

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 23/03428/OUT

Proposal: Outline planning application for the construction of up to 140,000 sqm of employment floorspace (use class B8) with ancillary offices and facilities and servicing and infrastructure including new site accesses. Internal roads and footpaths, landscaping including earthworks to create development platforms and bunds, drainage features and other associated works including demolition of the existing farmhouse.

Location: OS Parcel 7921 South Of Huscote Farm And North West Of County Boundary, Daventry Road, Banbury

Response Date: 12/02/2024

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Assessment Criteria

Proposal overview and mix /population generation

OCC's response is based on a development as set out in the table below. The development is taken from the application form.

Commercial – use class	m²
B8	140,000

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General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee -TBC**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

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Transport Schedule

Recommendation:

Objection for the following reasons:

- The site is in an unsustainable location for walking and cycling.
- The proximity of the access roundabout to M40 Junction 11 is likely to lead to severe congestion and potential safety issues arising from queuing on the M40 off slip.
- Any further development around Junction 11 of the M40 will add to the severe congestion and air quality problems on the A422, particularly along Hennef Way – this development does not demonstrate how it would mitigate its impact on these issues through adequate sustainable travel connections or by highway improvements.
- Safe and suitable operation of affected highway junctions has not been demonstrated as full input and output details of the Vissim analysis have not been provided as part of this application, and errors have been identified in the details that have been submitted.
- Based on the current modelling results, the proposed signalisation of the A361 does not mitigate the impacts of development.
- It has not been demonstrated that a signalised crossing of the A361 for pedestrians and cyclists may be incorporated at a safe and suitable location, and an appropriate access into the site is not proposed.

If, despite OCC's objection, permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S106 agreement, including an obligation to enter into a S278 agreement, to mitigate the impact of the development plus planning conditions as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Strategic Transport (1)	970,709	March 2019	Baxter	A highway improvement scheme to relieve congestion on Hennef Way
Strategic Transport (2)	To be confirmed		Baxter	Delivery of the A422 to Overthorpe Road link road, or alternative scheme
Public transport services	600,000	May 2022	RPI-x	To establish a bus service to the site
Travel Plan Monitoring	34,210	April 2023	RPI-x	Monitoring of the Framework Travel Plan and the ten subsidiary Travel Plans
Admin Fee	To be confirmed			Administration of the S106
Total				

Other obligations:

- Off-site highway works –
- a signalised crossing of the A361
- widening of the A361 to incorporate a right-turn filter lane at the priority junction access
- modifications to the alignment of the A361 at the roundabout access
- other mitigation works as may be necessary, including sections of cycletrack alongside the A361
-
- On site highway works –
- two new vehicular access points to the A361

Comments:

Introduction

This application is virtually identical to 22/01488/OUT, which was appealed on the grounds of non-determination. The appeal was withdrawn before a decision was made. The application was considered on 9 February 2023 by the CDC Planning Committee which resolved to confirm that, had the power to determine the application continued to rest with them, the application would be refused for 15 reasons.

The only significant difference, in transport terms, between this application and 22/01488/OUT, is a revised Transport Assessment. This is primarily due to a new VISSIM analysis model having been commissioned and used to determine the impact of the generated traffic on the local highway network.

This application is for up to 140,000 sqm of B8 Employment floorspace located between the A361 and A422, close to Junction 11 on the M40.

It is an Outline application with all matters reserved. However, access needs to be considered at this time as it is fundamental to the determination of this application. Comments are also made on the layout as significant changes will be required before the reserved matters stage.

Principle of Development and required mitigation

The proposed site is not allocated for development in the Cherwell District Council Plan. The Planning Inspector's Report on the Examination into the Cherwell Local Plan commented on Banbury 15, which originally extended from the boundary with the M40 and across the A361 to the fields east of the A361. The Inspector concluded that only the smaller portion of the site bound by the M40 to the west and the A361 to the east (now known as "Frontier Park") would be appropriate for development in this Plan period. He commented:

'In addition, for the whole site to be developed as a mainly road based B2/B8 employment scheme, major contributions are likely to be necessary to other transport and highway improvements, especially to the motorway junction itself. There is no clear evidence that an acceptable programme of works could viably and practically be delivered, taking into account the impacts of other developments committed in the plan.' (Para. 203, Page 41 of Inspector's Report).

The Inspector highlighted the severe congestion and air quality issues at Junction 11, along Hennef Way in particular, and also made this comment regarding traffic generation:

'Moreover, there are acknowledged barriers to delivery of the whole Ban 15 site at J11, including that the traffic movements likely to be generated would trigger the need for the new South East relief road through the town.' (Para. 202, Page 41 of Inspector's Report).

The Oxfordshire Local Transport Plan 4 (LTP4) has been superseded by the Local Transport and Connectivity Plan (LTCP), which was adopted in July 2022. The LTCP will be accompanied by an Area Travel Plan for Cherwell, which is currently being compiled. This strategy will outline how the LTCP policies are to be implemented and the specific infrastructure measures that are to be pursued. In particular, in relation to this application, will be the intentions for a South East Relief (or Link) Road and a link road east of M40 Junction 11 (Overthorpe Road to A422).

Until the Area Travel Plan is published, LTP4 is still applicable.

LTP4 states “*The increase in Local Plan growth to the south of Banbury has renewed the need to investigate the opportunities, costs and benefits of a link road over the railway for the post 2024 period, to manage traffic movements within the town.*”

No decision has been taken to date on the requirement for a SE relief road or the route it may take. In principle, such a road would relieve existing pressure on Junction 11 in order to accommodate the traffic generated by the proposed development. However, as the Local Plan Inspector has pointed out, *there is no clear evidence that an acceptable programme of works could viably and practically be delivered*, so there is no certainty that a South East relief road could proceed.

There is greater commitment in LTP4 for a link road to the east of the M40 J11:

13. In the longer term (post 2024), there is likely to be a need for additional road capacity to manage anticipated traffic growth at M40 Junction 11.

- **A new link road east of Junction 11** will provide a strategic solution to helping mitigate the impact of traffic travelling to/from Banbury from surrounding areas including from the M40.

This is clarified in the Policy BAN1 with the following confirmed measure:

- Provision of a link road east of M40 Junction 11 (Overthorpe Road to A422).

