

Our ref: SP605/190
Your ref: 11/01494/OUT

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7 November 2011

For the attention of Laura Bailey

Dear Sirs

OUTLINE APPLICATION FOR 1900 DWELLINGS, 66960sqm B8, etc etc, SITES C, D AND E, GRAVEN HILL, MOD BICESTER

Thank you for your consultation of 12 October, received 17 October, including a 980 page Transport Assessment (TA) and other documents. We are obliged to respond within 21 days but must make it clear that we have not yet had time to fully assess the TA, nor meet with the developer's transport consultant (Amec) to discuss it. We commented to Amec on the scoping in February and July 2011, noting our interest in M40 J9 and the anticipated future congestion there as a result of development in the area.

An improvement of J9 (known as the intermediate improvement) was completed in January 2011. The HA is not committed to any further improvement at this time.

From the TA it seems that completion (full opening) of the development is expected in 2026, but confirmation on this would be welcome from Amec.

The trip rates in the TA for affordable housing are significantly lower than for private housing and we will want to explore this with Amec and OCC. The targets for car trips in Table 8.8 appear to be overly ambitious and therefore the TA may underestimate impacts on the road network.

The travel planning targets make no attempt to distinguish between trips based upon their distance, other than being applied to external trips. From the HA's point of view, this means that even if the targets for mode shift are achievable, the travel plan measures are likely to have a differential effect on the types of trips and their distance with, in our view, a lower impact of mode shift upon trips at the M40 Junction 9.

Specifically in terms of Site C, we note that there will be a total of 620 staff working shifts at the Fulfilment Centre. As a result of the selected shift patterns it is noted that there could be a reduction in site traffic generation during the peak hours. However it is not clear how the shift patterns could or would be enforced across the life of the

development to prevent higher levels of traffic accessing/egressing the site during the peak hours. On this basis, a robust worst case traffic impact scenario should be examined as part of the Transport Assessment.

The TA records likely future congestion at J9 at 11.3.3 (in 2020) , 11.3.7 (2031) and in the summary at 12.2.2 with the development. We judge from the TA that an improvement of J9 is necessary to mitigate the material impact of congestion there (which would seem to include an increased risk of tail end collisions in queues). The TA notes that a scheme is required, at least in part due to the development, and that further discussion will be undertaken with the HA and OCC. We therefore have to recommend refusal until a scheme is defined and agreed between ourselves and the applicant. I enclose a form TR110 formally confirming this

In due course we currently expect to be able to agree a planning condition to mitigate the impact of the development on the lines of "*not more than xxx dwellings and yyyy sqm of B2/B8 shall be constructed until an improvement of M40 J9 shown on drawing zzz revision b is completed and opened to traffic*", substituting this for the recommendation of refusal. We would welcome joint discussions with Amec and OCC soon to discuss the TA, agree a design (OCC are responsible for the A41 arm) and condition wording. There might be other conditions needed to address issues found in the ongoing review of the TA. The Secretary of State for Transport is not able to be a party to S106 agreements.

We agree that it would be preferable for a single improvement to be built for J9 that copes with all developments anticipated in the LDF period, but this would need a degree of certainty about the locations and amounts of development, and a body other than the HA to collect contributions; and of course conditions would still be needed on the lines given above.

Yours sincerely



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enc tr110

Cc Bev Coupe, Amec.
OCC: Mike Deadman, Aron wisdom, Jacqui Cox

TR110 (October 2010)

 An Executive Agency of
The Department for Transport

**Developments Affecting Trunk Roads and Special Roads
Highways Agency Response to an Application for Planning Permission**

From: Divisional Director, Network Delivery and Development South East, Highways Agency.

 To: Cherwell District Council


 Council's Reference: 11/01494/OUT

Referring to the notification of a planning application dated 12 October (rec'd 17 October), your reference 11/01494/OUT, in connection with the A34 and M40 trunk roads, outline application for 1900 dwellings, 66960sqm B8, etc etc, sites C, D and E, Graven Hill, MOD Bicester notice is hereby given under the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Secretary of State for Transport:-

- a) ~~offers no objection;~~
- b) ~~advises that planning permission should either be refused, or granted only subject to conditions~~
- c) ~~directs conditions to be attached to any planning permission which may be granted;~~
- d) ~~directs that planning permission is not granted for an indefinite period of time;~~
- e) ~~directs that planning permission not be granted for a specified period (see Annex A).~~

(delete as appropriate)

Signed by authority of the Secretary of State for Transport

Date: 7 November 2011	Signature: 
Name: D Rounthwaite	Position: asset manager
The Highways Agency: Federated House London Road Dorking RH4 1SZ	

Annex A

Condition(s) to be attached to any grant of planning permission:

N/A

Reason(s) for the direction or advice given at b), c) or d) overleaf and the period of time for a direction at e) when directing that the application is not granted for a specified period:

To ensure the safety and free flow of traffic at Junction 9 of the M40.