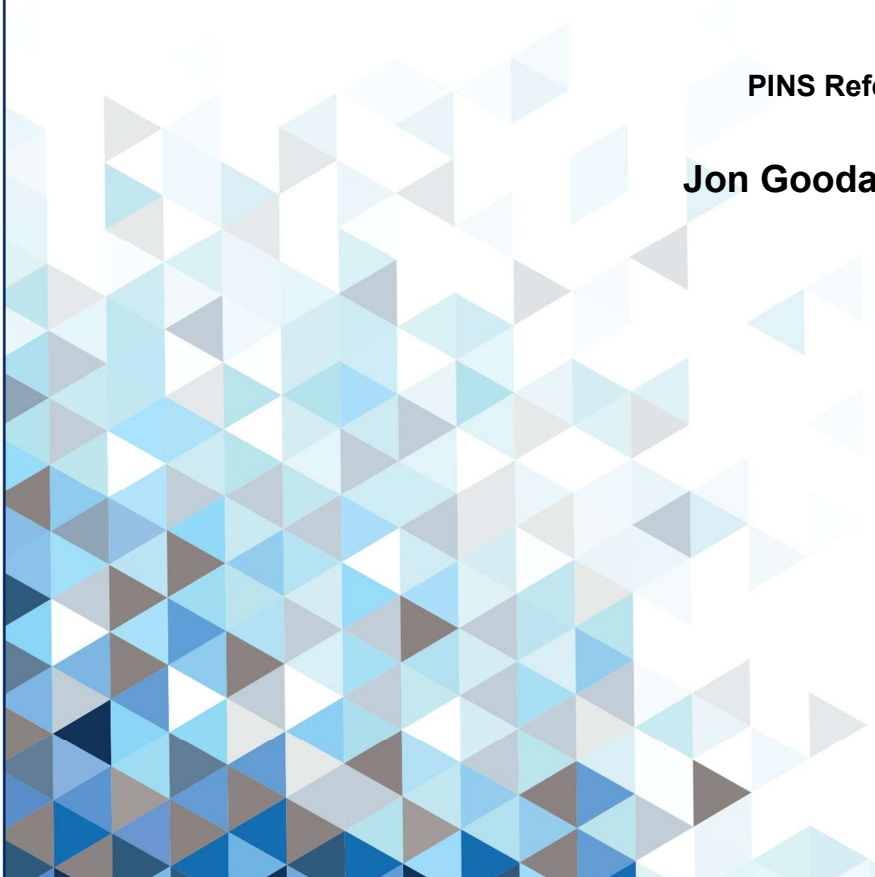
*Outline planning application for the erection of up to 230 dwellings, creation of new vehicular access from Camp Road and all associated works with all matters reserved apart from access*

**OS Parcel 1570 Adjoining And West Of Chilgrove Drive And Adjoining And North Of,  
Camp Road, Heyford Park**

**PINS Reference: APP/C3105/W/23/3326761**

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November 2023



**Inspectorate Ref: APP/C3105/W/23/3326761**

**Planning Application Ref: 21/04289/OUT**

**Appeal Site: OS Parcel 1570 Adjoining And West Of Chilgrove Drive And Adjoining And  
North Of, Camp Road, Heyford Park**

**Town and Country Planning Act 1990  
Section 78**

**Appendices to Proof of Evidence on the Five-Year Supply of Housing  
in Respect of Cherwell District Council**

**Prepared on behalf of  
Cherwell District Council**

**Evidence of  
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**November 2023**

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Strategic Planning & Research Unit

# Appendix 1

## The Housing Delivery Test in Cherwell District

### Technical Appendix Regarding Calculation of the Number of Homes Required and Unmet Needs Adjustment

**Appeal Ref:** APP/C3105/W/23/3326761

**LPA Ref:** 21/04289/OUT

**On behalf of Cherwell District Council**

**Appeal Site:** OS Parcel 1570 Adjoining And West Of Chilgrove Drive And  
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## **a) Background to the Calculation of the Number of Homes Required and Application of the HDT Rule Book**

A1.1 For both Cherwell and Vale of White Horse Districts the calculation of the number of homes required under the HDT in all years corresponds to the following provisions of the Rule Book:

*“the minimum annual local housing need figure<sup>12 & 13</sup> (and any need from neighbouring authorities which it has been agreed should be planned for, and which has been tested at examination<sup>14</sup>) for that authority calculated with a base date of 1st April each year<sup>15</sup>” (CD/F.4)*

A1.2 Footnote 14 is relevant and in relation to unmet needs states: “Where committed to within an adopted plan”.

A1.3 Footnote 14 is deliberately broader and distinguished from the treatment of the treatment of unmet need where this forms part of the adopted housing requirement for the purposes of Paragraph 12 (bullet 1) of the Rule Book.

A1.4 Conclusions relating to whether the housing requirement in adopted strategic policies requires updating are not relevant to either Cherwell District or Vale of White Horse District. The above provision produces the ‘lower of’ result for the number of homes required in any scenario where relevant strategic policies might be used (where they are less than five years old or have been reviewed). Local housing need provides the only measure for the number of homes required where this is not the case.

A1.5 The Appellant further cannot draw any support from the HDT in terms of whether the calculation of the number of homes required provides any direction for the purposes of decision-taking or application of paragraph 74 of the NPPF2021.

A1.6 Plan Reviews are considered for the purposes of the HDT Measurement Technical Note (CD/F.5) and whether the ‘lower of’ test taking account of the adopted housing requirement having regard to an authority that must have:

- Published an assessment of the strategic housing requirement policy (or policies) within 5 years of adoption of such policies; and
- As part of the review concluded that such policies do not require updating.

A1.7 Footnote 7 of the Technical Note is relevant to the purpose of considering Plan Reviews for the HDT:

*“Please note: any conclusion reached on a plan review relates solely to whether a review has been carried out, so that DLUHC can calculate the Housing Delivery Test (as set out in paragraph 12 and footnote 8 of the Housing Delivery Test Rule Book). Any such conclusion does not indicate that the Secretary of State for Housing, Communities and Local Government endorses or makes any other judgement on status of a particular plan, or review for decision or plan making purposes.”*

A1.8 The provisions of the HDT requiring regard to any commitment to provide towards unmet needs within an adopted Plan enable the calculation of an adjustment for net unmet needs in the circumstances for every local planning authority.

A1.9 The provisions for a net unmet needs adjustment are separate from the calculation of local housing need itself. Again, this is deliberately distinct from the application of NPPF2021 paragraph 74 and the treatment of the requirement in adopted strategic policies as set out in Paragraphs 3 and 4 of the HDT

Measurement Technical Note:

*3. Net unmet need is calculated for each authority by summing all the need taken (the authority becomes responsible for delivering this housing) and taking away all need given (the authority is no longer responsible for this housing).*

*4. To convert this into an **annual figure**, the number of years the plan covers is calculated by taking the difference between the start date of the plan and the end date of the plan, by classifying both the start date and end date as days the plan covers. **The total net unmet need figure by authority is then divided by the total plan period.** (CD/F.5 my emphasis)*

A1.10 In neither Cherwell District nor Vale of White Horse District is the contribution towards part of Oxford's unmet needs within adopted strategic policies considered on the basis of annualised totals for the plan period. In both cases relevant policies for provision towards these needs were adopted after the 2011 base-date.

**b) Agreed Calculation for the Number of Homes Required – Cherwell District**

A1.11 The calculation of the HDT is agreed with the Appellant for the purposes of the Topic SoCG and therefore to add detail in Table 1 below I set out how this specifically includes the following calculation of the number of homes required, having regard to the summary of the HDT methodology provided above:

**Table 1. 2021 HDT Number of Homes Required – Cherwell District**

	Household		Difference	Local Housing Need	Net Unmet Needs Adjustment	<a href="#">Number of Homes Required</a> [1]
	Projections		/10			
	2018	2028				
<b>2018/19</b>	60933	66481	554.8	754	220	974
	2019	2029				
<b>2019/20</b>	61533	66997	546.4	742	220	882
	2020	2030				
<b>2020/21</b>	62135	67526	539.1	756	220	651

A1.12 The net unmet needs adjustment is calculated on the basis of a 4,400 unit contribution towards part of Oxford's unmet needs (Partial Review Policy PR1) divided over 20 years.

A1.13 It is materially different to the contribution towards unmet needs identified under the Appellant's case (based on the approach to managing supply under adopted Policy PR12a of the Partial Review) (380dpa prior to the application of a 5% buffer) (see CD/E.9 HLS Topic SoCG).

**c) Calculation of the Number of Homes Required – Vale of White Horse District**

A1.14 It follows that the calculation of the number of homes required in Vale of White Horse District, corresponding to the official published HDT, should be uncontroversial and is summarised in Table 2 below:

**Table 2. 2021 HDT Number of Homes Required – Vale of White Horse District**

	Household		Difference	Local Housing Need	Net Unmet Needs Adjustment	<a href="#">Number of Homes Required</a> [1]
	Projections		/10			
	2018	2028				
<b>2018/19</b>	53550	58591	504.1	659	110	769
	2019	2029				
<b>2019/20</b>	54104	59073	496.9	679	110	723
	2020	2030				
<b>2020/21</b>	54642	59545	490.3	661	110	514

A1.15 The net adjustment for unmet needs is again not the same as that identified from Policy 4a of the VOWH Local Plan Part 2 as summarised at Paragraph 33 of the Grove Decision Letter:

*“The Council state that a further 183 dwellings per annum should be added to the LHN figure to allow for Oxford’s unmet needs from Core Policy 4a. This addition is appropriate in this particular instance because it is an agreed figure which addresses the level of unmet housing need in Oxford, which was reassessed and confirmed in the up-to-date Oxford Local Plan 2036, adopted in June 2020.” (CD/M.27 my emphasis)*



**d) Calculation of the Number of Homes Required – Oxford City**

A1.16 Finally, I illustrate below the calculation of the number of homes required under the HDT for Oxford.

A1.17 The net unmet needs adjustment is calculated as the reverse to the positions in Cherwell and Vale of White Horse (and reflects *all* the contributions towards parts of unmet need provided by all neighbouring authorities).

