



Heyford Park

Transport Assessment – Addendum

On behalf of **Dorchester Group**

Project Ref: 39304 | Final | Date: March 2020

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For and on behalf of Stantec UK Limited				

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Drawings

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1 Introduction

- 1.1.1 This report has been prepared by Stantec on behalf of Dorchester Group and forms an addendum to the Transport Assessment (TA) (Peter Brett Associates, April 2018) prepared in support of the Heyford Park local plan allocation of 1,600 residential dwellings and 1,500 jobs. The original TA should be read in conjunction with this report.
- 1.1.2 The original TA was submitted with applications for 296 dwellings at Phase 9 (application number 16/02446/F) and 1,175 dwellings and 1,500 jobs across the Heyford Park development area within Dorchester ownership (application number 18/00825/HYBRID).
- 1.1.3 This addendum TA has been prepared to set out a summary of works undertaken in relation to transport between Dorchester, Stantec, Oxfordshire County Council (OCC) and Highways England (HE) since the original TA was submitted.
- 1.1.4 The addendum TA sets out details of the proposed mitigation package to support the allocation and the mechanisms for securing delivery of these measures. The report contains the following:
 - **Section 2** sets out a response to any outstanding queries from OCC on the application;
 - **Section 3** sets out the mitigation proposals in relation to active modes of travel (walking, cycling and horse riding);
 - **Section 4** sets out the mitigation proposals in relation to public transport;
 - **Section 5** sets out how Travel Plans are being delivered for the development area;
 - **Section 6** details mitigation proposals for the local highway network;
 - **Section 7** details mitigation proposals associated with Middleton Stoney junction and Village; and
 - **Section 8** details mitigation proposals for the strategic highway network.

2 OCC TA Response

- 2.1.1 OCC provided a Transport Response to the Heyford Park Hybrid Planning Application (18/00825/HYBRID) dated 17th July 2018. This response set out a number of supporting reasons for OCC's objection to the planning application. Since this time significant work has been undertaken by Dorchester in collaboration with OCC, HE and Cherwell District Council to address these issues and the majority of these are covered within the main body of this Report. A copy of the ongoing OCC application response is included at **Appendix A** and incorporates Stantec's responses on all matters raised by OCC.

3 Active Modes

3.1 Introduction

3.1.1 As set out in the original TA active modes are given a high priority in the access strategy and this is reflected in the standard of provision proposed as set out below. The walking and cycling strategy for the development area is illustrated in **Figure 5.1 Rev B**.

3.2 Walking

3.2.1 The measures proposed for walking as set out within the original TA are still relevant, however, since the original TA was submitted the following additional measures have been agreed with OCC:

- A new pedestrian crossing will be provided on Camp Road close to the school's pedestrian access. This is likely to be a zebra crossing; and
- A foot / cycleway will be provided between Middleton Stoney Village and Bicester as set out within the cycling section below.

3.3 Cycling

3.3.1 The measures proposed for cycling within the original TA are still relevant, however, further work has been undertaken on the cycle strategy for the development and it is now proposed that a cycle route be provided between Camp Road and Bicester. The route will be implemented as part of the mitigation package for Middleton Stoney and is described in more detail within **Section 7**, but a summary of the route is provided below.

3.3.2 At the Camp Road / Chilgrove Drive junction the route will connect to the proposed cycle infrastructure proposed within the original TA.

3.3.3 Between Camp Road and Middleton Stoney Village the route will consist of on-road advisory cycle lanes on both sides of the road. Traffic flows will be kept low along this section of road through the introduction of a bus gate and the speed limit will be reduced to 40mph.

3.3.4 Through Middleton Stoney Village with a speed limit of 30mph the cycle route will be on carriageway.

3.3.5 Between Middleton Stoney Village and the Himley Village development a 2.5m wide segregated foot / cycleway will be provided along the southern side of the carriageway.

3.3.6 Connection will be made to cycle infrastructure provided by the Himley Village development that will provide an onward connection to Bicester Town Centre.

3.3.7 It is proposed that the new cycling infrastructure will be secured through S106 and S278 agreement.

3.4 Equestrian

3.4.1 The proposed equestrian measures are as set out within the original TA. No additional provisions for equestrians have been agreed since the TA submission.

4 Public Transport

4.1 Bicester Service

- 4.1.1 As set out within the original TA, it is proposed to operate a frequent daytime service on Monday to Saturday with operating hours that facilitate commuting to and from London by rail. It is also proposed to operate a lower frequency Sunday service. The Monday to Saturday daytime frequency of the service will start with a half hourly service that is increased to a 20 minute, and finally a 15-minute service as the development is built out and patronage increases.
- 4.1.2 The proposed final service frequency has been increased from 20 minutes in order to ensure that the services provide a reliable and convenient alternative to the private car for trips between Heyford and Bicester. It will also ensure that the service provides a reliable connection to train services from Bicester.
- 4.1.3 In Heyford, the Bicester service would be routed via Chilgrove Drive and through the new development to the north of Camp Road, re-joining Camp Road at the Village Centre. This would give access from the majority of the new development to bus stops within 400 metres walk distance. The bus service would then continue along Camp Road to give access to the western and southern areas of development, it will turn within Parcel 9 and terminate on Camp Road. This route is illustrated within **Figure 5.3 Rev B**.
- 4.1.4 The bus services will be secured through S106 contributions and delivered by OCC.

4.2 Oxford Service

- 4.2.1 In order to ensure that a 15-minute service can be delivered, it has been agreed that the proposed service between Oxford and Heyford will be omitted from the mitigation package. This service will be replaced with the bus service to Bicester that will provide a frequent rail service to Oxford and wider destinations from Heyford Park.

