


Title: 3rd Response to OCC Highways Comments

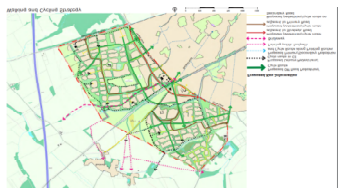
Date: July 2022

- 1.1 Jubb has been commissioned by Hallam Land Management Ltd (HLM) to provide highways and transportation advice in relation to proposals for a residential-led mixed use development on Land north-east of the railway line in North West Bicester (Hawkwell Village).
- 1.2 This technical note sets out, in table format at **Appendix A**, a response to Oxfordshire County Council's transport and highways comments relating to TN05 '2nd Response to OCC Highways Comments' submitted to support the planning application 21/04275/OUT.

Appendix A Table of Responses

Document Paragraph	OCC Comments to TA	Jubb Comments	OCC Comments to TN02+A:K	Jubb Comments	OCC Comments to TN05	Jubb Comments	OCC Comments to TN09	Jubb Comments
ES Non-Tech Summary								
5.1	States that the transport effects of the proposals have been carefully modelled -this is not borne out in the TA	Noted.		Note: awaiting costs and timescales for Bicester Transport Model runs: 2026 – partial development with link road not completed 2031 full development with link road completed An initial meeting between Jubb and Tetra Tech has taken place and Jubb are preparing a scope for the modelling – a copy of which will be provided to OCC.		Jubb have received the 2026 'partial development with link road not completed' turning movements from Tetra Tech. A Technical Note will be prepared and submitted to OCC.		
TA Part 1								
2.1.4	States that the site forms part of Policy Bicester 1 but some of the site is outside the allocation area. Rather Policy Bicester 1 forms part of the site	Noted.						
4.3.3	A4095 realignment is no longer funded from Growth Deal so delivery cannot be assumed by 2026	Noted. Discussions are ongoing with various parties including Cherwell DC regarding the delivery of the A4095. Assessment work is also being undertaken to understand the quantum of development that could be delivered with a mitigation scheme at the A4095/Hoves Lane/Bucknell Road junctions – please note we are awaiting model flows from OCC.		Note: model turning movements received.		Jubb have received the 2026 'partial development with link road not completed' turning movements from Tetra Tech. A Technical Note will be prepared and submitted to OCC.		
TA Part 2								
Fig 5.3	The off site pedestrian network doesn't appear very comprehensive as does not include routes to be improved as part of the Masterplan Access and Travel Strategy.	Figure 5.3 shows the main existing footways and existing crossing points. It also indicates the footways that will be provided adjacent to the realigned A4095 and delivery of additional crossing points that will be provided as part of the proposed A4095 realignment scheme (at Bucknell Road and the two proposed A4095 site accesses) and the proposed A4095/Banbury Road signalisation scheme. Paragraph 10.1.6 sets out the off-site sustainable transport enhancements that were proposed and agreed for the full NWB development scheme and discussions regarding the provision/contribution towards these opportunities to improve links to the wider Bicester active transport network is welcomed. Upgrade of the route alongside the railway from Lord's Lane to Banbury Road as a surfaced cycleway and footpath. Improvements along Banbury Road, some of which are being delivered as part of the Exemplar development. Minor improvements to the existing cycleway on the south side of Lord's Lane to remove vegetation that impacts on the sense of personal security of users; and Improvements to the routes through Bure Park to encourage use as leisure walking and cycling routes.	See comments raised in our Single Response. Need for additional ped/cycle access points as set out in Single Response.	Extract from OCC Single Response with Jubb commentary in blue : There are no additional cycle and pedestrian access points into the site. Filtered permeability is necessary to make walking and cycling the most convenient and direct ways to leave the site and thereby realise the low car trip ambitions. These must be secured through the planning permission and detail provided, as the application is for access in detail. These need to include: • Along Lords Lane - at least one to connect with the circular pedestrian/cycle route, together with a crossing of Lords Lane – see row after para 7.2.8, column 2 – green text agrees to provision of connection between circular route and Lords Lane – an additional crossing of Lords Lane can be provided at the point of access • At the southern end of Bucknell Road as it passes the site, together with a crossing point giving access to the footpath along the railway, which is to be upgraded for cycling. A commuter pedestrian route along the downgraded section of Bucknell Road is shown on the Walking & Cycling Strategy Plan of the DAS (page 89) – a copy of page 89 is provided at Appendix A. As shown on the drawings that supported the NW Strategic Link Road planning application (which has been granted permission) a road crossing was to be sited in the locality of Bucknell Road. This will form part of the delivery of the Strategic Road Link, the delivery of which is under discussion. • Into Elmsbrook, including one between the vehicular access and Banbury Road. As shown on the Walking and Cycling Strategy Plan a route (subject to ongoing discussions with A2Dominion) will