**Table 3. 2021 HDT Number of Homes Required – Oxford City Council**

	Household		Difference	Local Housing Need	Net Unmet Needs Adjustment	<a href="#">Number of Homes Required[1]</a>
	Projections					
	2018	2028	/10			
<b>2018/19</b>	60597	65903	530.6	743	-715	28
	2019	2029				
<b>2019/20</b>	61129	66477	534.8	749	-715	31
	2020	2030				
<b>2020/21</b>	61621	67046	542.5	760	-715	30

A1.18 As illustrated by my calculation of the number of homes required for Oxford City the second limb of NPPF2021 paragraph 74 (where local housing need applies) does not stipulate that the requirement against which supply is to be assessed is reduced to reflect provision for unmet need is policies provided by local planning authorities elsewhere.

A1.19 That would be the perverse and incorrect logic if applying the Appellant's proposition that the approach to the HDT relates to the application of paragraph 74. In some parts of the country where unmet needs are provided for by neighbouring authorities it would result in a negative requirement against which supply would be assessed.

# Appendix 2

## Oxfordshire Growth Deal: Infrastructure Scheme List

Via:

**[futureoxfordshirepartnership.org](https://futureoxfordshirepartnership.org)**

**Appeal Ref:** APP/C3105/W/23/3326761

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**On behalf of Cherwell District Council**

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# Oxfordshire Growth Deal: Infrastructure Scheme List

District	Scheme	Scheme details	Year of Delivery	Estimated final cost	Growth deal contribution	
Cherwell	Tramway Road accessibility improvement	The aim of the project is to deliver accessibility and sustainable transport improvements along Tramway Road in Banbury to create a new two-way bus lane and taxi link past Banbury railway station into the town centre and a new access to the railway station car park to the west.	2023	£3,990,000	£3,210,000	
	Former RAF Upper Heyford phase 2 (M40-J10 Improvements)	The growth deal is part front funding the scheme which will provide capacity and safety improvements to Junction 10 of the M40 Motorway. - A43/B4100 Baynards Green Roundabout - A43 Padbury Roundabout This will support and allow for the acceleration of the on-going housing development taking place at the former RAF base at the Upper Heyford site (Heyford Park)	2023	£18,800,000	£18,800,000	
	North West Bicester Realignment of the A4095	The Growth Deal is front funding the proposed realignment of the A4095 will support the NW Bicester Housing allocation. The scheme will provide a new, straight underpass of the railway line, increasing capacity and high quality for sustainable travel. The scheme will remove the constraint of the skewed low bridge and junctions on each side of the railway line. In addition to the realigned road, the project will include: - Provision of a bus only road link to the east of the railway connecting the new link with Bucknell Road south to the town centre - Retention of part of Howes Lane and Lords Lane to provide access to and from the existing residential areas to the southeast - Retention of Bucknell Road/ Howes Lane/ Lords Lane junction - New road link from Shakespeare Drive to extend in a one-way direction to connect to the realigned Howes Lane.	2023	£20,000,000	£15,750,000	
	North West Bicester Underbridge and Underpass NW Bicester	The Growth Deal is front funding the construction of an Underbridge and Underpass through the embankment supporting the Railway line at Bicester to facilitate the realignment of the A4095 and bring better connectivity for pedestrians and cyclists across the NW Bicester housing and employment allocation. This will allow planned development to proceed	2021	£14,700,000	£7,800,000	
	Access to Banbury (A422 Hennef way, Banbury)	The Growth Deal is providing funding for a feasibility study only (£500K). The aim of this study to tackle the develop some measures to tackle then adverse impact of HS2 traffic between junction 10 and 11 of the M40 and poor air quality around the already congested Hennef Way area. These issues highlighted the need for number of infrastructure improvements in Banbury, including at and around Junctions 10 and 11. This study will contribute to the objectives of Cherwell District Council Local Plan as well as Banbury Vision and Master Plan.	2023 (Feasibility only)	£500,000	£500,000	
	A361 Bloxham - Road Safety Improvements	The Growth Deal is part funding the A361 Improvements Project, which supports the safe movement of new and existing residents using the road and also creating a better environment for cyclist and pedestrians. The improvement measures include: Carriageway resurfacing • Drainage improvements • South Newington bend safety improvements • Bloxham Grove Road/(Ellis Lane) junction improvements • Wy/kham Lane junction improvements • Shared footway (footpath improvements and conversion to a shared use facility for pedestrians and cyclists from Banbury to Bloxham Grove Rd.) • Signing and road marking (delineation on bends and intersections, speed limits reduction and vegetation clearance to improve sight lines)	2020	£4,569,000	£300,000	
	North Oxford Corridor Phase 1B - Kidlington Roundabout	Growth Deal funding supports design work for the various measures to provide transport corridor route improvements along the A44/Woodstock Road and the A4260/Banbury Road. The aims are to increase bus transport usage into the city, reduce congestion and improve journey times. Measures will prioritise public transport, cycling and pedestrian movement along the A44 immediately north of Oxford and at the nearby Kidlington roundabout site. Phases 1A, 1D and 1B of this scheme are entering Preliminary Design Stages.	2023	£6,000,000	£6,000,000	
	North Oxford Corridor Phases 1A & 1D - Peartree Roundabout and A44 Loop Farm to Cassington Road				£16,001,996	£16,001,996

Connecting Oxford (Business Case)	The Growth Deal is contributing £1.6m of funding to undertake technical work to develop the Outline Business Case for submission to the DfT in 2022. The OBC includes development of options including but are not limited to a Workplace Parking Levy (WPL), bus improvements, walking and cycling improvements and traffic filters. Once approved funding will be sought to develop the full business case to seek funding from the DfT to implement physical measures which will be supported by income generated from the WPL.	2021 (Feasibility Only)	£2,072,893	£2,072,893	£2,072,893
Access to Headington	The road improvements, now complete, will help reduce the impact of congestion and move people around more efficiently along the B4495, and ultimately support housing and jobs growth in Headington and beyond. The work includes the creation of some additional highway capacity, bus priority and new and improved cycle lanes and priority at junctions.	2020	£16,627,000	£16,627,000	£3,500,000
Oxford City Wide Cycle and Pedestrian Schemes	This project delivers a number of cycle and pedestrian access and safety improvements across Oxford, providing attractive alternative routes to key destinations often avoiding main route routes through the city. Locations for works include the canal towpath, Cuckoo Lane, the Thames path routes, Warneford Meadow, Boundary Brook and A40 to JR via Old Marston and Northway.	2024	£4,600,000	£4,600,000	£4,600,000
Oxford Station Redevelopment	Growth Deal funding contribution will support feasibility work on widening the Botley Road railway bridge through replacement of the existing structure. This is required to support the Oxford rail station development, enabling more rail lines to be provided to increase capacity through Oxford. Widening the road underneath the bridge will improve headroom for vehicles and also provide more space for cycle lanes and wider pavements, complementing improvements along the length of Botley Road. The scheme is part of a wider improvement plan for Oxford station which includes additional track and platform capacity.	Not Major Infrastructure	£9,000,000	£9,000,000	£500,000
Botley Road Corridor	The Botley Road corridor project will see journey time improvements and a better journey experience for travellers along this key arterial route in and out of Oxford. Measures are aimed at improving access to the Park & Ride, improving bus routes and facilities for both pedestrians and cyclists. A phased design and delivery approach has been adopted with construction of the first section (Park & Ride junction area) due for completion March 2021 and work to the second section (Westminster Way junction area) due to commence on site from late February 2021. Design of subsequent sections are ongoing and will follow in sequence. Full project specific details are available at <a href="https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/major-current-roadworks/botley-road-phase-1">https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/major-current-roadworks/botley-road-phase-1</a>	2022	£9,100,000	£9,100,000	£3,749,995
OFAS Contribution	The Growth Deal is contributing £5m of funding to the Environment Agency's planned Oxford Flood Alleviation Scheme, to help bring the scheme forward. The scheme is designed to significantly reduce the risk of flooding to homes and businesses in Oxford City and neighbouring areas in the Vale of White Horse. It will also protect the public highway and other transport infrastructure including the Botley Road and Abingdon Road. The Kennington Bridge replacement scheme has also been initiated to support the provision of two new culverts under the Southern By-Pass Rd.	Not Major Infrastructure	-	-	£5,252,000
Cowley Branch Line	Growth Deal funding will contribute towards complementary development work including a nine-day survey and risk assessment of the level crossings, signal sighting assessments, an assessment of structures and ground investigations for a new bridge span over the river near Oxpens. Initial output definition work for the Oxfordshire Rail Corridor Study has proven that it is technically feasible to reintroduce passenger trains on this freight-only branch line. The second stage of the Study is now nearing completion with Network Rail identifying likely estimated costs for infrastructure upgrades on the main line south of Oxford station needed to provide extra capacity for an increase in train services, including those that will serve Cowley. A package of further technical work has been agreed to provide more certainty on requirements and a better level of cost maturity, and includes track and signalling design between Kennington and Cowley, analysing topographical survey data and track bed investigations for new tracks on the branch and over key structures. Outline station design and master planning is also planned to define the type of station, the range of facilities and the land required for each of the new stations to ensure they integrate with the communities they serve and prioritise active travel.	Not Major Infrastructure	£29,000,000	£29,000,000	£245,000
Oxpens to Osney Mead Bridge	Growth Deal has part front funded a new pedestrian and cycle bridge will be constructed to provide direct access between the Thames towpath and the city centre via the Oxpens site, and onwards to the Westgate Centre and Oxford Rail Station. The scheme will help to unlock much needed regeneration of this part of the city centre. A funding agreement has been secured with Oxford City Council to deliver the scheme. Feasibility design work is anticipated to commence in early 2021.	2023	£6,000,000	£6,000,000	£6,000,000

