

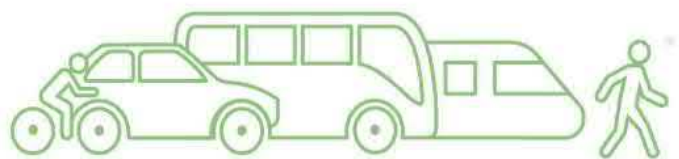
# VTP CONSULTATION RESPONSES

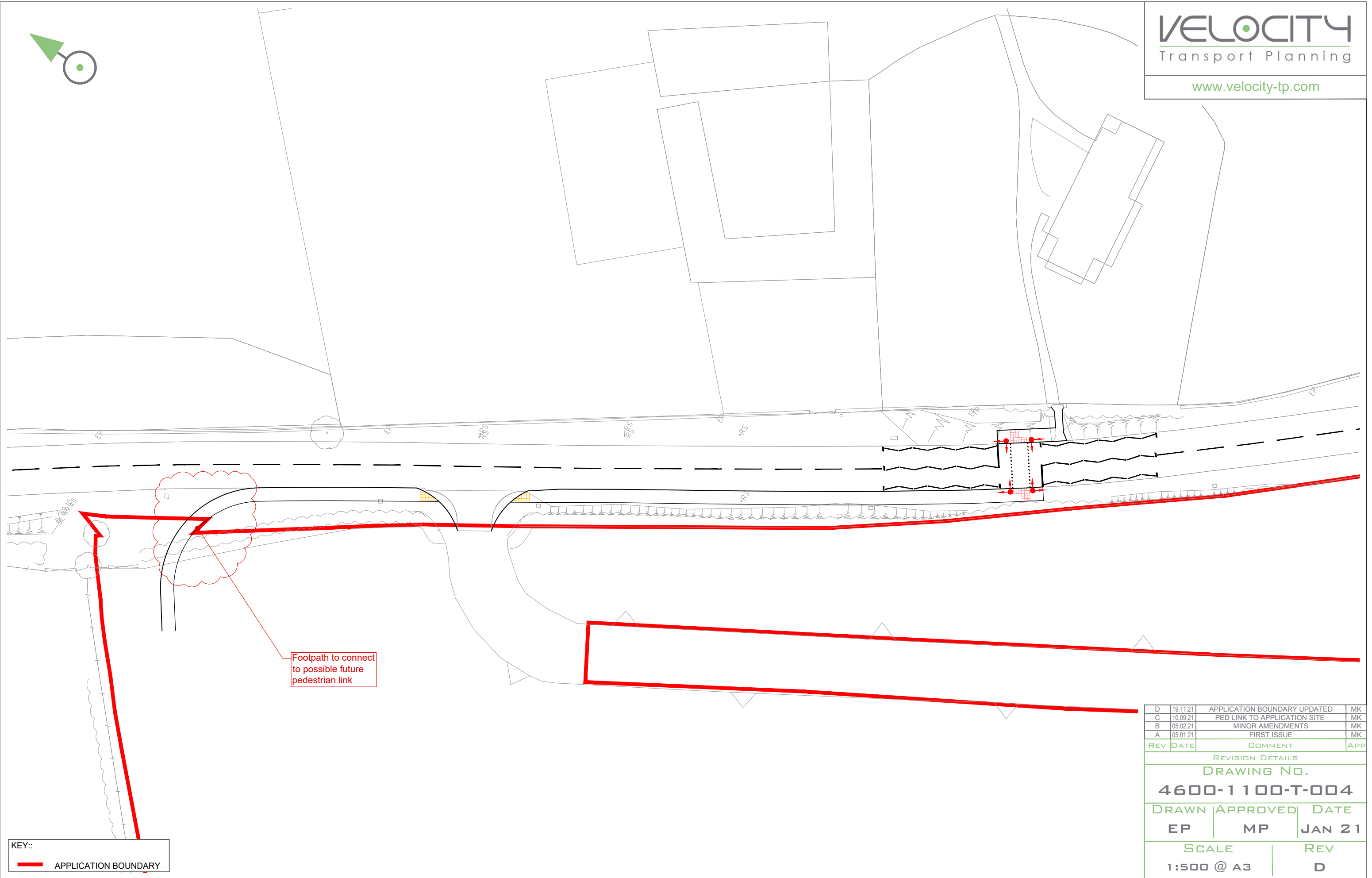
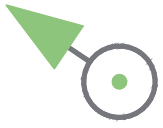
## PART 2 OF 3 ATTACHMENTS 4-6



# ATTACHMENT 4

UPDATED VTP APPLICATION DRAWINGS





Footpath to connect to possible future pedestrian link

KEY:  
— APPLICATION BOUNDARY

D	19.11.21	APPLICATION BOUNDARY UPDATED	MK
C	10.09.21	PED LINK TO APPLICATION SITE	MK
B	05.02.21	MINOR AMENDMENTS	MK
A	05.01.21	FIRST ISSUE	MK
REV	DATE	COMMENT	APP

REVISION DETAILS		
DRAWING No.		
4600-1100-T-004		
DRAWN	APPROVED	DATE
EP	MP	JAN 21
SCALE		REV
1:500 @ A3		D

CLIENT  
**FIRETHORN TRUST**  
PROJECT  
**NW BICESTER**

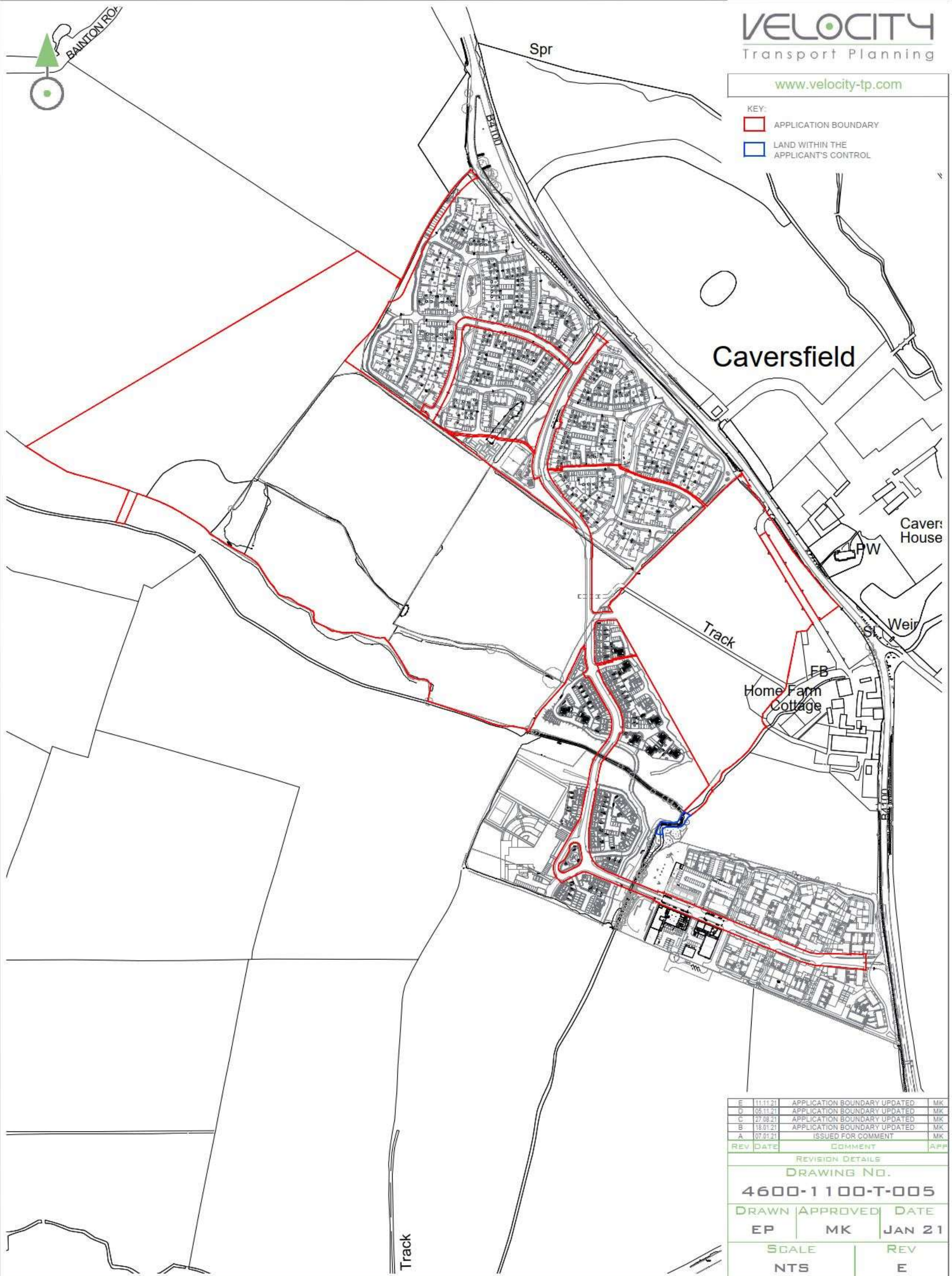
DRAWING TITLE  
**PROPOSED PEDESTRIAN CROSSING TO CHURCH**







- KEY:
- APPLICATION BOUNDARY
  - LAND WITHIN THE APPLICANT'S CONTROL



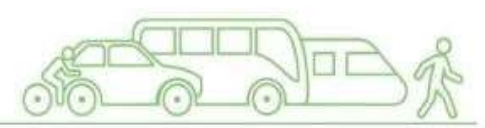
E	11.11.21	APPLICATION BOUNDARY UPDATED	MK
D	05.11.21	APPLICATION BOUNDARY UPDATED	MK
C	27.08.21	APPLICATION BOUNDARY UPDATED	MK
B	18.01.21	APPLICATION BOUNDARY UPDATED	MK
A	07.01.21	ISSUED FOR COMMENT	MK
REV	DATE	COMMENT	APP

REVISION DETAILS		
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EP	MK	JAN 21
SCALE	REV	
NTS	E	

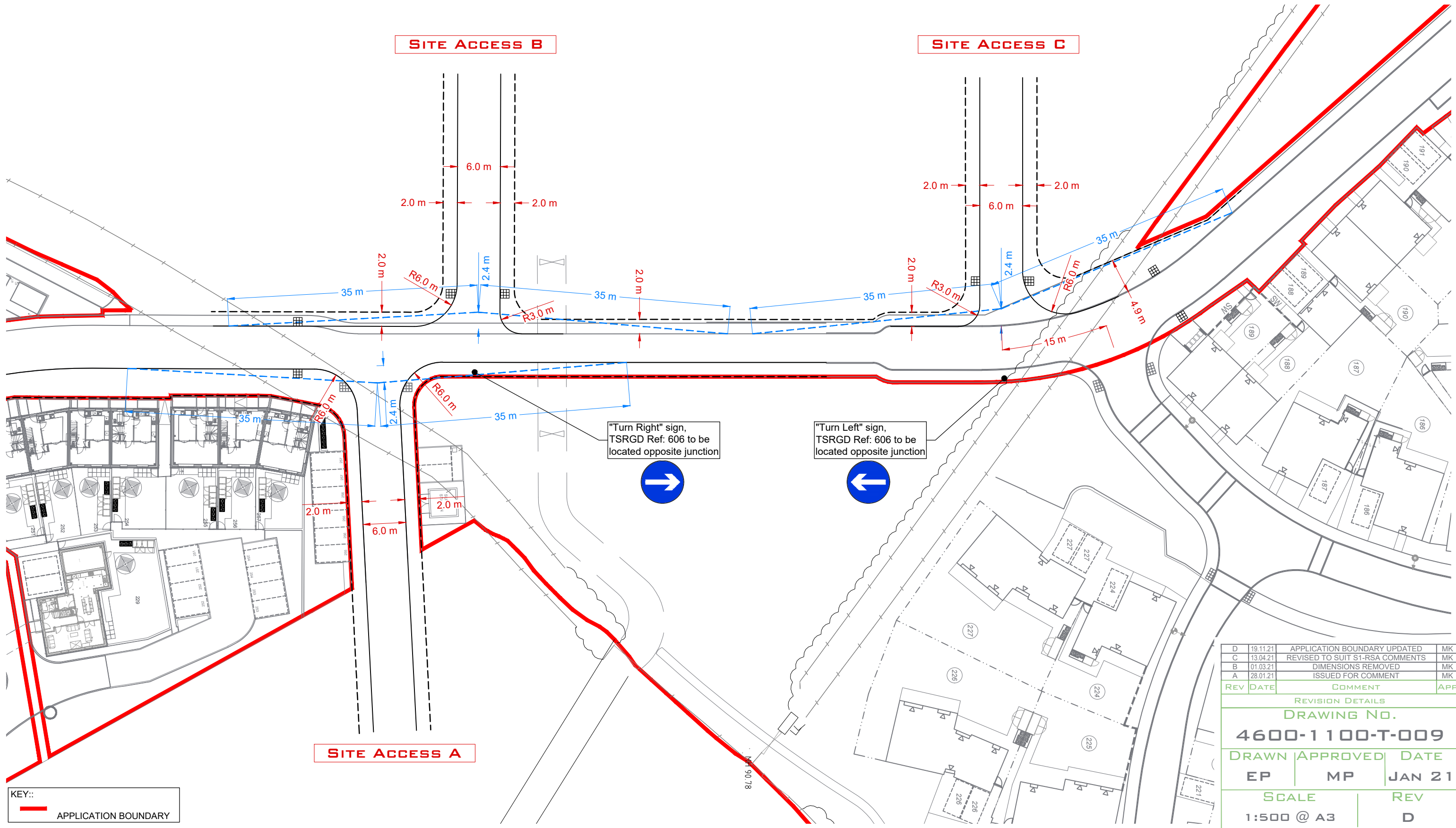
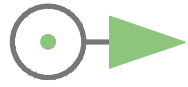
CLIENT  
**FIRETHORN TRUST**