The Local Plan Inspector viewed this link as the northern part of the south east link road and in reducing the size of the employment allocation acknowledged that this would remove the need for the link in the shorter term. This potential link road has, therefore, not been designed or costed to date and will be considered within the Local Plan Review and LTCP area strategy in terms of need and strategic fit.

In the review of the implementation of LTP4 Policies (in Appendix 1 of LTCP), it is stated that “*The South East Link Road and other options still remain ambitions.*” Therefore, unless these schemes are formally abandoned by the Area Travel Plan, it will be assumed that OCC will continue to investigate the potential for these measures.

If planning permission is to be granted, OCC will require a contribution to fund delivery of the link road or an alternate, unspecified scheme that will have a similar impact in reducing or reallocating local traffic flows to the Junction 11 roundabout, in order to create capacity for the proposed development traffic. The amount of this contribution is to be determined.

OCC will also be requiring a contribution towards measures along Hennef Way and adjoining roads, given the severe issues already experienced and the additional traffic to be generated by the site. This will be proportionate to the sum being paid by Frontier Park.

Access arrangements

The site would be connected to the existing highway network via two junctions with the A361, one either side of the junction constructed for Frontier Park on the west side of the road.

The primary access would be a three-arm roundabout located just a little over 100m from the A361 exit on to the Junction 11 roundabout. This proximity is likely to cause occasional severe congestion issues and is a reason for objection. See further discussion below under Traffic Impact. The Road Safety Audit raised no concerns in respect of road signs, carriageway markings and lighting.

The secondary access would be a priority junction, approximately 450m north of the primary access and approximately 200m north of the Frontier Park junction. A filter lane would be added to the A361 for right-turning inbound vehicles.

Active travel connectivity

OCC considers that there is inadequate connectivity for pedestrians and cyclists, which means that a safe and suitable access to the site cannot be achieved for all users. This is contrary to paragraph 114 and other guidance within the NPPF and, therefore, a reason for objection.

Walking

The distance from Banbury railway station to the centre of the site is approximately 3.5km. This would take 42 minutes at the average speed and is, therefore, well beyond the reasonable distance that a train passenger would wish to walk from the station to their place of work.

The nearest dwelling (on the south side of the Hennef Way/Ermont Way roundabout) is approximately 1930m from the centre of the site. Therefore, there is a negligible catchment area of dwellings within the preferred maximum distance of 2000m for commuting (ref. CIHT Table 3.2 below).

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Source: CIHT "Guidelines for Providing for Journeys on Foot"

Average walking speed is approximately 1.4m/s (equivalent to 5.0km/h or 3.1mph)

Other established residential areas across Banbury (Grimsbury, Hardwick and Neithrop) have been examined to determine the estimated distances and walking times from the area centres to the site. The findings are as follows:

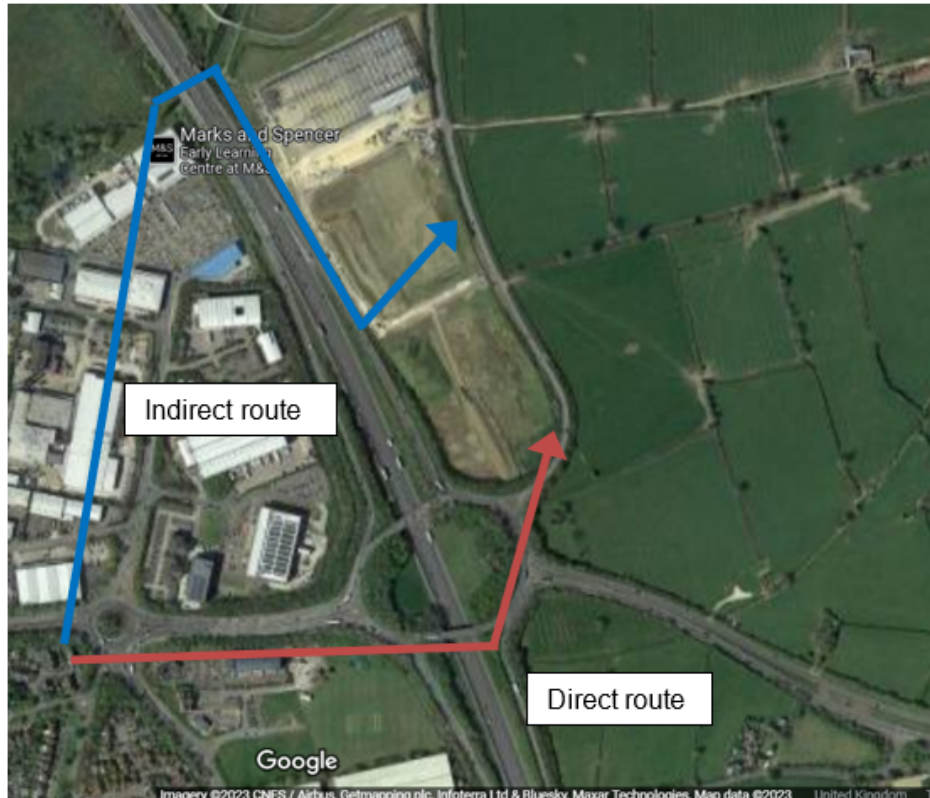
Grimsbury 2410m equivalent to 29 mins.

Hardwick 4830m equivalent to 58 mins.

Neithrop 4990m equivalent to 59 mins.

It should be noted that the evolving residential areas on the periphery of Banbury, such as Hanwell Fields, Bretch Hill, Salt Way and Longford Park, are all as far, or further, from the development site.

The walking route through Frontier Park involves a circuitous detour along Wildmere Road and across or around the Banbury Gateway shopping centre car park, to reach the M40 underpass. This is the only safe way to cross on foot from one side of the M40 to the other. However, pedestrians may be tempted to take a more direct route to reduce distance and save time. The two routes are shown indicatively in the aerial view below.



Google Earth view with direct and indirect walking routes

The direct route offers significant savings in distance and time and will be attractive to some, but will necessitate a substantial risk as the on- and off-slips to both the M40 South and the A422 East will have to be crossed and there is no footway between the A422 East and A361 arms. The exits from the gyratory on to these roads are not signal controlled, so vehicles will be moving at high speed and with limited visibility. Furthermore, it is not known if a footway will be incorporated into the proposed modifications to the A361, between the M40 J11 and the site access. If not, additional substantial risk will be introduced.

