

## Dorchester Group

### OS Parcel 157- Adjoining and West Chilgrove Drive and Adjoining and North of, Camp Road, Heyford Park Highways Rebuttal

November 2023



# Dorchester Group

## OS Parcel 157- Adjoining and West Chilgrove Drive and Adjoining and North of, Camp Road, Heyford Park

### Highways Rebuttal Proof

**OFFICE ADDRESS:**  
Butler House,  
177-178 Tottenham Court Road,  
London,  
W1T 7NY

**PROJECT NO:** J327680  
**DATE:** November 2023

<b>REPORT No:</b>	<b>FILE NAME</b>	<b>PREPARED:</b>	<b>DATE OF ISSUE:</b>	<b>STATUS:</b>	<b>CHECKED:</b>	<b>AUTHORISED:</b>
V5.0	DJF Rebuttal Proof V5.01	DJF	21 November 2023	Final	DJF	DJF

#### CHANGE LOG

<b>VERSION</b>	<b>DATE:</b>	<b>CHECKED BY:</b>	<b>REASON FOR CHANGE:</b>
[Enter version no]	[Enter date date]	[Enter initials]	Enter reason for change

# CONTENTS

<b>1.</b>	<b>Introduction</b>	<b>4</b>
1.1	Declaration	4
1.2	Summary of issues	4
<b>2.</b>	<b>Reason for Refusal 2</b>	<b>5</b>
2.1	Preamble	5
2.2	OCC Regulation 122 Compliance	5
2.3	Provision of draft S106	5
<b>3.</b>	<b>Appellants reliance on DL Package</b>	<b>7</b>
3.1	Preamble	7
3.2	Reliance on package B	7
3.3	Further observations on Figure H3	11
<b>4.</b>	<b>Local Highway Infrastructure triggers</b>	<b>15</b>
4.1	Preamble	15
4.2	Estimated build out trajectory	15
4.3	Highway Impacts	16
4.4	Triggers	16
<b>5.</b>	<b>Conclusions</b>	<b>18</b>
5.1	Overview	18
5.2	Summary	18
5.3	Conclusion	19

## APPENDICES

APPENDIX A S106 Email

APPENDIX B Package A Drawing

APPENDIX C Package B Drawing

APPENDIX D Package C Drawing

© Copyright mode transport planning. All rights reserved

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing with mode transport planning, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. No liability is accepted by mode transport planning for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in this report are on the basis of mode transport planning using due skill, care and diligence in the preparation of the same and no explicit warranty is provided as to their accuracy. It should be noted and is expressly stated that no independent verification of any of the documents or information supplied to mode transport planning has been made.

APPENDIX E Package D Drawing

APPENDIX F Package E Drawing

APPENDIX G Figure H3

APPENDIX H Latest Access Design

APPENDIX I Pye Homes Layout

APPENDIX J Build Trajectory



# 1. Introduction

## 1.1 Declaration

1.1.1 The evidence that I have prepared and provided as part of this Rebuttal Proof of Evidence (RPoE) has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the opinions expressed are my own true and professional opinions. My credentials are set out in my main proof of evidence and remain current.

1.1.2 I have prepared this RPoE to assist the Inspector in dealing with issues raised by the primary evidence of Mr James Parker on behalf of Richborough Estates and Lonestar Land.

## 1.2 Summary of issues

1.2.1 I have reviewed the evidence submitted and the principal highways and the remaining transportation points can be split into three key headings:

- Reason for refusal
- Appellants reliance on Dorchester Lining (DL) package
- Local highway infrastructure triggers

## 2. Reason for Refusal 2

### 2.1 Preamble

2.1.1 The Council's Reason for Refusal (RfR) 2 is as follows:

*"In the absence of a satisfactory unilateral undertaking or any other form of Section 106 legal agreement, the CDC is not satisfied that the proposed development provides for appropriate infrastructure contributions or transport mitigation required as a result of the development and necessary to ensure modal shift to sustainable transport modes and make the impacts of the development acceptable in planning terms, to the detriment of both existing and proposed residents and workers and contrary to policy INF 1 of the Cherwell Local Plan 2015, CDC's Planning Obligations SPD 2018 and Government guidance within the National Planning Policy Framework."*

### 2.2 OCC Regulation 122 Compliance

2.2.1 Following exchange of evidence, it is noted that the Appellant has presented a section within their Highways Proof of Evidence relating to OCCs *Regulation 122 compliance statement (CD E28)*, which was prepared by OCC 18th September 2023 and sets out a series of infrastructure that the Appellant refers to in Section 3 (**CD E16**, page 5) of their *Highways Proof of Evidence*.

### 2.3 Provision of draft S106

2.3.1 The associated draft S106 was presented to all parties on 14<sup>th</sup> November 2023, which is the date I first received sight of it, and to my understanding the same date that OCC Highways Officers first saw a copy also, as confirmed in an email from OCC (**Appendix A**).

2.3.2 In my own Highways Evidence, I set out that I was concerned that a lack of any assessment had been made by the Appellants at the following key sensitive junctions:

- Junction 3: M40/B430
- Junction 4: Baynards Green

- Junction 17: Hopscroft Holt
- Junction 25: A430 /Ardely Road

2.3.3 Despite the Appellant suggesting that they have “negligible” impacts at these locations throughout Section 5 (CD E16) of their highways evidence, their S106 contributions totalling £1,682,237 (index linked) as set out in (CD E16, section 3, paragraph 3.6) do include contributions to:

- Junction 17: Capacity Improvements at the junction of A4260 and B4030 (labelled E)
- Junction 25: Signalisation of B430 and Ardely Road in Ardely (labelled D)

2.3.4 Furthermore, the Appellant also commits to a further S106 commitment of £308,508 (index-linked) to mitigate the impacts at M40.

2.3.5 I presume that it is agreed therefore that such contributions are considered by the Appellant to be necessary to effectively mitigate the impacts of the proposed development and are therefore ‘necessary’ to grant permission.

2.3.6 I am unclear however, as to why the triggers for the payment of monies are being proposed based upon the Appellants evidence presented to date; there appears to be no technical justification for their timings.

2.3.7 Nonetheless, based upon the above contributions being delivered at an appropriate time, I am satisfied that overall, the package of highway mitigation measures presented in the S106 is reasonable and mitigates most of the impacts identified by the Appellant and that the reason for refusal, has now been addressed.

## 3. Appellants reliance on DL Package

### 3.1 Preamble

3.1.1 In my Proof of Evidence (**E22, page 18, Table DJF 009**), I set out a list of mitigation and triggers provided by Dorchester Living (and/or others) that are required to make their development acceptable, the core “packages” of local highway capacity improvement can be summarised as:

- Package A: Chilgrove Drive S278: Drawing *39304/5501/SK26 I* (**Appendix B**)
- Package B: Camp Road East S278: Drawing *HEYF-SK380 B & HEYF-SK381 B* (**Appendix C**)
- Package C: Rural Cycle Link S278: Drawing *39304-5501-SK58 A* (**Appendix D**)
- Package D: Ardeley Bucknall S278: Drawing *39304-5501-SK65* (**Appendix E**)
- Package E: Hopscroft Holt S278: Drawing *39304-5501-SK03 H* (**Appendix F**)

3.1.2 Looking at *Regulation 122 compliance statement* (**CD E28**, page 11, section 5.3), the Appellants scheme will have a impact in these locations and the Council have determined that they are “*Necessary to make the development acceptable in planning terms*”, as such it is clear that the Appellant is reliant upon their delivery.

### 3.2 Reliance on package B

3.2.1 The Appellant does not accept that the development will need to held back with the imposition of any Grampian Conditions (**CD E16**, page 17, para 4.79) where it is reliant on any mitigation delivered by Dorchester Living (and/or others)

*“I do not accept that the development will need to be held back with Grampian conditions, ...”*

however, I will set out below why I feel this is not the case.

3.2.2 The Appellant sets out in their *Figure H3 (Appendix G)* the pedestrian and cycle routes that they are now proposing as part of their revised scheme and this figure is to be attached to the emerging S106 (**CD E16**, page 3, section 2.7).

3.2.3 The Appellant also set out their latest access design in their Appendix H25 (**Appendix H**) and confirmed in **CD E16**, page 35, section 6.1:

*“...I commissioned a Stage 1 Road Safety Audit (RSA) of the proposed site access junction for the Appeal site.”*

3.2.4 However, it is worth noting that Figure H3 and the Appellants latest RSA access drawing do not correlate as to where pedestrian (and cycle) access is to be formed on to Camp Road.

- Figure H3 suggests that pedestrian (and cycle) access is formed with the PYE Homes approval (ref: 15/01357/F contained in **Appendix I**) at the southwest corner of the Richborough development; whereas,
- RSA access drawing suggests that pedestrian access is formed at the point of vehicular access, on the southern boundary of their directly onto Camp Road.

3.2.5 As such, I am unsure which is correct; however the most important point to note is that the Appellant is wholly reliant on pedestrian access onto Camp Road in order to achieve sustainable access to local facilities in the area as set out their Table contained in their *Highways Proof of Evidence* (**CD E16**, page 3, section 2.5) and shown for ease of reference in **Plate DJF 00A** below:



**Plate DJF 00A: local facilities identified and associated distances.**

Facility	Distance
Heyford Park School	800m
455 Bar & Bowling	805m
Baton Restaurant	830m
Sainsbury's Local	850m
Heyford Bike Service & Repair/Spokes Coffee	900m
Heyford Smiles Dental Clinic	900m
Heyford Park Innovation Centre	1200m
Heyford Park Community Centre/Shop	1200m
Heyford Park Chapel	1250m
Heyford Park Gym	1700m
Heyford Park Nursery	1700m

(Distances shown from centre of site)

3.2.6 At present in location of the Appellants proposals, there is currently no footpath (or cycle route) along the Camp Road as shown in **Plate DJF 00B** below; furthermore, the PYE Homes development has not been implemented.