4.3 Bus Infrastructure

- 4.3.1 On site bus infrastructure will be provided as set out within the original TA. Bus stops would be provided within 400m of the majority of homes and employment opportunities proposed at the Heyford development (excluding those located on the flying field for security and operational reasons). It is proposed that the stops would be DDA / Equality Act compliant and provide shelter, seating and timetable information. Real time information will be provided by way of a phone application and on screens at the main bus stops at the development. The proposed bus stop locations are illustrated in **Figure 5.3 Rev B**.
- 4.3.2 The provisions for bus infrastructure will be secured through S106 developer contribution.

5 Travel Plans

- 5.1.1 It is understood that full Travel Plans for the residential and employment elements of the development have been prepared by the developer's consultant, Calibro and are to be submitted as part of the addendum package.
- 5.1.2 As with the Travel Plans submitted as part of the original application, these will provide a framework which commits the developer and future occupiers to the implementation of measures for management and promotion of walking, cycling, public transport and car park management in order to achieve modal share targets aimed at encouraging the use of alternative travel modes and reducing single occupancy car journeys to and from the development.
- 5.1.3 The Travel Plans will include a costed set of mitigation measures and a commitment to undertake on-going monitoring. These will be secured via S106 and delivered by the developer. A Travel Plan Monitoring fee to enable OCC to monitor the progress of the Travel Plans will also be secured via S106.

6 Local Off-site Highways

6.1 Camp Road / Chilgrove Drive

- 6.1.1 A revised layout for the Camp Road / Chilgrove Drive junction was proposed as part of the original TA in order to be able to provide access to the development area in this location and provide a suitable Bridleway connection for the Aves Ditch route. A signalised staggered crossroad arrangement was proposed. The junction layout set out within the TA was discussed with OCC and the British Horse Society and the layout has subsequently been revised.
- 6.1.2 The agreed scheme for the junction is illustrated in **Drawing 39304/5501/SK26 Rev I**. Vehicle tracking through the junction is provided in **Drawing 39304/5501/SK42 Rev C**.
- 6.1.3 It is intended that the scheme will be delivered through S106 and S278 agreements.

6.2 Junction 5 – B430 Ardley Road / Unnamed Road

- 6.2.1 The requirement for mitigation associated with the B430 / Unnamed Road junction was identified within the original TA. The mitigation proposal has been refined through discussions with OCC and in line with the new proposals for mitigation associated with the Middleton Stoney junction.
- 6.2.2 The proposed scheme for the junction is illustrated in **Drawing 39304/5501/SK58**. Vehicle tracking through the junction is provided in **Drawing 39304/5501/SK62**.
- 6.2.3 It is intended that the scheme will be delivered through S106 and S278 agreements.

6.3 Junction 15 – A4260 / B4030 (Hopcrofts Holt)

- 6.3.1 The requirement for mitigation associated with the Hopcrofts Holt junction was identified within the original TA. The scheme associated with this junction has been refined through discussion with OCC since the original TA was submitted and a safety audit of the proposal has been undertaken.
- 6.3.2 The agreed scheme for the junction is illustrated in **Drawing 39304/5501/SK03 Rev H**. Vehicle tracking through the junction is provided in **Drawing 39304/5501/SK18 Rev C**.
- 6.3.3 It is intended that the scheme will be delivered through S106 and S278 agreements as part of the Phase 9 development proposal.

6.4 Junction 18 – A4260 / B4027

- 6.4.1 The requirement for mitigation associated with the A4260 / B4027 junction was identified within the original TA. It has been agreed with OCC that a 5% contribution towards the cost of a safety improvement scheme will be provided as mitigation for development in this location.
- 6.4.2 It is proposed that the scheme will be delivered by OCC with the developer contribution secured through S106.

6.5 B430 Station Road / Ardley Road

- 6.5.1 The B430 Station Road/Ardley Road junction was not tested as part of the original TA, however, OCC requested that it be considered during the post-application stage. An assessment of the operation was undertaken by Stantec within Technical Note 028 Rev A

(TN028A) (see **Appendix B**). This assessment indicated that mitigation would be required at the junction. On this basis Stantec prepared a mitigation scheme as set out within TN028A. OCC considered that whilst the proposals for a signalised junction provide adequate mitigation in this location, consideration should be given to a smaller scale scheme more in keeping with the village setting. It was also requested that analysis was undertaken of the benefits of providing signals in this location.

- 6.5.2 On this basis Stantec have reviewed the design and have prepared Technical Note 033 (TN033) (see **Appendix C**) which sets out a review of junction design options in this location. The preferred option is illustrated in **Drawing 39304/5501/SK65**. Vehicle tracking through the junction is provided in **Drawing 39304/5501/SK66**. The proposed scheme provides a signalised staggered crossroad junction with reduced footprint when compared to the original signal design detailed within TN028A. It is proposed that the right turn from the B430 South to Ardley Road East is banned in order to increase capacity at the junction. These movements can be catered for by people wishing to undertake this movement travelling northbound through the junction and doing a U-turn at the Ardley Roundabout junction to the north.
- 6.5.3 It is also proposed that the speed limit on the B430 through Ardley is reduced to 30mph and traffic calming features are introduced within the village on the B430 to help encourage vehicles to slow down.
- 6.5.4 It is considered that the introduction of MOVA signals and reduced speed limit in this location will provide significant benefits over the existing priority arrangement for the following reasons:
- Traffic entering the junction on the side arms will be under signal control which will ensure delay is reduced and safety is improved for people undertaking these movements, thereby providing benefit to the local villages;
 - The operation of the B430 / Somerton Road and B430 / Church Road junctions directly to the south will be improved. The signals will create natural gaps in traffic through the operation of the lights and the speed limit reduction will slow vehicles. This will allow vehicles to exit from the side arms at these junctions more easily with less delay and improved safety;
 - The junction could be linked to any future proposal for traffic signals at the Ardley roundabout junction and other signalised junctions related to the M40, J10 network. This would help manage the flows of traffic through these junctions at peak times with the potential to reduce queueing and delay at the junctions;
 - The introduction of signals would ensure that the junction does not constrain flow to / from the M40, J10; and
 - A lower speed environment will be created on the B430 through the introduction of traffic signals that will naturally slow traffic through the operation of the signals in this location.
- 6.5.5 It is intended that the scheme will be delivered through S106 and S278 agreements.