Cycling

Cycling will only be a realistic option for those employees based in Banbury. The A361 and the A422 East are not conducive to safe cycling. The A442 East is a two-lane dual carriageway, with a 70mph speed limit and no cycle lanes, over the mile between the B4525 roundabout and the M40 Junction 11. Cyclists would have to circumnavigate the Junction 11 roundabout to reach the A361 and the site entrance as there is no alternative route in. The A361 is a single lane road with a 50mph speed limit to the north of the site, and no cycle lanes.

Cyclists from the north of Banbury town will tend to take the route along Ruscote Avenue and the cycletracks adjacent to Hennef Way, before passing through the Wildmere industrial estate to Banbury Gateway.

From the centre and south of the town, cyclists will predominantly use the A4260 and town centre routes before crossing the canal and railway tracks on Bridge Street and onward along Middleton Road, where there are no cycle facilities. The section between the A4260/Bridge Street crossroads and the Bridge Street/Merton Street/Causeway/Middleton Road junction is particularly busy and in need of improvement for cycling. The Banbury Local Cycling and Walking Infrastructure Plan (LCWIP) describes the required improvement as follows:

This section through Bridge Street requires careful consideration and significant redesign. Consider construction of a cycle bridge alongside existing road/ pedestrian bridge over railway line and river. Possible extension of bridge over Bridge Street/Cherwell Street crossroads, subject to broader redesign of this area. A direct town centre cycling/ walking link is needed. This will need further consideration through an options' appraisal.

Cyclists approaching from Banbury may be inclined to take the most direct route to the site via the M40 Junction 11, as described above in the Walking section. Although it is not prohibited, cycling along the A422 West dual carriageway, around the Junction 11 gyratory and along the A361 (also to be widened to dual carriageway) will entail a considerable safety risk. Drivers of motor vehicles generally do not expect to see cyclists on these types of roads, and as both modes will need to change lanes to select the correct approach to the roundabout, the potential for collision is relatively high.

When using the safer but longer route via the M40 underpass, cyclists will be presented with a different safety hazard. The path leading south-eastwards from the underpass is initially a cycletrack, but where it joins the Frontier Park access road (shown brown in the image below) cyclists must proceed on-carriageway, eventually emerging at the A361 junction. This access road will be serving three large warehouses so will experience a high proportion of HGV movements.

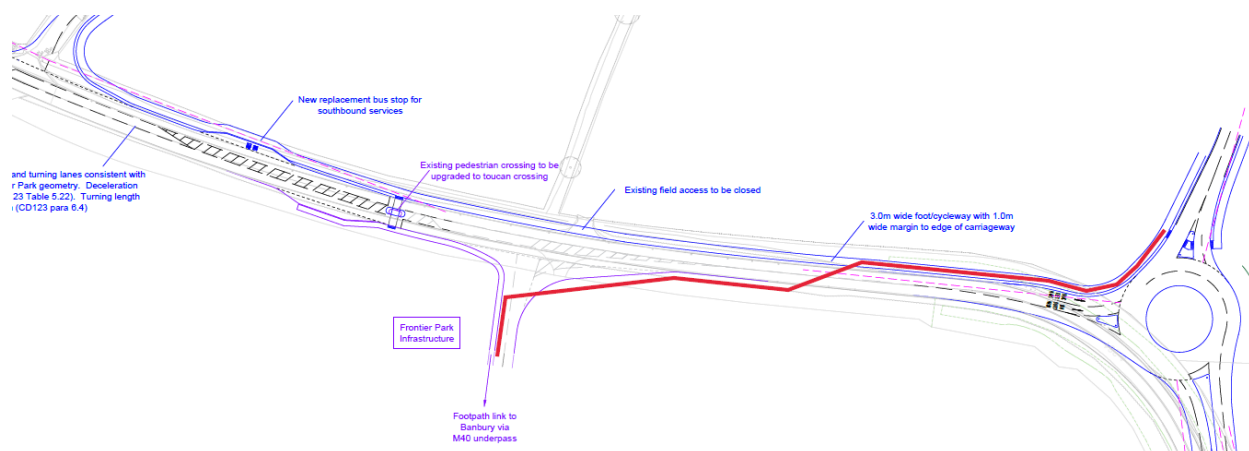


Extract from Drg. No. 072305-CUR-XX-XX-DR-C-95001 Rev. P01
Site Estate Road, Paths & Cycle Path GA
Submitted with 20/02153/DISC

A361 crossing

A Road Safety Audit has been included in the Transport Assessment. It is noted that the audit considered Rev. B of Document ref. 23457-07-01GA, A361 Roundabout with Secondary Access. This revision does not include the proposed upgrade of the existing pedestrian crossing to a Toucan crossing, which appears on Rev. C, so the auditors would have been unaware of this intended modification. Therefore, an objection is maintained as it has not been demonstrated that the crossing is in a safe and suitable location. Furthermore, there is no apparent direct access for pedestrians or cyclists into the site close to the crossing, with the shared use footway/cycleway shown to be continuous between the two vehicular access points that provide the only ways in. This lack of permeability does not constitute suitable access.

The proposed Toucan crossing is located to the north of the Frontier Park junction, significantly closer to the site secondary access than the primary roundabout access. However, approximately 65% of the site area (and vehicle trips) are accessed via the roundabout. This means that the Toucan is located significantly away from the desire line for roughly two-thirds of the active travel users coming from Banbury. These people will be tempted to turn right out of Frontier Park and cross the A361 without the benefit of a signalised crossing.



Desire line (in red) for majority of active travel users bypasses proposed Toucan crossing

Summary

The Transport Assessment (sect. 4.6.7) concludes that *“This link [cycle improvements along Wildmere Road, to be provided by Frontier Park] is an appropriate pedestrian/ cycle link for the employees of Frontier Park, and therefore the employees of the development to access Banbury.”*

OCC dispute that, just because the pedestrian and cycle facilities have been considered adequate for Frontier Park, they are automatically satisfactory for the development site. Even after the full width of Frontier Park has been traversed, and the proposed signalised crossing reached, there is still at least another 450m to the theoretical centre of the development site, so the two sites are not comparable.