be provided into Elmsbrook in the vicinity of the Gagle Brook primary school – this link is considered to be suitable to access the services provided within the Elmsbrook development (primary school and Eco Business Centre). • Into the Firethorn application site, corresponding with the position proposed in their application. As shown on the Walking and Cycling Strategy Plan provision is made for a route adjacent to the Firethorn site, the requirement to link into the Firethorn network proposals can be conditioned with further details coming forward at reserved matters • Across the open space and alongside the solar farm, to Bainton Road - this provides onward links to the countryside on quiet roads. Awaiting response from HLM. • Along Bucknell Road - as required to connect the development either sides of Bucknell Road, including primary routes towards the railway underpass, and to the cemetery. A route alongside Bucknell Road is shown on the Pedestrian and Cycling Strategy Plan.	Additional crossing on Lords Lane welcomed. Crossing of existing Lords Lane to connect Bucknell Road to cycleway with the route alongside the railway is necessary to provide the cycle connection to the town centre.	Noted. Noted. Still awaiting response from HLM discussions		
5.5.13	Improvements will be required to off site pedestrian routes as mitigation for the development.	Noted. See response to Figure 5.3 above. The same improvements that were agreed on the 2014 scheme will be delivered.		Note: the delivery of some of these schemes may take the form of a s106 contribution as discussed.				
5.9.5	Point of detail - Train services from Bicester Village Rail station – not currently provided to Bedford, but are provided to London.	Noted – East West Rail is a major infrastructure project to deliver rail connections between Oxford and Cambridge and will be delivered in three connection stages. Stage 1 (Oxford to Bletchley/Milton Keynes) is aimed to be delivered by 2025 with an extension to Bedford (Stage 2) and to Cambridge (Stage 3) to follow.						
TA Part 3								
Fig 7.2	This says it is a 'visual representation of the overarching NWB masterplan movement and access framework', but appears to show only the vehicle access strategy and omits key pedestrian/cycle routes from the framework	The NWB masterplan shows the strategic pedestrian/cycle routes as red/brown/yellow lines.						
7.2.4	The timeframe for the delivery of the A4095 realignment is now uncertain, following the reallocation of its Growth Deal funding, and can no longer be assumed to be delivered by OCC.	Noted. See response to 4.3.3. above.						
7.2.6/7.4	The proposed vehicular access strategy does not accord with the NW Bicester Vehicular Access Strategy in the NW Bicester Masterplan Access and Travel Strategy, which shows the spine road leading into Charlotte Ave within Elmsbrook, rather than joining Lords Lane S of Banbury Road as proposed. This is also not in accordance with the public transport strategy and would jeopardise the ability to serve NW Bicester north of the railway, including Elmsbrook, with a single bus service. In any case, the junction would need to be modelled for traffic capacity, as well as the adjacent, Banbury Rd junction, which would have different traffic flows.	Discussions with A2D are ongoing in respect of the delivery of the access to Charlotte Avenue. The access could take the form of enabling all vehicle movement and active travel or it could form a bus only link alongside active travel. Modelling of the A4095/Banbury Road junction is noted.	The bus connection is vital and must be secured to make the development acceptable.	Discussions with A2D are still ongoing.	Noted that discussions with A2D regarding the bus/ped/cycle access into Elmsbrook are ongoing. Please can we have an update?	Still ongoing.		
Fig 7.4	The secondary access onto Bucknell Road is too far south and therefore not in accordance with the Masterplan Strategy, which aimed to discourage through traffic from using Bucknell Road by offering a much less direct route through the development. See comments below regarding design of junction. Off site highway works would be required at the southern end of Bucknell Road where it joins Lords Lane, in connection with the restriction to pedestrians and cyclists only. A TRO will be needed to close this section of Bucknell Road to traffic.	With a combination of highway design and traffic calming and traffic management measures along Bucknell Rd journey times to Bucknell village will be increased, hence reducing the attractiveness of this route. Discussions are ongoing with Bucknell Parish Council regarding the exact nature of these measures. Noted and agreed.	Please provide details of meetings and progress with discussions.	Public meeting held on 14.03.2022 where traffic calming proposals for Bucknell Road and Bucknell village were presented (see Appendix B). A response to the parish council's queries has been provided.				
	Access strategy: The access strategy includes primary accesses direct off the A4095 realignment. As this realignment is no longer programmed to be delivered by OCC the developer would need to provide both connections to Lords Lane, the southern connection being to a design to be agreed with OCC, to be compatible with future realignment of Lords Lane.	Noted. The proposed eastern access is formed from the existing alignment of the A4095.						