Banbury Road Corridor	Growth Deal is part front funding development of the designs for the Banbury Road Corridor. Planned improvements are between St Giles and Cotteslowe roundabout, and along the Marston Ferry Road approach to Banbury Road. Improvements are focused on prioritising sustainable transport measures (walking, cycling, public transport) to support anticipated growth both within the Oxford area and across identified areas of Southern Cherwell. Feasibility design work to commence in early 2021. Public consultation on proposals anticipated for later 2021. Works are being co-ordinated with improvements to the parallel Woodstock Road Corridor.	2023	£2,414,607	£2,414,607
Woodstock Road Corridor	Growth Deal is part front funding the delivery of Woodstock Road corridor improvements between St Giles and Wolvercote roundabout. Improvements are focused on prioritising sustainable transport measures (walking, cycling, public transport) to support anticipated growth both within the Oxford area and across identified areas of Southern Cherwell. Feasibility design work to commence in early 2021. Public consultation on proposals anticipated for later 2021. Works are being co-ordinated with improvements to the parallel Banbury Road Corridor.	2023	£12,500,065	£12,500,065
Jubilee Way Roundabout and Didcot Central Corridor	<p>This series of feasibility studies will inform corridor improvements that run across both districts. The Growth Deal is front funding the feasibility design of the improvements to Jubilee Way roundabout. The project combines transport and movement improvements with urban design and place-making aspirations within central Didcot. It will be led by Oxfordshire County Council, working in partnership with the Didcot Garden Town Delivery Group which consists of officers from South Oxfordshire District Council (SODC) and the Vale of the White Horse District Council (VoWHDC). The place-making strategy is to be informed by the Didcot Garden Town Delivery Plan (DGTDP) vision, as well as by the local community.</p> <p>Didcot was announced a Garden Town in 2015. The DGTDP was prepared in 2017 to identify the vision, masterplan and opportunities to recreate Didcot as a Garden Town. It is not planning policy but forms a backdrop to current and emerging development proposals for the town and wider area. Stemming from the DGTDP, this project covers three central routes within Didcot, known collectively as Didcot Central Corridors:</p> <ul style="list-style-type: none"> <li>•The Gateway Spine: A4130 from the proposed Science Bridge (near Sir Frank William's Avenue), B4493, Station Road, Hitchcock Way, Jubilee Way roundabout and Marsh Bridge Roundabout (junction of Broadway, B4016 and Hadden Hill)</li> <li>•The Cultural Spine: Broadway and Wantage Road (B4493)</li> <li>•Foxhall Road (B4493)</li> </ul> <p>Sustainable travel modes should receive particular attention as part of the scheme with the aim of helping to support Climate Action.</p>	2023 (Feasibility only)	£1,000,000	£1,000,000
Didcot GWP Primary	The Growth Deal has front funded the building of Didcot Great Western Primary school, enabling it to be opened in good time before the children arrive in the surrounding housing developments	Not Major Infrastructure	-	£1,768,226
Benson Relief Road	The Growth Deal is forward funding the building of the Benson relief road before the developer contributions come forward. The road will provide traffic with an alternative route from the A4074 and B4009 to the north of the village, particularly for HGVs. The road will help unlock development sites to the north of the village along the new route.	2022	£1,800,000	£1,800,000
Watlington relief Road	The Growth Deal is part funding the construction of a relief road for Watlington providing an alternative route from the B4009 east and B4009 west, respectively to the west and north of the parish. This will provide a long term solution to traffic and associated air quality problems in Watlington by providing an alternative route for through traffic, LGVs and HGVs. This, in turn, will help create better conditions for walking and cycling in Watlington. By providing improved highway infrastructure the scheme releases capacity to support accelerated planned housing growth in Watlington and the surrounding area. Approximately 400 dwellings are planned and allocated through the neighbourhood plan to be delivered in the next 7 years. The project will be part funded by the development.	2023	£12,500,000	£7,100,605

South & Vale

th Oxfordshire

<p>Golden Balls Junction Improvements</p>	<p>Growth Deal is funding the feasibility study looking at the north-eastern periphery of the Science Vale area which forms a crucial part of the highway network at the confluence of the A4074 and the B4015, the former an important north-south corridor between Oxford and Reading, the latter a key route between Science Vale and the M40. Significant growth is planned across this area over the next fifteen years. As identified in the current Local Plans for the Vale of White Horse and South Oxfordshire district councils there are approximately 22,000 new jobs and 50,000 new homes planned, along with further background growth of an additional 40,000 jobs and 50,000 homes across the remaining three Oxfordshire local planning authorities (West Oxfordshire, Cherwell, and Oxford City).</p> <p>In order to support the Oxfordshire Growth Deal, as set out in the Local Plans, it is necessary to evaluate this area of the transport network to assess its ability to accommodate future traffic growth. A scheme (or combination of schemes) needs to be defined that addresses congestion issues at the Golden Balls roundabout.</p> <p>Growth Deal has forward funded the building of the Fitzwaryn expansion to ensure it is ready to support the new children arriving the nearby housing developments, thus allowing the planned development to be accelerated</p> <p>The Growth Board has approved the funding for this project as two separate schemes as part of the Growth Deal programme. However, due to the close interrelationship of the two schemes, for the optioneering and feasibility they need to be investigated simultaneously. Growth Deal is funding the feasibility study looking into the junctions configuration and working.</p> <p>Frilford and Marcham are located on the north-western fringe of the Science Vale area. Significant growth is planned across this area over the next fifteen years. As identified in the current and emerging Local Plans for the Vale of White Horse and South Oxfordshire district councils, there are 22,000 new jobs and 50,000 new homes planned, along with further background growth of an additional 40,000 jobs and 50,000 homes across the remaining three Oxfordshire local planning authorities (West Oxfordshire, Cherwell, and Oxford City).</p> <p>This project is to identify a suitable scheme (or schemes) to address congestion issues at the A415/A338 junction at Frilford and the A415 through Marcham. As a result of their key location on the highway network there are presently capacity issues experienced in the AM and PM peaks, which are set to worsen in the future with the traffic generated by forthcoming growth. The appraisal report will consider options to improve journey times at Frilford and Marcham and also seek to improve air quality issues through Marcham, part of which is a designated Air Quality Management Area (AQMA).</p> <p>The options appraisal stage is planned to start in February 2021.</p>	<p>2023 (Feasibility only)</p>	<p>£1,000,000</p>	<p>£1,000,000</p>
<p>Fitzwaryn School Expansion</p>	<p>Growth Deal has forward funded the building of the Fitzwaryn expansion to ensure it is ready to support the new children arriving the nearby housing developments, thus allowing the planned development to be accelerated</p>	<p>Not Major Infrastructure</p>	<p>-</p>	<p>£623,884</p>
<p>Frilford junction improvements and relief to Marcham</p>	<p>The project is to identify a suitable scheme (or schemes) to address congestion issues at the A415/A338 junction at Frilford and the A415 through Marcham. As a result of their key location on the highway network there are presently capacity issues experienced in the AM and PM peaks, which are set to worsen in the future with the traffic generated by forthcoming growth. The appraisal report will consider options to improve journey times at Frilford and Marcham and also seek to improve air quality issues through Marcham, part of which is a designated Air Quality Management Area (AQMA).</p>	<p>2023 (Feasibility only)</p>	<p>£1,500,000</p>	<p>£1,500,000</p>
<p>Relief to Rowstock</p>	<p>The project is to provide relief to the Rowstock roundabout. The roundabout is a key piece of infrastructure with the A4130 running to the North, the A417 east to west and the A4165 to the south. It currently suffers with severe congestion during the AM and PM peaks due to its location and key employment sites within its locality and improvements to this junction are required to allow planned development to be accelerated</p> <p>The project scope includes the Rowstock roundabout, Featherbed Lane / A417 junction, Featherbed Lane/A4130 Junction, Steventon Lights, and the A4130 between Steventon Lights and Milton Interchange.</p> <p>With the current growth to the west of the roundabout – Crab Hill, Wantage (1500 units), Grove Airfield (2700 units) and a number other smaller developments, and to the north and east – Great Western Park (3200 units), Milton Heights (458 units) and a number of smaller developments, the peak time congestion will be extended and the severity increased.</p> <p>OCC have money secured through the City Deal (£6.5m), Section 106 money and Housing and Growth Deal funding (£4.3m) totalling £10.8m.</p>	<p>2023</p>	<p>£10,800,000</p>	<p>£4,800,000</p>

<p>The growth deal is front funding the delivery of the Milton Enterprise pedestrian and cycle bridge. The project is aimed to provide a pedestrian and cycle bridge over the A34 to connect a strategic housing site at Milton Heights with enterprise zones 1 &amp; 2 (including Milton Park) as well as Didcot, its schools, station and services.</p> <p>The bridge will provide relief to Milton Interchange which suffers from significant congestion by encouraging local trips by sustainable modes.</p> <p>It will connect the strategic development site at Milton Heights with Enterprise zones at Milton park and Milton Gate via the recently completed Backhill Lane Tunnel. This scheme will support the development of new homes at Milton Heights, where approximately 450 dwellings have planning approval. Growth Deal forward funds the project ahead of developer contributions.</p> <p>The project is currently in Feasibility stage.</p>	2023	£3,000,000	£3,000,000
<p>Wantage Eastern Link Road</p> <p>The project covers shortfall in funding for a new Primary school site and building on Highworth Road, Shrivenham to facilitate a strategic school solution for the village. Work is ongoing with the Farringdon Academy of Schools, the Trust responsible for Shrivenham Primary School, to propose a relocation and expansion of the existing school to the new site, in line with the aspirations in the draft Shrivenham Neighbourhood Plan. There are potential alternative uses for existing school and it is estimated that the project will contribute to the delivery of 700 houses.</p>	2023	£8,000,000	£1,000,000
<p>Shrivenham new school</p> <p>The Growth deal is funding the feasibility study looking at the upgrade of the route from the A40 into Carterton and RAF Brize Norton in order to relieve pressure on the surrounding rural road network. Included are: improvements to the B4477 Brize Norton Road and the construction of new west facing slip roads at the A40/Minster Lovell to enable traffic to travel west on the A40. It will also provide a dedicated route for freight including RAF traffic, as well as a dedicated two-way cycle and pedestrian facility from Carterton to Minster Lovell to encourage sustainable modes of travel. Improved highway infrastructure capacity into the Carterton will also support housing growth in the town.</p>	Not Major Infrastructure	£2,500,000	£2,500,000
<p>Access to Carterton</p> <p>The Growth Deal is funding the Science Transit scheme improving the A40 and providing more sustainable transport options along the corridor. These improvement include:</p> <ol style="list-style-type: none"> <li>1. A40 Eynsham Park &amp; Ride</li> <li>2. Eastbound bus lane,</li> <li>3. Short sections of westbound bus lane</li> </ol>	Not Major Infrastructure	£9,800,000	£709,560
<p>Rapid Transit Line 2</p> <p>There is an adjacent scheme (A40 Smart Corridor) being delivered to complete and compliment the measures delivered by growth deal. These include:</p> <ol style="list-style-type: none"> <li>1. A40 dual carriageway between Witney and Eynsham</li> <li>2. A40 westbound bus priority lane</li> <li>3. A40 capacity and connectivity Improvements at Duke's Cut canal and railway bridges</li> </ol> <p>The Science Transit measures will be completed alongside the A40 corridor and will be delivered by 2024</p>	2024	£12,000,000	£12,000,000
<p>Witney A40 Downs Road</p> <p>The A40 Downs Road junction is a new junction on the A40 at West Witney required to deliver 1,000 new homes and employment floorspace in West Witney and North Curbridge. The new junction is now fully operational.</p>	Not Major Infrastructure	-	£1,250,000
<p>Access to Witney at Shores Green</p> <p>The Growth deal is part front funding the development of a design for a new junction at to provide access to/from A40 at Shores Green and the Witney developments. Options being considered include slip roads, roundabout sustainable transport solutions.</p>	2024	£12,100,000	£5,900,000