PROJECT  
**NW BICESTER**

DRAWING TITLE  
**PROPOSED PLANNING APPLICATION BOUNDARY**









KEY:  
 APPLICATION BOUNDARY

B	19.11.21	APPLICATION BOUNDARY UPDATED	MK
A	28.01.21	ISSUED FOR COMMENT	MK
REV	DATE	COMMENT	APP

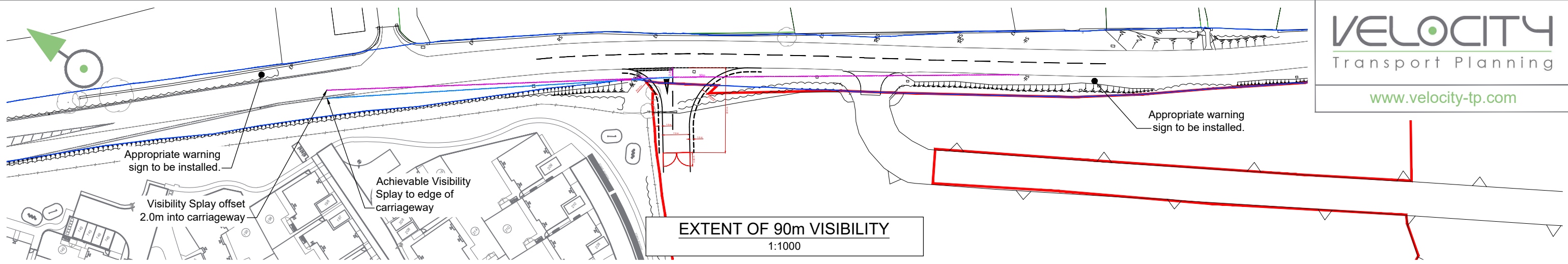
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DRAWN	APPROVED	DATE
EP	MP	JAN 21
SCALE		REV
1:500 @ A3		B

CLIENT  
**FIRETHORN TRUST**  
 PROJECT  
**LAND AT NORTH WEST BICESTER**

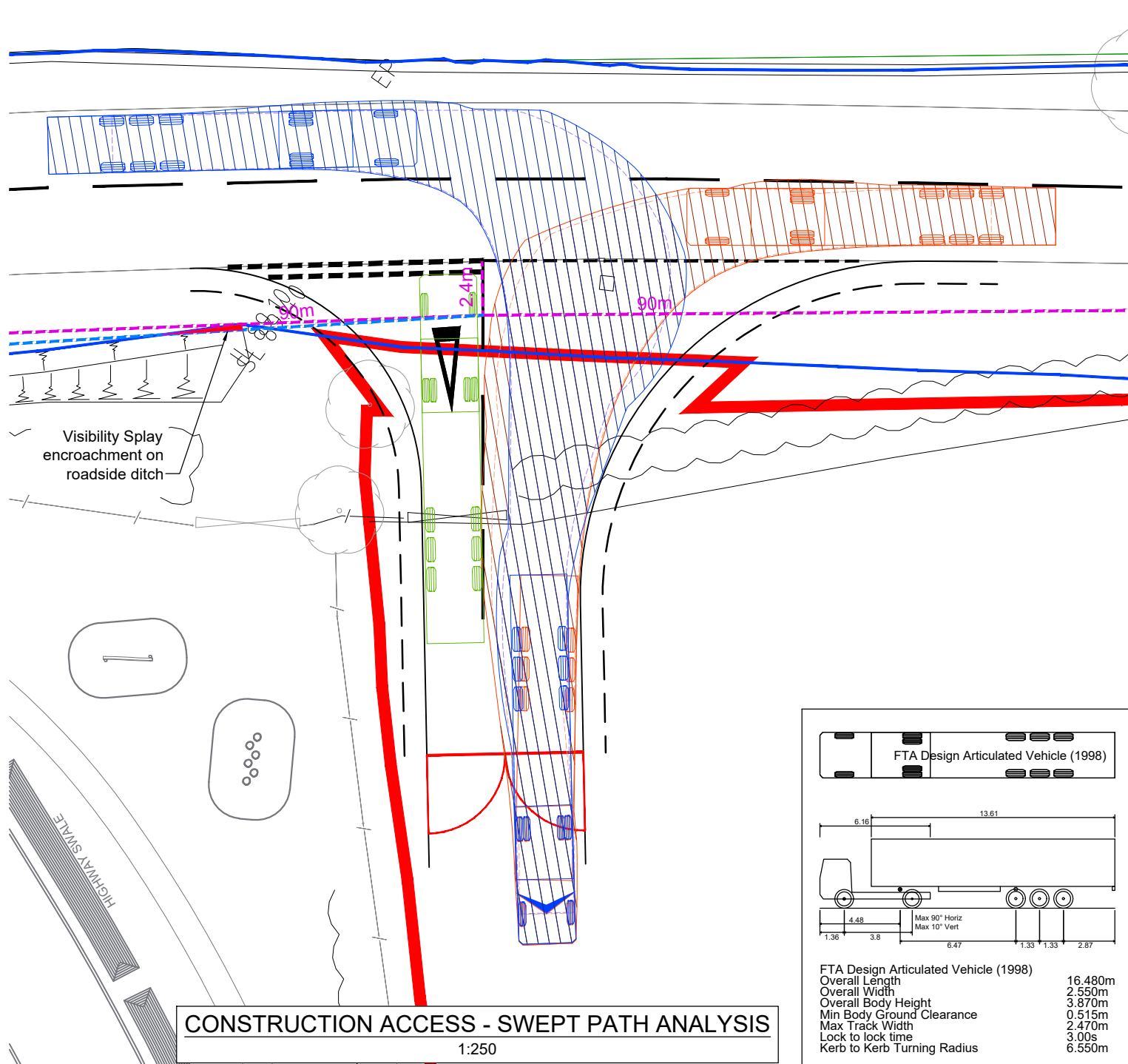
DRAWING TITLE  
**SITE ACCESS D  
 DIRECT ACCESS TO NORTH OF THE WESTERN PARCEL**





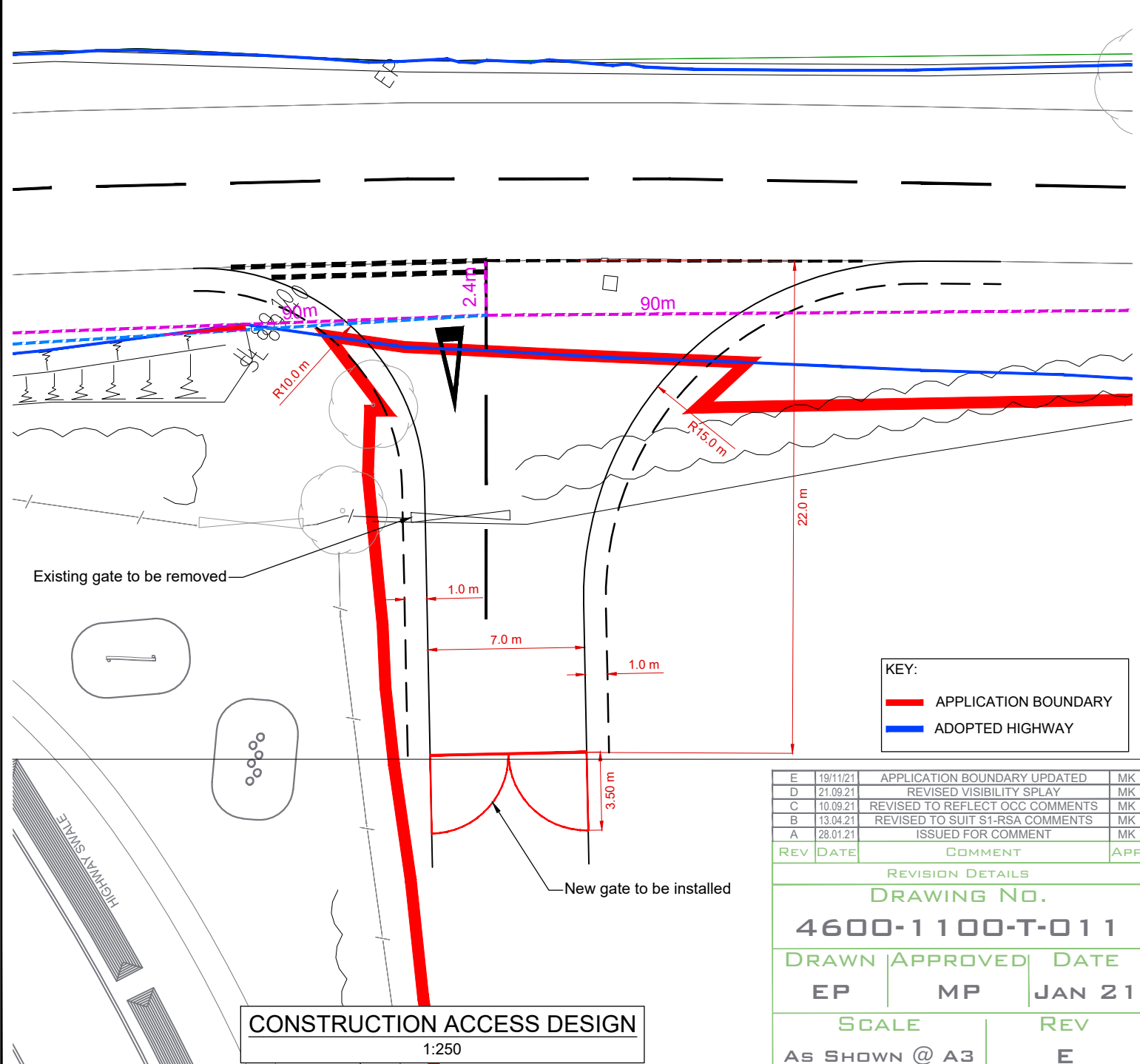


**EXTENT OF 90m VISIBILITY**  
1:1000



**CONSTRUCTION ACCESS - SWEEP PATH ANALYSIS**  
1:250

FTA Design Articulated Vehicle (1998)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m



**CONSTRUCTION ACCESS DESIGN**  
1:250

KEY:

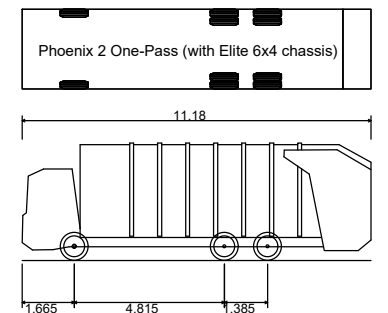
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<span style="color: blue;">—</span>	ADOPTED HIGHWAY

REV	DATE	COMMENT	APP
E	19/11/21	APPLICATION BOUNDARY UPDATED	MK
D	21.09.21	REVISED VISIBILITY SPLAY	MK
C	10.09.21	REVISED TO REFLECT OCC COMMENTS	MK
B	13.04.21	REVISED TO SUIT S1-RSA COMMENTS	MK
A	28.01.21	ISSUED FOR COMMENT	MK

REVISION DETAILS		
DRAWING NO.		
<b>4600-1100-T-011</b>		
DRAWN	APPROVED	DATE
EP	MP	JAN 21
SCALE		REV
AS SHOWN @ A3		E





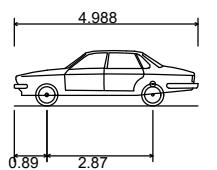


Phoenix 2 One-Pass (with Elite 6x4 chassis)	
Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