It has been shown that walking distances from Banbury railway station and all residential areas are well beyond the preferred maximum, so the site is undoubtedly in an unsustainable location for walking. Cycling distances from within Banbury town are achievable but there will be difficulties, both within the town centre and through Frontier Park.

The most direct route will be fraught with danger for both walkers and cyclists as it involves crossing the M40 via Junction 11.

Given that it is crucial for a signalised crossing to be installed on the A361 to enable active travel to the site, the doubt over its deliverability is a valid reason for refusal. Even if a crossing can be introduced at a location which connects with the Frontier Park route, the lack of a direct pedestrian and cycle access into the appeal site means that potential users may seek other, less safe routes.

In conclusion, the site is an inappropriate location that will deter, rather than encourage, walking and cycling and the proposals are contrary to local policy and to the requirements of the NPPF.

Public transport

In order to make this development acceptable a bus service will need to be provided at least for all shift and office hours change times for a prolonged period. A proportional contribution based on floor space for Frontier Park would result in a contribution of £280,000, which in the event there is no background level of service this would only be sufficient to maintain a new service for a maximum of two years.

Given the present situation OCC consider that a contribution of £600,000 would be appropriate in this instance, which could provide a sufficient level of service for four years. The £100,000 contribution from Frontier Park should be disregarded as it will almost certainly be exhausted prior to occupation of this development. Without such a contribution the site is likely to be relatively inaccessible by public transport at the times of greatest demand and should not be permitted.

No public transport infrastructure contributions are necessary as these are being dealt with by Frontier Park.

Site layout

Final layout of the development will be determined at the Reserved Matters stage. However, the design shown in the Illustrative Site Layout drawing (no. 05001 Rev. P8) is unlikely to be acceptable.

The internal street layout is simple, with each industrial unit being accessed directly from the distributor road which terminates at the primary and secondary access points. All footways must be 2.0m wide and car parking spaces at least 5.0m x 2.5m.

The County Council is concerned about the lengths of straight road that will encourage speeding. New *residential* developments in Oxfordshire must be designed for 20mph (ref. Decisions by the County Council, 8 December 2020). Although there are likely to be fewer pedestrians than on a typical residential street, there will be on-carriageway cyclists (unless a network of cycle routes is designed in) and a high proportion of HGVs. Therefore, consideration must be given to designing the street layout in order to restrict speeds to appropriate levels.

The Site Layout shows the road leading from the primary access to be a straight length of 460m, and directly serving only three of the ten Units. Many vehicles will therefore be travelling the full length, so are likely to do so at speed if not calmed somehow. Deviations or features are typically placed at a maximum spacing of 70m to reduce speeds. All three links of the distributor road have excessive straight lengths so a major adjustment to the road layout will be necessary before it may be considered acceptable.

An internal network of pedestrian and cycle paths should be incorporated to keep active travellers clear of the road network and to encourage these modes of transport. The network should emerge on the A361 at the location of the signalised crossing (to be provided by this development).

Traffic generation and trip distribution

The TRICS database has been used to determine the vehicle movements generated by the relevant land uses, which are reasonably estimated to be proportioned as 80% warehousing and 20% parcel distribution.

Distribution of light and heavy vehicles is considered separately. Light vehicles are primarily linked to commuting journeys and local parcel distribution, so it appears reasonable that only 27.5% of these trips are on the M40. Conversely, the majority (68.9%) of HGV trips are on the motorway.

It is noted that the distribution of Light Vehicles has been adjusted slightly from those numbers used in the previous application, 22/01488/OUT. A proportion of light vehicles associated with parcel delivery have been assigned according to the HGV distribution rather than the journey to work pattern. This is considered reasonable, and is robust in terms of analysis of the M40 junction as fewer vehicles will be assigned to the A361(N) and A422(E), so more will be moving further around the roundabout.

Traffic impact and modelling

Audit / Review of Transport Assessment

Chapter 7 - Operational Assessment

SLR Consulting, commissioned by David Tucker Associates (DTA), has developed VISSIM models to assist with the planning application for the Huscote Farm land, which is situated to the east of M40 Junction 11 in Banbury, Oxfordshire.

DTA has prepared '*The Land east of Junction 11 of the M40, Banbury Transport Assessment*' and submitted in support of the outline planning application (ref. 23/03428/OUT). Chapter 7 within the TA, together with Appendices J and K, discusses the VISSIM models and the models' outputs from all modelled scenarios.

The following scenarios have been modelled:

- 2023 Base case, AM and PM;
- 2026 Reference Case (2026 Ref), AM and PM;
- 2026 Do-Minimum (2026 DM), AM and PM;
- 2026 Do-Something (2026 DS), AM and PM;
- 2032 Reference Case (2032 Ref), AM and PM;
- 2032 Do-Minimum (2032 DM), AM and PM; and
- 2032 Do-Something (2032 DS), AM and PM.

The Reference Cases include Base demands, Frontier Park committed development demands, and background TEMPro growth. The Do-Minimum scenarios are the Reference Case + the proposed development demands. The off-site mitigation has been coded in the Do-Minimum scenarios to form the Do-Something scenarios.

In section 4, Table 3 sets out a summary of the bus routes showing routes 132, 200, 500 and B9. However, these are not consistent with those modelled (as per the LMVR in Appendix J). Services B4 and 77 are not included in the table but are in the model.

In section 6, Table 7 sets out the total traffic generation included in the model, labelled as sensitivity. It is noted that these flows are unchanged from the previous application.

In section 7, there are two comparison tables, Table 10 and Table 11, showing the Network Performance Statistic outputs from all modelled scenarios for AM and PM peaks respectively. The tables focus on a comparison on vehicle delay, vehicle speed and vehicle demand on the modelled network. Table 10 shows a decrease in vehicle delay in the DS scenario when compared to the DM scenario, but an increase of 57 hours Total Delay in 2026 when compared to the Ref scenario and 41.4 hours in 2032. Therefore, the signalisation of the A361 arm included in the DS AM scenarios does not mitigate the impact of the development.

The PM comparison table shows similar trend in DS scenario when compared to DM and Ref in 2032 with an increase of 60.8 hours Total Delay when compared to Ref scenario. However, it shows an increase in vehicle delay in the DS scenario when compared to both DM and Ref scenarios in 2026, with an increase of 46.7 hours Total Delay in DS scenario when compared to Ref scenario.