6.6 Village Traffic Calming

- 6.6.1 The original TA set out that the applicant would provide a contribution towards traffic calming measures in a number of local villages. Since the original TA was submitted discussions with OCC have led to the number of villages that contributions will be provided for to change. It is now agreed that contributions are provided towards traffic calming in the following locations:
- Upper Heyford;
 - Lower Heyford;

- Ardley;
- Somerton; and
- Fritwell.

6.6.2 The contributions towards local village traffic calming measures will be secured through a S106 agreement.

7 Middleton Stoney Package

7.1 Introduction

- 7.1.1 The original TA identified that mitigation for the B430 / B4030 junction in Middleton Stoney should be provided. It set out that a study should be undertaken to understand the mitigation options available for this constrained location and the impacts of these on the wider highway network.
- 7.1.2 Since the original TA was prepared significant work has been undertaken in relation to this between Stantec and OCC. The options considered and the preferred scheme is set out below.

7.2 Options Analysis

- 7.2.1 A number of options related to providing mitigation at Middleton Stoney have been assessed these have included:
- Provision of a bus gate on the B4030 west arm of the junction and supporting package of measures;
 - Provision of a Middleton Stoney relief road between the B430 north arm and the B4030 east arm; and
 - Provision of a Middleton Stoney relief road between the B4030 west arm and B4030 east arm routed to the north of Middleton Stoney Village.
- 7.2.2 The provision of a new relief road was assessed and it was found that both of the highway schemes proposed would have some positive benefits for the operation of the Middleton Stoney junction by providing a localised bypass of this node, reducing vehicle delay during morning and evening peak times. However, it is considered that the construction of a new link and junctions associated with a bypass, could equally induce traffic as a result of the additional network capacity resulting in more traffic in the local area and local environmental impacts being displaced from one location to another.
- 7.2.3 Even if the social economic and environmental benefits could be demonstrated there remain significant hurdles to navigate including land acquisition / CPO, detailed design / technical approvals and business case processes notwithstanding the securing of funding to facilitate delivery. The absence of a developed scheme and supporting business case represents a significant risk to any timely delivery which in turn presents risk in the delivery of planned and committed growth in the current Local Plan.
- 7.2.4 On this basis it is considered that the provision of a bus gate and supporting measures would provide a preferred option in this location. Such an approach would create a different routing for vehicle trips on the local highway network without the requirement for the construction of major new infrastructure required to deliver a relief road. This approach will offer improved environmental conditions for existing residents by removing some vehicle trips and restricting HGV movements in this location whilst also providing greater reliability for bus services and enhancing safety for cyclists making these modes more attractive for journeys between Heyford and Bicester. The performance of the Middleton Stoney junction with the package of wider supporting improvements has been shown to operate no worse than the current situation without development.
- 7.2.5 The details of the preferred option of providing a bus gate and associated measures are set out below.

7.3 Preferred Scheme

7.3.1 The preferred scheme for providing mitigation to Middleton Stoney includes the following elements and is set out in more detail in Technical Note 031 Rev B (TN031B) at **Appendix D**. An overview of the scheme is illustrated on **Drawing SK53 Rev A**.

- The introduction of a bus gate on the B4030 west arm of the junction and associated changes in priority to the B4030 / Unnamed Road junction. It should be noted that there are two proposed options for the bus gate, one that provides a full restriction which is the preferred option and one that provides only a southbound restriction. These are described in more detail in TN031B and shown on **Drawings 39304/5501/SK51 Rev B** and **39304/5501/SK60**. Swept Path Analysis of the two options is shown on **Drawings 39304/5501/SK63** and **39304/5501/SK64**. This element of the scheme will be secured through S106 and S278 agreements and delivered by the applicant;
- The introduction of more frequent 15 min bus services between Heyford Park and Bicester via Middleton Stoney during weekdays. Funding to be secured through S106 agreement and delivered by OCC;
- The introduction of a cycle route between Heyford Park and Bicester via Middleton Stoney. This scheme is illustrated on **Drawings 39304/5501/SK52 Rev A** and **39304/5501/101**. The scheme will be secured through S106 and S278 agreements and delivered by the applicant;
- The introduction of a weight restriction on the B4030 east arm to reduce the number of HGVs using the junction and improve the environmental amenity in Middleton Stoney. Funding to be secured through S106 agreement and delivered by OCC;
- The preparation of a full Travel Plan setting out measures aimed at reducing journey by the private car, especially between Heyford Park and Bicester. Costed Travel Plan measures to be secured by S106 agreement; and
- Upgrades to the B430 Ardley Road / Unnamed Road junction to provide extra capacity to accommodate re-assigned traffic. The scheme is set out on **Drawing 39304/5501/SK58** and Swept Path Analysis of the junction is shown on **Drawing 39304/5501/SK62**. To be secured through S106 and S278 agreements and delivered by the applicant.

7.3.2 Modelling associated with this package of measures based on a two-way bus gate restriction is set out within Technical Note 024 Rev D at **Appendix E**.