West Oxfordshire

# Appendix 3

## **Proposed Transport and Works Act Order for the Closure of Yarnton Lane Level Crossing, Sandy Lane Level Crossing and Tackley Level Crossing as Part of the Oxford Phase 2A Enhancement Works. Screening Decision Ref TWA/2/2/0196**

**Appeal Ref:** APP/C3105/W/23/3326761

**LPA Ref:** 21/04289/OUT

**On behalf of Cherwell District Council**

**Appeal Site:** OS Parcel 1570 Adjoining And West Of Chilgrove Drive And  
Adjoining And North Of, Camp Road, Heyford Park





Department  
for Transport

XXXX  
Network Rail,  
XXXX  
Temple Point  
Redcliffe Way  
Bristol  
BS1 6NL  
XXXX

XXXX

**Transport and Works Act Order Unit**  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

E-mail: [transportinfrastructure@dft.gov.uk](mailto:transportinfrastructure@dft.gov.uk)

Web Site: [www.dft.gov.uk](http://www.dft.gov.uk)

Our Ref: TWA/2/2/0196

27 April 2023

Dear XXXX,

**Transport and Works Act 1992 (“the 1992 Act”)  
Transport and Works (Applications and Objections Procedure) (England and Wales)  
Rules 2006 (as amended) (“the Applications Rules”)**

**Proposed Transport and Works Act Order for the Closure of Yarnton Lane Level Crossing, Sandy Lane Level Crossing and Tackley Level Crossing as Part of the Oxford Phase 2A Enhancement Works.**

1. Thank you for your email and attached documents dated 16 February 2023, together with your follow up emails dated 20 February and 27 February, in which you requested a screening decision under rule 7 of the Applications Rules to determine whether an Environmental Impact Assessment (“EIA”) is required in respect of your proposed application for a Transport and Works Act Order associated with the proposed closure of Sandy Lane Level Crossing, Yarnton Level Crossing & Tackley Level Crossing as part of the Oxford Phase 2A Enhancement Works.

2. As set out in my letter of 31 March 2023 (attached as annex 1), the deadline for a response to this request was extended to 28 April 2023 to allow more time for information to be provided regarding the likely significant effects on Oxford Meadows SAC following the response from Natural England dated 24 March 2023. Following your letter of 5 April 2023 Natural England provided a further response of 20 April 2023.

3. Based on the available information, including the responses from Consultees, the Secretary of State considers that the proposals described in your request are a project of a type mentioned in Annex II to Directive 2011/92/EU of the European Parliament and of the Council as amended by Directive 2014/52/EU. Having regard to the characteristics and location of the project and the type and characteristics of potential impact, the Secretary of State considers that this project will not have a likely significant effect on the environment.

4. In accordance with rule 7(13) of the Applications Rules, the Secretary of State's screening decision is that an **EIA is not required** in association with the proposed closure of Sandy Lane Level Crossing, Yarnton Level Crossing & Tackley Level Crossing as part of the Oxford Phase 2A Enhancement Works.
5. In reaching this screening decision, the Secretary of State, under rule 7(8), has consulted the bodies listed below and has considered their responses:
  - Natural England
  - Environment Agency
  - Historic England
  - Cherwell District Council
  - Oxfordshire County Council
  - West Oxfordshire District Council.
6. Responses were received from Natural England, Historic England, Cherwell District Council, Oxfordshire County Council and West Oxfordshire District Council. As stated above, a further response from Natural England was provided on 20 April 2023. Copies of the consultation responses are included with this letter, the contents of which should be noted.
7. The Secretary of State did not receive a response to his consultation from the Environment Agency. The Secretary of State would advise that you seek to engage with the Environment Agency during the application process.
8. In reaching his screening decision, the Secretary of State has had regard to the selection criteria referred to in rule 7(11) of the Applications Rules and has taken into consideration the information within the documentation supplied for the screening opinion request.
9. In accordance with rule 7(14) of the Applications Rules, the Secretary of State notes the features of the proposed works and measures proposed to be taken in order to avoid or prevent what might otherwise have been significant adverse effects on the environment as set out in your screening request letter dated 10 February 2023.
10. As acknowledged in your supporting documents an appropriate level of detail on the scheme's archaeological, drainage & flood risk assessment, and traffic impacts should be submitted with any subsequent application for an order under the 1992 Act.
11. The Secretary of State draws your attention to the comments made by Cherwell District Council which raise potential visual impact beyond the application site which may require appropriate mitigation. An appropriate level of detail on the scheme's visual effects and/or impacts on the landscape should be included with any subsequent application under the 1992 Act.
12. The Secretary of State also draws your attention to Natural England's consultation response dated 24 March 2023 and their advice regarding information that should be provided with any application in relation to biodiversity, landscape and other environmental information.

## **Distribution**

13. Copies of this letter are being sent to those organisations which were consulted on the request for a screening decision, as listed at the beginning of this letter.

14. In accordance with Rule 7(15) a copy of this decision will be placed on our website at: <https://www.gov.uk/government/collections/twa-inspector-reports-and-decision-letters>.

Yours sincerely,

**XXXX**

## Annex 1: The Secretary of State's response to the applicant dated 31 March 2023



Department  
for Transport

XXXX  
Network Rail,  
XXXX  
Temple Point  
Redcliffe Way  
Bristol  
BS1 6NL  
XXXX

XXXX

**Transport and Works Act Order Unit**  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

E-mail: [transportinfrastructure@dft.gov.uk](mailto:transportinfrastructure@dft.gov.uk)

Web Site: [www.dft.gov.uk](http://www.dft.gov.uk)

Our Ref: TWA/2/2/0196

31 March 2023

Dear XXXX,

### **Transport and Works Act 1992 ("the 1992 Act")**

### **Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (as amended) ("the Application Rules")**

### **Proposed Transport and Works Act Order for the Closure of Yarnton Lane Level Crossing, Sandy Lane Level Crossing and Tackley Level Crossing as Part of the Oxford Phase 2A Enhancement Works.**

1. Thank you for your email and attached documents dated 16 February 2023, together with your follow up emails dated 20 February and 27 February, in which you requested a screening decision under rule 7 of the Application Rules to determine whether an Environmental Impact Assessment ("EIA") is required in respect of your proposed application for a Transport and Works Act Order associated with the proposed closure of Sandy Lane Level Crossing, Yarnton Level Crossing & Tackley Level Crossing as part of the Oxford Phase 2A Enhancement Works.

2. In accordance with rule 7(8) of the Application Rules, the Secretary of State has consulted with Natural England. Natural England's response, (reference 423139) dated 24 March 2023 is attached. The response sets out that, based on the material supplied with the consultation, there are potential likely significant effects on statutorily designated nature conservation sites or landscapes concerning the Oxford Meadows Special Area of Conservation (SAC), and that further assessment is required.

3. In accordance with rule 7(6) of the Application Rules, the Secretary of State requests that you provide any additional information in relation to the likely significant effects on Oxford Meadows SAC which would address the points raised by Natural England in their response. The additional information should be submitted in support of the EIA screening application by **14 April 2023**. Further information or an update on any discussions with Natural England would also be welcomed.

4. As a result of the above and in accordance with rule 7(13A) of the Application Rules, this letter should be taken as a notification that under rule 26, the Secretary of State has decided that further time is required to make a screening decision. The EIA screening deadline is therefore extended to **28 April 2023** to allow for consideration of any additional information submitted.

Yours sincerely,

XXXX

# Appendix 4

## **TITLE ON302533 CONFIRMING THOMAS HOMES DETAILS OF LAND OWNERSHIP AT BICESTER GATEWAY**

**Appeal Ref:** APP/C3105/W/23/3326761

**LPA Ref:** 21/04289/OUT

**On behalf of Cherwell District Council**

**Appeal Site:** OS Parcel 1570 Adjoining And West Of Chilgrove Drive And  
Adjoining And North Of, Camp Road, Heyford Park

The electronic official copy of the register follows this message.

Please note that this is the only official copy we will issue. We will not issue a paper official copy.



# Official copy of register of title

Title number ON302533

Edition date 14.12.2022

- This official copy shows the entries on the register of title on 20 OCT 2023 at 19:12:13.
- This date must be quoted as the "search from date" in any official search application based on this copy.
- The date at the beginning of an entry is the date on which the entry was made in the register.
- Issued on 20 Oct 2023.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- This title is dealt with by HM Land Registry, Gloucester Office.

## A: Property Register

This register describes the land and estate comprised in the title.

OXFORDSHIRE : CHERWELL

- 1 (12.12.1995) The Freehold land shown edged with red on the plan of the above title filed at the Registry and being Land at Oxford Road, Bicester.
- 2 (12.12.1995) The Conveyance of the land in this title and other land dated 27 March 1981 made between (1) A.D. Woodley Limited (Vendor) and (2) John William Watts (Purchaser) contains the following provision:-  
  
"IT IS HEREBY AGREED AND DECLARED that the Purchaser and his successors in title shall not by virtue of this deed acquire any right of light or air which would prejudice the free use and enjoyment of any adjoining land of the Vendor for building or for any other purposes and that any enjoyment of light or air had by the purchaser or his successors in title from or over the adjoining land of the Vendor shall be deemed to be had by the consent (hereby given) of the Vendor."
- 3 (07.05.2009) The land has the benefit of the rights granted by but is subject to the rights reserved by a Transfer of the land in this title and other land dated 17 April 2009 made between (1) Richard Warren Jones and (2) Countryside Properties (Bicester) Limited.  
  