Latent demand occurred in both tables with the biggest number of 415 vehicles in 2032 DM AM scenario and an equally large value of 257 vehicles in the DS. It demonstrates the actual delay has not been captured. It is recommended to extend the entry links in the VISSIM models where latent demand occurs which allows all demand to enter the network, and then the full actual delay will be captured. This is stated in the TfL Modelling Guidelines v4.0 in section 7.2.1.

The drawings shown at the end of the TA still contain an issue that was raised for the previous application in that the lane allocations shown at the new stopline for the A361

signalised node indicate two lanes ahead for Brackley on the A422. The M40 southbound off-slip currently allocates only the nearside lane towards the A422 Brackley. Therefore, the drawing needs to be changed so that the middle lane can be used for both ahead and right turning traffic to match the downstream lane allocations.

Appendix J – VISSIM Local Model Validation Report (LMVR)

VISSIM LMVR has been prepared by SLR Consulting and attached to the TA as Appendix J. It describes the development of the Base VISSIM models as well as their calibration and validation.

In section 5 of the LMVR it states that the peak hour for the network in the morning peak was calculated to be 07:45-08:45; however, a peak hour of 07:30-08:30 was selected instead as it was the peak hour at M40 J11. Therefore, the impact on Hennef Way could be reported to be slightly less than if the later peak hour of 07:45-08:45 had been adopted.

Also in section 5, it is stated that the ANPR was used to derive a prior matrix for matrix estimation but there is no mention of the capture rates achieved at each ANPR site to determine the level of accuracy of the ANPR data.

The LMVR demonstrates that the Base VISSIM models (AM and PM) have been converged, calibrated against surveyed turn counts, and validated against surveyed Journey Time and ATC data in according to DMRB, TAG and TfL's modelling guidelines. Given that there is no route choice in the network, dynamic assignment (that was the selected assignment method) was not needed. Static assignment should have been used in the VISSIM models. However, this just would have made the model easier to code and run and should not materially affect the results of the model.

A major omission in the model development is the use of Vehicle Actuation (VA) control for the M40 J11 traffic signals rather than using PCMOVA to replicate the Microprocessor Optimised Vehicle Actuation (MOVA) control that exists on site. Since July 2021 the traffic signal control at M40 J11 now operates under MOVA control (As confirmed in an email from Nick Marceta of OCC on 28/2/23 stating that the junction runs MOVA 24/7). This is a form of dynamic signal control that changes the length of green time and the cycle time depending on the vehicle demand. VISSIM can be used with PCMOVA to replicate the actual MOVA operation that operates on site. PCMOVA is a software developed by Transport Research Laboratory (TRL), defined by TRL as 'the implementation of MOVA within a PC environment that allows connection to microscopic simulation models.' It emulates MOVA signal control in a VISSIM model. Therefore, the models should be updated to use PCMOVA to replicate MOVA control.

In section 8 of the LMVR, it is stated that the model networks are different in that in the PM peak hour reduced speed area has been added in the PM (but not the AM) on the Ruscote Avenue westbound exit link and uses a speed distribution of 12 km/h to slow vehicles on the approach to the Lockheed Close roundabout, just outside the model network. It would

have been better to include the source of the congestion at the roundabout (i.e. extend the model boundary to include the roundabout) rather than create an inconsistency in the model between peaks.

In section 10 of the LMVR, the journey time routes are presented. It should be noted that some of these are very short with observed times of less than 30 seconds. It is usually better practice to combine the shorter sections into longer routes. In addition, in Table 9 the TAG journey time acceptance criteria is presented which is not applicable to all routes. The one-minute rule only applies for routes >3km of which none are relevant in this model, therefore, all routes should be within 15% to pass (as per para 4.3.3 of TAG Unit M3.1, "The validation routes should be neither excessively long (greater than 15 km) nor excessively short (less than 3 km)").

The LMVR does not report any saturation flow calibration/validation at the signalised junctions in the modelled network. It is recommended by National Highways Microsimulation guidelines and TfL modelling guidelines v4.0. Therefore, saturation flow calibration is recommended to be carried out to improve the models' accuracy.

Four signalised pedestrian crossings have been coded in the models, and VAP has been used to allow the crossings to be demand responsive. However, the calibration of demand-dependent stages is not reported. TfL's MAP v4.0 recommends modelled demand-dependency is within 10% of that observed on-street.

The delay per turning movement and per junction has not been reported. This would also enable the Level of Service (LOS) to be reported in the LMVR. A LOS of 'A' to 'C' suggests that the junction operates within the capacity (under 85% capacity), a LOS of 'D' suggests that the junction operates approaching its capacity (85%). A LOS of 'E' suggests that the junction operates at capacity, and a LOS of 'F' suggests that the junction operates over capacity. It is recommended to include this in the LMVR as without it, comparisons are difficult to gauge the level of impact.

Appendix K – VISSIM Forecasting Report

SLR Consulting Ltd (SLR) has developed forecast VISSIM models covering six scenarios for both AM and PM peaks as listed above. SLR has also prepared a Forecasting Report which is attached to the TA as Appendix K. The forecasting report demonstrates the development of the six-scenarios VISSIM models, compares the modelling results to identify the impact on the local highway network caused by the proposed development and assess the proposed mitigation.

Section 5 states fixed time signal plans are coded at M40 J11 in all forecast models which replaces the VAP signals in the base models. As stated above in the LMVR comments, the junction now operates with MOVA signal control. Therefore, for at least the Reference Case scenarios, PCMOVA should be used to replicate MOVA control as without the development there is no reason to change the method of control. The use of fixed times for

the DM and DS scenarios is considered reasonable as something that the developer could propose to implement as part of the development.

Section 9 within the report discusses the modelling results for each scenario for both AM and PM peaks for overall average vehicle delays and journey time routes only. However, there are no comparison tables showing the modelling results that should be used to evidence the discussions. It is recommended to include comparison tables in the report including junction performance comparisons to help understand the impacts.

In paragraphs 9.11 and 9.24 SLR state that the proposed signals on the A361 reduced the journey time on A361 southbound in DS scenario when compared to the Reference case scenario in both 2026 and 2032 AM peak. This results in more traffic arriving at M40 J11, but there is no discussion with regards to the modelling results at M40 J11 in the report. In the PM DS scenarios, the proposed signals provide no benefit.