Refuse Vehicle - IN

Refuse Vehicle - OUT

Large Car



Large Car	
Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.200m

Large Car - IN

Large Car - OUT

REV	DATE	COMMENT	APP
B	19.11.21	APPLICATION BOUNDARY UPDATED	MK
A	10.09.21	FIRST ISSUE	MK

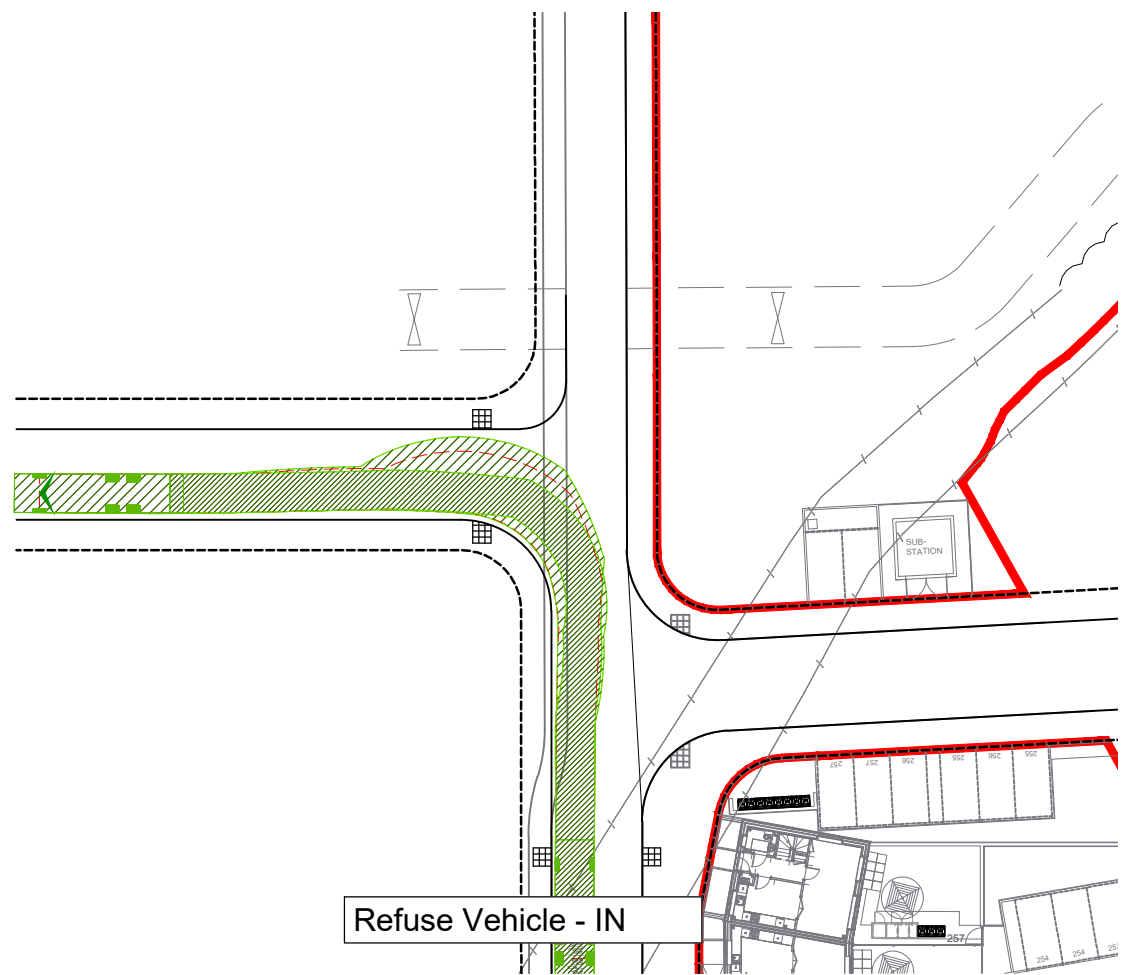
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**DRAWING NO.**

**4600-1100-T-020**

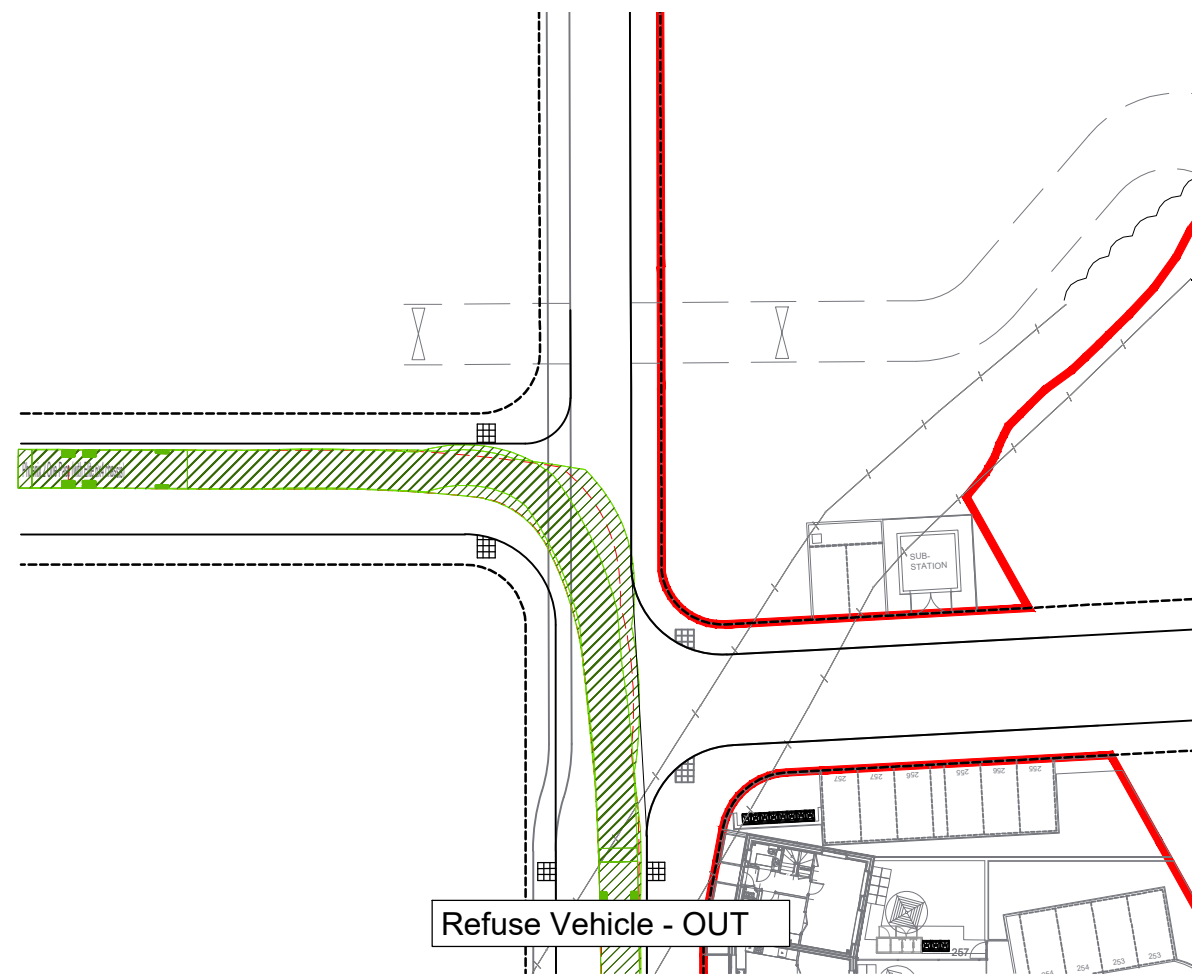
DRAWN	APPROVED	DATE
GSF	MK	SEP 21

SCALE	REV
1:500@ A3	B

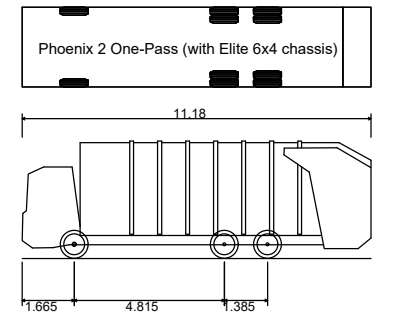




Refuse Vehicle - IN

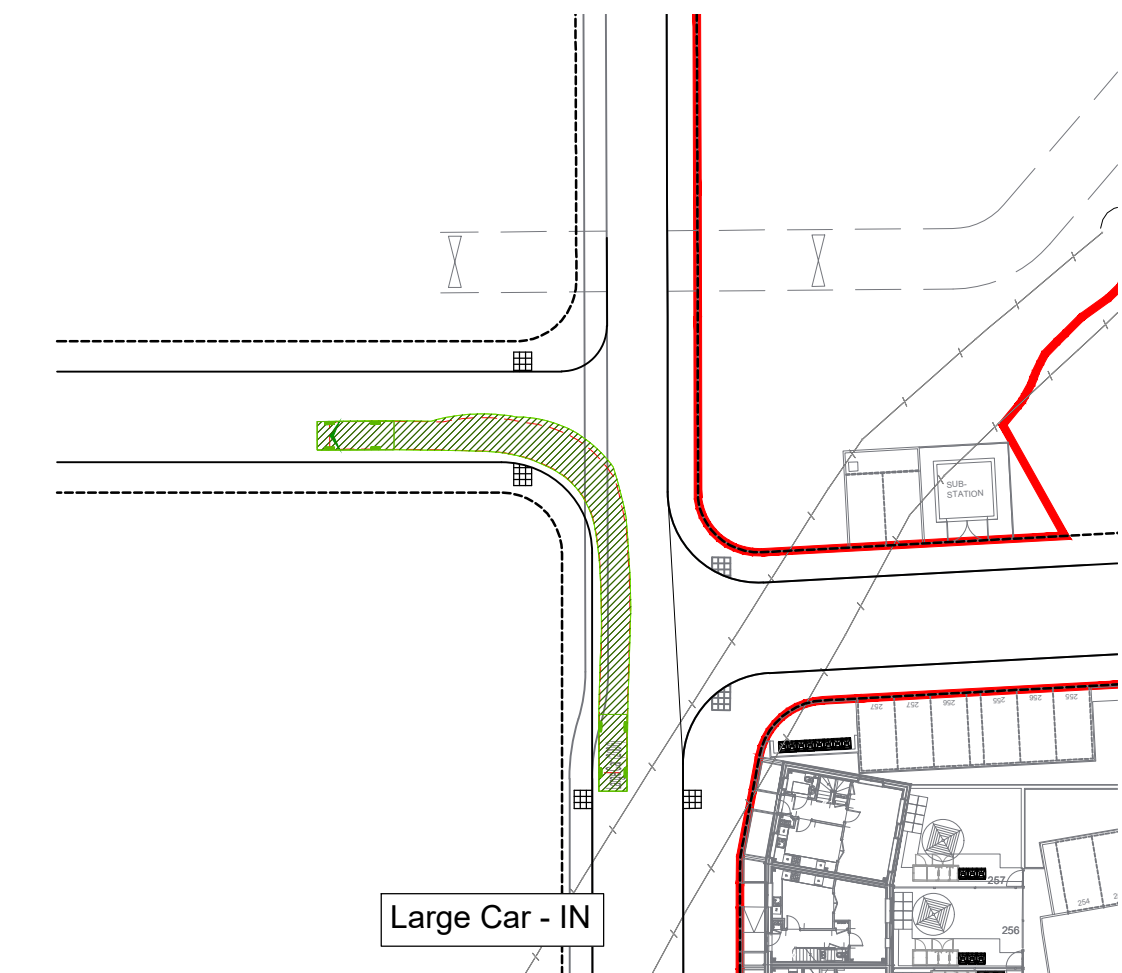


Refuse Vehicle - OUT

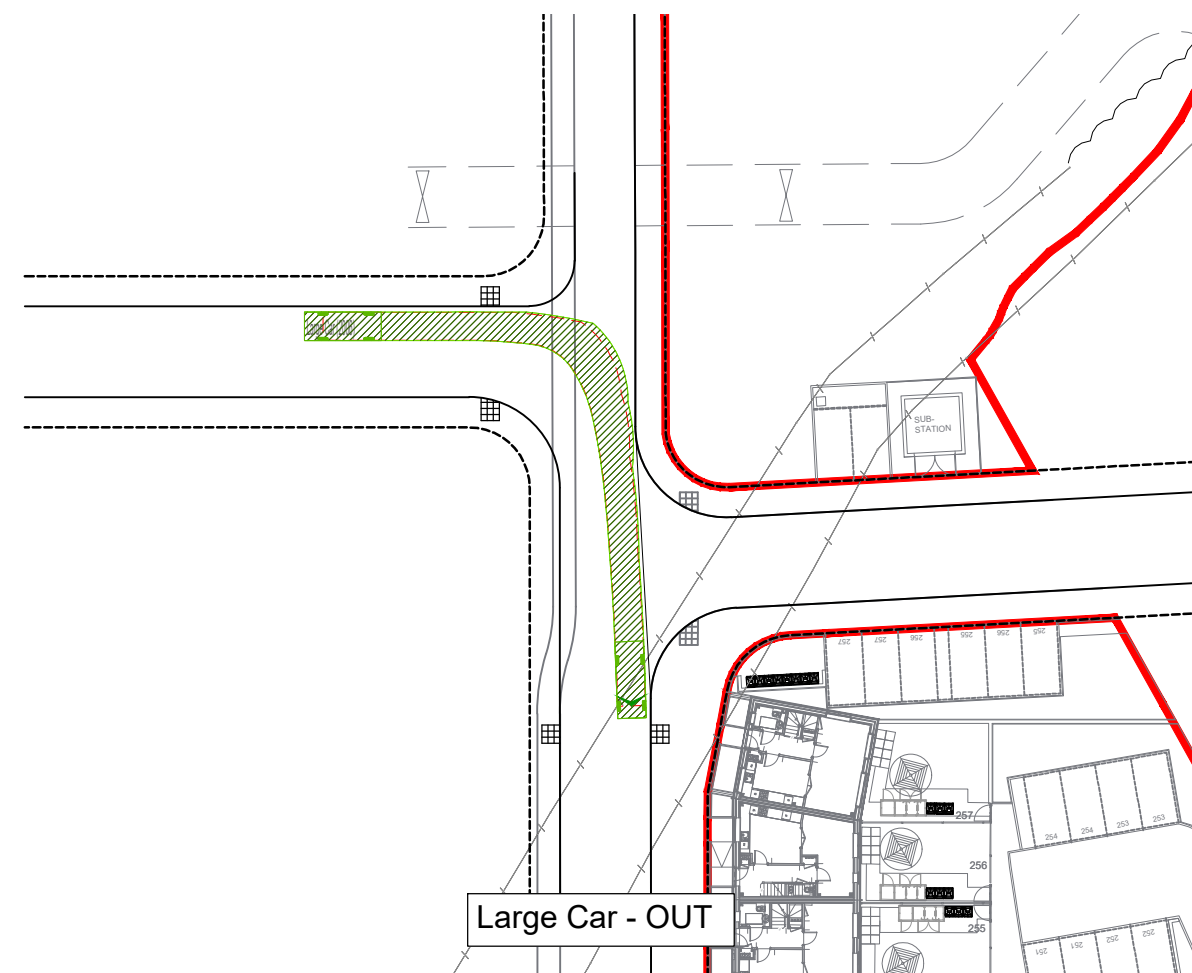


Phoenix 2 One-Pass (with Elite 6x4 chassis)