7.2.7	<p>The realignment is necessary to distribute traffic from the development avoiding the severely congested junction of Lords Lane/Bucknell Rd/Howes Lane. Whilst the developer could build the realigned road as far as the new railway bridge, there would need to be a limit on development coming forward before the onward connection south of the railway is opened.</p> <p>Also two accesses are mentioned off the SLR (realigned section of the A4095). Only one is shown on the plan in Figure 7.4 – this needs clarification.</p> <p>A number of accesses are indicated off Bucknell Road, and one off Bainton Road, for which no details are provided. As approvals sought for accesses as part of this outline application, details of each access from the highway must be provided as part of the application.</p>	<p>Noted. See response to 4.3.3 above.</p> <p>The western access will be taken from the SLR. The eastern access is taken from the existing A4095.</p> <p>OLA are discussing this issue with CDC with a proposal to update the key on plan HLM066/026A to clearly show accesses as illustrative and the proposal for the use of a condition to ensure details of the accesses are submitted and approve.</p> <p>"Notwithstanding the submission of drawing no. HLM066/026A in relation to the consideration for approval of the means of access to the Proposed Development, the Site Access positions for the 'Potential access from/to Elmsbrook', 'indicative access to development parcels', 'access to allotments/open space (public) and cemetery' and 'Maintenance access to solar farm/Access to open space' are shown for illustration purposes only. Full details of the exact positioning and treatment of these site accesses shall be submitted to the Local Planning Authority for approval as part of the reserved matters application for that Part of the Development. The development shall be implemented in full accordance with the approved details."</p> <p>This bus only link was removed from the OCC design for the A4095 realignment and the design reflects that.</p> <p>Noted. See response to 7.2.6/ Fig 7.4.</p>	Depends on CDC's view on whether it is acceptable to reserve details of some accesses (including position).	Discussion is ongoing with CDC. The planning officer has not rejected the use of a condition but has also suggested an alternative may be to alter the description of the development.				
7.2.8	<p>The link through to Elmsbrook must be provided. As stated above this was part of the vehicular access strategy for NW Bicester. Even if demonstrated as not necessary for car traffic, it must be provided as a public transport link. Permission to connect should be secured from the adjacent landowner and the application extended to the highway boundary within Elmsbrook.</p>	<p>Noted. See response to 7.2.6/ Figure 7.4.</p> <p>The site boundary plan (HLM066-088-Rev B) submitted with the application shows the application boundary is accorded with the Elmsbrook highway boundary.</p> 						
	<p>Walking and cycling routes: These routes should be included in the Development Framework Plan together with connections to off site public rights of way. Key routes need to be secured through the planning permission to ensure that they are delivered in a timely fashion once the site is divided up onto parcels.</p> <p>All the routes shown in Fig 4.3 should be LTN 1/20 compliant. Within the urban area there should be segregation between pedestrian and cycle routes and priority over minor roads. Details of connection points to the highway network must be shown as these are part of the access arrangements.</p> <p>A – important connection point to ped/cycle subway leading to the NW Bicester development S of the railway. To make best use of this it needs to be as directly accessible as possible from the whole of the site, so a connection along the red line marked in on the map below should also be provided</p> <p>B – the NW Bicester Masterplan shows a connection onto Lords Lane/realigned A4095 here – this should be shown in detail as it part of the access arrangements</p>	<p>The proposed framework of walking and cycling routes together with connections to off-site public rights of way are shown in Figure 7.5 which is a reproduction of the figure within the DAS (Part 5, page 69). A condition can be used to ensure key routes delivery in accordance with the phased development.</p> <p>Noted. Please see revised Primary Street cross section attached Appendix A which shows 2m cycleways adjacent to the carriageway.</p> <p>It is considered that the 'purple route' within the development alongside Bucknell Road provides a suitable link via a proposed toucan crossing to the subway.</p> <p>The NW Bicester Walking and Cycling Strategy indicates a pedestrian/cycle route alongside the realigned A4095 and a leisure route within the development. However it does not show a connection between.</p>	<p>still think they should be included in the Development Framework Plan to avoid them being overlooked. Why would they not be included?</p>	<p>It is common for large development to produce a separate movement plan. This plan can be produced as a drawing to which a planning condition can be attached.</p> <p>Is the revised Primary Street cross-section acceptable?</p>				