7.4 Consultation with Parish Councils

7.4.1 A meeting with the local Parish Councillor and members of the Parish Council is being undertaken on the 16th March 2020 to discuss the scheme proposals and options for two-way and one-way bus gate options.

8 M40 Junction 10

8.1 Introduction

8.1.1 The original TA identified that mitigation would be required at the M40, J10 complex of junctions (Padbury, Cherwell and Ardley Roundabouts) and Baynards Green Roundabout junction. At the time of submitting the original TA further modelling work was being undertaken to identify the required mitigation in this location.

8.2 Modelling and Development Impacts

8.2.1 Since the original TA was submitted a number of models have been prepared. The latest modelling has been run by Aecom on behalf of OCC and HE and includes a 2026 and 2031 model scenario. The results of the 2026 modelling are provided within Aecom's Technical Note 11 at **Appendix F**. Draft results of the 2031 modelling are provided within Aecom's TN112 Progress Note at **Appendix G**.

8.2.2 The 2031 modelling has been analysed to understand the level of mitigation required. The 2031 modelling included the following scenarios:

- RC 2031 – Reference Case: Based on the existing highway network. The traffic flows include background growth only, there is no Heyford Park development traffic in this scenario;
- DM 2031 – Do Minimum: As the RC scenario but with the addition of agreed Heyford Park mitigation measures for the local highway network. The flows include those associated with the Heyford Park Allocation. No mitigation measures have been assumed at the M40, J10 or Baynards Green Roundabouts;
- DS3 2031 – Do Something 3: As the DM scenario but with improvements to Baynards Green and Padbury Roundabouts based on options developed by AECOM (see Aecom Drawings 60540307-SHT-1-C-0004 and 60540307-SHT-1-C-0005 at **Appendix H**); and
- DS4 2031 – Do Something 4: As the DM scenario but with improvements to Baynards Green, Padbury and Ardley Roundabouts based on options developed by AECOM (see Aecom Drawings 60540307-SHT-1-C-0002, 60540307-SHT-1-C-0004 and 60540307-SHT-1-C-0005 at **Appendix H**).

8.2.3 Figures 9 and 10 of TN112 demonstrate the impact of the Heyford Park development on the network. The figures show an increase in Latent Demand and Total Delay when comparing the Reference Case to the Do Minimum scenarios in both the AM and PM peak hours.

8.2.4 In the DS3 scenario the Latent Demand and Total Delay figures are reduced to levels below that of the Reference Case scenario. On this basis it has been agreed that improvements to the Baynards Green and Padbury Roundabouts will mitigate the impact of the Heyford Park allocation.

8.2.5 It can be seen that further improvements to the Latent Demand and Total Delay are apparent in the DS4 scenario with the addition of improvements to the Ardley junction, however, it is not considered that improvements at Ardley are required to mitigate the developments impact.

8.3 M40 Junction 10 Scheme

8.3.1 On the basis of the modelling set out above it is agreed with HE and OCC that a mitigation scheme should be delivered at the Baynards Green and Padbury junctions in order to mitigate the impact of the Heyford Park allocation. It is agreed that the schemes should be based on

the proposals set out Aecom Drawings 60540307-SHT-1-C-0004 and 60540307-SHT-1-C-0005 at **Appendix H**.

- 8.3.2 It has been agreed with OCC that the schemes will be delivered through a combination of Growth Deal funding and contributions from the developer.
- 8.3.3 A contribution towards the schemes will be provided by the developer. The contribution will be secured through the S106 agreement. Planning conditions will define trigger points in the development build out that would necessitate the mitigation scheme(s) to be completed and operational.

9 Delivery Mechanisms

9.1.1 The Table below identifies the full transport mitigation package to support the Heyford allocation and the mechanisms securing for delivery.

Table 1.1: Mitigation Measures and Delivery Mechanisms

Item	Delivery Mechanism	Associated Application		
		16/02446/F (Phase 9)	18/00825/HYB (Hybrid Application)	Third Party Plots (inc. 15/01357/F)
Bus Service Contribution	Contribution secured through S106	✓	✓	✓
Travel Plan Measures	Delivery secured through S106	✓	✓	✓
Travel Plan Monitoring Fee	Contribution secured through S106	✓	✓	✓
On Site Bus Infrastructure	Delivery secured through S106 / S278	✓	✓	✓
Improvements to Western End of Camp Road	Delivery secured through S106 / S278	✓		
Improvements to Eastern End of Camp Road	Delivery secured through S106 / S278			✓
A4260 / B4030 (Hopcrofts Holt) Junction Mitigation	Delivery secured through S106 / S278	✓		
Middleton Stoney Mitigation Package	Delivery secured through S106 / S278		✓	
Provision of crossing on Camp Road at school location	Delivery secured through S106 / S278	✓		
B430 / Ardley Road Junction Mitigation	Delivery secured through S106 / S278		✓	
B430 / Unnamed Road Junction Mitigation	Delivery secured through S106 / S278		✓	
Camp Road / Chilgrove Drive Junction Mitigation	Delivery secured through S106 / S278		✓	