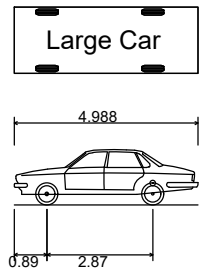
Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m



Large Car - IN



Large Car - OUT



Large Car

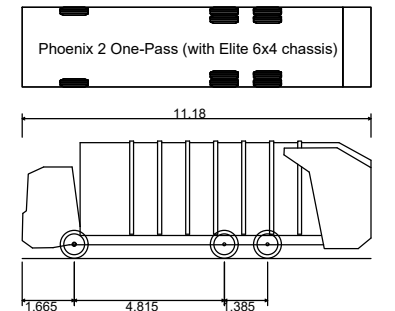
Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.200m

B	19.11.21	UPDATED APPLICATION BOUNDARY	MK
A	10.09.21	FIRST ISSUE	MK
REV	DATE	COMMENT	APP

REVISION DETAILS		
DRAWING NO.		
<b>4600-1100-T-021</b>		
DRAWN	APPROVED	DATE
GSF	MK	SEP 21
SCALE		REV
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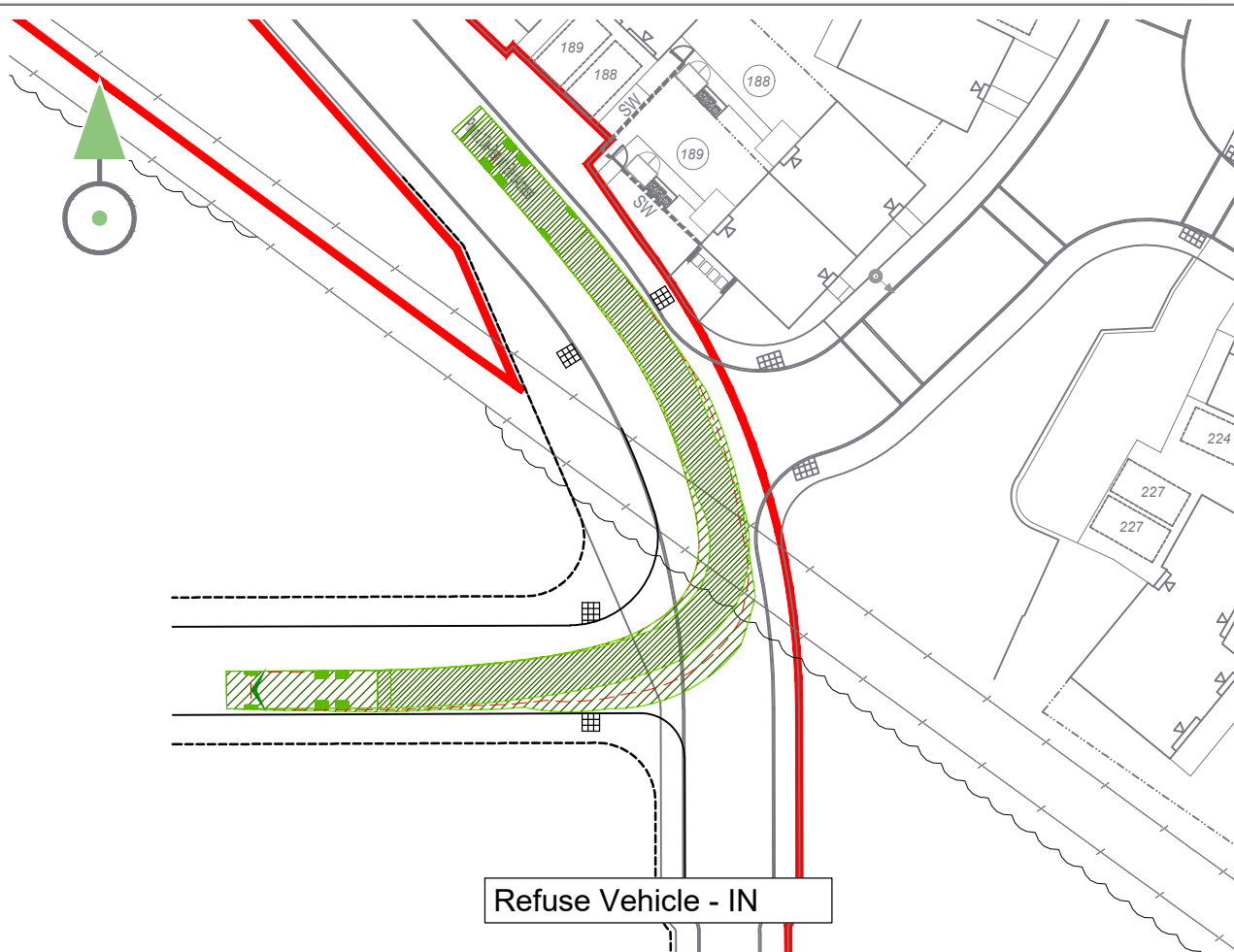




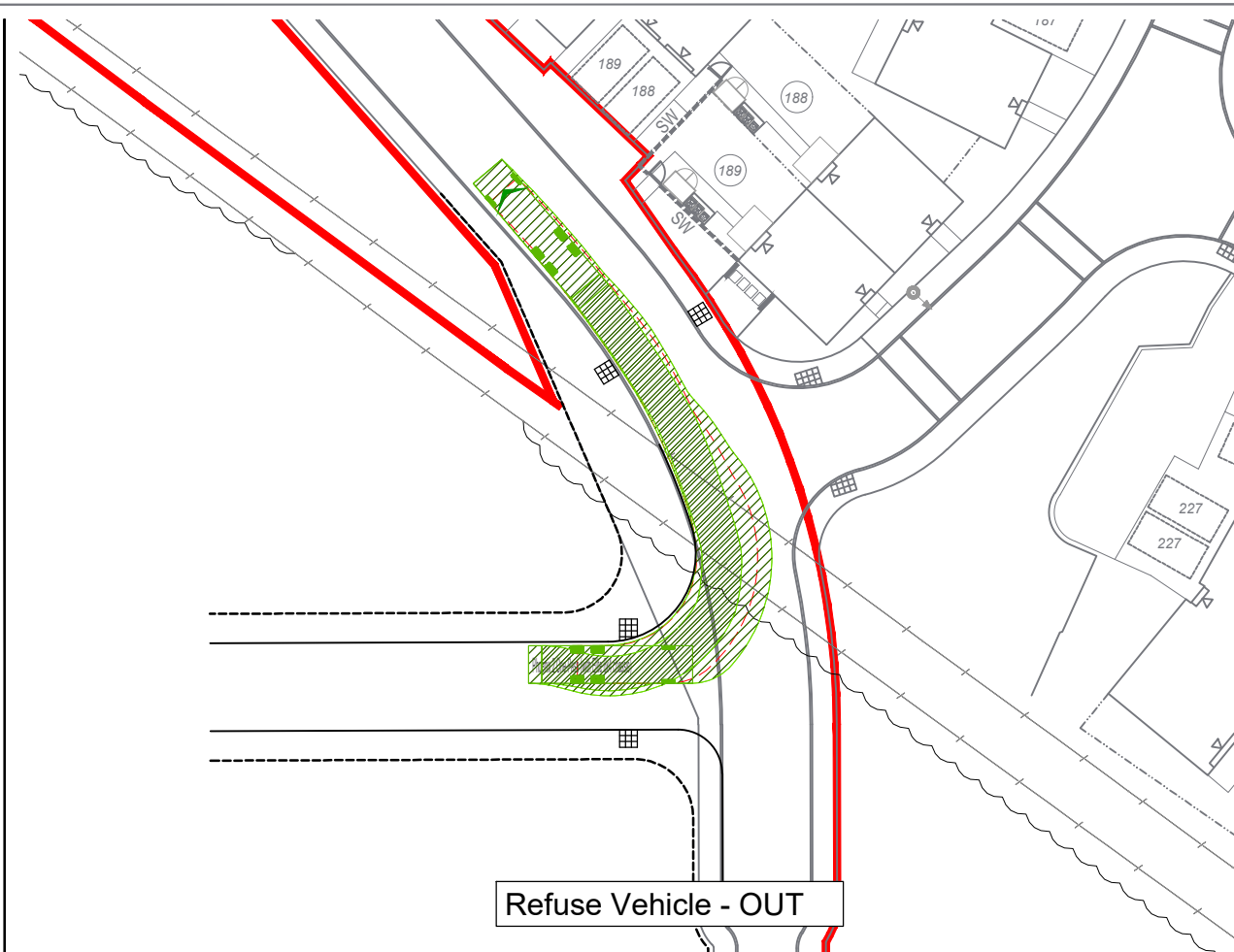


Phoenix 2 One-Pass (with Elite 6x4 chassis)

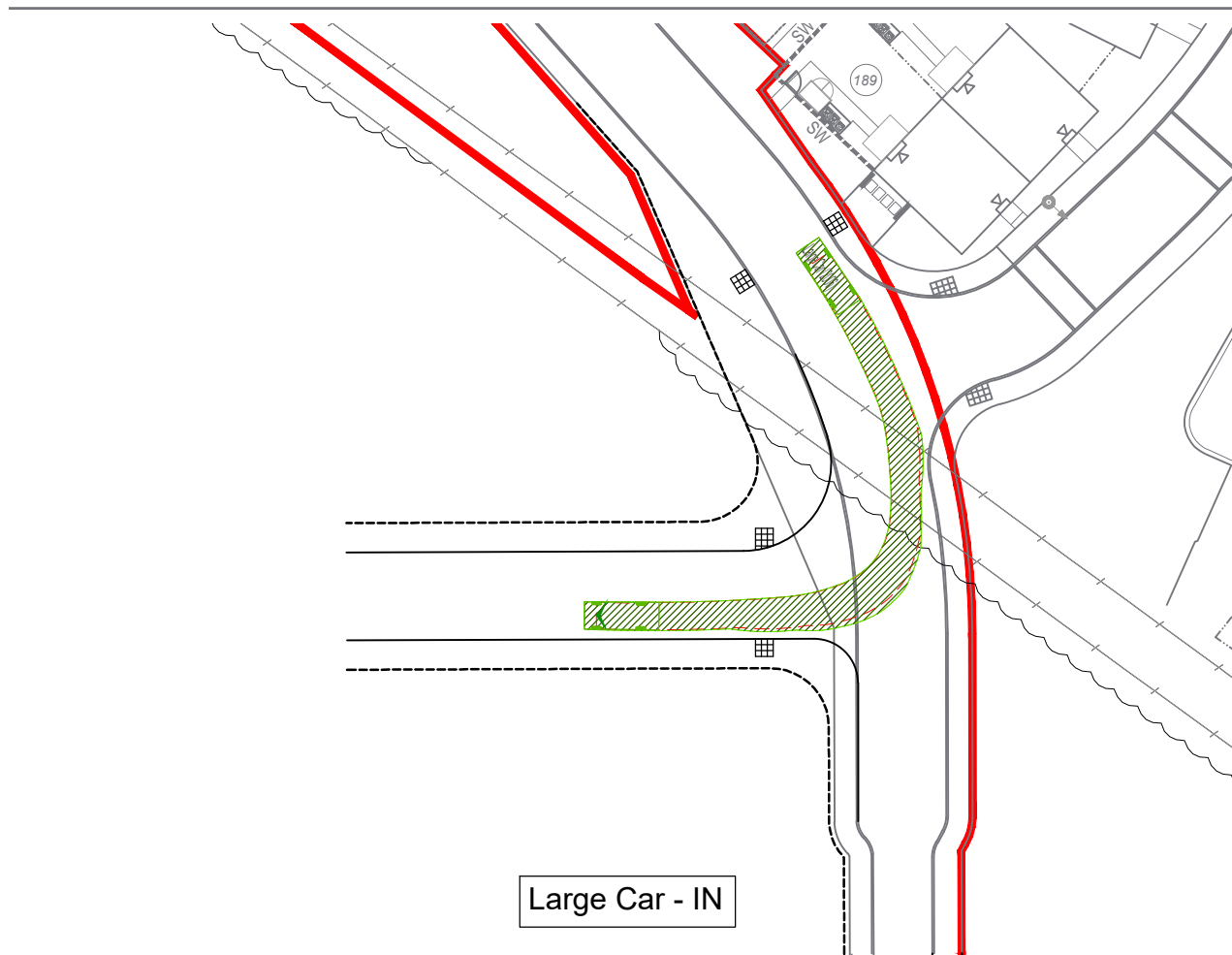
Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m