Plate DJF 00B: Camp Road in vicinity of the Appellants site access (looking east)



3.2.7 Dorchester Living are in due course expected to deliver Package B: Camp Road East S278, this scheme (**Appendix C**) will deliver:

- A new 1.5m footpath on the northern side of Camp Road (to tie into Pye Homes layout)
- A new zebra pedestrian crossing across Camp Road in proximity to the Appellants access (and shown on their RSA access drawing)
- Proposed 3.70m carriageway narrowing

3.2.8 Package B has a trigger to be delivered in advance of the occupation of “PV5 Area A”; however, the Appellants speculative application does not sit within the overall PV5 masterplan but would seem to be clearly reliant upon its delivery, to ensure safe and suitable access for pedestrians; and importantly to be able to achieve the walk distances relied upon and shown in Plate DJF00A.

3.2.9 Without it, I am of the firm opinion that the Appellants development is heavily reliant upon car usage and is therefore unsustainable in transportation terms.

3.2.10 Any significant pedestrian use of Camp Road in advance of the delivery of Package B would be inappropriate in my view, both from a safety perspective and because it would not encourage modal shift from the use of the private car to travel on foot (or by bicycle).

3.2.11 Allowing the appeal solely based on the Appellant being obliged to pay a small proportionate contribution towards the overall cost of Package B (which is made up in part of their contribution of £1,682,237) will not be sufficient to mitigate this deficiency, since doing so would not result in the delivery of the necessary pedestrian (and cycle) improvements. Nonetheless ensuring that development does not take place until the works have been delivered with a proportionate contribution from the Appellant is both fair and appropriate.

3.2.12 Therefore, I consider that the Appeal proposals (with the current Section 106 obligations) are not acceptable; the Section 106 must either be amended or a Grampian Condition imposed to ensure that:

- If Figure H3 is correct, then the PYE Homes scheme will need to be completed and the entire cost of Package B (over and above the £1,682,237) will need to be delivered by the Appellant in advance of any occupation; or
- If RSA access drawing is correct, then Package B (over and above the £1,682,237) will need to be delivered by the Appellant in advance of any site occupation.

### 3.3 Further observations on Figure H3

3.3.1 If Figure H3 (**Appendix G**) is correct, (noting its inclusion in the latest S106), a new (yellow) route is being promoted for potential future connection to the north; however, this route does not marry up with any approved plans.

3.3.2 To date no approach has been made by the Appellant to Dorchester Living specifically about creating connections through the site to the north, so I am unsure how achievable this is even as a potential access proposal. Nonetheless if it is being relied upon to deliver sustainable access to the north this will need to be secured by an appropriate trigger.

3.3.3 I also note several pedestrian/cycle routes (green) are apparently being promoted by the Appellant to connect onto Chilgrove Drive to the east of the Appellants site; however, the quality and function of this route for pedestrians is of little or no use since it opens onto an existing bridleway, which to its north it doesn't currently lead anywhere other than to a dead end, and heading south it reconnects with Camp Road in a location of no meaningful amenity, nor connecting infrastructure, such as footpath (or cycle lanes).

3.3.4 There may also be unassessed ecological reasons why these points cannot be forged through the existing hedge line, as shown in **Plate DJF 00C**, below:



Plate DJF 00C: Chilgrove Drive



3.3.5 Again, bridleway and footpath improvements are proposed as part of the Dorchester consent but are not envisaged to be delivered until Dorchester Livings site is 40% occupied (as part of Package A), Accordingly, it's use is again reliant upon the future works of another developer which does not have detailed consent yet.

3.3.6 The implementation of Package A is not considered to be imminent; I have asked Dorchester Living when this might be delivered and have been advised that in the absence of a detailed consent it is likely to be completed during 2027.

3.3.7 Finally, a new (blue) pedestrian route is being promoted, the Appellants *Highways Proof of Evidence* (CD E16 page 3, section 2.8) stating:



*“The appellant has also agreed with BDW (who are taking the Pye scheme forward) to provide an additional pedestrian connection into their scheme.”*

3.3.8 Yet, no clear evidence has yet been included by the Appellant show that they have formally secured agreement to achieve this access, so I am unsure how viable this is even as a potential pedestrian access proposal. Furthermore, the location proposed is again through an existing hedge line and in this instance a brook running north-south, again there may be unassessed ecological reasons why this point of pedestrian access also cannot be achieved.

## 4. Local Highway Infrastructure triggers

### 4.1 Preamble

4.1.1 As part of this rebuttal, I have reviewed envisaged build out trajectories (provided by Dorchester Living) and referenced them against the introduction of Richborough's Appeal site.

### 4.2 Estimated build out trajectory

4.2.1 As part of this Appeal Dorchester Living have provided me with their estimated build out trajectory and referenced that against the introduction of Richborough's Appeal site, should the Appeal be allowed, using the following assumptions:

- Methodology for triggers as set out in Dorchester Living S106
- PV5 = Phase 9, Hybrid, Pye 1, Pye 2 = 1,592 units and 35,175 sq m of employment buildings
- Approved PV5 Trip Rates
- Richborough commence construction 2027
- Richborough assumed 230 units
- Richborough build rates of 40 units per annum

4.2.2 I have included the full spreadsheet prepared by Dorchester Living in **Appendix J**, which shows the following impacts on the remaining core "packages" of local highway capacity improvement as shown in Table DJF 010 below:

Table DJF 010: Summary of build trajectory and impact triggers

Package	DL Commitment date	Richborough date	Comments
Chilgrove Drive (Package A)	2028	2027	Over capacity for 1 year
B430/Minor Road (Package C)	2028	2026/2027	Over capacity for 18 months
Ardley/Bucknell (Package D)	2028	2026/2027	Over capacity for 18 months
Hopcrofts Holt (Package E)	2028	2028	No impact

### 4.3 Highway Impacts

4.3.1 As it can be seen from the above, the introduction of Richborough, should the Appeal be allowed, will mean that S278 packages A, C and D will need to come forward 12 to 18 months in advance of when they are currently forecast to be delivered.

4.3.2 If they do not, then it is reasonable to conclude that for that period, of between 12 to 18 months, the impact on the highway network will be considered “severe” as that is the point when Oxfordshire County Council have previously concluded that the mitigation should be implemented to ensure that the network continues to operate satisfactorily.

### 4.4 Triggers

4.4.1 As such, it is considered that to ensure that the residual impacts are not “severe” at any point in time, the S106 would need to address the following matters:

- The Appellant limiting occupations to no more than 40 dwellings until package A, C & D are delivered: or,
- The Appellant bringing forward packages A, C & D if they wish to occupy more than 40 dwellings.

- 4.4.2 As currently drafted the proposed draft Obligation is unacceptable, as it does not address the specific requirements relating to the three works packages. On this basis, I would respectfully request that the appeal is dismissed, unless appropriate triggers are provided to avoid a severe impact upon the highway network and to ensure that properly accessible routes are provided at the point in time when initial travel patterns for future occupiers are being formed.
- 4.4.3 The triggers for proportionately appropriate payments to be made by the Appellant, are divorced from the timing of the delivery of the actual measures which are necessary to make the scheme acceptable. Whilst this may be commercially prudent for the Appellant, it does potentially risk conditions arising on the local highway network that OCC have previously sought to avoid.

## 5. Conclusions

### 5.1 Overview

5.1.1 I conclude that with OCC issuing the *Regulation 122 compliance statement (CD E28)*, (CD E28) coupled with Appellant's draft S106, I am satisfied that overall that the package of highway mitigation measures presented is reasonable and mitigates most of the impacts identified by the Appellant and that reason for refusal 2, has now been addressed.

### 5.2 Summary

5.2.1 However, whilst the Appellant does not accept that the development will need to held back with the imposition of any Grampian Conditions; this is something I do not agree with.

5.2.2 The Appellant is wholly reliant on new pedestrian access onto Camp Road (Package B) to achieve sustainable access to local facilities, which is currently to be delivered by Dorchester Living.

5.2.3 Any pedestrian use of Camp Road in advance of the delivery of Package B would be inappropriate in my view, both from a safety perspective and because it would not engender a modal shift from the use of the private car.

5.2.4 Allowing the appeal solely based on the Appellant being obliged to pay a small proportionate contribution towards the overall cost of Package B will not be sufficient to mitigate this deficiency, since that will not result in the delivery of the necessary pedestrian (and cycle) infrastructure.

5.2.5 Therefore, I would suggest that should the Appeal be allowed, that the Section 106 should be amended, or an appropriate Grampian Condition imposed.

5.2.6 The Appellant has suggested several new additional pedestrian and cycle access points, at various points around their proposed development site, however I have not seen any clear evidence that has shown that these have been assessed in any meaningful way in terms of how these will be achieved.

5.2.7 As part of this rebuttal, I have also reviewed build out trajectories (provided by Dorchester Living) and referenced them against the introduction of Richborough's Appeal site.



5.2.8 The introduction of the Richborough scheme will mean that S278 packages that Dorchester Living are expected to deliver (package A, C and D) will need to come forward 12 to 18 months in advance of when they are currently forecast to be delivered, to maintain the safety and operation of the highway network at an acceptable level.

### 5.3 Conclusion

5.3.1 As such, I would respectfully request that the appeal is dismissed, unless appropriate triggers are provided to avoid a severe impact upon the highway network and to ensure that properly accessible routes for pedestrians are provided at the point in time when initial travel patterns for future occupiers are being formed.

5.3.2 Furthermore, the current triggers for proportionately appropriate payments to be made by the Appellant, are divorced from the timing of the delivery of the physical measures which are necessary to make the scheme acceptable.

5.3.3 Whilst this may be commercially prudent for the Appellant, it does potentially risk “severe” conditions arising on the local highway network and a site that is not considered sustainable; a situation that OCC have previously sought to avoid, whilst determining previous PV5 applications.