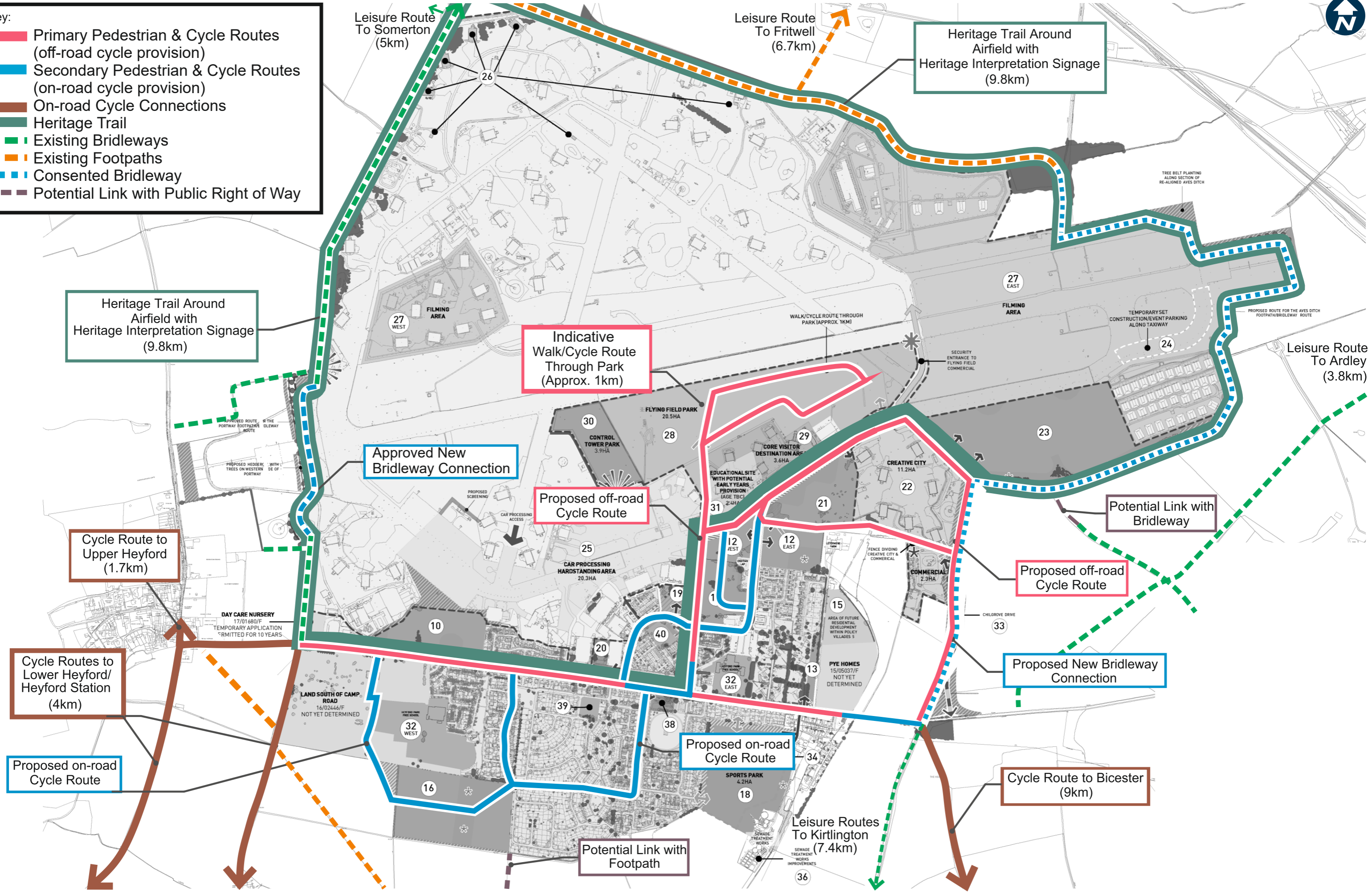
Item	Delivery Mechanism	Associated Application		
		16/02446/F (Phase 9)	18/00825/HYB (Hybrid Application)	Third Party Plots (inc. 15/01357/F)
A4260 / B4027 Junction Mitigation	Contribution secured through S106	✓	✓	✓
M40, J10 / Baynards Green Junction Mitigation	Contribution secured through S106		✓	✓
Upper Heyford Traffic Calming	Contribution secured through S106	✓		
Lower Heyford Traffic Calming	Contribution secured through S106		✓	
Ardley Traffic Calming	Contribution secured through S106		✓	✓
Somerton Traffic Calming	Contribution secured through S106		✓	✓
Fritwell Traffic Calming	Contribution secured through S106		✓	✓

9.1.2 The mitigation package set out above will be ratified in a formal S106 agreement pending a resolution to grant consent for the development.

FIGURES



- Key:
- Primary Pedestrian & Cycle Routes (off-road cycle provision)
 - Secondary Pedestrian & Cycle Routes (on-road cycle provision)
 - On-road Cycle Connections
 - Heritage Trail
 - Existing Bridleways
 - Existing Footpaths
 - Consented Bridleway
 - Potential Link with Public Right of Way



Dorchester Group

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Heyford Park Walking and Cycling Strategy

Final, for issue
Figure 5.1/Rev B
Date: 26/02/20
Drawn by: AA
Checked by: PR



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Key:

-  Bicester Service
-  Bus Stop
-  Existing/Consented Bus Stop
-  400m Crow Fly Walk Distance