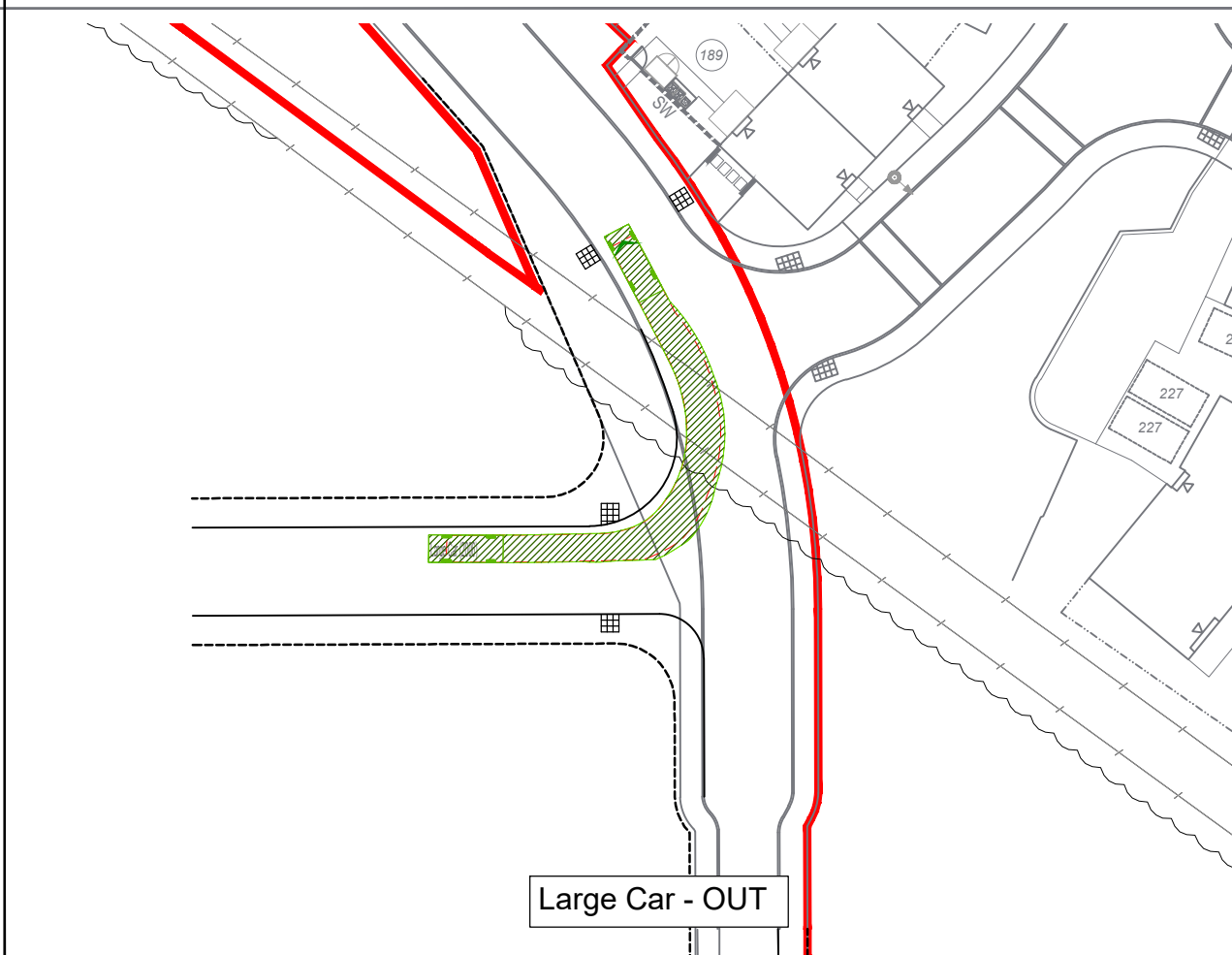
Refuse Vehicle - IN



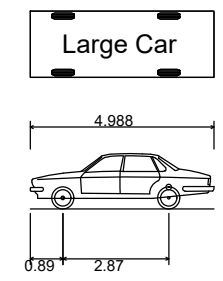
Refuse Vehicle - OUT



Large Car - IN



Large Car - OUT



Large Car

Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.200m

REV	DATE	COMMENT	APP
B	19.11.21	APPLICATION BOUNDARY UPDATED	MK
A	10.09.21	FIRST ISSUE	MK

REVISION DETAILS

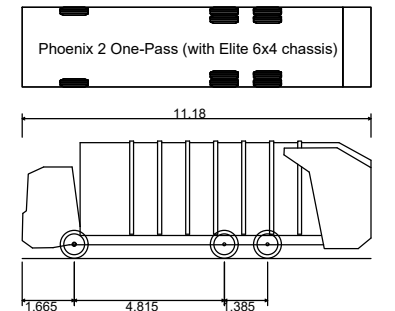
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GSF	MK	SEP 21

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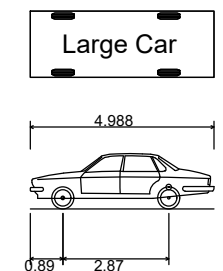






Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m



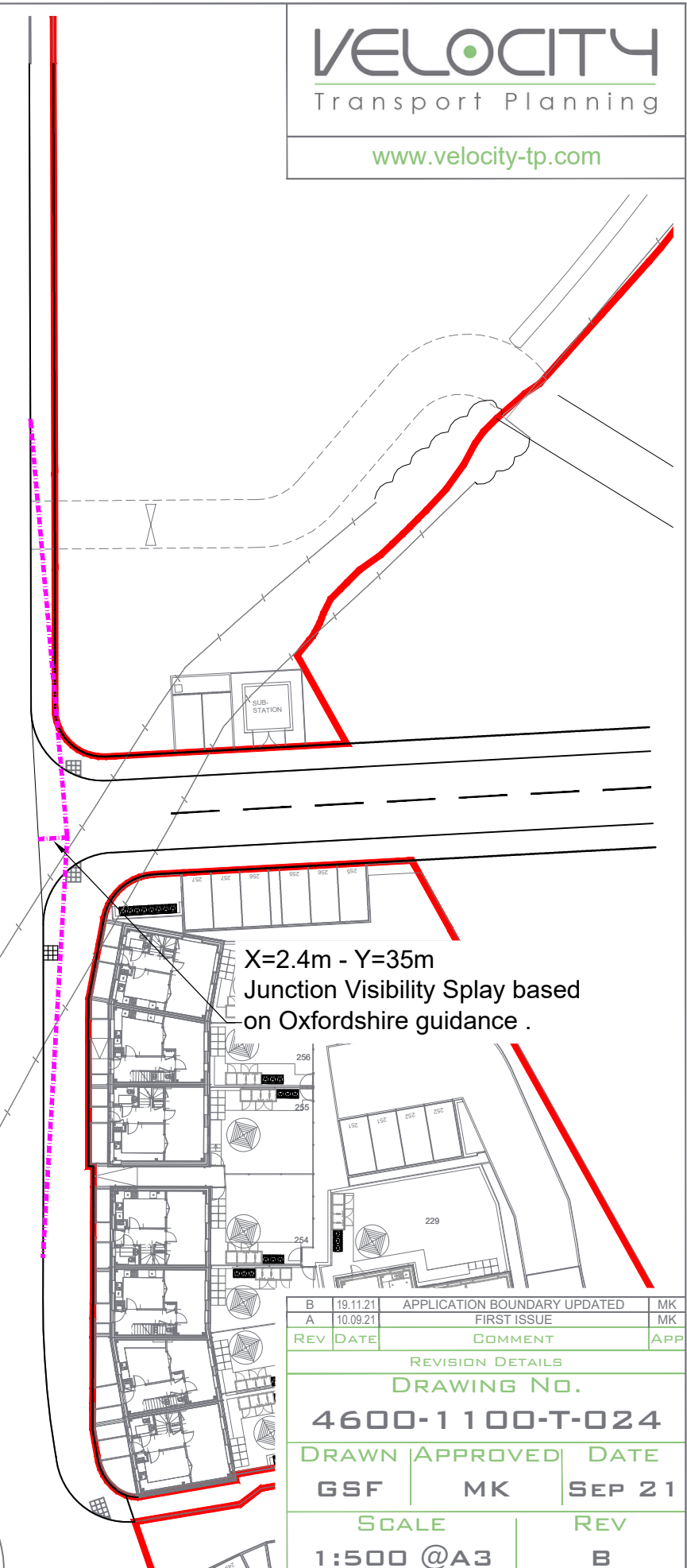
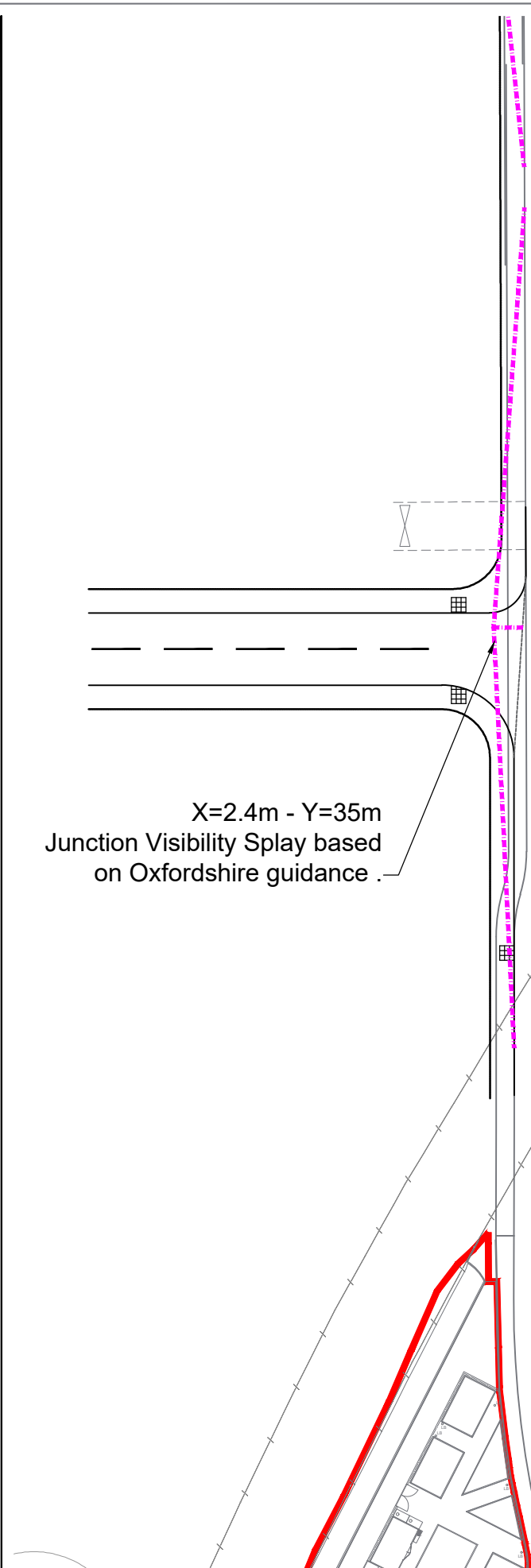
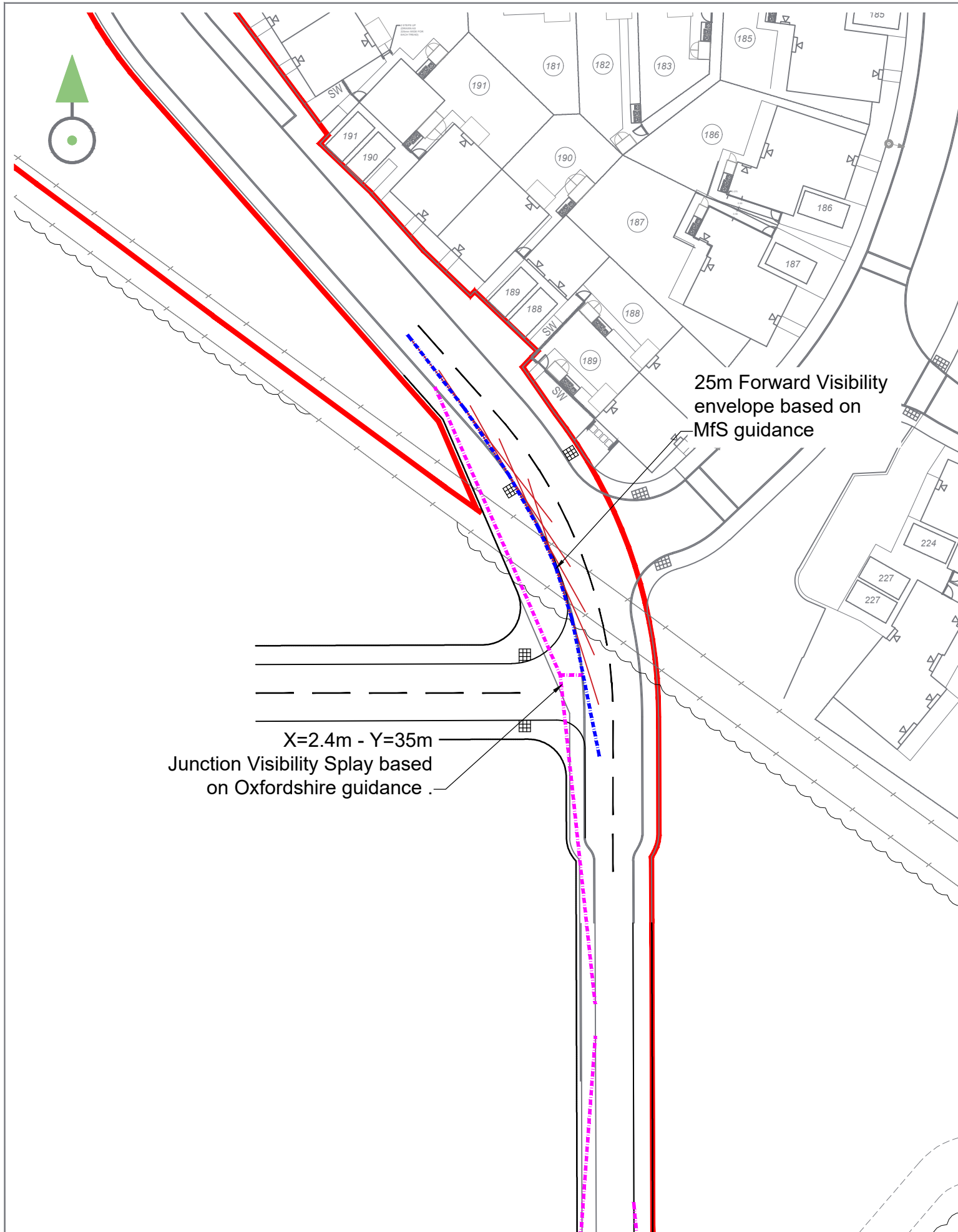
Large Car

Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.200m

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A	10.09.21	FIRST ISSUE	MK
REV	DATE	COMMENT	APP

REVISION DETAILS		
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DRAWN	APPROVED	DATE
GSF	MK	SEP 21
SCALE		REV
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A	10.09.21	FIRST ISSUE	MK
REV	DATE	COMMENT	APP

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DRAWN	APPROVED	DATE
GSF	MK	SEP 21
SCALE		REV
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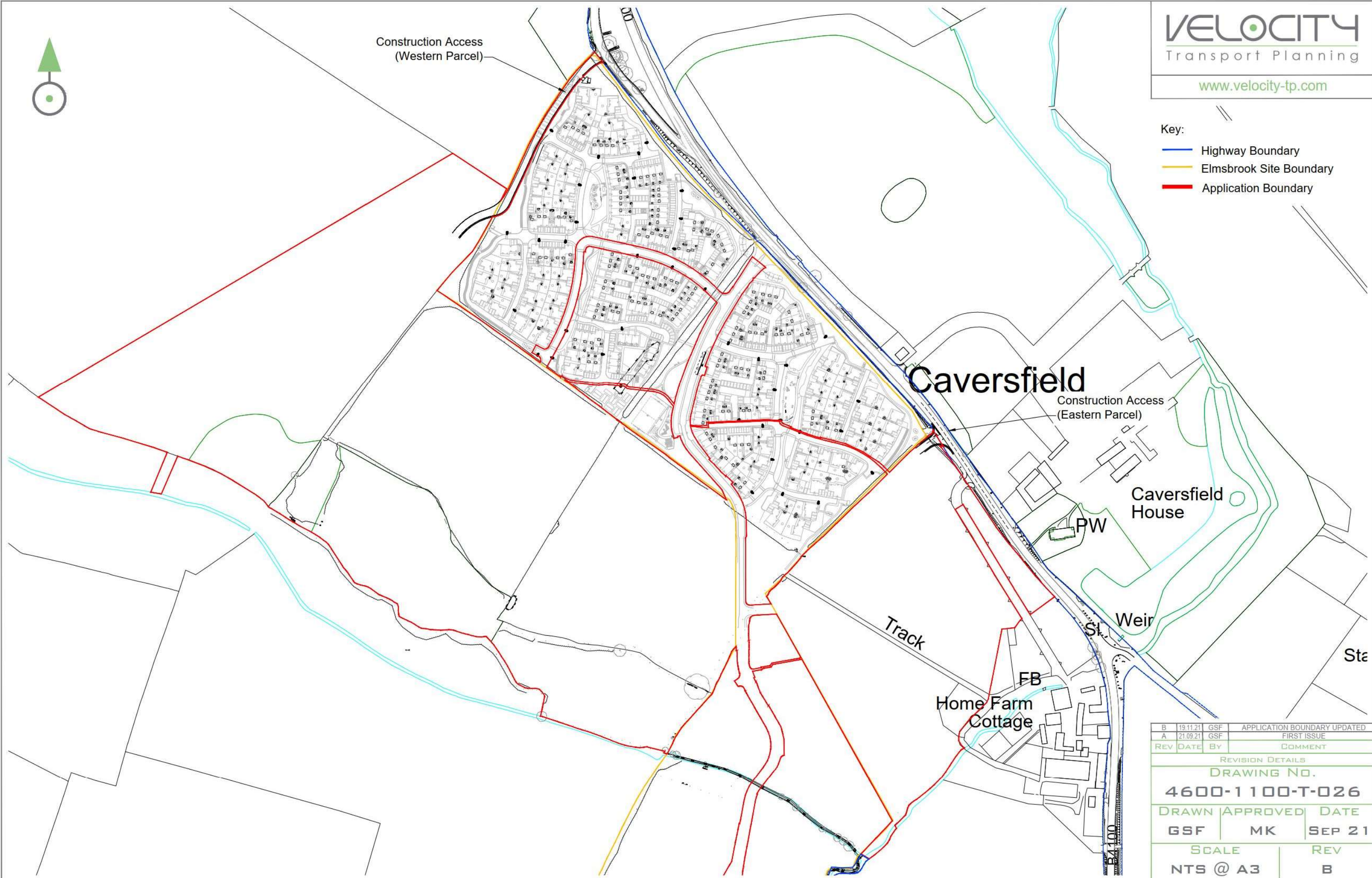




Construction Access  
(Western Parcel)

Key:

- Highway Boundary
- Elmsbrook Site Boundary
- Application Boundary



B	19.11.21	GSF	APPLICATION BOUNDARY UPDATED
A	21.09.21	GSF	FIRST ISSUE
REV	DATE	BY	COMMENT

REVISION DETAILS		
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DRAWN	APPROVED	DATE
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NTS @ A3		B

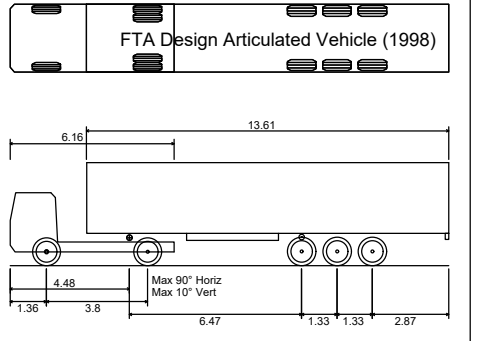
CLIENT  
**FIRETHORN TRUST**

PROJECT  
**NW BICESTER**

DRAWING TITLE  
**CONSTRUCTION ACCESS  
OVERVIEW PLAN**

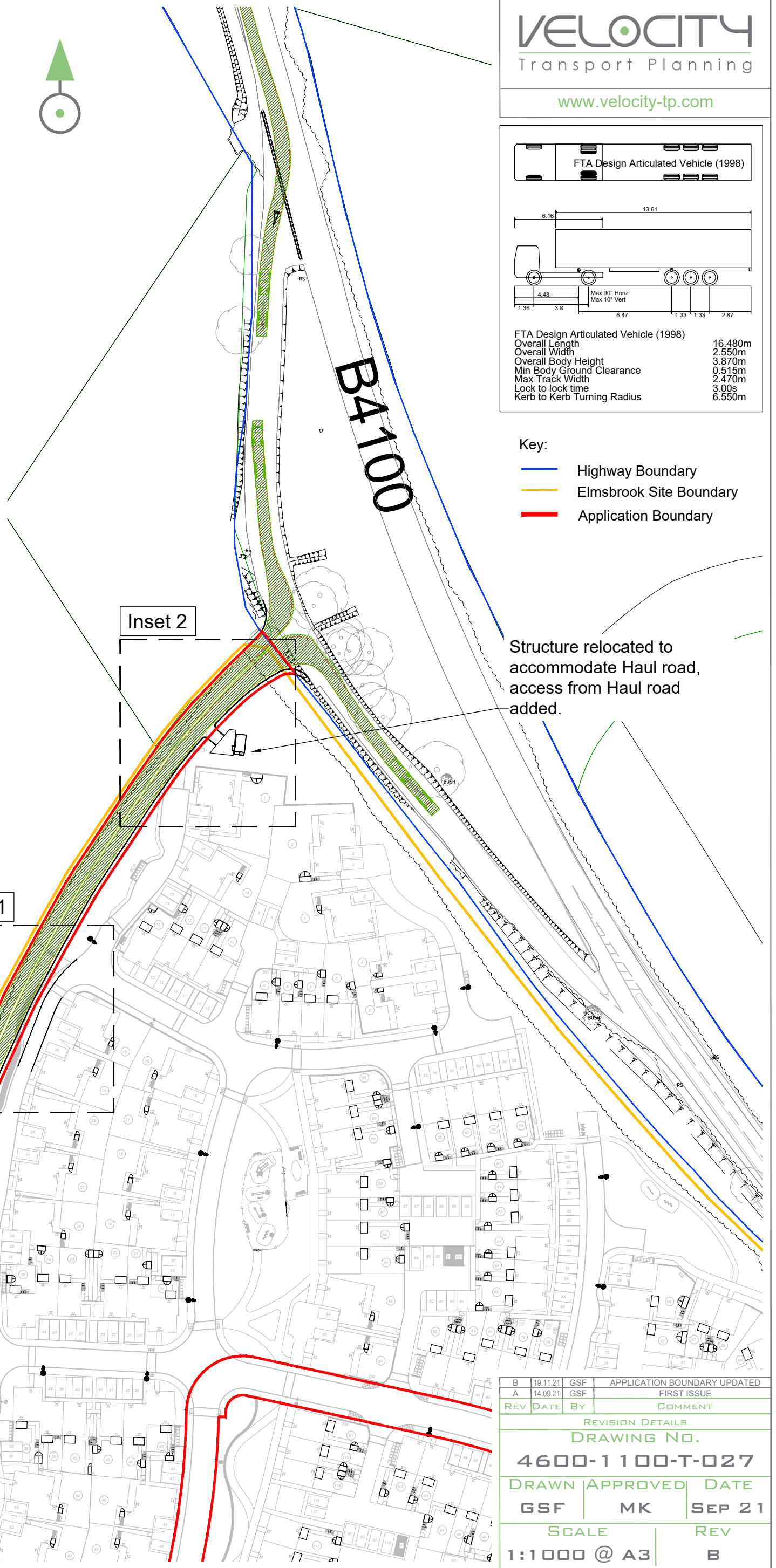
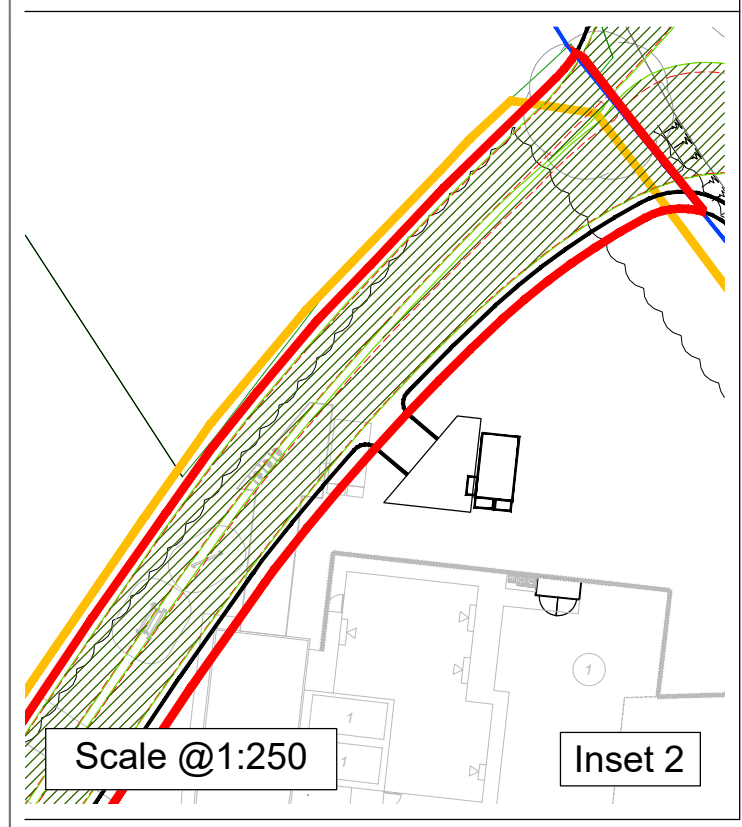
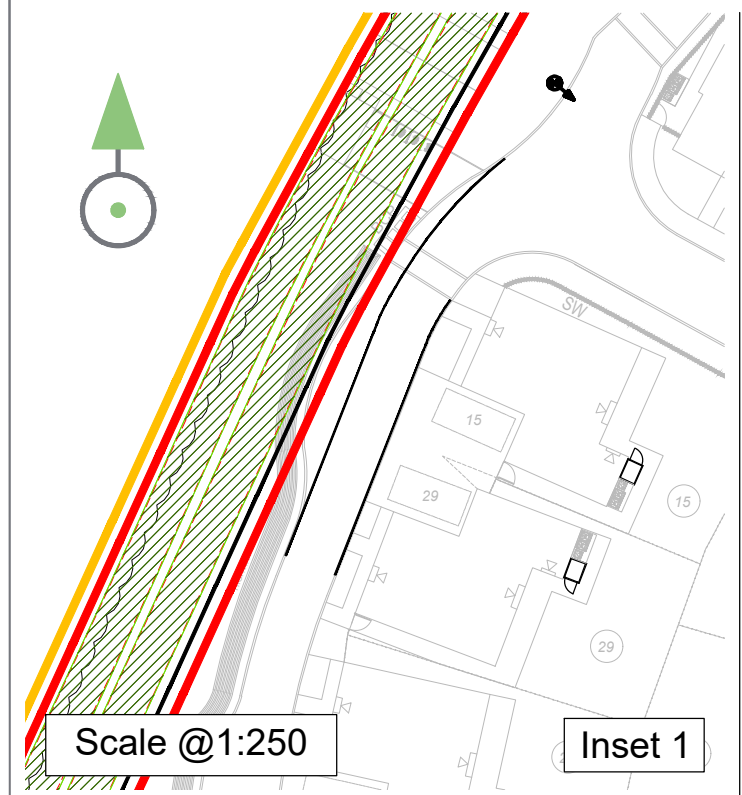






FTA Design Articulated Vehicle (1998)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

- Key:
- Highway Boundary
  - Elmsbrook Site Boundary
  - Application Boundary



Structure relocated to accommodate Haul road, access from Haul road added.