It also mentions the journey time increase elsewhere on the network, such as Hennef Way eastbound, Ermont Way northbound. This corresponds well with the Network Performance Statistics comparison, which shows the increase in Total Delay on the whole network in DS scenario when compared to Ref scenario in both AM and PM peaks.

No junction performance results have been collected, compared and discussed in the report. This is needed to verify SLR's conclusion "*the introduction of signals on the A361 is successful at resolving existing issues that might occur here and mitigates against the development impacts.*"

Summary and Conclusions

The VISSIM models need to be updated, such as the intergreen used for signalised pedestrian crossings in the models needs to be properly measured or obtained from signal specifications, that saturation flow calibration should take place and that the method of signal control should reflect that in operation as per the next paragraph.

In addition, the following issues have been identified and should be resolved:

- The drawings show at the end of the TA still contain an issue that was raised for the previous application in that the lane allocations shown at the new stopline for the A361 signalised node indicate two lanes ahead for Brackley on the A422. The M40 southbound off-slip currently allocates only the nearside lane towards the A422 Brackley. Therefore, the drawing needs to be changed so that the middle lane can be used for both ahead and right turning traffic to match the downstream lane allocations.
- PCMOVA should be used in the updated VISSIM models to replicate the MOVA operation at M40 Junction 11 for the Base and Reference Case scenarios. Saturation flow calibration / validation is also recommended to be carried out at signalised junctions for the base model validation.

- The demand dependency at signalised pedestrian crossings should be calibrated / validated as this would affect the journey time validation.
- Extension of any entry links where latent demand is reported. This allows all the demand to enter the network, and then the full actual delay will be captured.
- In terms of the updated modelling results, junction performance outputs should be produced including volumes, queues, delays and LOS by turning movement and discussed in the modelling reports.

Based on the current modelling results, the proposed mitigation by adding signals at the A361 in the DS scenarios does not result in lower delays than the Reference Case, particularly in the PM peak.

Travel Plan

This is a large site, currently without the necessary local infrastructure to support sustainable, active modes of travel. This is demonstrated by the fact that there are currently no bus stops in the vicinity of the site (paragraph 2.3.1 Framework Travel Plan), and no footpaths along the A361 (paragraph 2.4.1 Framework Travel Plan). If 1,900 employees are to visit the site daily, significant mitigating measures need to be put in place to reduce the reliance on the car. The success of the travel plan will depend on the initial infrastructure provided to support it.

A pedestrian link is provided under the M40 to access the Banbury Shopping Centre, but how long will it take for a member of staff employed at the furthest point of the development, to access it? Pedestrian and cycling routes throughout the development should be considered to enable pedestrians and cyclists to move quickly through the site without having to follow the road network.

A Framework Travel Plan and £3,110 monitoring fee (RPI index linked) will be required for the site. This is required prior to first occupation and should then be updated within 3 months once adequate survey data is available. This should meet the criteria contained within appendix 7 of the OCC guidance document 'Transport for New Developments, Transport Assessments and Travel Plans March 2014'. A Framework Travel Plan has been submitted but this does not contain the level of detail required and so it is advised that the applicant consults the criteria within appendix 7 of the OCC guidance document (referred to earlier in this response) to ensure all the required information is included before revising and resubmitting.

Because of the size of each of the unit subsidiary travel plans (required prior to occupation) and monitoring fees will be required. These should be full travel plan and meet the criteria within appendix 5 of the OCC guidance document.

A breakdown of the requirements is shown below.

Zone A – 15,400m²

Travel Plan and £3,110 monitoring fee

Zone B – 9,800m²

Travel Plan and £3,100 monitoring fee

Zone C – 19,180m²

Travel Plan and £3,110 monitoring fee

Zone D – 26,600m²

Travel Plan and £3,110 monitoring fee

Zone E – 8,820m²

Travel Plan and £3,110 monitoring fee

Zone F – 10,080m²

Travel Plan and £3,110 monitoring fee

Zone G – 9,380m²

Travel Plan and £3,110 monitoring fee

Zone H – 15,820m²

Travel Plan and £3,110 monitoring fee

Zone J – 19,320m²

Travel Plan and £3,110 monitoring fee

Zone K – 5,800m²

Travel Plan and £3,110 monitoring fee

Cycle parking, cycle maintenance station and EV charging for both vehicles and bicycles should be provided within the boundary of each unit.

Further information and advice can also be sought from the Travel Plans Team

travelplan@oxfordshire.gov.uk

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£970,709 Strategic Transport Contribution (1) indexed from March 2019 using Baxter Index

Towards: a highway improvement scheme to relieve congestion affecting the A422 between M40 Junction 11 and Southam Road.

Justification:

The A422 and adjoining roads are already affected by severe congestion and consequent air quality issues, so the proposed development will intensify these problems. A contribution towards the cost of a scheme has previously been accepted as being necessary to make the Frontier Park development acceptable and the same would apply to this proposed development.

Calculation:

The Frontier Park contribution was based on the proportion of AM peak trips on Hennef Way generated by local plan allocated sites, extracted from the Banbury SATURN model. This proposal is not an allocated site so the same method of calculation cannot be used.

The most appropriate calculation is a comparison of the AM peak trips on the A422 (west of J11) generated by Frontier Park and the proposed development. These figures are taken from Appendix G of the TA.

Frontier Park	86 vehicles (65 eastbound, 22 westbound)
Proposal	111 vehicles (68 eastbound, 43 westbound)
FP contribution	£752,081

Contribution required = $(111/86) \times 752,081 = £970,709$

£To Be Confirmed Strategic Transport Contribution (2) indexed using Baxter Index

Towards: delivery of the A422 to Overthorpe Road link road, or alternative scheme

Justification:

LTP4 recognises that *“In the longer term (post 2024), there is likely to be a need for additional road capacity to manage anticipated traffic growth at M40 Junction 11.”*

Policy BAN1 says:

“BAN1 – We will seek opportunities to deliver transport schemes which will support the regeneration and growth of Banbury to 2031 and protect the historically sensitive areas of the town through:

- Provision of a link road east of M40 Junction 11 (Overthorpe Road to A422).”