Despite the NW Bicester masterplan not showing the link, it can be provided.

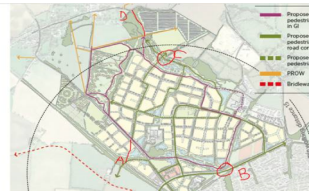
As indicated in Figure 7.5, a network of pedestrian routes is proposed including a route adjacent to the Firethorn site, enabling an active travel connection to be made.

This request is currently being considered and Jubb will provide an update as soon as discussions with landowners have been undertaken.

Noted.

C- the NW Bicester Masterplan requires a connection into the adjacent site. Firethorn will also be required to commit to a connection and have indicated one in their planning application. This site should connect to that, and will need to provide a bridge over the watercourse.
 D - a pedestrian/cycle route should connect through to Bainton Road, for onward countryside connections

Additionally, a primary cycle route connection should be made at the extreme southern corner of the site, to connect to the footpath alongside the railway (which is to be made into a cycle route as part of off site highway works).

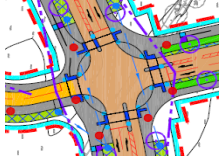


There will need to be an agreement for both sites to provide access across to whichever comes first, and for both to allow access across the boundary within a given zone. Similar agreements have been made elsewhere

Noted.

	How will the route in GI parallel to Bucknell Road pass Hawkwell Farm, which is not within the red line?	The detailed delivery of this route is being discussed but it is understood that its delivery is available as it is the same landowner.			We await further details of the GI route parallel to Bucknell Road crossing Hawkwell Farm frontage.	Noted.		
7.2.9	The Walking and Cycling strategy does not consider any off-site improvements. Off site improvements are a key part of the NW Bicester Access and Travel Strategy. A key access route in that strategy between this site and the town centre is the public footpath adjacent to the railway, which requires upgrading to form a traffic-free cycle route. This work should be undertaken by the developer under a S278 agreement.	Details of off-site improvements are provided in Section 10 of the TA and in relation to walking and cycling specifically laid out in paragraph 10.1.6. As stated, these were identified for the full NWB development and discussions are welcomed with OCC as to the appropriate level of contribution / delivery that is related to the development.	We would expect a development of this scale to fully fund/provide the route alongside the railway. Firethorn are making contribution towards improvement of Banbury Rd route.	The requested contribution for the previous application set out in the OCC response (23 rd December 2014) was: <i>Contribution of £140,000 for improving surface of Bicester Footpath 12 (alongside railway line) to enable commuting cycling (index linked at 2014 prices).</i>	The response referred to in 2014 was superseded in subsequent negotiations. Also it referred only to improving the surfacing, whereas, since the introduction of LTN1/20 and the Bicester LCWIP, OCC are now looking for a much higher standard of infrastructure to serve this site. A contribution of £140,000 would be inadequate and costings of an LTN 1/20 compliant scheme are required. @Stevens, Eric - Oxfordshire County Council has there been any progress on this?	Jubb have undertaken a site visit and a preliminary design for two options has been drawn up. A costing exercise is currently being undertaken.		
7.3.1	The proposed bus route does not include the Exemplar site. NW Bicester's public transport strategy is only deliverable if all the development north of the railway can be served by a single bus route and this must be taken into account in the bus routing. The bus route must connect into the Exemplar site, with additional pedestrian connections through to bus stops on Charlotte Avenue.	As shown in Figure 7.6 the development provides the opportunity to deliver an integrated public transport service with the adjacent Exemplar site. See also response to 7.2.6/ Figure 7.4 above.						