*NOTE: Copy filed under ON285888.*
- 4 (07.05.2009) The Transfer dated 17 April 2009 referred to above contains a provision as to light or air and a provision excluding the operation of section 62 of the Law of Property Act 1925 as therein mentioned.
- 5 (29.02.2012) The Transfer dated 27 January 2012 referred to in the Charges Register contains a provision as to light and air and a provision excluding the operation of section 62 of the Law of Property Act 1925 as therein mentioned.
- 6 (04.10.2018) The land has the benefit of any legal easements reserved by the the Transfer dated 30 November 2017 referred to in the Charges Register but is subject to any rights that are granted by the said deed and affect the registered land.
- 7 (05.01.2022) The land has the benefit of any legal easements granted by the Deed dated 20 December 2021 referred to in the Charges Register.

Title number ON302533

## B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

### Title absolute

- 1 (14.12.2022) PROPRIETOR: THOMAS HOMES LIMITED (Co. Regn. No. 04676886) of Arlington House, Arlington Grange, Curridge Road, Curridge, Thatcham RG18 9AB.
- 2 (14.12.2022) The price stated to have been paid on 5 December 2022 for the land in this title and in ON330409 was £8,160,000 inclusive of VAT.
- 3 (14.12.2022) The Transfer to the proprietor contains a covenant to observe and perform the covenants referred to in the Register and of indemnity in respect thereof.

## C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 (11.07.2008) An Agreement dated 27 June 2008 made between (1) The Oxfordshire County Council (2) Countryside Properties (Bicester) Ltd (3) A D Woodley Ltd and Medical Centre Developments Ltd and Richard Warren Jones and (4) The General Practice Finance Corporation Ltd pursuant to the Highway Act 1980 and Road Traffic Regulation Act 1984 relates to a Routeing Agreement for the development at Whitelands Farm.  
*NOTE: Copy filed under ON223414.*
- 2 (26.10.2010) An Agreement dated 18 October 2010 made between (1) The Oxfordshire County Council (2) Countryside Bicester Properties Limited (3) The General Practice Finance Corporation Limited and (4) Aviva Insurance UK Limited relates to highway works as therein mentioned.  
*NOTE: Copy filed under ON223414.*
- 3 (29.02.2012) The land tinted blue on the title plan is subject to the rights reserved by a Transfer thereof and other land dated 27 January 2012 made between (1) Country Properties (Bicester) Limited and (2) Richard Warren Jones.  
*NOTE: Copy filed under ON301223.*
- 4 (04.10.2018) A Transfer of the land lying to the southwest of the land in this title dated 30 November 2017 made between (1) Richard Warren Jones and (2) Bloombridge LLP contains restrictive covenants.  
*NOTE: Copy filed under ON184128.*
- 5 (05.01.2022) A Deed of Covenant and Grant of Easements dated 20 December 2021 made between (1) Atlas (Bicester) Limited and (2) Bicester Gateway Limited contains restrictive covenants.  
*NOTE: Copy filed.*

## End of register



# Appendix 5

## Phasing Statement Land at Wykham Park Farm, Banbury (‘Salt Way’) (20/01099/DISC)

**Appeal Ref:** APP/C3105/W/23/3326761

**LPA Ref:** 21/04289/OUT

**On behalf of Cherwell District Council**

**Appeal Site:** OS Parcel 1570 Adjoining And West Of Chilgrove Drive And  
Adjoining And North Of, Camp Road, Heyford Park

# **Phasing Statement**

Land at Wykham Park Farm, Banbury

# Phasing Statement

## Land at Wykham Park Farm Banbury

April 2020 (Updated October 2020)

---

### 1.0 Introduction

- 1.1 Condition 2 of the outline planning permission 14/01932/OUT requires a phasing plan to guide the phasing of the development proposals in relation to land at Wykham Park Farm:

Prior to the commencement of development, a phasing plan covering the entire application site (that indicates amongst other things the clear development parcels for which reserved matters applications will be submitted, in whole or in part) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall take place in accordance with the approved phasing plan and refer to the phase(s) they relate to unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the proper phased implementation of the development and associated infrastructure in accordance with Government guidance contained within the National Planning Policy Framework.

- 1.2 This statement is submitted pursuant to condition 2 and should be read alongside the Phasing Plans referred to below.
- Plan Ref. L&Q002\_003\_B identifies the land subject to preliminary earthworks to be approved pursuant to Condition 50 of the outline planning permission.
  - Plan Ref. L&Q002\_002\_G identifies the Development Phases which include Residential, Highway Infrastructure, Drainage Infrastructure, Strategic Landscaping, Local Centre, and Education Land.
  - Plan Ref L&Q002\_004\_D identifies the site wide highway and drainage infrastructure
  - Plan Ref L&Q002\_005\_D identifies the strategic open space and landscape infrastructure
- 1.3 The Development Phase Referencing Plan (L&Q002\_002\_G) identifies broad phases of development. These comprise smaller groups of development parcels and include infrastructure elements and areas of open space to be delivered within and as part of that grouping of parcels.
- 1.4 The plan illustrates a development sequencing that identifies the direction of development across the site commencing from the A361 Bloxham Road in the west through to the eastern site boundary.
- 1.5 The plan does not necessarily prescribe a specific order of delivery of phases of development nor does the built development and delivery of infrastructure within each phase commence or complete together. The phases are likely to overlap once development becomes established and run in parallel to ensure delivery of required infrastructure in line with the respective delivery triggers secured in the s106 and outline planning conditions to ensure a steady progression of development that responds to market demands.
- 1.6 There are likely to be smaller-sub phases within each phase which may vary in size in response to timely delivery of infrastructure and/or housebuilder implementation strategies to be informed, in part, by market demand. Sub-phases may be defined as an area for which reserved matters have been submitted, but also could be 'part' of an area for which a reserved matters application has been submitted if related to works required by condition.

## **2.0 Earthworks**

- 2.1 Condition 50 of the outline planning permission allows the development of preliminary earthworks across the site to create development platforms and attenuation features through a neutral cut and fill exercise, with an objective to avoid taking material off site. There will be additional detailed regrading to inform finished floor levels, which will be agreed with the LPA as part of the approval required through condition 8 of the outline planning permission.
- 2.2 The preparatory earthworks are to be carried out across the site, prior to 'built' development, and for the purposes of condition 2 and are defined as a phase. Plan Ref. L&Q002\_003\_B identifies the extent of these preparatory earthworks.
- 2.3 The earthworks involve the creation of the site wide drainage network, including two attenuation basins and a swale system. Two platforms suitable for use as sports pitches and a LEAP area will also be created in the western part of the development. Other sources of material generation include the construction of the main spine road, Section 278 works and local centre bus loop.
- 2.4 The Earthworks Strategy pursuant to condition 50 has been submitted to CDC LPA ref *20/01162/DISC*. It is supported by a site wide drainage strategy, pursuant to condition 10 LPA ref *20/01164/DISC* and a Remediation Method Statement pursuant to condition 13 LPA ref *20/01163/DISC*.

## **3.0 Residential Parcels**

- 3.1 Plan L&Q002\_002\_G identifies 7 residential development parcels across the site, Parcels A, B, C, D, E, F, and G. The plan provides an assumed range of number of dwellings to be delivered within each parcel. It is important to note that the dwelling numbers are indicative only and should be used for information to support the understanding of the sequencing of the site wide infrastructure alongside the delivery of residential parcels.

## **4.0 Strategic Infrastructure**

### **Highway infrastructure**

- 4.1 Plan L&Q002\_004\_D identifies the key strategic highway infrastructure and sets out the timescales for its provision which reflect infrastructure triggers that are set out in the S106 Agreement.
- 4.2 The highways infrastructure includes the principal west-east spine road from the Bloxham Road (A361) to the eastern boundary of the site. The new roundabout access to the A361 will be complete prior to the occupation of the first dwelling and the spine road will be to be delivered to the site's eastern boundary prior to 200 occupations or within 2 years from occupation of the first dwelling (whichever is the earlier).
- 4.3 The spine road locates the junctions from which the development parcels will be accessed and shows the locations of bus stops along the length of the spine road. Bus sheltered stops will be completed prior to the occupation of 200 dwellings, with temporary bus stops provided to support initial phases prior to the completion of the link road.
- 4.4 L&Q will also be providing the western perimeter road to facilitate access to Wykham Park Farm and properties; and will provide the primary street loop to access the school site and local centre.
- 4.5 Details in relation to construction access will be provided as part of the Construction Traffic Management Plan.

### **Drainage infrastructure**

- 4.6 Plan L&Q002\_004\_D identifies the surface and foul water drainage strategy across the site.
- 4.7 The site wide surface water drainage strategy comprises a network of green links that contain swales of varying dimensions with their section to convey and treat surface water. Each swale profile is designed to cater for the surface water needs of the development parcel it serves, to include capturing the spine road drainage.
- 4.8 There are two drainage catchments within the site, referred to as Phase 1 and Phase 2 the phasing plan.
- 4.9 The majority of the surface water flows will be conveyed south-east to the large attenuation pond south of the secondary school land. The attenuation basin will be provided as part of the initial works undertaken as part of the phase 1 works. The attenuation pond will cater for the surface water drainage requirements for residential parcels A-F as well as the school land and the local centre. Drainage spurs will be installed to enable the individual parcels to be connected at a later date.
- 4.10 Phase 2 surface water drainage works include a smaller attenuation pond located at the eastern part of the site. This pond will accommodate flows from residential parcel G, the sports pitches, the pavilion, NEAP and allotments via drainage culverts installed below a section of the spine road and allotment access road.
- 4.11 The two drainage phases both outfall along the southern boundary of the site along Wykham Lane. Further details of the proposed surface water drainage strategy for the site, including outfall, are included as part of the details submitted pursuant to condition 10 (Surface Water Drainage Scheme) *LPA Ref 20/01164/DISC*.
- 4.12 Foul water drainage will be also be installed as part of the initial strategic infrastructure works, below the main spine road. A foul pumping station is to be provided at the eastern part of the site, prior to 200 occupations.

### **Landscaping and Open Space infrastructure**

- 4.13 Plan L&Q002\_005\_D identifies the strategic open space and landscape infrastructure as four broad phases. The plan also identifies the formal areas for play, sport and recreation as well as the movement and amenity routes which include new and diverted public rights of way.
- 4.14 Schedule Four of the S106 and the phasing plan give clear triggers as to when each of the strategic landscaping, open space and play areas must come forward in relation to the development of the residential parcels.
- 4.15 Phase 1 incorporates the establishment of the Parkland gateway at the site entrance along Bloxham Road. This area of landscape and planting will be completed prior to the occupation of the 100<sup>th</sup> dwelling in Parcel A and B or within 3 years of commencement of the development (whichever is the earlier).
- 4.16 Phase 2a includes the landscaping of the western and central green links which support part of the surface water drainage network, as well as providing amenity routes and sections of the new circular bridleway to provide pedestrian and cycle movement between development parcels, and the wider development. This area of landscape and planting will be completed within 18<sup>th</sup> months from the first occupation within Parcel C or D, or within 5 years from commencement of the development (whichever is the earlier).

