



Cala Homes (Cotswolds) and Legal and General Homes  
Second Floor, Building One  
Oxford Technology Park  
Technology Drive  
Kidlington  
OX5 1GN

Suzanne Taylor  
Principal Planning Officer  
Cherwell District Council  
Via email only

31<sup>st</sup> May 2024

Dear Suzanne,

**Reserved Matters Application including access, layout, landscaping and scale pursuant to Outline Planning Permission 14/02121/OUT for internal Primary and Secondary Streets along with the part discharge of conditions 12, 16, 17 and 19 for Phase 1B at Himley Village, Bicester**

Further to discussions with yourself and Officers at Oxfordshire County Council Highways Department I am submitting a revised scheme pursuant to Reserved Matters application 23/01493/REM for Phase 1B, Himley Village, Bicester.

The resubmission incorporates changes to the layout of the road which are discussed further below. They also include updates to the proposed landscaping and lighting within Phase 1B. Following discussions with yourself and OCC Highways the lighting information is being submitted as a Lighting Strategy with further details to be conditioned within the Phase 1B Reserved Matters consent and be addressed through the Section 38 details.

Consultation responses were received from Active Travel England (ATE) and Bicester Bike Users Group (BBUG) and Cala's response is set out below.

**Bicester Bike Users Group (BBUG)**

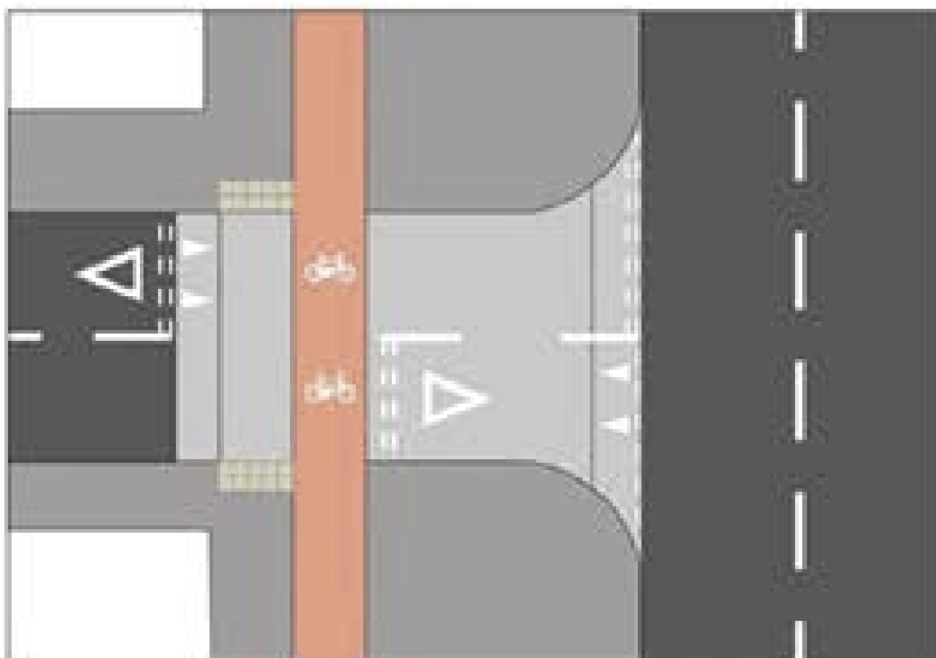
**BBUG Comment 1:**

*"All of the cycle crossings over minor roads require priority access in accordance with Local Transport Note 1/20 (LTN 1/20), OCC's Cycle Design Standards, and the Bicester Local Walking and Cycling*

*Infrastructure Plan (LCWIP). Without priority access, the cycle lanes become essentially useless and most cyclists will either cycle on the main carriageway posing a risk to themselves and an annoyance to motor vehicle drivers.”*

Cala Homes Response:

In consultation with OCC Highways (and in agreement with the BBUG comments), the proposed cycle crossing arrangements have been updated to provide priority access to cyclists across the onsite roads. Where crossing points are located adjacent to the main spine roads, the crossings incorporate a 5 metre set back from the main carriageway, lining / signage (to be shown at detailed design stage), tactiles for pedestrians and raised tables / ramps. It is proposed for the priority access over carriageways to be implemented using the principles shown in LTN 1/20, Figure 10.13:





BBUG Comment 2:

“Cycle provision is required on both sides of the Spine Road East – West as per LTN 1/20 and the OCC Cycle Design Standards (2.2.6).”