7.4.1	The Mobility Hub is welcomed, though there is no information to demonstrate that the land allocated for the local centre is sufficient to accommodate it.	Whilst the application is for outline consent only, DLA have undertaken a high-level design to ensure that the outline land uses can be provided within the allocated area - see plan attached at Appendix B. Car club spaces will be provided within the local centre car club. The plan does not provide a definitive layout as details of the layout will be determined as part of a reserved matters application, but it indicates that there is sufficient space to accommodate the land uses and supporting infrastructure that is proposed.						
7.5.1	The travel plan is critical to achieve the low car usage predicted. OCC do not consider the submitted travel plan to be sufficiently robust to support this. See comments provided under Travel Plan. OCC would require a detailed travel plan to be agreed before planning permission is issued, and secured via the S106 agreement, with payments to be made to OCC in the event that measures are not delivered, to allow OCC to deliver them.	Noted, an updated TP will be prepared						
7.6.1	The internal road layout should be designed in accordance with the Oxfordshire Street Design Guide.	Noted.						
7.7.2	To achieve the low trip generation predicted in this TA, lower car parking standards would need to be agreed. The same would apply to non-residential vehicle parking, to avoid the non-residential uses with the site attracting trips from outside NW Bicester.	As shown through PPG3 residential parking standards (maximum of 1.5 spaces per dwelling), capping residential parking does not lead to lower car use. The provision of alternative travel options, journey times and capped destination parking are the carrots and sticks that have a greater effect. Car ownership is not directly related to car use especially within a highway network which is constrained, and which provides opportunities for active travel and the use of public transport. People will still need cars to undertake certain weekly journeys i.e. to visit family who live further away, the heavy weekly shop, to gain access to specific services that are not well served by public transport. Overtime, as networks become more constrained, and people choose not to travel by private car due to the ability to travel quicker by other modes car ownership will eventually lower. The developer is not seeking to constrain car ownership but to lower car usage through the provision of alternative mode infrastructure that will enable modal shift to occur.	The county council is currently reviewing parking standards and guidance on Decide and Provide. My view remains that in Bicester, it needs to be made less easy for people to use cars. Restricting the number of cars per household is one such way. Certainly having less car ownership will reduce car use. However, it is not clear from the application how much of the parking is for visitor parking and how much is for household parking. Have you considered off plot parking barns?	The Firethorn application indicates in its TA that parking will be provided in accordance with CDC and OCC standards. OCC's Single Response states that the overall parking and cycle parking spaces eventually approved may be different from the number specified in the application and also seeks to ensure that sufficient visitor parking spaces are provided. The response makes no requirement for a low provision of car parking spaces or for restriction on the number of cars per household although the site also forms part of the original Bicester Eco-Town				
		Lower car parking standards for non-residential uses is acceptable in principle.			As stated within TN04 and below in Column 2, 8.4 the TRICS daily private house trip rate has naturally reduced by 17% between 2014 and 2019 due to a change in travel behaviour (working from home, online shopping) and therefore, it is considered that the development trip rates are achievable and do not rely on lower car ownership.			