Adjustment to Phase 4 road design to accommodate Proposed Haul road

REV	DATE	BY	COMMENT
B	19.11.21	GSF	APPLICATION BOUNDARY UPDATED
A	14.09.21	GSF	FIRST ISSUE

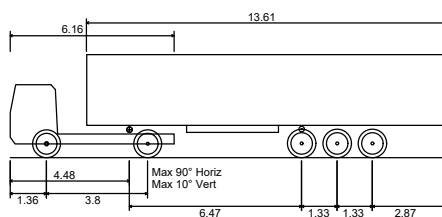
REVISION DETAILS

**DRAWING NO.**  
**4600-1100-T-027**

DRAWN	APPROVED	DATE
GSF	MK	SEP 21

SCALE	REV
1:1000 @ A3	B





FTA Design Articulated Vehicle (1998)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

- Key:
- Highway Boundary
  - Visibility Splay

Slip road Visibility Splay  
X=2.4m  
Y=90.0m

**D4100**

A	14.09.21	GSF	FIRST ISSUE
REV	DATE	BY	COMMENT
REVISION DETAILS			
DRAWING NO.			
4600-1100-T-029			
DRAWN	APPROVED	DATE	
GSF	MK	SEP 21	
SCALE			REV
1:500 @ A3			A



# ATTACHMENT 5

B4100/A4095 SIGNALISED CROSSROADS JUNCTION





**CONSULTANT**

AECOM  
 1 New York Street  
 Manchester  
 M1 4HD  
 T: +44 (0)161 601 1700  
 www.aecom.com

**NOTES**

- DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- CULVERT TO BE DESIGNED IN DETAILED DESIGN STAGE.

**KEY**

- PROPOSED CARRIAGEWAY AND RESURFACING
- INDICATIVE PROPOSED ROAD MARKINGS
- PROPOSED FOOTWAY / SHARED PATH
- PROPOSED UNTRAFFICATED HARDSTANDING
- PROPOSED VERGE / LANDSCAPING
- EXISTING SHARED FOOTWAY / CYCLEWAY
- PROPOSED CYCLEWAY
- PROPOSED RAISED TABLE
- PROPOSED RED BLISTER TACTILE CONTROLLED CROSSING
- PROPOSED CONTRASTING COLOUR BLISTER TACTILE UNCONTROLLED CROSSING
- PROPOSED CONTRASTING COLOUR CYCLE TRACK / FOOTWAY TACTILE
- PROPOSED CONTRASTING COLOUR CORDUROY HAZARD TACTILE
- PROPOSED CULVERT LOCATION

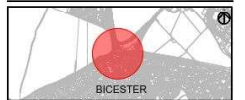
**ISSUE/REVISION**

NO	DATE	DESCRIPTION
P01	17/09/21	First Issue
P02.1	20/09/21	First Issue
IR	DATE	DESCRIPTION

**ISSUE PURPOSE / SUITABILITY**

INITIAL STATUS OR WIP

**LOCATION PLAN**



**PROJECT NUMBER**

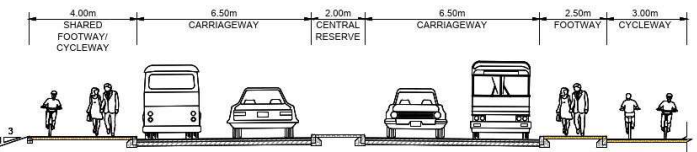
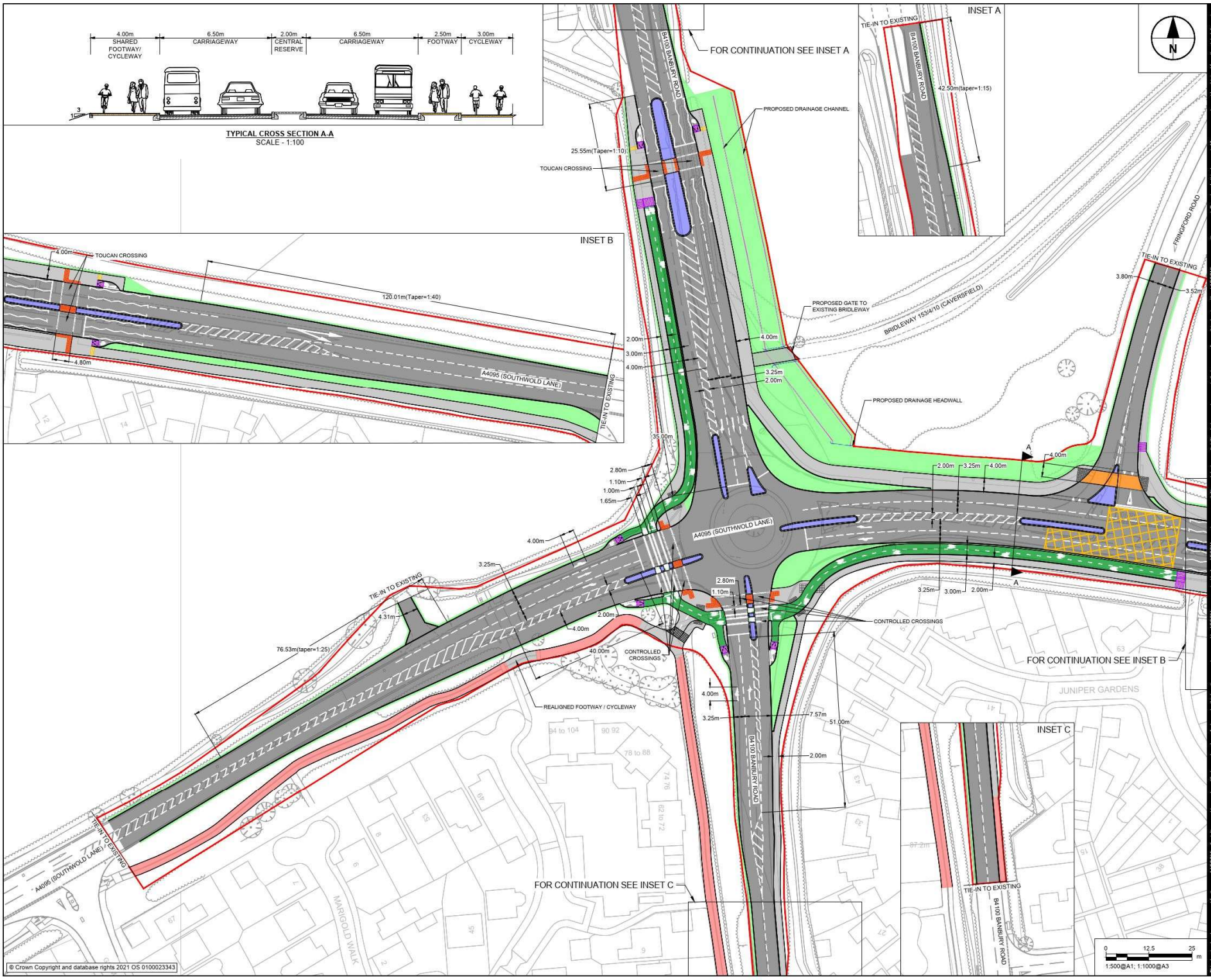
60650764

**SHEET TITLE**

GENERAL ARRANGEMENT  
 PREFERRED OPTION

**SHEET NUMBER**

60650764-ACM-HGN-ZZ-DR-HW-000014



TYPICAL CROSS SECTION A-A  
 SCALE - 1:100

INSET B

INSET A

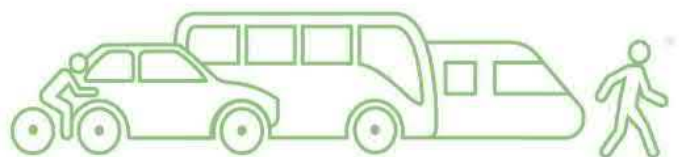
INSET C

ISO A1 594mm x 841mm  
 Drawn: [Name]  
 Approved: [Name]  
 Checked: [Name]  
 Designer: [Name]  
 Project Management Initials: [Name]  
 Review: [Name]  
 Last saved by: VENKATA.ARA(VINDG)RBA(2021-09-21) Last Printed: 2021-09-21  
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# ATTACHMENT 6

BEAVER BRIDGE – PROPOSED FOOTBRIDGE







**BEAVER**   
**BRIDGES**

**POLYbridge™**

LINKING NEW FRP TECHNOLOGY  
WITH THE ENVIRONMENT

## WELCOME TO A NEW INNOVATION IN BRIDGING CONSTRUCTION

POLYbridge™ and POLYwalk™ are a new innovation in the replacement of tanalised wood and steel used in the construction of right-of-way bridges, ditch crossings and boardwalks. Providing local authorities with an exceptionally long-life product, POLYbridge™ and POLYwalk™ installations won't warp over time unlike 100% recycled plastic alternatives.

POLYbridge™ and POLYwalk™ employ a unique composite of structural FRP outer with a recycled plastic core. These installations look great and authentic, are fast and simple to install and far outlast traditional alternatives. Our high-quality planks are also available as an alternative to wood for a deck on any of your existing bridges or walkways.

## WHY POLYbridge™?



### QUALITY ASSURED

Complies with BS4592-0:2006+A1:2012 5kN/m<sup>2</sup> loading requirements.



### DURABLE DESIGN

With a design life in excess of 60 years, POLYbridge™ is highly impact resistant, won't rot like wood or rust like steel, and will keep its good looks long after traditional alternatives need to be replaced. Unlike fully recycled plastic profiles, the glass reinforced outer skin means units will not warp and twist through thermal expansion when exposed to sunlight.



### ENVIRONMENTALLY FRIENDLY

Wood preservatives can be very harmful to the environment and are toxic to many animals and plants. But above all else, they only work in preserving wood for a short time, resulting in further negative environmental impact when they need regular replacement. With no leaching of contaminants and a core that contains 140 recycled 500ml plastic bottles per sqm, POLYbridge™ is great for the environment in so many ways.



### AESTHETICALLY PLEASING

POLYbridges™ and POLYwalks™ are hard to distinguish from natural wood, with a range of shades available to suit the surroundings in which they are installed. A drawback for steel and other composite bridges is the industrial aesthetic which makes them stand out in an otherwise natural environment.



### LIGHTWEIGHT STRUCTURES

Factory pre-made bridges and walkways are easy to handle and carry. As such, they can be taken to sites that are often hard to access and lifted into place and fixed. This leads to drastically reduced installation times when compared with wood or steel.



### INSTALLATION SERVICE

As POLYbridge™ and POLYwalk™ are so simple to install, why wouldn't we offer this service?