Delivery of this link road, or an alternative scheme that will have a similar impact on the capacity of Junction 11, is necessary to make this proposal acceptable by creating additional capacity at the roundabout to accommodate traffic generated by the site.

Calculation:

The contribution is to be determined at a later date.

£600,000 Public Transport Service Contribution indexed from May 2022 using RPI-x

Towards: Establishment of a bus service to the site.

Justification:

To ensure a feasible public transport option, which is necessary to make the proposal acceptable, the development must fund a bus service for a four-year period. The service must cover all shift and office hour changes.

Calculation:

Estimated cost per year = £150,000 x 4 years = £600,000

£34,210 Travel Plan Monitoring Fee indexed from April 2023 using RPI-x

Justification:

To cover the cost of monitoring the Framework Travel Plan and the subsidiary Travel Plans over a five-year period. A travel plan is a bespoke document and requires regular review and update in order to ensure that the measures are succeeding in delivering targets for sustainable travel. Without this monitoring the plan would not be effective.

Calculation:

11 Travel Plans in total (Framework plus 10 no. subsidiary)

11 x £3,110 = £34,210

The monitoring fees for the units can either all be paid up front if the applicant prefers to or can be payable at the point of occupation of each unit.

S278 Highway Works:

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- A priority junction site access from the A361, including widening to incorporate a right-turn filter lane
- A roundabout site access, including realignment of the A361

- A signalised crossing of the A361
- Repositioning of the speed limit to suit the northern site access
- Other mitigation works as may be necessary, including sections of cycletrack alongside the A361

Notes:

This is to be secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments, including commuted sums, that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works. This will include the cost of making the TRO required to reduce the speed limit past the site.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Site Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the A361 and bus and pedestrian facilities on the A361, including position, layout, drainage, lighting, visibility splays and footways shall be submitted to and approved in writing by the Local Planning Authority. There shall be no obstruction of the visibility splays above 0.6m high. Thereafter and prior to the first occupation of any of the development, the means of access shall be constructed and retained in accordance with the approved details. *Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework*

Site Roads, parking and Turning Areas

Prior to the commencement of each phase of the development hereby approved, full specification details of the site roads, parking and turning areas including bus turning area to serve the development, which shall include swept path analysis, construction, layout, surfacing, lighting and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of each phase of the development, the site roads and turning areas shall be constructed in accordance with the approved details. *Reason - In the interests of highway safety, to ensure a satisfactory*

standard of construction and layout for the development and to comply with Government guidance contained within the National Planning Policy Framework.

Cycle Parking

The development hereby approved shall not be occupied until cycle parking spaces to serve the development have been provided according to details that have been submitted to and agreed in writing by the Local Planning Authority. All cycle parking shall be retained unobstructed except for the parking of cycles at all times thereafter, unless otherwise agreed in writing beforehand by the local planning authority. *Reason: To ensure appropriate levels of cycle parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.*

Pedestrian/cycle connection

Prior to the commencement of the development hereby approved, full details of the pedestrian/cycle connections within the site and from the site to the A361 shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the connections will be provided in accordance with the agreed details prior to occupation of the development. *Reason: To ensure safe and suitable access to the development for all people.*

Framework Travel Plan

Prior to the first occupation, a Framework Travel Plan meeting the requirements set out in the Oxfordshire County Council Travel Plans guidance shall be submitted to and approved in writing by the Local Planning Authority. *Reason – to encourage occupiers to use sustainable modes of transport as much as possible in line with the NPPF*

Travel Plans

Prior to occupation of each individual unit, a Travel Plan meeting the requirements set out in the Oxfordshire County Council Travel Plans guidance shall be submitted to and approved in writing by the Local Planning Authority. *Reason – to encourage occupiers to use sustainable modes of transport as much as possible in line with the NPPF*

Delivery and Servicing plan

Prior to occupation of the development hereby permitted, a delivery and servicing plan shall be submitted to and approved in writing by the Local Planning Authority. Site deliveries and servicing shall thereafter be carried out in accordance with the approved plan. *Reason In the interests of highway safety and to comply with Government guidance within the NPPF.*

Construction traffic management plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall include a commitment to deliveries only arriving at or leaving the site outside peak traffic periods. Thereafter, the approved CTMP shall be

implemented and operated in accordance with the approved details. *Reason - In the interests of highway safety and the residential amenities of neighbouring occupiers.*

Officer's Name: Roger Plater

Officer's Title: Transport Development Management Officer

Date: 2 February 2024

Application no: 23/03428/OUT

Location: OS Parcel 7921 South Of Huscote Farm And North West Of County Boundary, Daventry Road, Banbury

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Surface water drainage strategy plans to be provided.
- Surface water Catchment plans to be provided.
- Surface water flood flow routing plans to be provided.

Detailed comments:

Thanks for providing the documents. These have all been reviewed, there are outstanding drawings and documents that needs to submitted.

The FRA explains the surface water drainage strategy however a surface water drainage drawing is required to demonstrate the surface water strategy. Proposed SuDS features and drainage infrastructure needs to be shown indicatively. Outfall locations to be shown, storage details of proposed SuDS features and infiltration rates if applicable.

The catchment areas have been broken down in the FRA, however a Catchment plan is required to highlight the extent of the areas. Stating the total impermeable area and the impermeable area including urban creep.

Surface water exceedance flow plans required to demonstrate how the site is draining to ensure all surface water is being picked up by the proposed drainage infrastructure.

Officer's Name: Shada Hasan

Officer's Title: LLFA Engineer

Date: 11th January 2024

Application no: 23/03428/OUT

Location: OS Parcel 7921 South Of Huscote Farm And North West Of County Boundary, Daventry Road, Banbury

Archaeology

Detailed comments:

The site lies in an area of archaeological interest, including well-preserved ridge and furrow earthworks across the proposal site. The background of the site was explored in a Heritage Desk Based Assessment (Pegasus 2022). An archaeological evaluation was carried out on the site by Cotswold Archaeology (2023), following on from a geophysical survey, and the approved reports for this work have been submitted with the application (ES Appendices 6.1-3). The evaluation recorded ridge and furrow features, field boundaries and a pond or extraction pit. These features were of a Medieval and post-Medieval or Modern date, with the only prehistoric and Roman evidence coming from one and two sherds of pottery respectively, which were recovered from later features and the topsoil. The site has been in agricultural use since the Medieval period. The precise date of the construction of Huscote Farmhouse is unknown.