Heyford Park
Bicester Bus Service and Proposed Bus Stop Locations

Client Logo

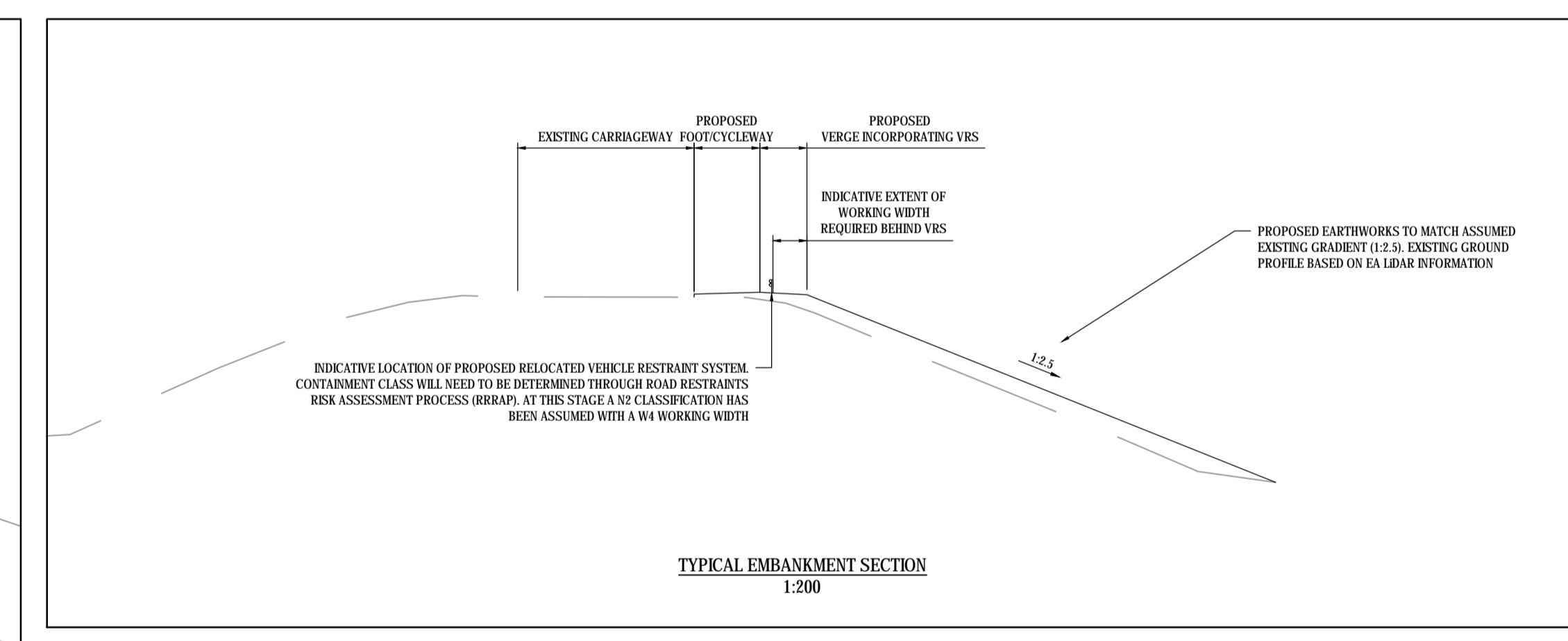
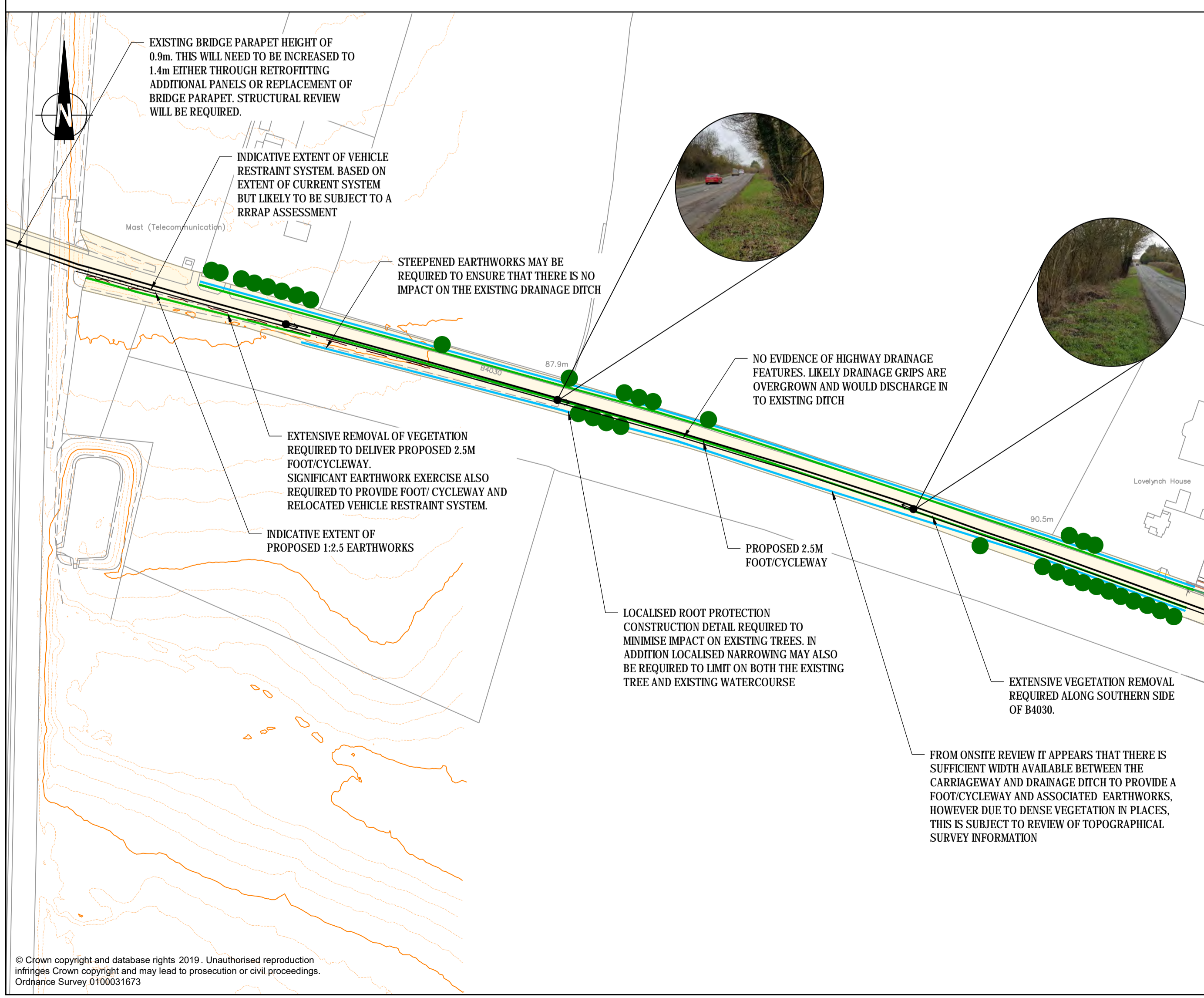