# APPENDICES

# APPENDIX A

## S106 Email

Monday, November 20, 2023 at 14:28:32 Greenwich Mean Time

---

**Subject:** RE: M40 Jn10 Update – Upper Heyford [18/00825/HYBRID]  
**Date:** Tuesday, 14 November 2023 at 15:15:50 Greenwich Mean Time  
**From:** White, Joy - Oxfordshire County Council  
**To:** David Frisby  
**Attachments:** image001.png, image002.png, image003.png, image004.png, image005.png, image006.png, image007.gif, image008.png, image009.png, image010.png, image011.png, image012.png, image013.png, image014.png, image015.gif

Hi David,

Yes I'm well thanks and hope you are too.

I have only just seen the draft S106 agreement although I understand it's been on the planning portal for a few days, and Andy Bateson at CDC says he has now brought it to Dorchester's attention. I haven't had a chance to review it yet. The OCC R122 Compliance Statement is on the portal under Third Party Representations.

Kind regards

Joy

---

**From:** David Frisby <[davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk)>  
**Sent:** Tuesday, November 14, 2023 12:37 PM  
**To:** White, Joy - Oxfordshire County Council <[Joy.White@Oxfordshire.gov.uk](mailto:Joy.White@Oxfordshire.gov.uk)>  
**Subject:** Re: M40 Jn10 Update – Upper Heyford [18/00825/HYBRID]

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Joy,

I trust you are well?

Any further progress on the S106 please?

If not, do you have a copy of the Reg 122 compliance statement your refer to please, as I can't seem to locate a copy?

Thank you in advance

Kind regards,

David

**David Frisby** BEng (CEng) FCIHT  
Director

 020 3848 99719

07812 049 202

[davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk)

[www.modetransport.co.uk](http://www.modetransport.co.uk)

### mode transport planning

Butler House, 177-178 Tottenham Court Road, London W1T 7NY

keep up with mode:



be green, keep it on the screen!

---

**From:** White, Joy - Oxfordshire County Council <[Joy.White@Oxfordshire.gov.uk](mailto:Joy.White@Oxfordshire.gov.uk)>  
**Date:** Thursday, 2 November 2023 at 14:50  
**To:** David Frisby <[davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk)>  
**Subject:** RE: M40 Jn10 Update – Upper Heyford [18/00825/HYBRID]

Hi David, still no draft that I have seen, but that could be down to pressures in our legal department. The appellant has, however, indicated willingness to make the contributions set out in our Reg 122 compliance statement.

Kind regards  
Joy

---

**From:** David Frisby <[davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk)>  
**Sent:** Thursday, November 2, 2023 2:43 PM  
**To:** White, Joy - Oxfordshire County Council <[Joy.White@Oxfordshire.gov.uk](mailto:Joy.White@Oxfordshire.gov.uk)>  
**Cc:** Henry Gouldbourne <[henrygouldbourne@modetransport.co.uk](mailto:henrygouldbourne@modetransport.co.uk)>; Matthew Fitchett <[matthewfitchett@modetransport.co.uk](mailto:matthewfitchett@modetransport.co.uk)>; Chris Holdup <[chrisholdup@modetransport.co.uk](mailto:chrisholdup@modetransport.co.uk)>  
**Subject:** Re: M40 Jn10 Update – Upper Heyford [18/00825/HYBRID]

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Joy

Any further S106 progress since Tuesday please?

Kind regards,

David

David Frisby BEng (CEng) FCIHT  
Director

020 3848 99719



07812 049 202

[davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk)

[www.modetransport.co.uk](http://www.modetransport.co.uk)

### mode transport planning

Butler House, 177-178 Tottenham Court Road, London W1T 7NY

keep up with mode: [in](#) [t](#) [f](#)



be green, keep it on the screen!

---

**From:** David Frisby <[davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk)>

**Date:** Tuesday, 31 October 2023 at 12:52

**To:** White, Joy - Oxfordshire County Council <[Joy.White@Oxfordshire.gov.uk](mailto:Joy.White@Oxfordshire.gov.uk)>

**Subject:** Re: M40 Jn10 Update – Upper Heyford [18/00825/HYBRID]

Thank you Joy

Any progress yet?

The reason I ask: I am struggling to understand how CDC has issued a SoCG stating that OCC acting as Highway Authority are maintaining “*no objection*” when the reason for refusal was:

*"In the absence of a satisfactory unilateral undertaking or any other form of Section 106 legal agreement, the CDC is not satisfied that the proposed development provides for appropriate infrastructure contributions or transport mitigation required as a result of the development and necessary to ensure modal shift to sustainable transport modes and make the impacts of the development acceptable in planning terms, to the detriment of both existing and proposed residents and workers and contrary to policy INF 1 of the Cherwell Local Plan 2015, CDC's Planning Obligations SPD 2018 and Government guidance within the National Planning Policy Framework."*

Yet it is clear that the S106 has not actually been progressed prior to that SoCG being issued?

Kind regards,

David

**David Frisby** BEng (CEng) FCIHT  
Director

☎ 020 3848 99719

📠 07812 049 202

✉ [davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk)

[www.modetransport.co.uk](http://www.modetransport.co.uk)

**mode transport planning**

Butler House, 177-178 Tottenham Court Road, London W1T 7NY

keep up with mode: [in](#) [t](#) [f](#)



be green, keep it on the screen!

---

**From:** White, Joy - Oxfordshire County Council <[Joy.White@Oxfordshire.gov.uk](mailto:Joy.White@Oxfordshire.gov.uk)>  
**Date:** Monday, 30 October 2023 at 10:20  
**To:** David Frisby <[davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk)>  
**Subject:** RE: M40 Jn10 Update – Upper Heyford [18/00825/HYBRID]

Hi David

We've instructed Legal Services but I haven't seen a draft yet.

Kind regards  
Joy

---

**From:** David Frisby <[davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk)>  
**Sent:** Monday, October 30, 2023 9:54 AM  
**To:** White, Joy - Oxfordshire County Council <[Joy.White@Oxfordshire.gov.uk](mailto:Joy.White@Oxfordshire.gov.uk)>  
**Subject:** Re: M40 Jn10 Update – Upper Heyford [18/00825/HYBRID]

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Joy,

I trust you had a relaxing weekend.

Has there been any progress on the S106 with Richborough/Lonestar yet please?

I look forward to hearing from you.

Kind regards,

David

**David Frisby** BEng (CEng) FCIHT  
Director

☎ 020 3848 99719

📠 07812 049 202

✉ [davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk)

[www.modetransport.co.uk](http://www.modetransport.co.uk)

**mode transport planning**

Butler House, 177-178 Tottenham Court Road, London W1T 7NY

keep up with mode: [in](#) [t](#) [f](#)



be green, keep it on the screen!

---

**From:** White, Joy - Oxfordshire County Council <[Joy.White@Oxfordshire.gov.uk](mailto:Joy.White@Oxfordshire.gov.uk)>  
**Date:** Thursday, 26 October 2023 at 10:41  
**To:** David Frisby <[davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk)>  
**Subject:** RE: M40 Jn10 Update – Upper Heyford [18/00825/HYBRID]

Hi David, yes but I haven't seen the draft yet.

Kind regards  
Joy

---

**From:** David Frisby <[davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk)>  
**Sent:** Thursday, October 26, 2023 9:04 AM  
**To:** White, Joy - Oxfordshire County Council <[Joy.White@Oxfordshire.gov.uk](mailto:Joy.White@Oxfordshire.gov.uk)>  
**Cc:** Simon Fry <[S.Fry@dorchestergrp.com](mailto:S.Fry@dorchestergrp.com)>; Chris Holdup <[chrisholdup@modetransport.co.uk](mailto:chrisholdup@modetransport.co.uk)>; Matthew Fitchett <[matthewfitchett@modetransport.co.uk](mailto:matthewfitchett@modetransport.co.uk)>  
**Subject:** Re: M40 Jn10 Update – Upper Heyford [18/00825/HYBRID]

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Joy

Out of interest have Richborough/Lonestar now started to progress their S106?

