

Andy Bateson

From: David Hutchison <david.hutchison@pegasusgroup.co.uk>
Sent: 22 December 2023 16:54
To: David Bainbridge; alison.bell@planninginspectorate.gov.uk; Andy Bateson; Katriona Ormiston-Rees; Harry Ramsey; Chris Wentworth; Submit Appeal; james@hubtransportplanning.co.uk; White, Joy - Oxfordshire County Council; davidfrisby@modetransport.co.uk
Subject: Re: APP/C3105/W/23/3326761 - OS Parcel 1570 Adjoining And West Of Chilgrove Drive, And Adjoining And North Of, Camp Road, Heyford Park

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Dear Alison

I write on behalf of Dorchester Living in response to TN6 prepared by Hub Transport Planning Ltd.

1. It has now become clear through the post inquiry discussions that the Appellants' off-site footpath along Camp Road can only be achieved if:-
 - a. There is a narrowing of the carriageway to 6.0m/6.1m, or
 - b. There is a further narrowing of the footpath to 1.7m, 1.8m and 1.9m depending upon location.
2. TN6 remains conspicuously silent on the third option that has not been considered. That is to speak with the adjoining landowners to secure additional land to the north for the footpath (as Pye and BDW have proposed). This would avoid the situation of having a substandard carriageway or a further narrowing of the 2m wide footway.
3. Until very recently, OCC seemed to be unaware of the consequences for the reduced carriageway. Their consultation responses to the application/appeal to date must be viewed in that context.
3. At the time of writing, we still do not know whether OCC considers the proposals in TN6 to be acceptable. To assist the Inspector in her determination of the proposals we respectfully invite the formal comments of OCC, albeit at a late stage in the proceedings, on the acceptability or otherwise of the various options.
5. As discussed at the meeting, OCC's own Design Guidance for carriageways on Primary Routes used by buses is 6.75m. This is not referenced in TN6, which proposes a reduction down to 6.0m.
6. We acknowledge that with existing roads it may not always be possible to widen them to achieve this width, but that is not to say that a road width should be reduced below that width. This is particularly true when the Appellants could have avoided this through collaborative working with adjoining landowners (as per the Pye and BDW approach).
7. As per our previous submissions we should not be accepting substandard development at this late appeal stage just because those discussions with adjoining landowners have not taken place earlier in the process.

I would be grateful if the Inspector could consider this response when she determines the appeal.

Kind regards

David Hutchison
Executive Director

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From: David Bainbridge <david.bainbridge@savills.com>

Date: Friday, 22 December 2023 at 16:04

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Dear Alison, please can you provide the attached technical note to The Planning Inspector. This has been prepared by Hub Transport Planning Ltd for the Appellant following engagement post close of the inquiry with representatives for Cherwell District Council, Oxfordshire County Council and the Rule 6 Party.

Thank you, David

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