7.7.5	<p>To achieve the low car trip generation predicted, every member of each household old enough to ride a bike should have space to park it securely. Therefore there should be greater provision than in the Oxfordshire Cycle Design Standards, which are minimum standards. Cycle parking should also be provided for visitors and in connection with other land uses at the site including the burial ground, play areas, allotments, open space etc. The school should have cycle parking, scooter parking and buggy parking, as well as nearby off-site cycle parking for parents to use when going into the school to drop off children.</p>	<p>The OCC Cycle Design Standards states:</p> <p>Resident cycle parking – 1 space for 1 bed unit, 2 spaces for larger units</p> <p>It is not possible to provide a secure space for every member of each household who is old enough to ride a bike as the occupancy of each dwelling will be unknown.</p> <p>The developer is happy to discuss additional secure cycle parking for larger dwellings.</p> <p>The principal of cycle parking provision at other locations including the school can be discussed and a condition can be used to ensure provision when reserved matters applications are submitted.</p>	<p>This is welcomed and necessary. Note also that OCC's Cycle Parking standards are being updated.</p> <p>No, but you know how many bedrooms there are and could at least have one per bedroom</p> <p>The development will provide to the OCC standards.</p>	Noted.				
7.8.2	<p>Given the timescales for the review of the Local Plan, in advance of its adoption, plans should comply with the Oxfordshire EVI Strategy.</p>	Noted.						
Section 8, Vehicle Trip Generation	<p>There are several assumptions made in the calculation of trip generation, which are unrealistic in my opinion. The overall conclusion of this section, which is that there will be materially less external traffic than was envisaged in 2014, is therefore open to challenge. Further, the conclusion that the traffic impact of the proposed development which would give rise to a significantly more dwellings (3,100 plus Freetown, versus 2800 from 14/01/384/OUT) north of the railway than previously envisaged, would be no greater than that predicted in 2014, is not reliable. This conclusion means the TA does not include any traffic modelling or junction assessments.</p>							
8.3.2	<p>States that the calculation of external vehicle trip generation has been undertaken in line with the 'Decide and Provide' approach (TRICS, Feb 2021). However, it seems over simplified when compared with the description of the approach in the TRICS guidance referred to. The guidance refers to establishing trends over time and the creation of a number of scenarios which this TA does not show. Moreover, as acknowledged in this paragraph, the approach is vision-led, whereas the TA does not in my view set out a low car vision for the site.</p>							
8.3.5	<p>It appears only two market housing sites have been selected in TRICS to provide the initial forecast. As there are few, large, market only housing developments in the database, it may have been more realistic to select large mixed market/affordable developments. Moreover the sites chosen do appear to also have primary schools and local centres, and so would already have a good level of internalised trips. It's therefore double discounting to discount internalised trips from the TRICS trip rate.</p>	<p>Please see Technical Note 02 attached at Appendix C which sets out an amended trip generation assessment and was previously submitted (18.02.2022) to OCC for review.</p>						
8.3.6	<p>There is insufficient detail on the mixed use local centre to ascertain that it is 'purposefully designed to serve the specific requirements of the residential proposal'. It's quite likely that, depending on what stores/businesses it contains, it will attract trips from the surrounding area and even nearby villages. Likewise, with freedom of choice for parents, it's likely that the primary school will attract pupils from outside the development.</p>							
8.3.18	<p>34% of the workplace population in Bicester who drive to work also live locally in the same area – how big is this area, and how many jobs per household? I'm not sure it would be appropriate to use the same percentage to assume that 34% of work purpose car trips in the development could be discounted from the external vehicle trip rate, when considering the size of the development? Nevertheless I acknowledge this makes little difference in this case.</p>							
8.3.21	<p>Discounting all escort education journey purpose trips is not realistic and doesn't take account of the number of children likely to be escorted to schools off site, including private schools. This discounting results in a large number (415) being discounted from the am peak trips predicted by TRICS. See above regarding the TRICS sites already located close to primary schools.</p>							
8.3.24	<p>The discounting of 50% of 'personal business' related trips is unreliable as nothing is known about the range of services to be provided at the local centre. Other than retail or food, businesses at the local centre are unlikely to cater for more than a small proportion of the site's residents, and it's hard to believe they would attract over 150 trips in the peak hour that would otherwise have been made off site.</p>							
8.3.35	<p>States that properties would be designed with '.....appropriate work areas and areas to support recreation', to enable the full potential of home working. What is the vision for this and will any special standards apply to the housing? How much co-working space would be provided within the Local Centre</p>	<p>Discussions with housebuilders are being undertaken to understand in more detail the provision that is being considered for future housing stock following the demand for working from home brought about by the COVID-19 pandemic.</p>	<p>Good - would like to hear more about this.</p>	Noted.				