- 4.17 Phase 2b includes the landscaping of the eastern extent of the green links, along the southern boundary of the site and the landscaping of the attenuation pond. It also includes the delivery of landscape along the salt way edge and the identified pedestrian and bridle connections to the Salt Way. Phase 2b will provide additional amenity routes and sections of the new circular bridleway that will connect with landscape provided in Phase 2a. This area of landscape and planting will be completed within 18<sup>th</sup> months from the first occupation within Parcel E or F, or within 6 years from commencement of the development (whichever is the earlier).
- 4.18 Phase 3 comprises the majority of the formal open space provision at the eastern edge of the site, to include the sports pitches, NEAP, and allotments. This area of landscape and planting will be completed within 18 months from 1<sup>st</sup> occupation in Parcel G or within 6 years from commencement of the development (whichever is the earlier).
- 4.19 More detailed landscape and open space information including timescales for its implementation will be provided through the submission of *Open Space Schemes*, in accordance with the requirements of the s106 (Schedule 4 para 5.1), to be submitted prior to implementation of development on any parcel that contains open space.

## 5.0 S106 triggers for infrastructure provision

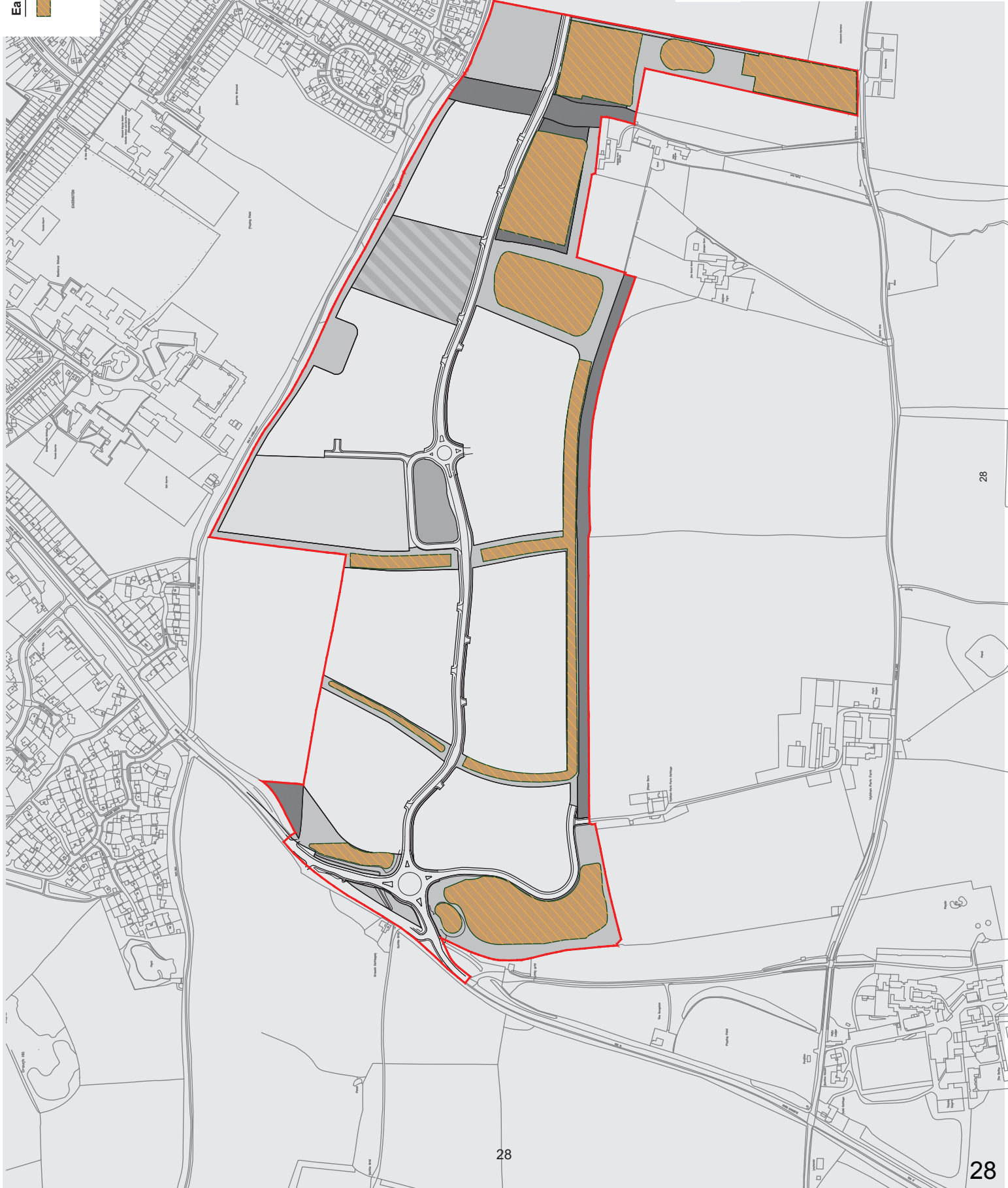
- 5.1 This Phasing Statement aligns with the requirements of the section 106 agreement (S106) attached to the outline planning permission but does not supersede these requirements. The statement demonstrates the coordinated approach to the provision of infrastructure alongside the delivery of residential parcels and will be used to help inform the coordination of reserved matters applications.
- 5.2 Occupation-based delivery requirements contained within the S106 for on-site infrastructure and amenities are as follows and align with the triggers presented on the phasing plan:

Dwelling Occupation	S106/ Condition Trigger
<b>100<sup>th</sup> or 24 months after 1<sup>st</sup> (whichever is the earlier)</b>	Primary School land
<b>190<sup>th</sup> or 36 months after 1<sup>st</sup> or the completion of the spine road (whichever is the earlier)</b>	Secondary School land
<b>199<sup>th</sup></b>	1 <sup>st</sup> LAP, 1 <sup>st</sup> LEAP
<b>200<sup>th</sup> or 2 years after the 1<sup>st</sup> (whichever is the earlier)</b>	Completion of the spine road to eastern site boundary
<b>299<sup>th</sup></b>	2 <sup>nd</sup> LAP
<b>499<sup>th</sup></b>	3 <sup>rd</sup> LAP, 2 <sup>nd</sup> LEAP
<b>400<sup>th</sup></b>	Emergency Access
<b>500<sup>th</sup></b>	Community Facility
<b>599<sup>th</sup></b>	NEAP
<b>600<sup>th</sup></b>	Allotments, Permissive Bridleway, Sports Pitches, and Pavilion
<b>699<sup>th</sup></b>	4 <sup>th</sup> LAP
<b>750<sup>th</sup></b>	Completion of the spine road to White Post Road
<b>899<sup>th</sup></b>	5 <sup>th</sup> LAP

**Earthworks**



Preliminary Earthworks pursuant to condition  
50 of outline permission 14/01932/OUT



Rev | Description | Date  
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Ordnance Survey Licence number 100019980

Client:

**L&Q Estates**

Wykham Park Farm

Phasing Plan Condition 2 - Earthworks Plan

Scale@A3: Drawn: CP Designed: FP Approved: FP  
1:5,000



Drawing Number: L&Q002-003 Revision: B Date: 20.04.20

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP  
01908 666276 mail@davidlock.com davidlock.com



**Residential Parcels**

- Parcel A - 100-110 dwellings
  - Parcel B - 110-122 dwellings
  - Parcel C - 135-150 dwellings
  - Parcel D - 150-165 dwellings
  - Parcel E - 135-140 dwellings
  - Parcel F - 200-223 dwellings
  - Parcel G - 85-95 dwellings
- (NB Indicative number of dwellings)

**Highway Infrastructure**

- Phase 1
- Phase 2
- Phase 3

**Drainage Infrastructure**

- Phase 1
- Phase 2

**Strategic Landscaping**

- Phase 1
- Phase 2
- Phase 3

**Schools**

**Primary School -**

Land to be transferred prior to 100th occupation or 24 months after 1st occupation (whichever is the earlier).

**Secondary School Land -**

to be transferred prior to the 190th occupation or 36 months after 1st or the completion of the spine road (whichever is the earlier).