Kind regards,

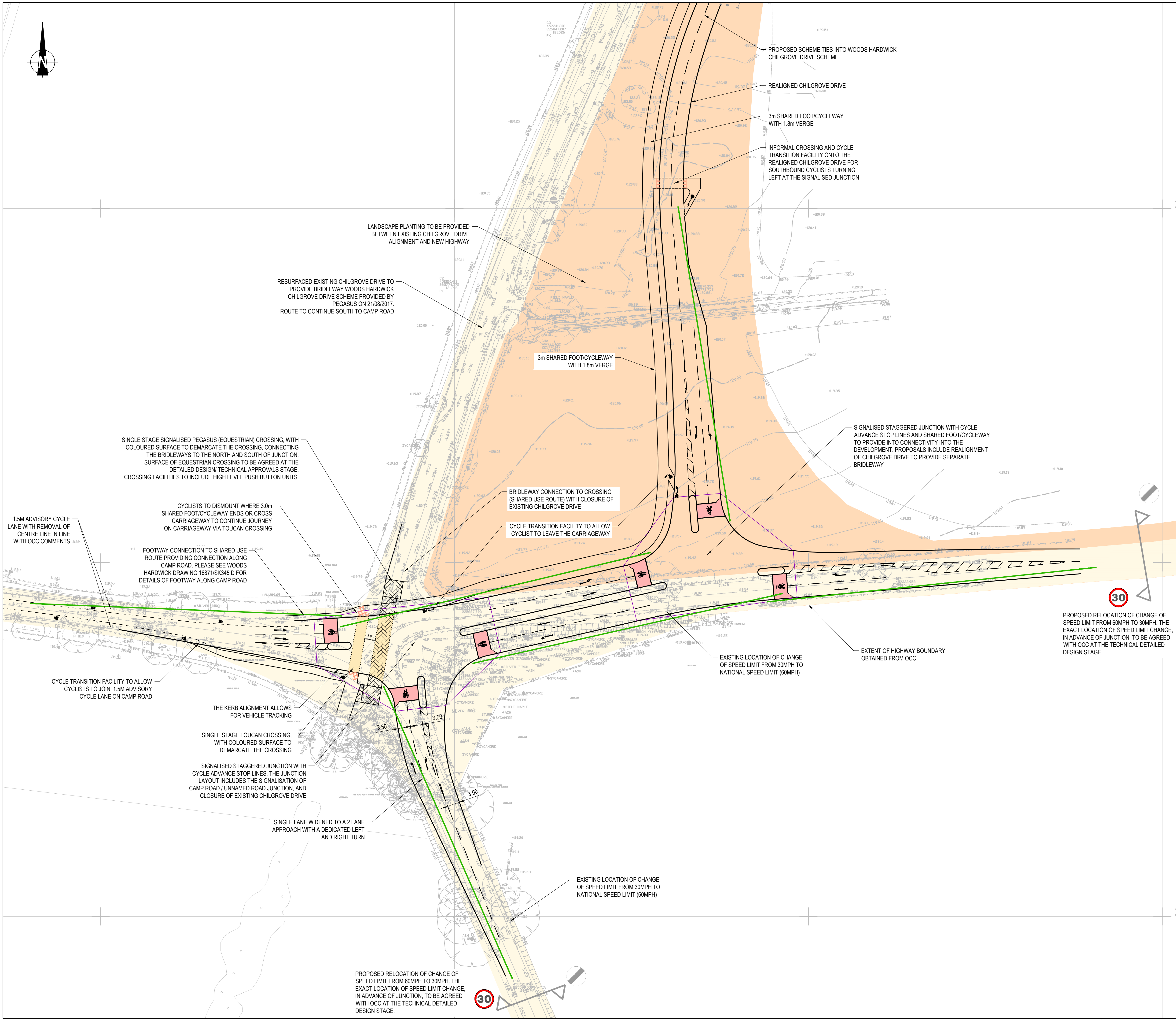
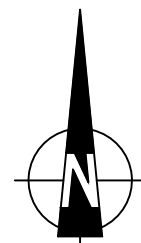
David

**David Frisby** BEng (CEng) FCIHT

# APPENDIX B

## Package A Drawing





- NOTES:
1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, ROAD SAFETY AUDIT, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
  2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS;
  3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;
  4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS; AND
  5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS;

- KEY:
- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 13.03.17 AND INTERPRETED BY STANTEC
  - LAND UNDER THE CLIENT'S CONTROL. LAND TITLE ON288089 (UPPER HEYFORD GP LTD)
  - 90M STOPPING SIGHT DISTANCE TO A PRIMARY SIGNAL HEAD IN ACCORDANCE WITH DMBS FOR A 30MPH ROAD
  - JUNCTION INTERVISIBILITY

I	UPDATED TO STANTEC BORDER	26.02.20	PC	PR	-
H	ADDITIONAL UPDATES FOLLOWING OCC COMMENTS	10.10.18	PC		-
G	COMMENTS FROM OCC INCORPORATED INTO PLAN	02.10.18	PC		-
F	COMMENTS FROM THE BHS INCORPORATED INTO PLAN	07.06.18	JDS	PR	-
E	COLOURED SURFACE PROVIDED ON CROSSING	19.03.18	PC	PR	-
D	REVISED IN ACCORDANCE WITH OCC COMMENTS 05/03/18	19.03.18	PC	PR	MW
C	REVISED PEDESTRIAN CYCLE ROUTE ALONG CHILGROVE DRIVE	08.02.18	JHo	PC	PR
B	ADDED NOTE ON PLANTING	17.01.18	AA	PR	-
A	AMENDMENTS MADE IN ACCORDANCE WITH OCC COMMENTS	04.01.18	PC	PR	-
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.  
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status  
**FOR DISCUSSION**

**HEYFORD PARK, TRANCHE 2  
 CHILGROVE DRIVE  
 POTENTIAL SIGNALISED JUNCTION**

Client <b>DORCHESTER GROUP</b>			
Date of 1st Issue 06.10.2017	Designed JHo	Drawn JHo	
A1 Scale 1:500	Checked PC	Approved PR	<p>stantec.com/uk</p> <p>Copyright reserved        The copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorised by Stantec is forbidden.</p> <p>BRISTOL        Tel: 01173 327 840</p>
Drawing Number <b>39304/5501/SK26</b>	Revision <b>I</b>		



# APPENDIX C

## Package B Drawing

- NOTES**
- Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding.  
© This drawing is copyright.
  - Reproduced from OS Sitemap © by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright 2008. All rights reserved. Licence number 100007126.
  - Until technical approval has been obtained from the relevant authorities, all drawings are issued as preliminary and not for construction. Should the Contractor commence site work prior to approval being given it is entirely at his own risk.

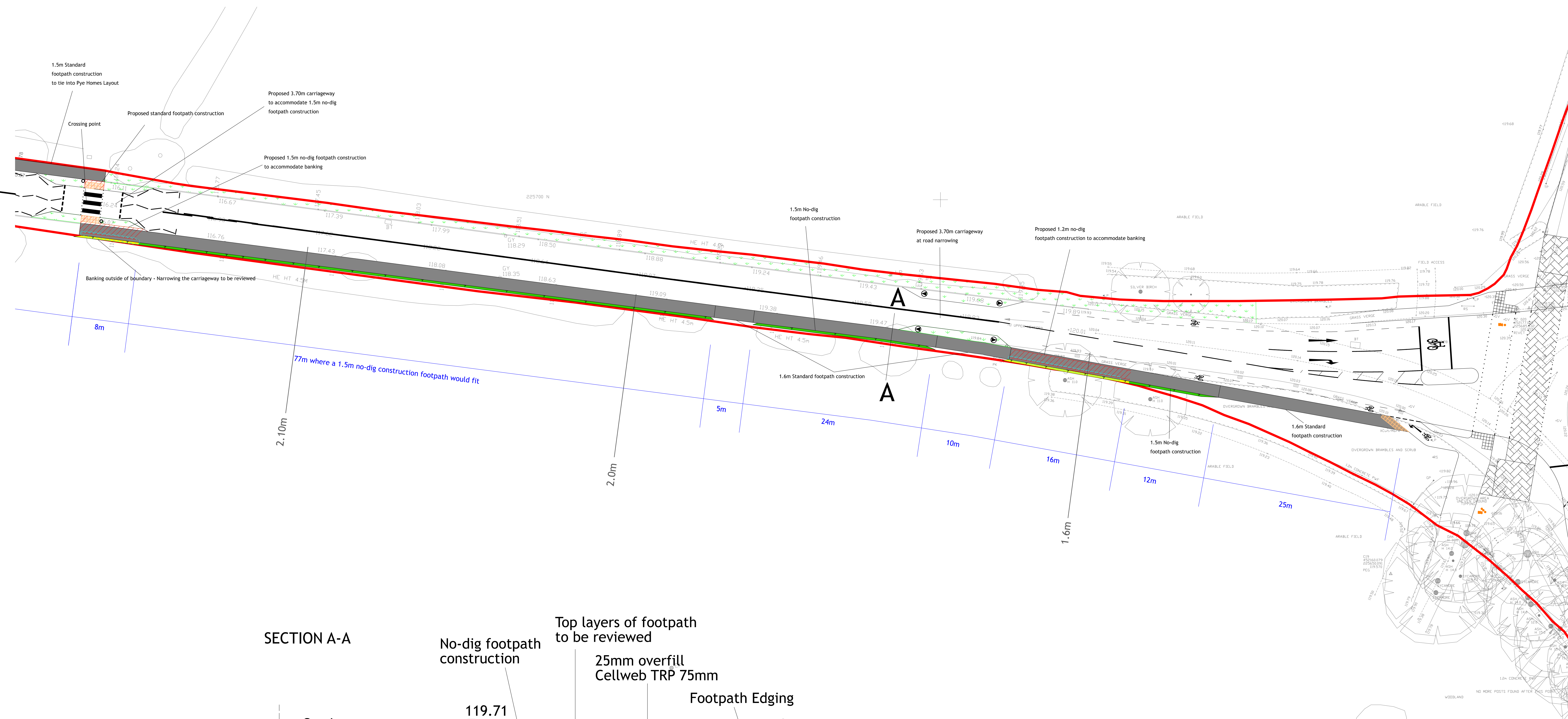
**SAFETY, HEALTH AND ENVIRONMENTAL**

In addition to the hazards, risks normally associated with the type of work detailed on this drawing, note the following significant risks and information.