		The land uses applied for in the outline application have been provided to enable a flexible approach and it will be possible to provide a suitable floor area of co-working space i.e. above the proposed convenience store.	When the time comes can we make sure this has a lift so the upper floor is accessible to all.																		
				This will be controlled by the reserved matters application.																	
8.3.38	The Travel Plan submitted with the application is not considered sufficiently strong to result in a 15% increase in sustainable modes. OCC would be looking for the framework travel plan to be finalised along with the planning permission and secured through the S106, with the payment of a 'default contribution' in the event that measures are not being delivered, to allow OCC to step in and deliver it.	Noted. The significant infrastructure and funding that the development proposes (extensive network of active travel routes, public transport funding, mobility hub, co-working facilities, off-site active travel improvements) should also be considered when considering the increase in sustainable mode shift.																			
8.4	The difference between the TA-predicted external trip generation for the site and that predicted in the NW Bicestier Traffic Model is very significant (380 trips in the am peak) and suggests that more intensive package of sustainable travel measures would be required to realise this difference than those contained in the NW Bicestier Access and Travel Strategy.	<p>Noted. A review of trip rates from the TRICS database indicates a reduction of 17% in daily residential dwelling trip rates for private housing.</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Daily Two-way Trip Rate per Dwelling</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>5.122</td> </tr> <tr> <td>2015</td> <td>4.767</td> </tr> <tr> <td>2016</td> <td>4.61</td> </tr> <tr> <td>2017</td> <td>4.71</td> </tr> <tr> <td>2018</td> <td>4.482</td> </tr> <tr> <td>2019</td> <td>4.27</td> </tr> </tbody> </table> <p>Additionally, a review of the base trip rates used in the 2014 application has been undertaken. The daily trip rate of the 21 sites used for the 'private housing' element of the previous development indicates a daily trip rate of 5.329 vehicles per dwelling.</p> <p>Applying this trip rate to the 2,600 dwellings would have given rise to 13,855 two-way daily trips. Dividing this number of trips by the lower historical 2019 trip rate would enable a development of 3,244 dwellings i.e. an additional 644 dwellings. With the proposal seeking an additional 500 dwellings it is considered that there will be no additional vehicles on the highway network than was originally permitted in the 2014 scheme.</p> <p>Additionally, we would expect a further reduction in vehicle trips as the 2019 two-way daily trip rate is prior to the Covid-19 pandemic and the changes brought about that sees many employers offering hybrid working.</p>	Year	Daily Two-way Trip Rate per Dwelling	2014	5.122	2015	4.767	2016	4.61	2017	4.71	2018	4.482	2019	4.27					
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10.1.3	This assumption cannot be made because the BTM has been updated since 2014 to take in a higher level of committed development following the adoption of the current local plan. In the 2014 model, traffic from Heyford was not included.	Noted. However, as the development will not generate additional traffic compared with the previous application any deterioration to the highway network because of the inclusion of additional committed development will be due to the additional committed development and not the Hawkwell Village development.	Yes but we still need to assess the traffic impact of the development taking into account updated committed developments to have an informed view of the impact on the network. Note that the Decide and Provide Guidance is to model more than one scenario.	Noted. The trip generation scenario, which is predominantly based on trip purpose and discounted trips due to the on-site provision of services and facilities leading to internalisation of trips along with discounted trips for a change in travel behaviour brought about by the Covid-19 pandemic and the provision of a Travel Plan supported by improved active travel infrastructure, contribution to a bus service and a mobility hub, is considered to be realistic and representative of the vision for the future development. The adjacent Firethorn development (Planning ref: 21/01630/OUT) forms part of the original Eco-Town allocation and whilst not using the 'Decide and Provide' wording it predicts a development based on the Eco-Town vision and the containment of trips and did not undertake modelling of more than one scenario.																	
Appendix D	<p>Main access off realigned A4095. Segregated cycle facilities required on both sides of the road. Note that LTN 1/20 has been introduced, as Oxfordshire Cycle Design Standards, since the PP for the realigned A4095. Refuge at crossing should be designed for cyclists – it is not wide enough. Crossing should be straight over (this was the case with the approved planning permission for the road).</p> 	Noted. Design to be amended.																			