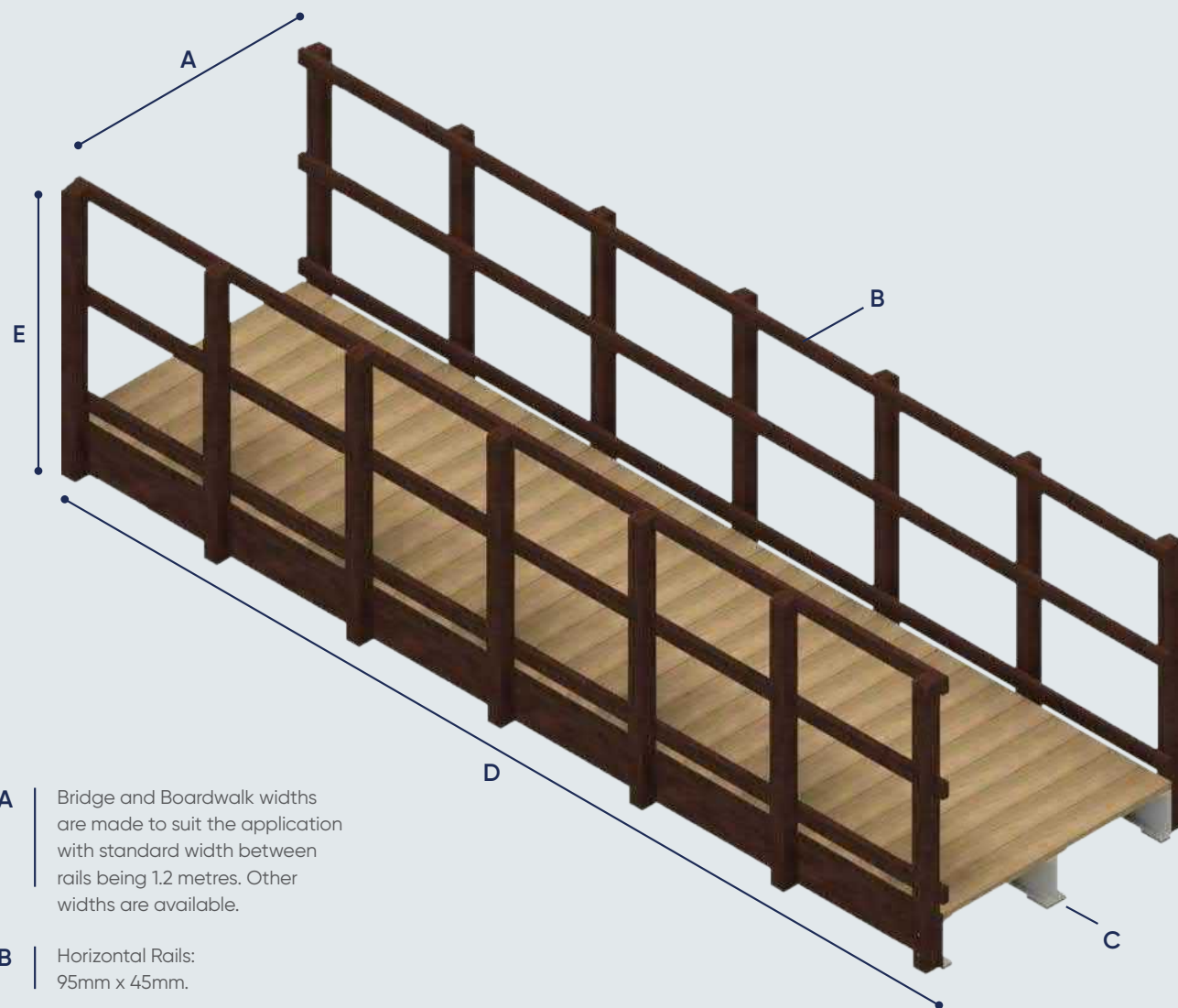
# POLYbridge™ EXPLAINED

POLYbridge™ solves the major problem local authorities have in the maintenance and constant replacement of wooden right-of-way structures.

In some environments, wood structures last only a few years. By installing POLYbridge™, it's a case of fit it – and forget it!



140 recycled plastic bottles per square metre!



- A** Bridge and Boardwalk widths are made to suit the application with standard width between rails being 1.2 metres. Other widths are available.
- B** Horizontal Rails: 95mm x 45mm.
- C** High strength FRP Sub-structure.
- D** Range of standard lengths from 3 metres up to 12 metres.
- E** Vertical Posts (Thickness): 75mm x 75mm or 100mm x 100mm. Lengths to suit application: Footpath 1.1m, Cycleway 1.4m, Bridleway 1.8m.

Simpler Ditch Crossings are also available in 'Rail Sleeper' plank and single hand rail.



All profiles have a recycled bottle core with a closed off end to complete the natural wood appearance.

Deck Planks of 200mm wide / 5mm anti-slip castellated top with 5mm near diamond hard, wear resistant, surface. Available in two colours: Pine or Redwood.







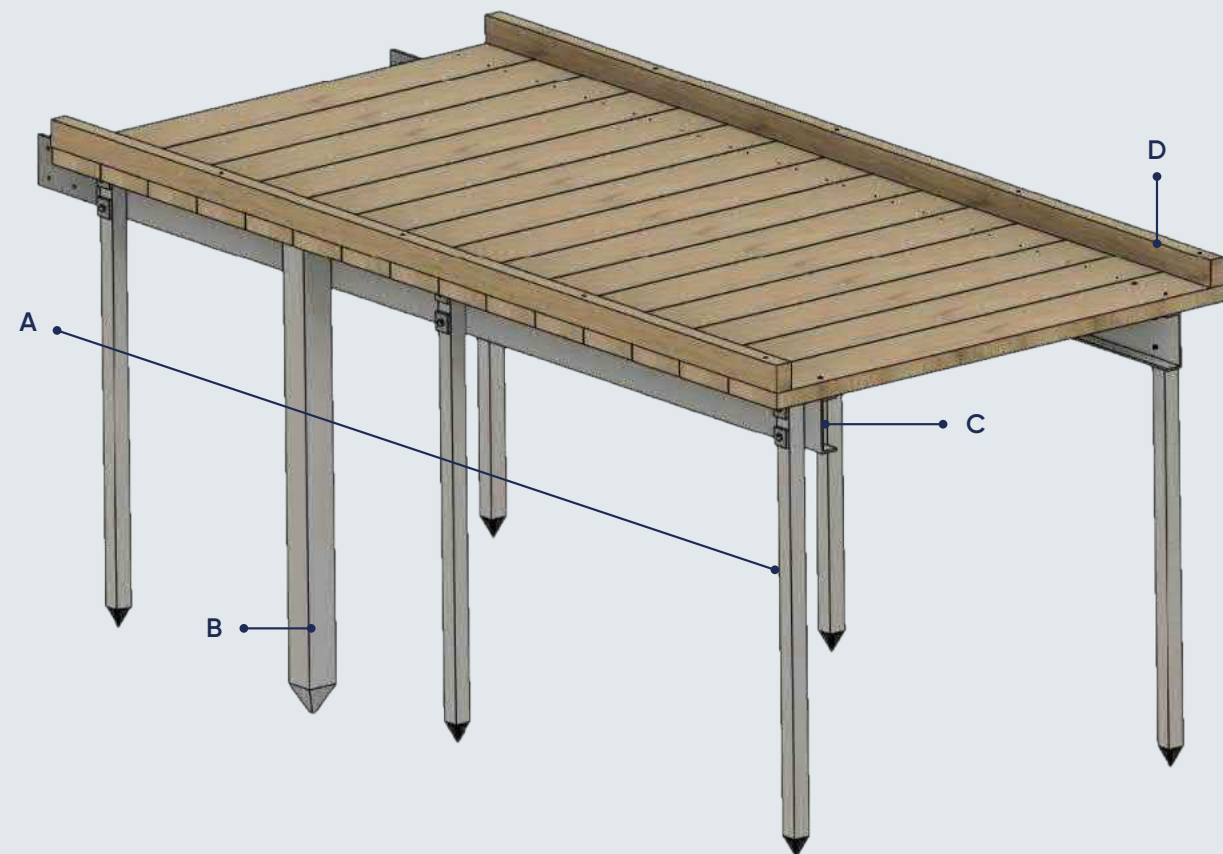
# POLYwalk™ EXPLAINED

POLYwalk™ blends perfectly into the natural environment where it replaces wooden boardwalks, providing a safe, non-slip walkway that's suitable for all weathers.

The lightweight, all FRP sub-structure provides for easy carrying of the 3-metre-long components to the installation site. Installation time is quick and simple, and the finished installation provides many years of near maintenance-free use.



140 recycled plastic bottles per square metre!



- A** | Standard 3 metre interlocking lengths.
- B** | FRP & Recycled plastic stakes are driven into the ground to support the structure and these will not rot or corrode and are not affected by water.
- C** | High strength FRP Sub-structure.
- D** | Edging rails for wheelchair safety.

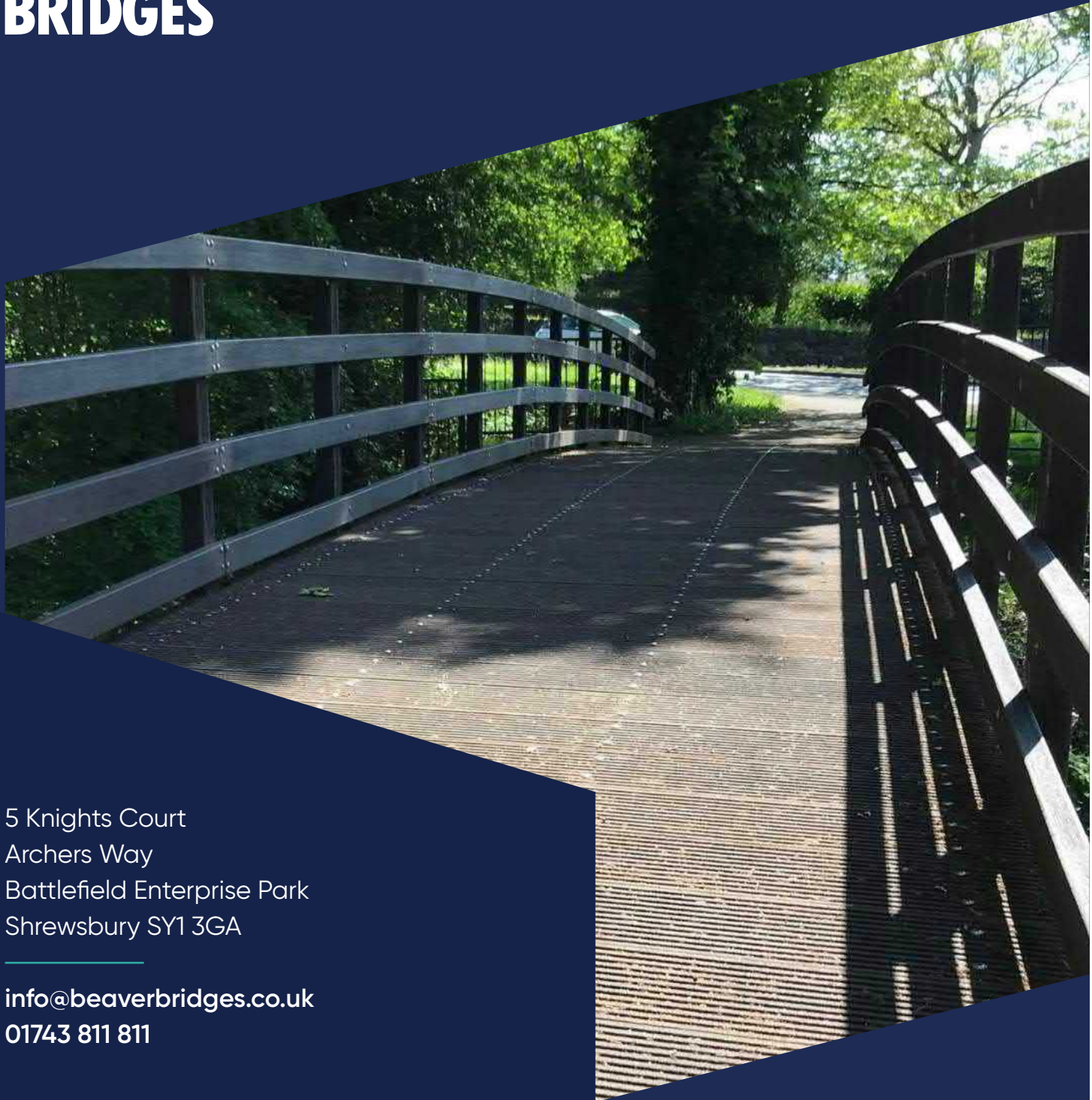


5mm near diamond hard gritted surface with a recycled bottle core on planks.

Deck Planks of 200mm wide / 5mm anti-slip castellated top with 5mm near diamond hard, wear resistant, surface. Available in two colours: Pine or Redwood.







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## Mark Kirby

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**From:** Ian McCrerie <ian@beaverbridges.co.uk>  
**Sent:** 16 November 2021 18:53  
**To:** Mark Kirby  
**Cc:** BB Sales (2)  
**Subject:** Bicester Footbridge  
**Attachments:** BeaverBridges\_POLYbridge.pdf

[EXTERNAL] This message was sent from outside your organization

Mark,

Some Budget Prices for you, all subject to review on receipt of firm scope & Such as measure GIs sales site visit etc

- Based on a size of circa 6 Mtr Span x 4 Mtr Width
- C24 Timber Bridge largely as indicated £ 10,000 Ex works
- Polybridge (see included brochure) Circa £ 15,000 Ex works
- Transport per item £850 Escorted
- Foundations (based on Legato precast block) Like LEGO £1,740 blocks only
- Install Foundations as above include an amount of sundry items £5,750 does not include "Muck Away"
- Install bridge to foundations £2,250 (labour and sundries only.
- I have not included for any lifting equipment as detail to vague to quantify however budget up to say £1,500 although a survey may suggest something much less.

I hope this assists you, if you wish to discuss please feel free to give me a call.

Ian McCrerie  
Engineer  
Email [ian@beaverbridges.co.uk](mailto:ian@beaverbridges.co.uk)



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Pedestrian Bridges | Vehicle Bridges | Full Turn Key Packages



ISO 14001:2015 Cert No. EN 1367 | ISO 9001:2015 Cert No. 8134 | OHSAS 18001: 2007 Cert No. OH 1401

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