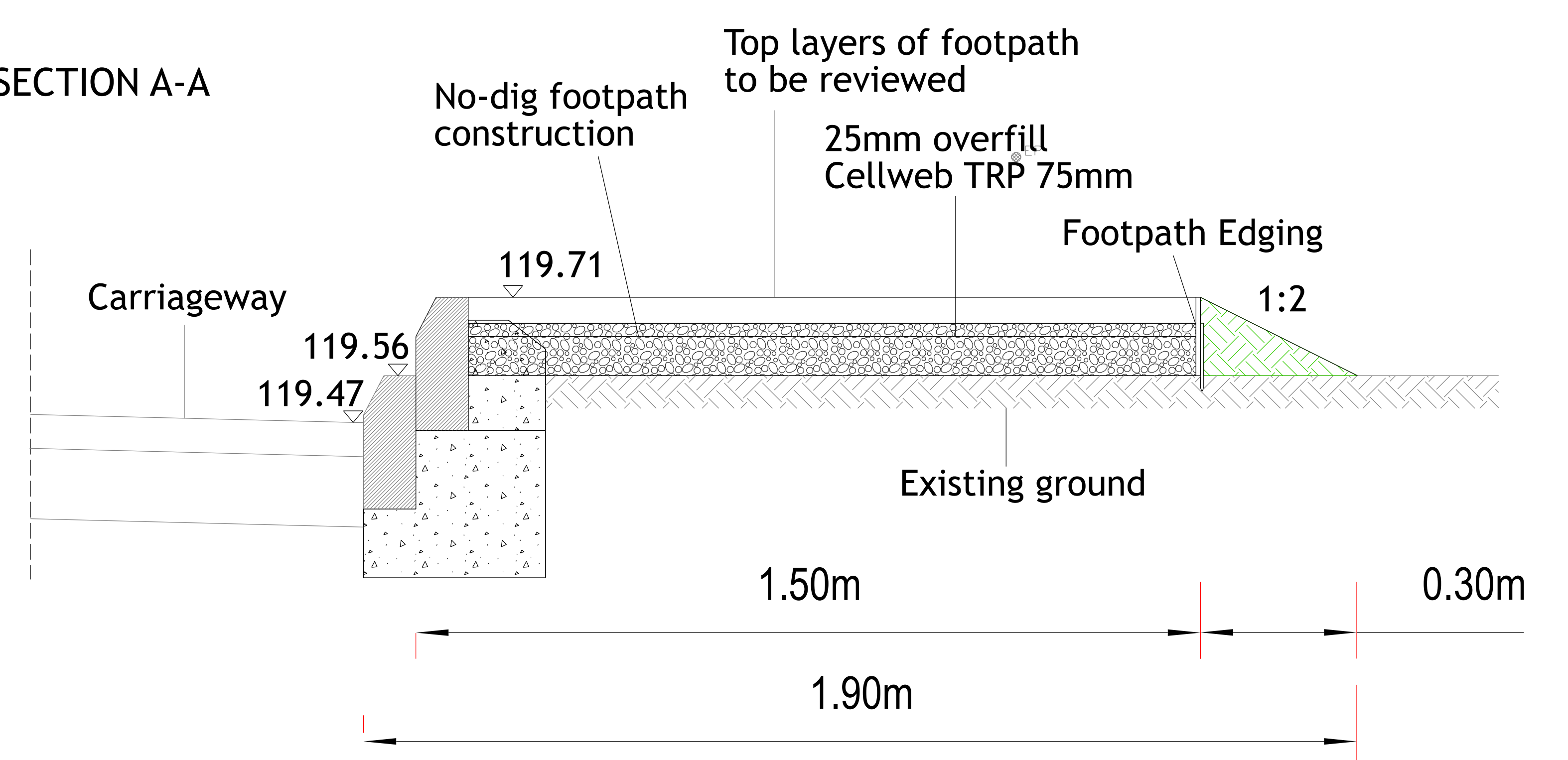
- Construction:**
- Proximity of works to a live carriageway
  - Possible presence of existing services
  - Protection of trees and hedges
- For information relating to end use, maintenance, demolition, see the health and safety file.
- It is assumed that all works will be carried out by a competent Contractor, where appropriate, to an approved method statement.

**KEY**

Highway Boundary Limits	—
Possible Future Footpath	—
Banking	—
Banking outside of boundary	—
Proposed Footpath	—
Soft Landscaping	—
Assumed Banking	—
Footpath Dimensions	XX



**SECTION A-A**



B	Cycle lane separation removed. Additional narrowing added.	AT	AT	09.09.20	
A	On-carriageway cycle lane markings added.	JGF	JGF	21.08.20	
REV	DESCRIPTION	DRN	CHD	DATE	
<input type="checkbox"/>	PRELIMINARY	<input type="checkbox"/>	INFORMATION	<input type="checkbox"/>	TENDER
<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>	AS BUILT		

SCALE	1:200 @ A0	DATE	JULY 2020
DRAWN	NK	CHK	JGF
DRAWING NO.	16871-SK380	REV	B
TITLE	CAMP ROAD UPPER HEYFORD		
DETAILS	POSSIBLE FOOTPATH SECTION 278 WORKS ON CAMP ROAD EAST		

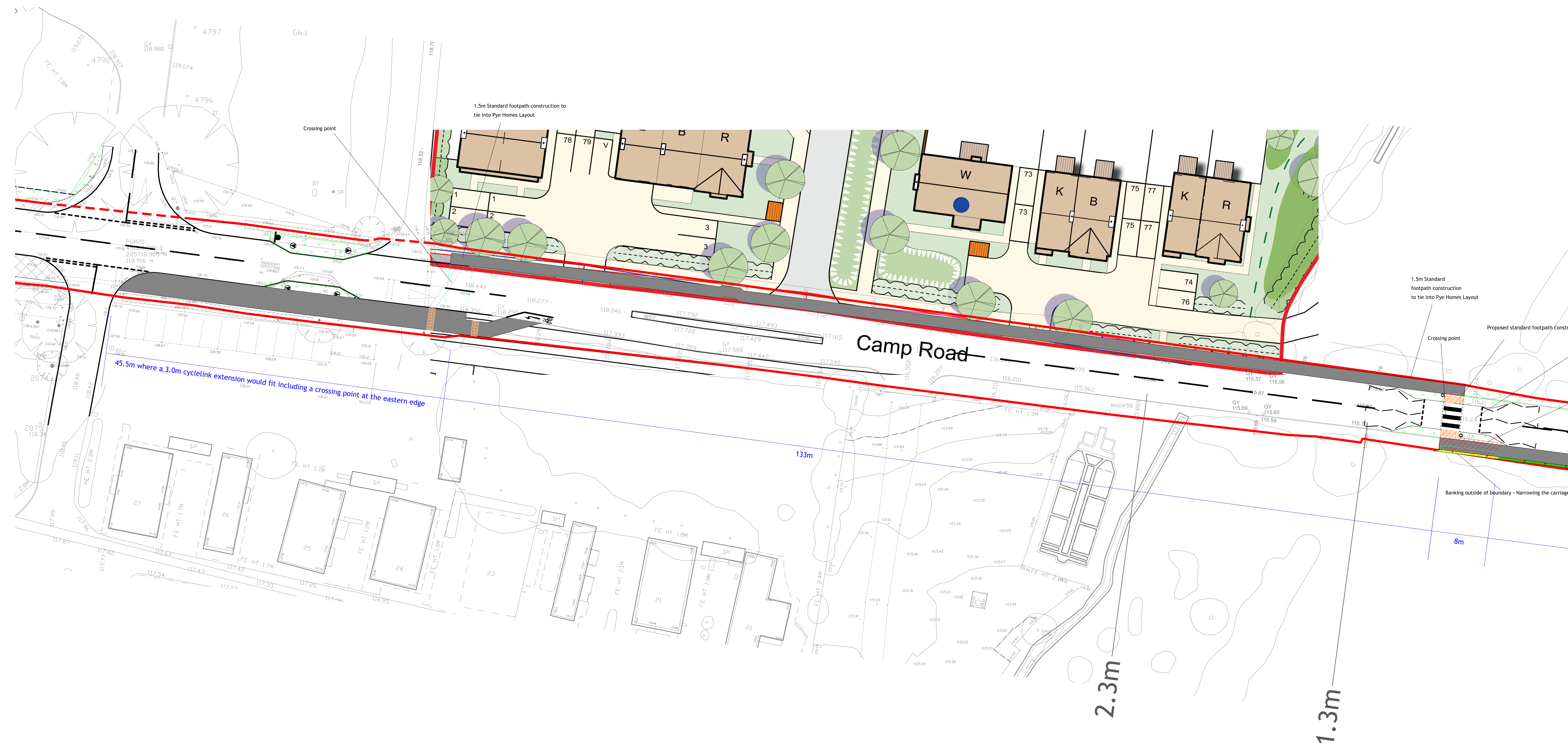
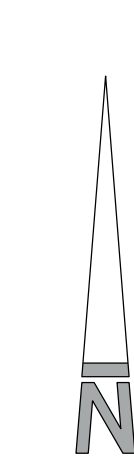
**Woods Hardwick**  
Architecture | Engineering | Planning | Surveying

**BEDFORD : HEAD OFFICE**  
15-17 Goldington Road  
Bedford MK40 3NH  
T: +44 (0) 1234 268862  
ONLINE: mail@woodshardwick.com | woodshardwick.com

**BIRMINGHAM**  
Fort Dunlop, Fort Parkway  
Birmingham B24 9FE  
T: +44 (0) 121 6297784

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS DRAWING





- NOTES**
- Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding.
  - Reproduced from OS Sitemap © by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright 2008. All rights reserved. Licence number 100007126.
  - Until technical approval has been obtained from the relevant authorities, all drawings are issued as preliminary and not for construction. Should the Contractor commence site work prior to approval being given it is entirely at his own risk.

**SAFETY, HEALTH AND ENVIRONMENTAL**

In addition to the hazards, risks normally associated with the type of work detailed on this drawing, note the following significant risks and information.

- Construction:**
- Proximity of works to a live carriageway
  - Possible presence of existing services
  - Protection of trees and hedges
- For information relating to end use, maintenance, demolition, see the health and safety file.
- It is assumed that all works will be carried out by a competent Contractor, where appropriate, to an approved method statement.