Cala Homes Response:

The proposed arrangement, comprising a 3 metre wide 2 way cycle track to the north side of the spine road, was discussed in detail with OCC Highways. It was agreed that this approach would be acceptable for the following reasons:

1. The ‘On Site Highways Plan’ within Appendix 18 of the Section 106 Agreement highlights the east – west spine road as a ‘bus route’. Schedule 19 of the Section 106 Agreement details that the ‘Bus Route’ is to comprise a footway / cycleway (no less than 3 metres) on one side and footway (no less than 2 metres) on the other side. By providing a separate 3 metre wide 2 way cycleway track to the north plus a 2 metre footway on both sides of the carriageway, Cala Homes are over delivering to what is set out in the Section 106 Agreement.
2. The proposed 3 metre wide 2 way cycle track complies with LTN 1/20, Table 5.2

Table 5-2: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

\*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.



3. The 2 metre footway for the northern side of the corridor, where the 2 way cycle track is currently shown, to only have a few junctions / shared private driveways crossing over the cycle track. However, the southern side of the corridor is likely to have far more private driveways and junctions crossing over the footway. Therefore, the single sided 2 way cycle track on the northern side will provide a more direct and safer route for cyclists to use.

It is also proposed for a 4 – 5 metre wide grass and tree lined verge to be constructed between the carriageway and the cycle track and footways. This will provide a safe and pleasant buffer to the carriageway which will encourage the use of active pedestrian and cycle travel within this development.

The updated designs incorporate several raised tables / ramps along the east – west carriageway. These are a combination of both cyclist / pedestrian priority crossings and simple raised junctions. The introduction of these features will highlight the respective priority crossing points and help reduce the speed of the travelling vehicles using this road. The ramps will also deter vehicles from entering and entering the site via the secondary access and will encourage drivers to use the primary access where there are fewer ramps.



BBUG Comment 3:

*“Access to the site requires a minimum of 1 metre horizontal buffers from the motor vehicle carriageway in accordance with LTN 1/20 Table 6.1 and OCC’s own Cycle Design Standards (3.2.7) and ideally also segregation between pedestrians and cycles.”*

Cala Homes Response:

We believe this comment relates to the connection to the existing off site 3 metre wide shared footway / cycleway at Empire Road to the east of the proposed development. Based on Highway Record information, the width of highway land varies between 3 – 4 metres along this section of verge. Therefore, due to the land to the north being out of the control of both Cala Homes and the Local Highway Authority, Cala are unable to provide the 1 metre horizontal buffer to the carriageway. However, the proposed 3 metre wide shared footway / cycleway is consistent with the existing infrastructure that Cala will be connecting into and will provide a valuable connection between the proposed development and the surrounding cycle network.

BBUG Comment 4:

*“The proposed uncontrolled crossing over the B4030 will exclude most users as per LTN 1/20 Table 10.2 and should be replaced with a signalised crossing.”*



### Cala Homes Response:

The uncontrolled crossing over the B4030 connects the proposed nearside 2 metre footway to the proposed bus stop platform on the far side of the carriageway. The proposed infrastructure to the far side of the carriageway will only comprise a bus stop platform and is not connected to any further pedestrian or cycle networks. The uncontrolled crossing is for the benefit of pedestrians using the far side bus stop.

As part of the discussions with OCC Highways, it was agreed for the speed limit along this section of the B4030 to be reduced from 40 mph down to 30 mph.

Based on LTN 1/20, Table 10.2 (a guide only, for cycle crossings) an uncontrolled crossing is suitable where the speed limit is 30 mph, traffic flow is 0-4000 and 1 lane of traffic to be crossed in one movement. Therefore, the proposed uncontrolled crossing arrangement is suitable at this location.

### **Active Travel England (ATE)**

#### ATE Comment 1:

*“ATE suggested a segregated walking and cycling route along B4030 Middleton Stoney Road would significantly increase the legibility, safety and therefore attractiveness for those considering whether to walk, wheel and cycle, in line with Figure 4.1 of LTN 1/20. It appears as though a shared use facility has been retained; however the following improvements have been made.*

- *A ‘lazy S’ bend has been introduced to ensure a smooth transition between the on site 4 metre wide footway / cycleway and the off site 3 metre wide footway / cycleway.*
- *A continuous footway / cycleway has been provided at the entrance to the Secondary Street from B4030 Middleton Stoney Road with vehicles required to give way.*



*The above improvements are welcomed and supported, however it is felt the access to the Primary Spine Road would also benefit from the same priority arrangement proposed at the Secondary Street access. This would assist those joining infrastructure within the proposal site as well as future proofing connections to the west.*

*To the east of the 'lazy S' bend it is still unclear whether a buffer is to be included between the shared use path and highway."*

Cala Homes Response:

A cycle priority crossing has been added across the Primary Access Road to be consistent with the cycle priority crossing already proposed across the Secondary Access Road.