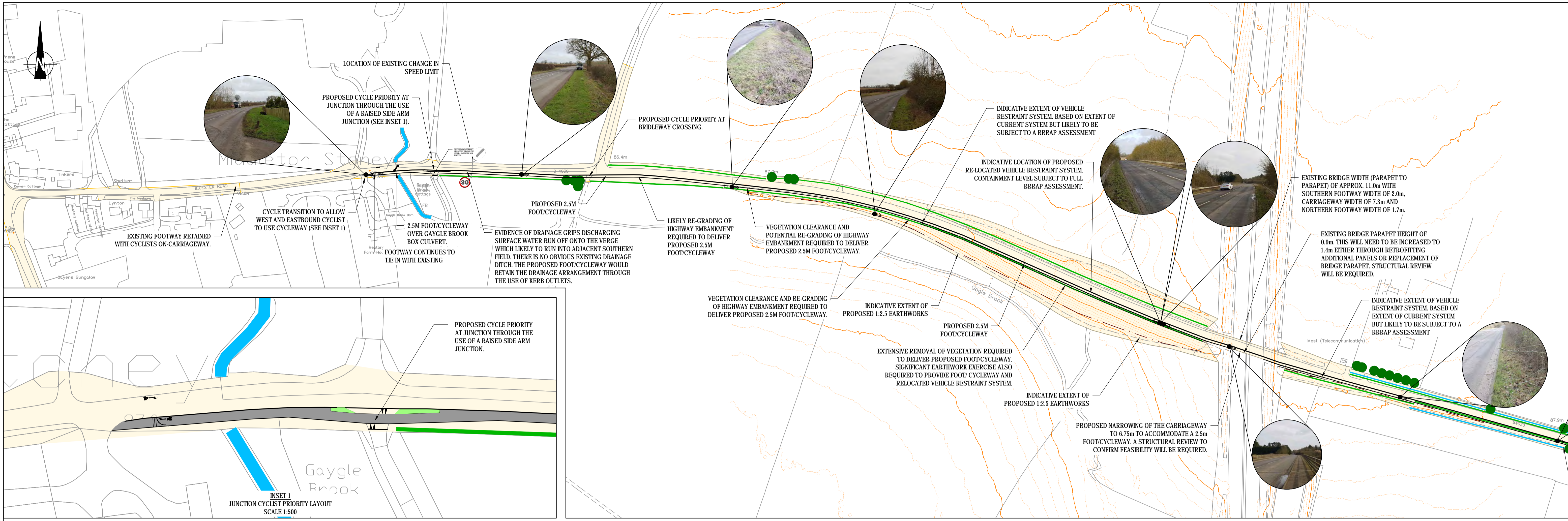
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Figure 5.3/Rev B
Date: 26/02/20
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DRAWINGS