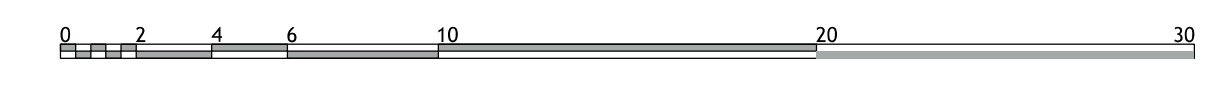
- KEY**
- Highway Boundary Limits
  - Possible Future Footpath
  - Banking
  - Banking outside of boundary
  - Proposed Footpath
  - Soft Landscaping
  - Assumed Banking
  - Footpath Dimensions

B	Cycle lane separation removed	AT	AT	09.09.20	
A	Cycleway markings and zebra crossing added	JGF	JGF	21.08.20	
REV	DESCRIPTION	DRN	CHD	DATE	
<input type="checkbox"/>	PRELIMINARY	<input type="checkbox"/>	INFORMATION	<input type="checkbox"/>	TENDER
<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>	AS BUILT		
SCALE: 1:200 @ A0		DATE: JULY 2020			
DRAWN: NK		CHK: JGF			
DRAWING NO.: 16871-SK381		REV: B			
TITLE: CAMP ROAD UPPER HEYFORD					
DETAILS: POSSIBLE FOOTPATH SECTION 278 WORKS ON CAMP ROAD EAST					

**Woods Hardwick**  
 Architecture | Engineering | Planning | Surveying

**BEDFORD : HEAD OFFICE**  
 15-17 Goldington Road  
 Bedford MK40 3NH  
 T: +44 (0) 1234 268862  
 ONLINE: mail@woodshardwick.com

**BIRMINGHAM**  
 Fort Dunlop, Fort Parkway  
 Birmingham B24 9FE  
 T: +44 (0) 121 6297784  
 woodshardwick.com



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS DRAWING



# APPENDIX D

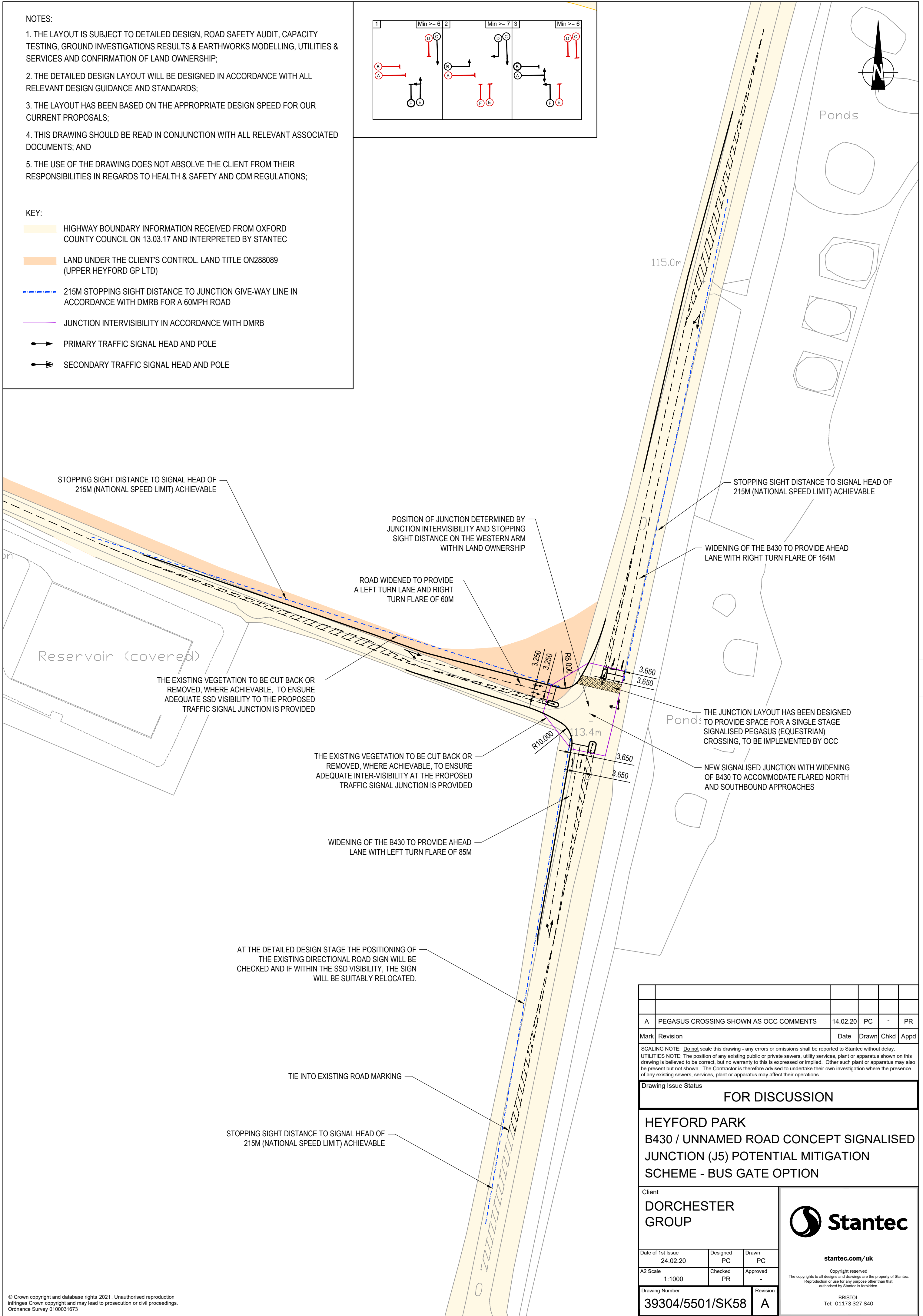
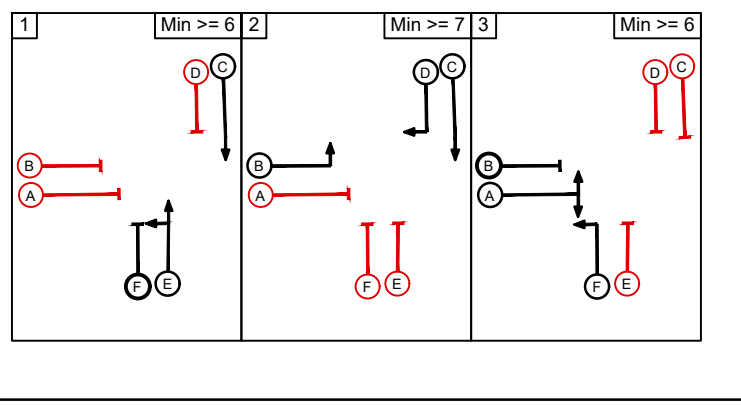
## Package C Drawing

**NOTES:**

1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, ROAD SAFETY AUDIT, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS;
3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;
4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS; AND
5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS;

**KEY:**

- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 13.03.17 AND INTERPRETED BY STANTEC
- LAND UNDER THE CLIENT'S CONTROL. LAND TITLE ON288089 (UPPER HEYFORD GP LTD)
- 215M STOPPING SIGHT DISTANCE TO JUNCTION GIVE-WAY LINE IN ACCORDANCE WITH DMRB FOR A 60MPH ROAD
- JUNCTION INTERVISIBILITY IN ACCORDANCE WITH DMRB
- PRIMARY TRAFFIC SIGNAL HEAD AND POLE
- SECONDARY TRAFFIC SIGNAL HEAD AND POLE



A	PEGASUS CROSSING SHOWN AS OCC COMMENTS	14.02.20	PC	-	PR
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.  
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status  
**FOR DISCUSSION**

**HEYFORD PARK  
 B430 / UNNAMED ROAD CONCEPT SIGNALISED  
 JUNCTION (J5) POTENTIAL MITIGATION  
 SCHEME - BUS GATE OPTION**

Client <b>DORCHESTER GROUP</b>		
Date of 1st Issue 24.02.20	Designed PC	Drawn PC
A2 Scale 1:1000	Checked PR	Approved -
Drawing Number <b>39304/5501/SK58</b>	Revision <b>A</b>	

**stantec.com/uk**

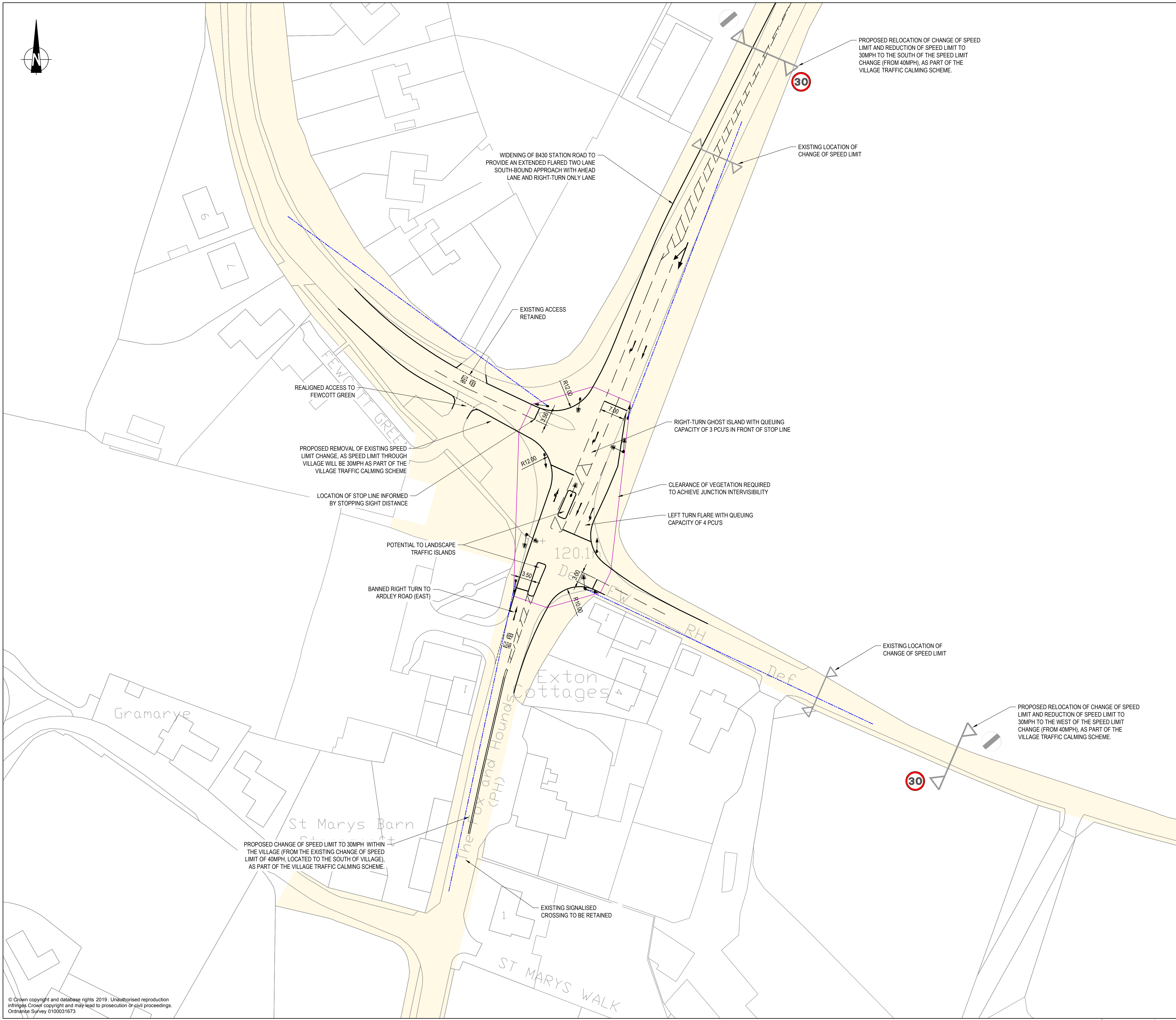
Copyright reserved  
 The copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorised by Stantec is forbidden.