As per the response to the BBUG comment, based on Highway Record information, the width of the highway land varies between 3 – 4 metres along this section of verge. Therefore, due to the land to the north being out of the control of both Cala Homes and the Local Highway Authority, Cala are unable to provide the 1 metre horizontal buffer to the carriageway. However, the proposed 3 metre wide shared footway / cycleway is consistent with the existing infrastructure that Cala will be connecting into and will provide a valuable connection between the proposed development and the surrounding cycle network.

ATE Comment 2:

*"Concern was raised regarding the uncontrolled crossing towards the bus stop on the southern side of B4030 Middleton Stoney Road. It was recommended that a signalised crossing be provided in view of the nature of the road and the likely increase in movements generated by surrounding growth."*



Cala Homes Response:

As per the response to the BBUG comment, the uncontrolled crossing over the B4030 connects the nearside 2 metre footway to the proposed bus stop platform on the far side of the carriageway. The proposed infrastructure to the far side of the carriageway will only comprise a bus stop platform and is not connected to any further pedestrian or cycle networks. The uncontrolled crossing is for the benefit of pedestrians using the far side bus stop.

As part of the discussions between Cala and OCC Highways, it was agreed for the speed limit along this section of the B4030 to be reduced from 40 mph to 30 mph.

Based on LTN 1/20 Table 10.2 (a guide only for cycle crossings) an uncontrolled crossing is suitable where the speed limit is 30 mph, traffic flow is 0-4000 and 1 land of traffic to be crossed in one movement. Therefore, the proposed uncontrolled crossing arrangement is suitable in this location.

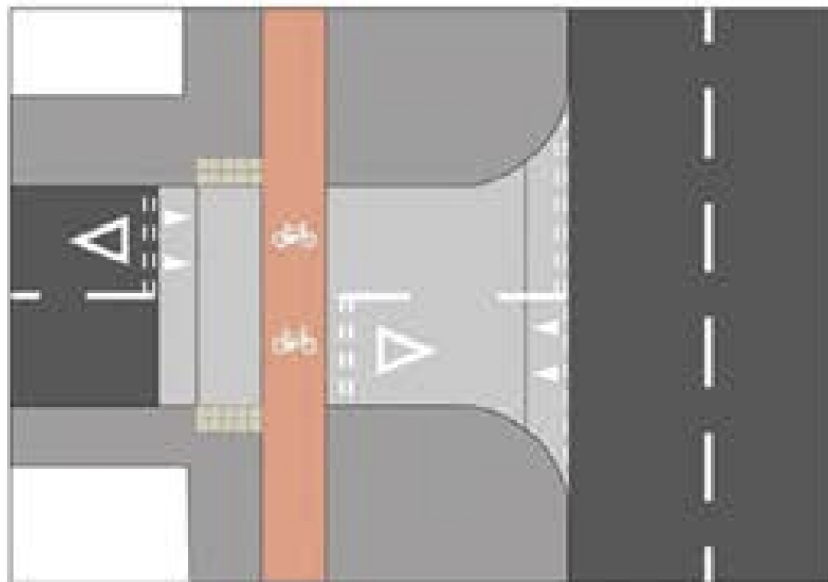
ATE Comment 3:

*“The provision of segregated walking and cycling infrastructure on both sides of the Primary Spine Road was previously welcome. However, the revised Phase 1B Infrastructure Reserved Matters Red Line Boundary Plan lacks any obvious treatment at side roads, which will require pedestrians and cycles to give way to vehicles. This will inconvenience / discourage active travel movements. ATE encourages the applicant to adopt approaches set out in either Figure 10.13: Priority crossings of cycle tracks at side roads or Figure 10.15: Full set back, marked priority (bent out) crossing within LTN 1/20.”*



Cala Homes Response:

As per the response to the BBUG comment, in consultation with OCC Highways (and in agreement with the ATE and BBUG comments), the proposed cycle crossing arrangements have been updated to provide priority access to cyclists across the onsite roads. Where the crossing points are located adjacent to the main spine roads, the crossings incorporate a 5 metre set back from the main carriageway, lining / signage (to be shown at detailed design stage), tactiles for pedestrians and raised tables / ramps. It is proposed for the priority access over carriageways to be implemented using the principles shown in LTN 1/20, Figure 10.13:



ATE Comment 4:

*“It is understood that a 3 metre (two way) cycleway will be provided on the north side of the Spine Road East West. ATE would encourage the applicant to maintain a cycleway on either side of the highway to achieve consistency and coherence with the Primary Spine Road. See 1.5 Core Design Principles of LTN 1/20. If the current approach is maintained, it will be necessary to create a logical*

link between the two roads at the junction. The current ‘squared’ off arrangement does not achieve continuity and this should be addressed. Treatment at side roads should also be provided as recommended above.”

**Cala Homes Response:**

As per the response to the BBUG comment, the proposed arrangement comprising a 3 metre wide 2 way cycle track to the north side of the spine road was discussed in detail with OCC Highways. It was agreed that this approach would be acceptable for the following reasons:

1. The ‘On Site Highways Plan’ with Appendix 18 of the Section 106 Agreement highlights the East West Spine as a ‘Bus Route’. Schedule 19 of the Section 106 Agreement details that the ‘Bus Route’ is to comprise a footway / cycleway (no less than 3 metres) on one side and a footway (no less than 2 metres) on the other side. By providing a separate 3 metre wide 2 way cycle track to the north plus a 2 metre footway on both sides of the carriageway, Cala are over delivering to that stated in the Section 106 Agreement.
2. The proposed 3 metre wide 2 way cycle track complies with LTN 1/20, Table 5.2:

**Table 5-2: Cycle lane and track widths**

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
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		200-800	2.2	2.0
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		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

\*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

3. The 2 metre footway to the one side will provide an attractive and ‘quieter’ alternative route for pedestrians away from the cycle tracks. This will be of benefit to all users of the development and encourage more people to walk as well as cycle.
4. It is proposed for the northern side of the corridor, where the 2 way cycle track is currently shown, to only have a few junctions / shared private driveways crossing over the cycle track. However, the southern side of the corridor is likely to have far more private driveways and junctions crossing over the footway. Therefore, the single sided 2 way cycle track on the northern side will provide a more direct and safer route for cyclists to use.

It is also proposed for a 4 to 5 metre wide grass and tree lined verge to be constructed between the carriageway and the cycle track and footways. This will provide a safe and pleasant buffer to the carriageway which will hopefully encourage the use of active pedestrian and cycle travel within this development.

The side roads have been updated to provide cycle priority crossings.

The link between the North South and East West cycle tracks – the arrangement has been updated to show additional details and smoother horizontal alignments between the respective routes. The finer details (signs, lines, tactiles, etc.) will be reviewed and developed during the Section 38 Technical Approval process.

The updated designs incorporate several raised tables / ramps along the East West carriageway. These are a combination of both cyclist / pedestrian priority crossings and simple raised junctions. The introduction of these features will highlight the respective priority crossings and help reduce the speed of the travelling vehicles using this road. The ramps will also deter vehicles from entering / leaving the site via the secondary access and will encourage drivers to use the primary access where there are fewer ramps.



ATE Comment 5:

*“The same issues arise along the Strategic Secondary Road, which will include a 3 metre (two way) cycleway on one side of the highway.”*

Cala Homes Response:

Please refer to the response associated with the East West Spine Road.

I submit the following amended plans for this application:

<b>Drawing</b>	<b>Prepared by</b>	<b>Drawing Number</b>	<b>Previous Revision May 2023</b>	<b>Previous Revision March 2024</b>	<b>New Revision May 2024</b>
Red Line Boundary	Hydrock	27141-HYD-XX-XX- DR-C-3000	P01	P06	P07
Phase 1B Engineering Layout Sheet 1 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2200	P02	P06	P08
Phase 1B Engineering	Hydrock	27141-HYD-1B-XX- DR-C-2201	P01	P07	P09



<b>Drawing</b>	<b>Prepared by</b>	<b>Drawing Number</b>	<b>Previous Revision</b> <b>May 2023</b>	<b>Previous Revision</b> <b>March 2024</b>	<b>New Revision</b> <b>May 2024</b>
Layout Sheet 2 of 4					
Phase 1B Engineering Layout Sheet 3 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2202	P02	P07	P09
Phase 1B Engineering Layout Sheet 4 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2203	P02	P06	P08
Phase 1B Drainage Layout Overview	Hydrock	27141-HYD-1B-XX- DR-C-2300	P02	P05	
Phase 1B Drainage Layout Sheet 1 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2301	P02	P05	