Appendix E	Main access off Lords Lane. Ditto. 3m shared use path is no longer adequate. Is two-lane approach from the site necessary? Segregated cycle facilities required on both sides of the road within the development - compliant with LTN 1/20. See general comments re this junction above.	Noted. Design to be amended. The Lords Lane site access forms part of the Primary Street identified on the framework plan and will therefore, be comprised of the components as shown in the cross-section at Appendix A .						
Appendix F	See above regarding position of junction of secondary access into the site. The design of this junction needs to be considered in the context of other junctions onto Bucknell Road (for which details need to be provided). Cyclists along Bucknell Road should have priority. Link into GI route parallel to Bucknell Rd should be shown.	Junction positioning along Bucknell Road will be undertaken in accordance with OCC design guidelines. A link into the GI route parallel to Bucknell Rd will be shown.						
Appendix G	Connection to Cranberry Ave, within the Exemplar Site. Clarification needed as this is referred to in the access strategy as potential. The connection must be made, even if only as a bus only route with bicycle access.	Dealt with above in 7.2.6/Figure 4 and 7.2.8.						
Appendix L	Sensitivity test of cumulative impact with non-local plan development. Clarity is needed on this methodology as it is showing negative % change on some links.	The calculation is based on the original vehicle flows agreed for the 2014 application (Columns A & B) with a pro rata approach used for the proposed development. The original 2014 also show negative % change on some links.						
Green and Blue Infrastructure Principles	Within the Green and Blue Infrastructure Principles document Fig 12 Recreational Routes does not show a route along or parallel to the length of Bucknell Road from A4095 northwards. This is a major omission given the diagram in 7.5 proposing a 'leisure' route here. This must be clarified, set out and safeguarded in this application. There is nothing establishing the principles of width, surface, lighting wayfinding and road crossings along this and all other routes.	DLA - Can we say that the G&BIP document Figure 12 will be updated?						
TN02 Appendix B			has the school layout been discussed with OCC property yet? Can we have a larger, scale drawing and swept path analysis. Where is bus stop on the spine road? I can't see the continuation of Bucknell Road, which is supposed to form a cycle route. Need more detail. What does the transport hub consist of?	Discussions have started in respect of the school. The illustrative layout was drawn up to provide basic information that the proposed floor space and associated servicing could be achieved. The application is seeking outline permission and the comments relating to swept paths etc will be dealt with at reserved matters The transport hub is a described in paragraph 7.4.1 of the TA.				