BRISTOL  
 Tel: 01173 327 840

# APPENDIX E

## Package D Drawing





- NOTES:
1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, ROAD SAFETY AUDIT, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
  2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS;
  3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;
  4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS; AND
  5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS;

- KEY:
- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 09.04.19 AND INTERPRETED BY STANTEC
  - 90M STOPPING SIGHT DISTANCE, FOR THE PROPOSED SPEED LIMIT OF 30MPH, TO NEAR-SIDE SIGNAL HEAD IN ACCORDANCE WITH DMRB CD123
  - JUNCTION INTERVISIBILITY TO DMRB (WORST CASE SHOWN FOR A STAGGERED CROSSROADS ARRANGEMENT)
  - PRIMARY TRAFFIC SIGNAL HEAD AND POLE
  - SECONDARY TRAFFIC SIGNAL HEAD AND POLE

Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.  
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status **DRAFT**

**HEYFORD PARK  
 CONCEPT SIGNALISED JUNCTION  
 LAYOUT OF B430 STATION ROAD /  
 ARDLEY ROAD - BANNED RIGHT TURN**

Client <b>DORCHESTER GROUP</b>			 <b>stantec.com/uk</b>
Date of 1st Issue 20.02.20	Designed P.C	Drawn P.C	
A1 Scale 1:500	Checked P.R	Approved -	Copyright reserved The copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorised by Stantec is forbidden. BRISTOL Tel: 01173 327 840
Drawing Number <b>39304/5501/SK65</b>		Revision -	

# APPENDIX F

## Package E Drawing

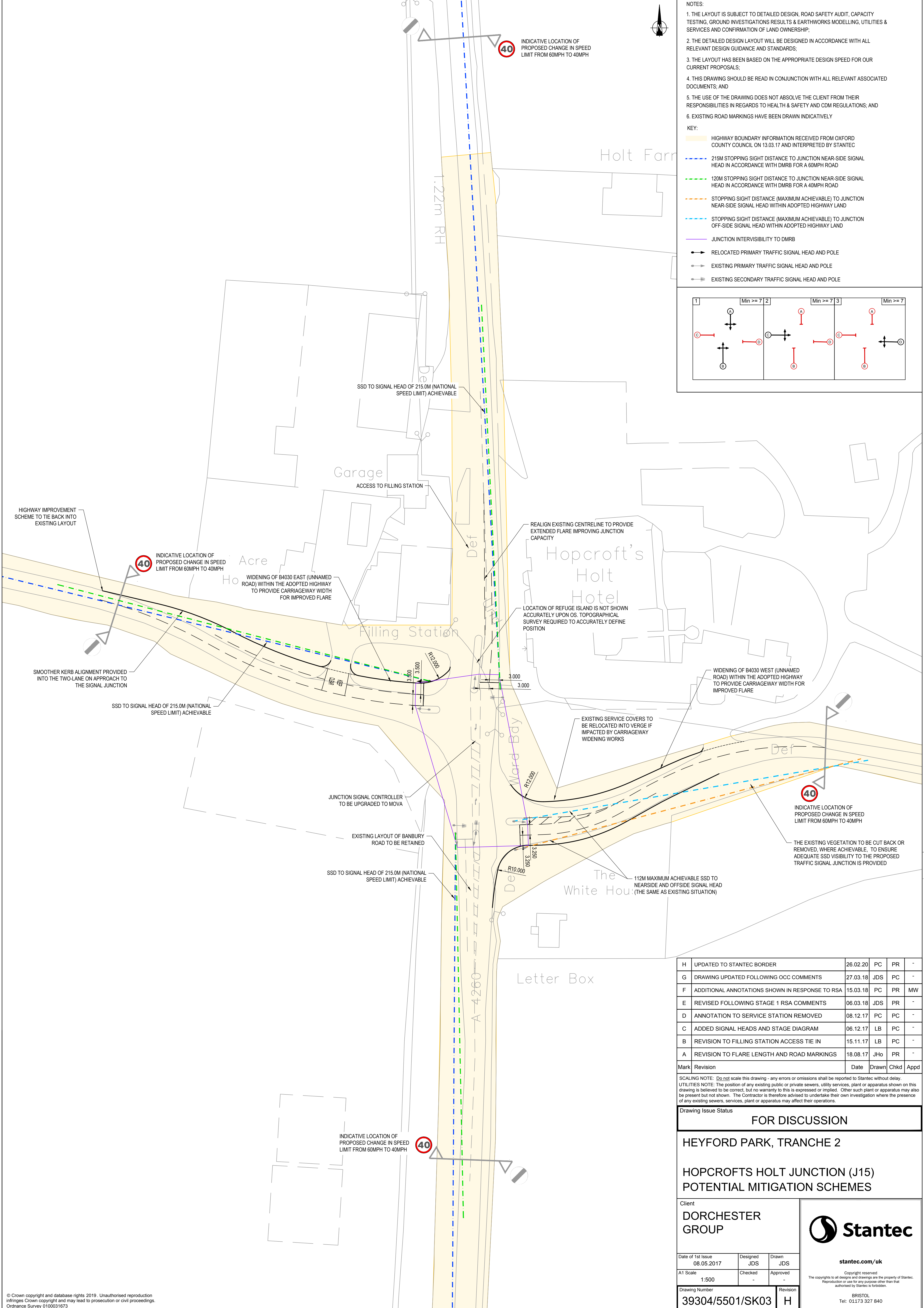
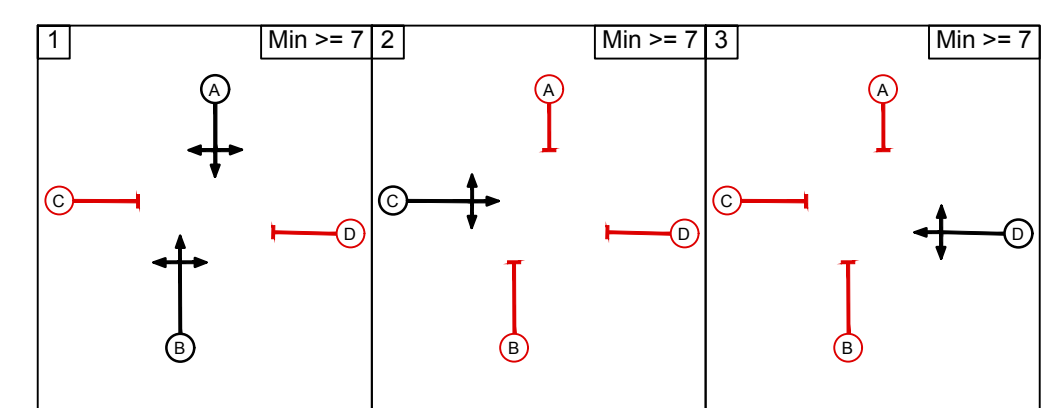


NOTES:

1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, ROAD SAFETY AUDIT, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS;
3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;
4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS; AND
5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS; AND
6. EXISTING ROAD MARKINGS HAVE BEEN DRAWN INDICATIVELY

KEY:

- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 13.03.17 AND INTERPRETED BY STANTEC
- 215M STOPPING SIGHT DISTANCE TO JUNCTION NEAR-SIDE SIGNAL HEAD IN ACCORDANCE WITH DMRB FOR A 60MPH ROAD
- 120M STOPPING SIGHT DISTANCE TO JUNCTION NEAR-SIDE SIGNAL HEAD IN ACCORDANCE WITH DMRB FOR A 40MPH ROAD
- STOPPING SIGHT DISTANCE (MAXIMUM ACHIEVABLE) TO JUNCTION NEAR-SIDE SIGNAL HEAD WITHIN ADOPTED HIGHWAY LAND
- STOPPING SIGHT DISTANCE (MAXIMUM ACHIEVABLE) TO JUNCTION OFF-SIDE SIGNAL HEAD WITHIN ADOPTED HIGHWAY LAND
- JUNCTION INTERVISIBILITY TO DMRB
- RELOCATED PRIMARY TRAFFIC SIGNAL HEAD AND POLE
- EXISTING PRIMARY TRAFFIC SIGNAL HEAD AND POLE
- EXISTING SECONDARY TRAFFIC SIGNAL HEAD AND POLE



H	UPDATED TO STANTEC BORDER	26.02.20	PC	PR	-
G	DRAWING UPDATED FOLLOWING OCC COMMENTS	27.03.18	JDS	PC	-
F	ADDITIONAL ANNOTATIONS SHOWN IN RESPONSE TO RSA	15.03.18	PC	PR	MW
E	REVISED FOLLOWING STAGE 1 RSA COMMENTS	06.03.18	JDS	PR	-
D	ANNOTATION TO SERVICE STATION REMOVED	08.12.17	PC	PC	-
C	ADDED SIGNAL HEADS AND STAGE DIAGRAM	06.12.17	LB	PC	-
B	REVISION TO FILLING STATION ACCESS TIE IN	15.11.17	LB	PC	-
A	REVISION TO FLARE LENGTH AND ROAD MARKINGS	18.08.17	JHo	PR	-
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.  
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status  
**FOR DISCUSSION**