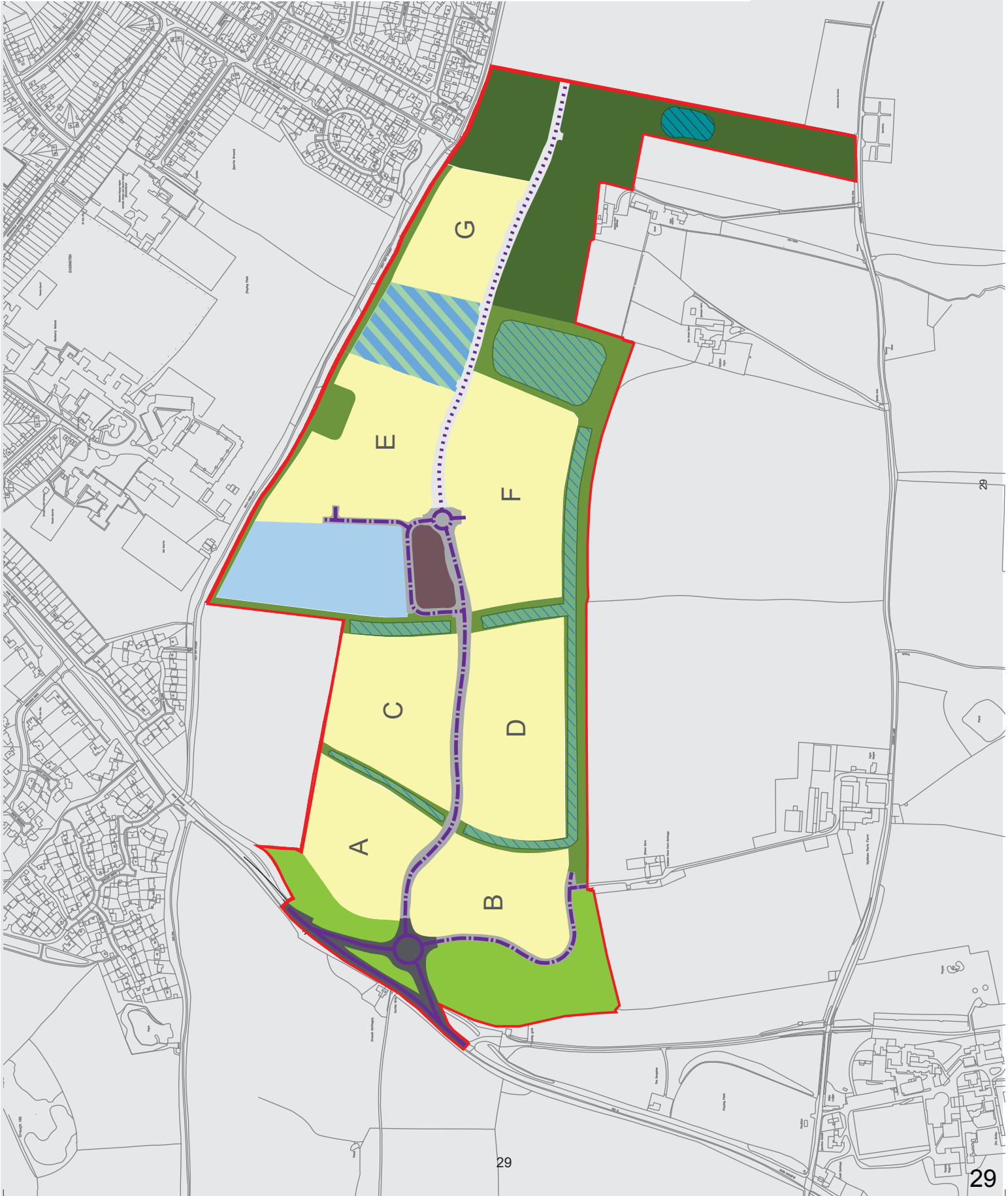
**Local Centre**

Local Centre - within the Community Centre the Local Centre to be provided prior to the occupation of 500 dwellings. Temporary hard-standing to be provided prior to the delivery of the local centre/community centre.

Rev Description Date  
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Wykham Park Farm  
**Phasing Plan Condition 2 - Development Phase Referencing Plan**  
 Scale@A3: Drawn: CP Approved: FP  
 1:5,000  
 Drawing Number: L&Q002-002  
 Revision: G  
 Date: 14.10.20  
 50 North Thirteenth Street, Central Milton Keynes, MK9 3BP  
 01908 666276 mail@davidlock.com davidlock.com





**Development Parcels**

Residential Parcels

A-G

**Highway Infrastructure**

Phase 1 - Access from Bloxham Road provided prior to 1st occupation

Phase 2 - Spine Road to be completed to eastern site boundary by 200 occupancies or 2 years after the 1st (whichever is the earlier)

Phase 3 - Spine Road to be completed to eastern site boundary by 200 occupancies or 2 years after the 1st (whichever is the earlier)

Bus stops - shelters to be completed by 200 occupancies + temporary stops for initial occupancies. Detail to be approved as part of Spine Road RMA.

Access points to residential parcels - To be approved as part of Spine Road RMA.

Emergency Access - Open to pedestrians and cyclists. Route to spine road designed as part of reserved matters for Parcel A. Route to connect to spine road prior to occupation of 400 dwellings.

**Drainage Infrastructure**

Phase 1 - Pond and connecting swales/SUDS/ strategic drainage infrastructure to be provided prior to 1st occupation of any dwelling on parcels A-F.

Phase 2 - Pond and strategic infrastructure to be provided prior to 1st occupation of any dwelling on parcel G, or first use of sports pitches/pavilion.

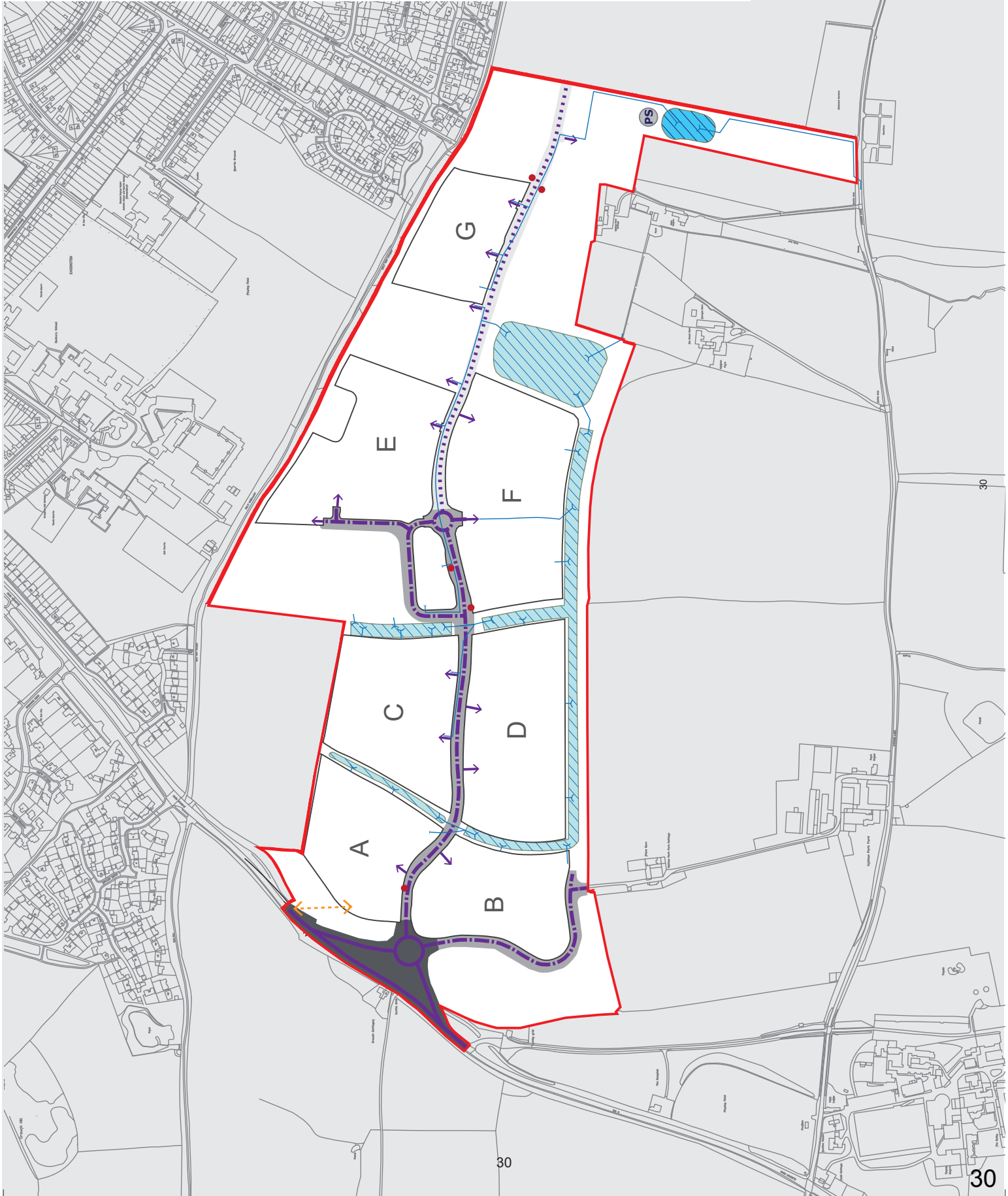
Surface water drainage network - Pipe culverts

Foul Pumping Station - To be delivered by 200 occupancies - small package pump station for initial occupancies.

Rev	Description	Date
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**L&Q Estates**

Wykham Park Farm  
**Phasing Plan Condition 2 -  
 Highways and Drainage Infrastructure**  
 Scale@A3: CP FP Drawn: Desigined: Approved: FP  
 1:5,000  
 0m 10m 200m  
 Drawing Number: L&Q002-004 Revision: D Date: 14.10.20  
 50 North Thirteenth Street, Central Milton Keynes, MK9 3BP  
 01908 666276 mail@davidlock.com davidlock.com



**Development Parcels**  
**Residential Parcels**  
**Strategic Landscaping**  
 Phase 1 - To be completed prior to 100th occupation in Parcel A and B or 3 years from commencement.  
 Phase 2a - To be completed within 18 months from the first occupation in Parcel C or D or 5 years from commencement.  
 Phase 2b - To be completed within 18 months from the 1st occupation in Parcel E or F or 6 years from date of commencement.  
 Phase 3 - To be completed within 18 months from 1st occupation in Parcel G or 6 years from date of commencement.

**PRow/Bridleway Routes**

**Existing PRow**  
 Proposed PRow diversion - Diversion prior to commencement of works in relation to parcel G and in accordance with limescales and routing agreed as part of condition 41.  
**Existing Bridleway**  
 Proposed Bridle Route - Adjacent sections to be completed in parallel with Primary School Land and Parcels C + D and no later than the opening of the community centre. Remaining sections to be completed prior to 600th occupation.  
**Pedestrian Access** - connecting between existing school + playing fields to be provided by OCC.  
**Indicative Leisure Route** - Routes will be provided alongside strategic GI corridors.

**FOS/Play Areas**

**NEAP** - To be provided prior to 600th occupation.  
**LEAP 1** - To be provided prior to 200th occupation.  
**LEAP 2** - To be provided prior to 600th occupation.  
**Sports Pitches** - To be provided prior to 600th occupation.  
**Link between Pitches** - To be provided prior to the sports pitches first being brought into use.  
**Pavilion** - To be provided prior to 600th occupation.

**Allotments**

**Allotments** - To be provided prior to 600th occupation.  
**Allotment Access** - To be provided prior to the allotments first being brought into use.