The Cultural Heritage chapter of the Environmental Statement proposes that a topographic recording scheme will be carried out so the ridge and furrow features will be recorded fully. This should form part of a staged programme of investigation.

Conditions:

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of a staged programme of archaeological investigation to be maintained during the period of construction. This can be ensured through the attachment of a suitable negative condition along the lines of:

1. Prior to any demolition and the commencement of the development a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation, relating to the application site area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2023).

2. Following the approval of the Written Scheme of Investigation referred to in condition 1, and prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of

Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2023).

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 9th January 2023

Application no: 23/03428/OUT

Location: OS Parcel 7921 South Of Huscote Farm And North West Of County Boundary, Daventry Road, Banbury

Archaeological Archives

Recommendation

No objection from the Heritage Service, subject to S106 contributions as summarised below:

	Amount:	Index
Increasing the capacity and improved efficiency of the Museum Resource Centre at Standlake near Witney	£6,956	Index linked from July 2023 using RPIX
The storage of archaeological archives at the Museum Resource Centre	£3,375	Index linked from July 2023 using RPIX

Background

The National Planning Policy Framework, September 2023 at paragraph 205 states: *“Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted”.*

Cherwell Local Plan 2011 - Policy ESD 15 states:

“New development proposals should... Conserve, sustain and enhance designated and non designated ‘heritage assets’ (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings...”

Oxfordshire County Council’s Museums Service is nationally recognised and operates as the leading local repository for heritage archives and artefacts in the county. The Service receives archaeological material and archives from excavations in advance of

developments throughout Oxfordshire. The Leading Archaeologist for Oxfordshire County Council, as part of the planning process, writes briefs for each development outlining that archives are to be deposited with the Museums Service. The Service is the only museum to take in Oxfordshire's archaeological deposits for their future preservation and accessibility, thereby allowing the county's residents, researchers, schools and other interested parties use and access to this collection. The standard of care of the collections, documentation arrangements and use of heritage items meet the requirements of the Museum Accreditation Standard administered by the Arts Council England.

Contribution of £6,956 index linked from July 2023 towards the expansion of capacity and improved efficiency of the Museums Resource Centre, Standlake

Justification

Archaeological archives from developments are stored at the Museums Resource Centre (MRC) in Standlake, near Witney. Capacity at the MRC to store archaeological archives is limited with shelving being at full capacity. With the extent of development taking place in the county, it is essential that the storage capacity at the MRC is expanded to accommodate archaeological archives from new development.

OCC's medium-term strategic approach to expanding storage capacity at the MRC is to replace static shelving with roller racking, which will provide a more efficient and effective means of storage and increase shelf capacity by 50%. OCC's long term strategy is to build an extension to the MRC.

Calculation:

To estimate the likely volume of heritage finds from development a review was undertaken of a sample of development sites with similarly dated finds to those likely to be found. The sites reviewed had a total site area of 292.44 ha and a total of 4.99m³ archaeological finds were recovered and stored at MRC. Therefore, on average, one hectare is expected to generate 0.02m³ of archives to be stored. The development is 66.15 hectares, therefore the estimated size of the archive from the development is 0.02m³ x 66.15 ha = 1.32 m³.

The cost of installing roller racking to store 1m³ of archaeological archives is £5,270 based on a quote dated to July, 2023, therefore the cost of roller racking to store the estimated volume of archaeological archives is:

$£5,270 \times 1.32 \text{ m}^3 = £6,956$ index linked from July 2023 using RPIX

Contribution of £3,375 index linked from July 2023 towards the cost of storing archaeological archive material

Justification

The Society for Museum Archaeology describe a public accessible repository as being “An accredited repository for the collection, curation and safe guarding of archaeological archive material which is pro-actively managed and developed by staff qualified to ensure continued public engagement with, and the best possible access to the archaeological resource, for the purposes of enquiry, exhibition, learning, research, inspiration, enjoyment and general interest.”

In 2009 the Chartered Institute For Archaeology published ‘The Standard and Guidance for the Creation, Compilation, Transfer and Deposition of Archaeological Archives’ in which it states “*All archaeological projects that include the recovery or generation of data and/archaeological materials (finds) will result in a stable, ordered, accessible archive. All archaeologists are responsible for ensuring that the archive is created and compiled to recognised standards, using consistent methods, and is not subject to unnecessary risk of damage or loss. It is the responsibility of all curators of archaeological archives to ensure that archives are stored to recognised standards for long-term preservation and made accessible for consultation*”.

For the Oxfordshire Museums Service this entails archaeological specialists recording and documenting what each archive contains that comes into the collection, tracking its location, and promoting it to other organisations for loans. Alongside conservators potential hazards are identified, documented and handling procedures put in place, and that specialist storage conditions are identified and acted upon to ensure the long-term preservation, as an example metalwork needs to be stored at a different humidity to organic material. These procedures and conditions are monitored and reviewed and problems mitigated against, such as bug control.

Archaeological archives are, in principle, stored by the Museums Service in perpetuity. Given that fundamental policy, it is however considered reasonable that developers cover the cost of storage of archaeological archives for a period of 20-year on the basis that OCC would subsume the costs of storage after that period.

Calculation:

The operational costs of managing and retaining the archives at the MRC are:

MRC Running costs per year	Cost
Staffing*	£206,088
LPG (gas)	£17,000
Equipment, maintenance and non-utility services	£7,290
Water / electric	£34,103
Specialist IT software systems	£1,320
Total annual running costs	£265,801

*For note, the staffing costs cover the MRC team who are all involved in the care of/access to collections at the site.

Archives are taken into storage on the principle of holding 'in perpetuity' but the following costings are based on a 20-year term (i.e. £5,316,020 index linked from July 2023 using RPIX). The total storage space presently is 2,079m³.

The cost of storing archives at the MRC for 20 years per 1m³ (i.e. total running costs/total storage m³) is £2,557

Therefore the cost of storing the archaeological archives at MRC will be:

$$£2,557 \times 1.32 \text{ m}^3 = £3,375 \text{ index linked from July 2023 using RPIX}$$

Officer's Name: Angie Bolton

Officer's Team: Oxfordshire Museums Service

Officer's Title: Curator of Archaeology

Date: 07/02/2024

