

## Andy Bateson

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**From:** James Parker <James@hubtransportplanning.co.uk>  
**Sent:** 22 December 2023 18:23  
**To:** David Hutchison; David Bainbridge; alison.bell@planninginspectorate.gov.uk; Andy Bateson; Katriona Ormiston-Rees; Harry Ramsey; Chris Wentworth; Submit Appeal; 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,

The Appellant has the right to the final word on this matter, so I have set out below a very brief response to Mr Hutchison's email and respectfully request that the Inspector receives no further comment on this issue after this.

The Rule 6 party are now suggesting that only following the post inquiry discussions has the issue of the Camp Road width become clear; this is simply not the case. As set out in TN6, this section of the access scheme drawing has not changed since the original application, which means that the Rule 6 party has had 18 months to have raised this issue, yet only chose to do so at the start of the Inquiry.

The Rule 6 party are also now suggesting that the minimum carriageway width in OCC's design guidance is 6.75m and that the width of Camp Road should not be reduced below this; this is a new point that was first raised on the Teams call earlier this week – it was not raised at the Inquiry, nor in any objection or correspondence from the Rule 6 party during the course of the application.

As I have pointed out in TN6, the Rule 6 party's own S278 scheme reduces the carriageway width of Camp Road to between 5.7 and 5.8m along the Appeal site frontage, in order to deliver their 1.5m footway on the southern side of the carriageway. There has never been a suggestion from the LPA, the LHA, or indeed the Rule 6 party themselves that this narrower width is unacceptable for buses or large HGVs; in fact, it is a consented proposal.

Also as noted in TN6, and as demonstrated by the measurements of the existing carriageway, in fact most of Camp Road is narrower than 6.75m, and not just in the vicinity of the Appeal site; yet there have been no issues in terms of buses or large vehicles travelling along it to date.

The Rule 6 party are attempting to apply standards to Camp Road for the Appeal site, at this very late stage, that they themselves did not apply at any point in their own application; and that they themselves reduced the carriageway width below in their own mitigation scheme.

I would be grateful if the Inspector would take the above response into account when determining the Appeal.

Regards,

**James Parker**  
**Director**

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**From:** David Hutchison <david.hutchison@pegasusgroup.co.uk>

**Sent:** Friday, December 22, 2023 4:54 PM

**To:** David Bainbridge <david.bainbridge@savills.com>; alison.bell@planninginspectorate.gov.uk; andy.bateson@cherwell-dc.gov.uk; Katriona Ormiston-Rees <katriona.ormistonrees@savills.com>; Harry Ramsey <harry.ramsey@savills.com>; chris.wentworth@cherwell-dc.gov.uk; submit.appeal@cherwell-dc.gov.uk; James Parker <James@hubtransportplanning.co.uk>; joy.white@oxfordshire.gov.uk; 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

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

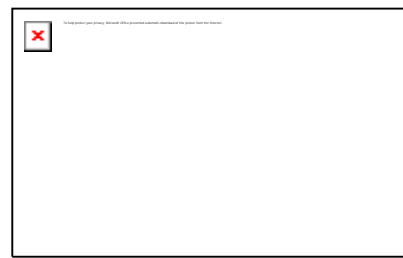
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**From:** David Bainbridge <[david.bainbridge@savills.com](mailto:david.bainbridge@savills.com)>

**Date:** Friday, 22 December 2023 at 16:04

**To:** [alison.bell@planninginspectorate.gov.uk](mailto:alison.bell@planninginspectorate.gov.uk) <[alison.bell@planninginspectorate.gov.uk](mailto:alison.bell@planninginspectorate.gov.uk)>, [andy.bateson@cherwell-dc.gov.uk](mailto:andy.bateson@cherwell-dc.gov.uk) <[andy.bateson@cherwell-dc.gov.uk](mailto:andy.bateson@cherwell-dc.gov.uk)>, Katriona Ormiston-Rees <[katriona.ormistonrees@savills.com](mailto:katriona.ormistonrees@savills.com)>, Harry Ramsey <[harry.ramsey@savills.com](mailto:harry.ramsey@savills.com)>, [chris.wentworth@cherwell-dc.gov.uk](mailto:chris.wentworth@cherwell-dc.gov.uk) <[chris.wentworth@cherwell-dc.gov.uk](mailto:chris.wentworth@cherwell-dc.gov.uk)>, [submit.appeal@cherwell-dc.gov.uk](mailto:submit.appeal@cherwell-dc.gov.uk) <[submit.appeal@cherwell-dc.gov.uk](mailto:submit.appeal@cherwell-dc.gov.uk)>, [james@hubtransportplanning.co.uk](mailto:james@hubtransportplanning.co.uk) <[james@hubtransportplanning.co.uk](mailto:james@hubtransportplanning.co.uk)>, David Hutchison <[david.hutchison@pegasusgroup.co.uk](mailto:david.hutchison@pegasusgroup.co.uk)>, [joy.white@oxfordshire.gov.uk](mailto:joy.white@oxfordshire.gov.uk) <[joy.white@oxfordshire.gov.uk](mailto:joy.white@oxfordshire.gov.uk)>, [davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk) <[davidfrisby@modetransport.co.uk](mailto:davidfrisby@modetransport.co.uk)>

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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

**David Bainbridge MA (Hons) MRTPI**  
Director  
Planning

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