Rev	Description	Date
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Client:



**Wykham Park Farm**  
**Phasing Plan Condition 2 - Landscaping and Open Space Plan**  
 Scale@A3: CP FP  
 Drawn: CP FP  
 Approved: FP  
 1:5,000  
 0m 200m  
 Drawing Number: L&Q002-005  
 Revision: D  
 Date: 14.10.20  
 50 North Thirteenth Street, Central Milton Keynes, MK9 3BP  
 01908 666276 mail@davidlock.com davidlock.com



# Appendix 6

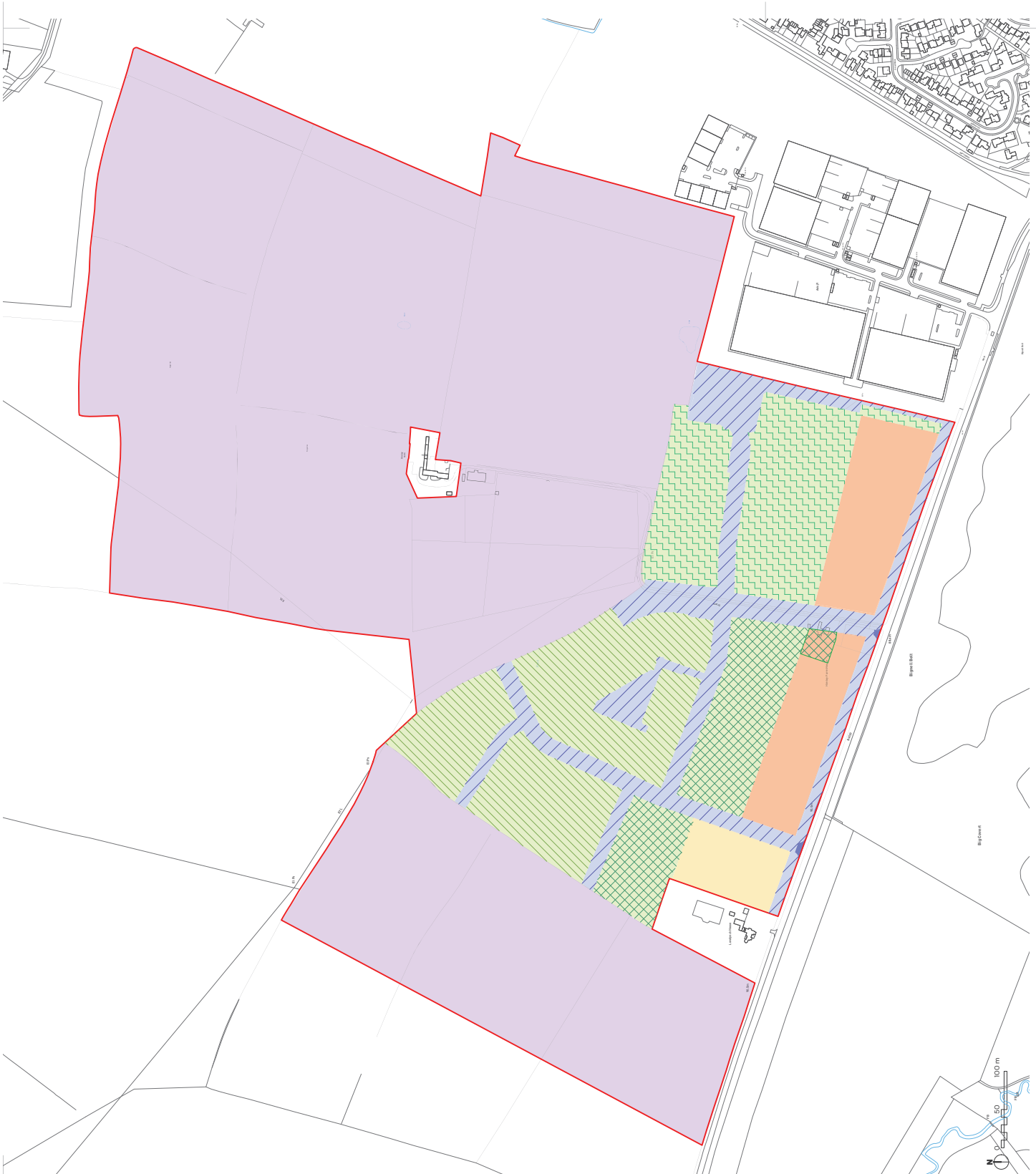
## Revised Phasing Plan – Land at North West Bicester (23/00207/DISC)

**Appeal Ref:** APP/C3105/W/23/3326761

**LPA Ref:** 21/04289/OUT

**On behalf of Cherwell District Council**

**Appeal Site:** OS Parcel 1570 Adjoining And West Of Chilgrove Drive And  
Adjoining And North Of, Camp Road, Heyford Park



- KEY PHASING PLAN**
- Site Boundary
  - Phase 1
  - Phase 1A
  - Phase 1B
  - Phase 2
  - Phase 2A
  - Phase 2B
  - Phase 2C
  - Phase 3
  - Open Space
  - Residential (C1)
  - Residential (C2)

**OPEN SPACE**  
 Open spaces (including the Orchard, sports pitches, etc.) are shown in unshaded areas. Associated infrastructure will be provided on a phase-by-phase basis in accordance with the figures in this phasing plan.

DATE	NO	REVISION NOTE
09/07/2023	D	Revisions to phasing plan as per client comments (26.05.23)
21/06/2023	C	Revised to add in sub-phases
17/01/2023	B	Phase 1 here updated to hydrock red line boundary. Key updated.
11/01/2023	A	

**PLANNING**

**Phasing Plan**

**HIMLEY VILLAGE, BICESTER**

CLIENT  
 CALA (Cotswolds)

DATE	SCALE	TEAM	APPRVD
21/06/2023	1:2500@A1	EDE	MCC/EMH

DRAWING NUMBER

P22-3093\_DE\_05\_D\_01



# Appendix 7

## **Oxfordshire County Council Highways Authority Objection – Land at North West Bicester (23/01586/REM)**

**Appeal Ref:** APP/C3105/W/23/3326761

**LPA Ref:** 21/04289/OUT

**On behalf of Cherwell District Council**

**Appeal Site:** OS Parcel 1570 Adjoining And West Of Chilgrove Drive And  
Adjoining And North Of, Camp Road, Heyford Park

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

**District:** Cherwell

**Application no:** 23/01586/REM

**Proposal:** Reserved Matters Application pursuant to Outline planning permission 14/02121/OUT for the erection of 123 dwellings (including 37 affordable dwellings), parking, landscaping and other associated infrastructure including the part discharge of conditions 12 (Building for Life 12), 13 (future climate risks statement), 14 (noise assessment), 16 (means of vehicular access), 17 (means of pedestrian/cycle links), 18 (Travel Plan), 19 (detailed surface water drainage scheme), 20 (carbon minimisation), 24 (pollution prevention scheme for surface water), 25 (biodiversity), 26 (hedges), 27 (Arboricultural Method Statement), 29 (Landscape and Habitat Management Plan), 30 (Construction Method Statement), 31 (Soil Resources Plan), 34 (Foul Drainage Strategy), 36 (Water Neutrality Strategy) and 37 (Site Waste Management Plan) at Phase 2A

**Location:** Proposed Himley Village North West Bicester, Middleton Stoney Road, Bicester

**Response Date:** 27/07/2023

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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: 23/01586/REM**

**Location:** Proposed Himley Village North West Bicester, Middleton Stoney Road, Bicester

---

## **Transport Schedule**

**Recommendation:**

**Objection for the following reasons:**

- Amount of car parking is in excess of Oxfordshire Parking Standards
- Amount of cycle parking is insufficient to meet Oxfordshire Parking Standards
- Improvements needed to maximise cycle and pedestrian connectivity

**Key points**

- Layout relative to spine roads will need to be reviewed because of changes needed to those roads to provide cycle facilities on both sides
- Amount of car parking is in excess of Oxfordshire Parking Standards
- Amount of cycle parking is insufficient to meet Oxfordshire Parking Standards
- Improvements needed to maximise cycle and pedestrian connectivity

**Comments:**

This is a reserved matters application for the first residential phase of Himley Village adjacent to the access roads from Middleton Stoney Road, which are the subject of a separate reserved matters application.

This response should be read alongside our response to the discharge of conditions application for the design code and site wide masterplan, and to the reserved matters application for the access roads. We have objected to both of these, in particular our objections being:

- a) Improvements needed to ped/cycle connectivity
- b) Ped/cycle provision not meeting Oxfordshire Street Design Guide and LTN 1/20 guidance
- c) Car parking provision being in excess of, and cycle parking provision being too little for Oxfordshire Parking Standards

Layout relative to strategic spine road and spine road: this will need to be reviewed in light of comments relating to provision of cycle facilities on these roads.

**Parking:**

Amount of parking exceeds Oxfordshire Parking Standards – see comments on design code.

### **Cycle parking:**

Cycle parking is not in accordance with Oxfordshire Parking Standards – see comments on the design code. It's apparent from the size of the cycle stores for the apartment blocks. There needs to be two spaces for each bedroom.

Plots 3-4, 6-7, 120-122 do not have a garage so need to have a shed.

### **Cycle and pedestrian permeability:**

In the interests of filtered permeability, to encourage walking and cycling, it needs to be more convenient to walk or cycle than to drive. Areas where improvements to the layout should be made:

Plots 119 and 120: the ends of these driveways are close to a 3m walking and cycling route that will connect through to the adjacent parcel. The ends of the driveways are proposed to be fenced off. There should be a walking route through so that the residents can access the path directly.

Adjacent to apartment block 96-101: the above mentioned ped/cycle route needs to connect through to the tertiary street with a path of the same width. It should connect through to the strategic spine road too – as shown it narrows to 2m and is bounded on one side by a high wall (care home boundary is unknown), with no lighting, so will be a very unattractive route, with possible personal safety issues.

Adjacent to plot 20, the route through to the adjacent mixed use area should be a cycle connection.

It is notable that this first phase contains no play space for children or communal space of any kind. As it could be years before other parcels come forward, this should be considered. Particularly as there are no other facilities nearby and may not be for some time, providing some space with seating for people to meet informally will encourage walking and cycling, by encouraging people to be out of doors, and is a key part of healthy placemaking.

To encourage walking and cycling to local facilities and bus stops, it is critical that the access roads, particularly their pedestrian and cycle facilities, are constructed to a high standard, prior to occupation of any of the dwellings on these phases, with bus shelter and cycle parking provided near the bus stop on Middleton Stoney Road.

In terms of the conditions that the applicant wishes to be discharged:

Condition 16: Means of vehicular access - this should only be discharged when objections to the reserved matters application for the access roads are overcome.



Condition 17: Ped/cycle links: should not be discharged due to comments on this and the reserved matters application for the roads.

Condition 18: Travel Plan - no information has been provided so should not be discharged.

Condition 30: Construction Method Statement - ditto.

**Officer's Name: Joy White**

**Officer's Title: Principal Transport Planner**

**Date: 24/07/2023**

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