<b>Drawing</b>	<b>Prepared by</b>	<b>Drawing Number</b>	<b>Previous Revision May 2023</b>	<b>Previous Revision March 2024</b>	<b>New Revision May 2024</b>
Phase 1B Drainage Layout Sheet 2 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2302	P02	P05	
Phase 1B Drainage Layout Sheet 3 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2303	P02	P05	
Phase 1B Drainage Layout Sheet 4 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2304	P02	P05	
Phase 1B Bus Tracking Sheet 1	Hydrock	27141-HYD-XX-XX- DR-C-2600	P01	P05	P07
Phase 1B Bus Tracking Sheet 2	Hydrock	27141-HYD-XX-XX- DR-C-2601	P01	P05	P07



<b>Drawing</b>	<b>Prepared by</b>	<b>Drawing Number</b>	<b>Previous Revision May 2023</b>	<b>Previous Revision March 2024</b>	<b>New Revision May 2024</b>
Phase 1B Refuse Tracking Sheet 3	Hydrock	27141-HYD-XX-XX- DR-C-2602	P01	P05	P07
Phase 1B Refuse Tracking Sheet 4	Hydrock	27141-HYD-XX-XX- DR-C-2603	P01	P05	P07
Street Lighting Design	Hydrock	588/001	-	A	B
S278 and S38 Infrastructure Lighting Equipment Schedule	Lighting Reality		May 2023	March 2024	A
S278 and S38 Infrastructure	Lighting Reality		May 2023	March 2024	B



<b>Drawing</b>	<b>Prepared by</b>	<b>Drawing Number</b>	<b>Previous Revision</b> <b>May 2023</b>	<b>Previous Revision</b> <b>March 2024</b>	<b>New Revision</b> <b>May 2024</b>
Lighting Calculation Report					
Phase 1B Detailed Infrastructure Landscape Proposals	Pegasus	P22-3093_EN_04_D_00		-	G
Proposed Phase 1B Works Stage 1 Road Safety Audit	The Safety Forum	SG-AA-2024-4431-RSA1			May 2024
Phase 1B Road Safety Audit – Stage 1 Designer’s Response	Hydrock				May 2024





<b>Drawing</b>	<b>Prepared by</b>	<b>Drawing Number</b>	<b>Previous Revision</b> <b>May 2023</b>	<b>Previous Revision</b> <b>March 2024</b>	<b>New Revision</b> <b>May 2024</b>
S278 Offsite Highway Works Primary Access Junction General Arrangement Sheet 1	Hydrock	27141-HYD-XX-XX- DR-D-0100			P03
Highway Longitudinal Sections Sheet 1 of 3	Hydrock	27141-HYD-XX-XX- DR-C-3100			P03
Highway Longitudinal Sections Sheet 2 of 3	Hydrock	27141-HYD-XX-XX- DR-C-2101			P03



<b>Drawing</b>	<b>Prepared by</b>	<b>Drawing Number</b>	<b>Previous Revision</b> <b>May 2023</b>	<b>Previous Revision</b> <b>March 2024</b>	<b>New Revision</b> <b>May 2024</b>
Highway Longitudinal Sections Sheet 3 of 3	Hydrock	27141-HYD-XX-XX- DR-C-2103			P03
Phase 1B Vehicle and Cycle Visibility Sheet 1 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2050			P01
Phase 1B Vehicle and Cycle Visibility Sheet 2 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2051			P01
Phase 1B Vehicle and Cycle	Hydrock	27141-HYD-1B-XX- DR-C-2052			P01



<b>Drawing</b>	<b>Prepared by</b>	<b>Drawing Number</b>	<b>Previous Revision</b> <b>May 2023</b>	<b>Previous Revision</b> <b>March 2024</b>	<b>New Revision</b> <b>May 2024</b>
Visibility Sheet 3 of 4					
Phase 1B Vehicle and Cycle Visibility Sheet 4 of 4	Hydrock	27141-HYD-1B-XX- DR-C-2053			P01

I would be grateful if you could please confirm receipt of this amended submission and provide confirmation on the dates of the re-consultation.

Yours sincerely

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**Senior Planner**

**Cala Homes Cotswolds**

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