**HEYFORD PARK, TRANCHE 2**  
**HOPCROFTS HOLT JUNCTION (J15)**  
**POTENTIAL MITIGATION SCHEMES**

Client <b>DORCHESTER GROUP</b>		
Date of 1st Issue 08.05.2017	Designed JDS	Drawn JDS
A1 Scale 1:500	Checked -	Approved -
Drawing Number <b>39304/5501/SK03</b>	Revision <b>H</b>	

**stantec.com/uk**  
 Copyright reserved  
 The copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorised by Stantec is forbidden.  
 BRISTOL  
 Tel: 01173 327 840

# APPENDIX G

## Figure H3





Not to Scale  
Heyford Park

Figure H3  
Pedestrian and Cycle Access Plan



Pedestrian Route



Pedestrian/Cycle Route

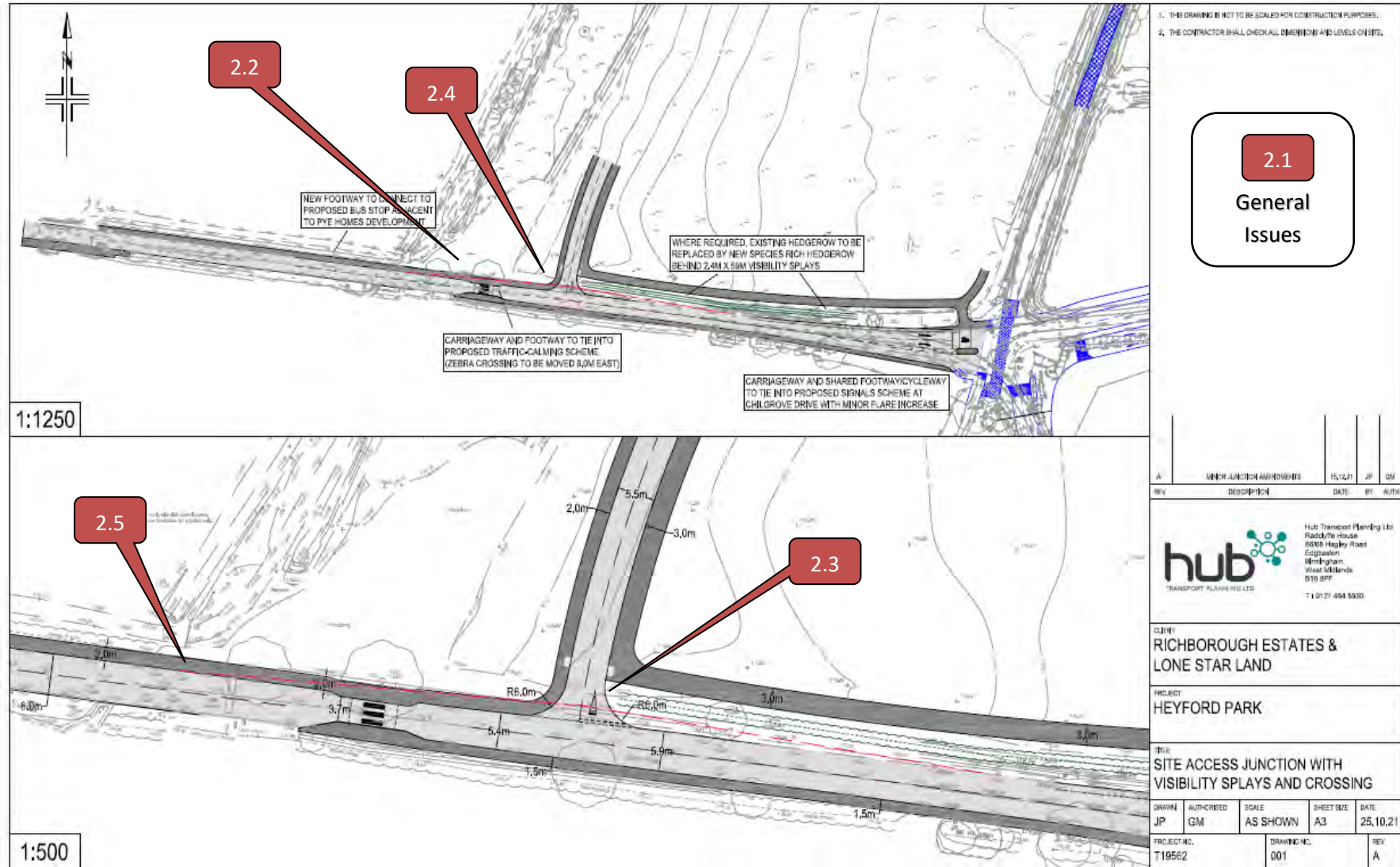


Route to Boundary for potential future connection

Reproduced by permission of Ordnance Survey on behalf of HMSO.  
© Crown copyright and database right 2023.  
All rights reserved. Ordnance Survey Licence number 100046404.

# APPENDIX H

## Latest Access Design



# APPENDIX I

## Pye Homes Layout





- KEY**
- Red line boundary (3.148 Ha)
  - Swale
  - Open space provision (5916sqm)
  - Landscaped boundary
  - Affordable units
  - Treatment plan
  - Play ( LEAP/LAP)
  - Footpath

**PLANNING**

Rev.	Date.	Description.
D	08.12.21	1. Gardens to Plots 1,2,11-25 & 80-89 increased.
C	01.12.21	1. Front of the site ground finishes revised.
B	30.11.21	1. BuBu & BKB units positions switched and parking layout revised to suit. 2. Grasscrete to front of site. 3. Unfettered access to Camp Rd note added.
A	03.09.21	1. Bungalow sizes amended.

**coleman hicks**  
PARTNERSHIP  
Architects

Marlborough House High Street  
Kidlington Oxford OX5 2DN  
t 01865 842922 f 01865 841004  
design@col-hicks.co.uk

PROJECT  
LAND AT LECHMERE FARM  
CAMP ROAD  
UPPER HEYFORD, OXON

DRAWING TITLE  
PROPOSED SITE PLAN

Scale Date Drawn  
1:500@A1 APRIL 21 AJ

Job No. Drawing No.  
2105 002



# APPENDIX J

## Build Trajectory

**Heyford Park Delivery Rates**

Heyford Park Residential	No. Units	Planning Ref	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Phase9	296	16/02446/F		30	74	28	65	70	30					296	
Hybrid Consent	1,175	18/00825/HYBRID				64	74	110	160	192	192	192	191	1175	
Pye 1	89	15/01357/F					45	44						89	
Pye 2	31	21/03523/OUT							31					31	
<b>Total PV5</b>				30	74	92	184	224	221	192	192	192	191	1592	
Richborough									40	40	40	40	40	30	230
PV5 + Richborough				30	74	92	184	224	261	232	232	232	231	30	1822
Historic Consents			112	81	81	66									340
<b>Total Delivery Expected</b>			112	141	229	250	368	448	522	464	464	464	462		3924

**"Trigger Formula"**

means the sum arising applying the following formula to the Policy Villages 5 Allocation Area:

Trips = F + G

Where F is 0.588 x Amount of Dwellings and

G is 0.406 x ((Amount of B1' + 11) + (Amount of B2' + 36) + (Amount of B8' / 70))

Where:

- Amount of Dwellings = total number of Occupied Dwellings
- Amount of B1 = the amount of Occupied B1(a), B1(b) and B1(c) floor space to the next nearest 100sqm

Heyford Park Commercial	SQ M	Planning Ref	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
B1a/B1b/B1c	19965	18/00825/HYBRID							6655	6655	6655			19965
B2	9250	18/00825/HYBRID							3083	3083	3083			9250
B8	5960	18/00825/HYBRID							1987	1987	1987			5960
<b>Total</b>	35175								11725	11725	11725			35175

**Heyford Park Annual Trips**

Heyford Park	No. Units	Planning Ref	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
<b>PV5 Current</b>														
Trips (0.588 trips per dwelling)				17.6	43.5	54.1	108.2	131.7	129.9	112.9	112.9	112.9	112.3	0.0
B1 Trips									245.6	245.6	245.6			
B2 Trips									34.8	34.8	34.8			
B8 Trips									11.5	11.5	11.5			
<b>Trips Cumulative</b>				17.6	61.2	115.2	223.4	355.2	777.0	1181.8	1586.7	1699.6	1811.9	1811.9
<b>PV5 + Richborough</b>														
Trips (0.588 trips per dwelling)				17.6	61.2	115.2	223.4	355.2	23.5	23.5	23.5	23.5	23.5	17.6
<b>Trips Cumulative</b>				17.6	61.2	115.2	223.4	355.2	800.5	1205.4	1610.2	1723.1	1835.4	1829.5
Increase in trips with Richborough				0	0	0	0	0	24	24	24	24	24	18

**Changes to Mitigation package**

Highway Mitigation Package	PV5 Resi	PV5 Resi + Com	DL	DL + RE
Chilgrove Drive (Package A)	2029	2027	2028	2027
Camp Road East (Package B)				
B430/Minor Road & Rural Cycle Link (Package C)	2028	2026/2027	2028	2026/2027
Ardley/Bucknell (Package D)	2029	2026/2027	2028	2026/2027
Hopcrofts Holt (Package E)	2028		2028	2028



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 7293 0217

Manchester

☎ 0161 464 9495

Reading

☎ 0118 211 8180

✉ [info@modetransport.co.uk](mailto:info@modetransport.co.uk) 📍 [modetransport.co.uk](http://modetransport.co.uk) 🐦 [@mode\\_transport](https://twitter.com/mode_transport)