- NOTES**
- THE LAYOUT SUBJECT TO FULL TOPOGRAPHICAL SURVEY, DETAILED DESIGN, GROUND INVESTIGATIONS RESULTS & EARTHWORKS, MODELING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP.
 - THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS.
 - THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS.
 - THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS.
 - THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS.
- KEY:**
- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 06.12.19 AND INTERPRETED BY STANTEC.
 - EXISTING CONTOURS (BASED ON AVAILABLE LIDAR DATA ALONG B4030).
 - INDICATIVE LOCATION OF HEDGEROW / VEGETATION
 - INDICATIVE LOCATION OF DRAINAGE DITCH / BROOK
 - INDICATIVE LOCATION OF SIGNIFICANT TREES

Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status

FOR DISCUSSION

**HEYFORD PARK, OXFORDSHIRE
 B4030 BICESTER ROAD
 MIDDLETON STONEY TO HIMLEY VILLAGE
 PROPOSED FOOT/CYCLEWAY LAYOUT**

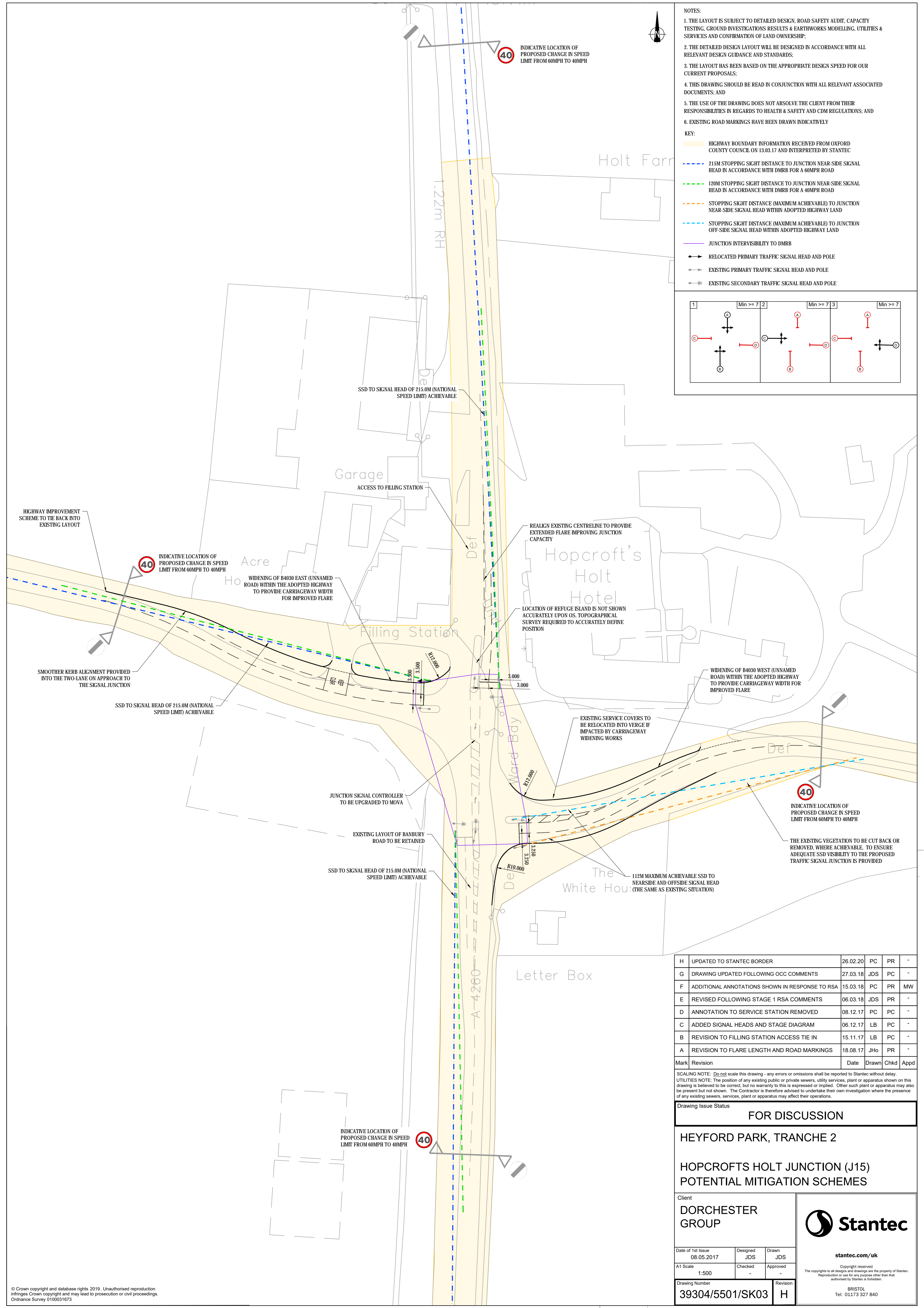
Client
DORCHESTER GROUP

Date of 1st Issue: 09.03.20 | Designed: ET | Drawn: ET
 A1 Scale: 1:1000 | Checked: JMH | Approved: -

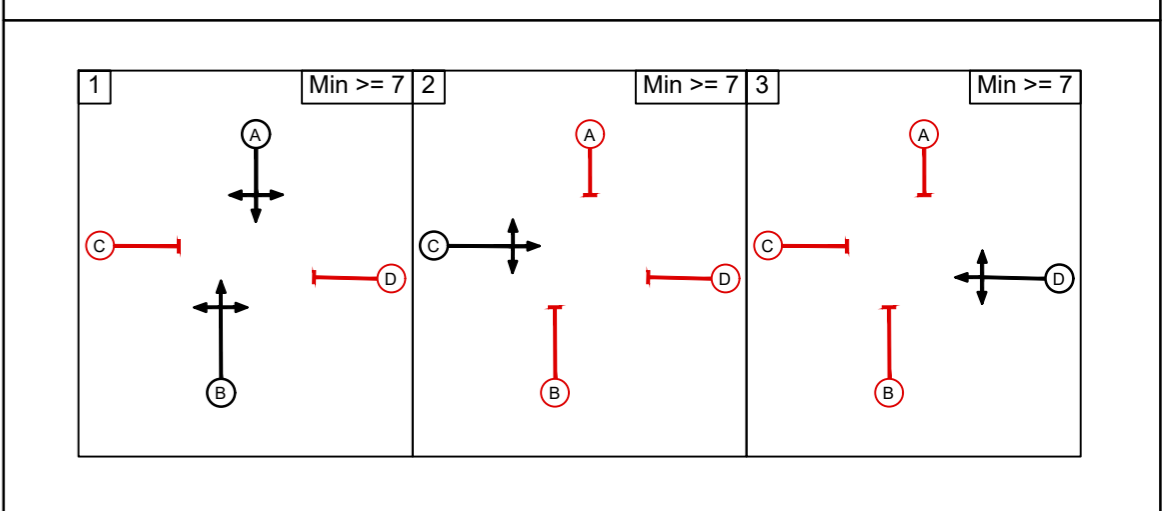
Drawing Number: **39304/5501/101** | Revision: -

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 Tel: 01173 327 840

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- NOTES:**
1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, ROAD SAFETY AUDIT, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
 2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS;
 3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;
 4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS; AND
 5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS; AND
 6. EXISTING ROAD MARKINGS HAVE BEEN DRAWN INDICATIVELY
- KEY:**
- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 13.03.17 AND INTERPRETED BY STANTEC
 - 215M STOPPING SIGHT DISTANCE TO JUNCTION NEAR-SIDE SIGNAL HEAD IN ACCORDANCE WITH DMRB FOR A 60MPH ROAD
 - 120M STOPPING SIGHT DISTANCE TO JUNCTION NEAR-SIDE SIGNAL HEAD IN ACCORDANCE WITH DMRB FOR A 40MPH ROAD
 - STOPPING SIGHT DISTANCE (MAXIMUM ACHIEVABLE) TO JUNCTION NEAR-SIDE SIGNAL HEAD WITHIN ADOPTED HIGHWAY LAND
 - STOPPING SIGHT DISTANCE (MAXIMUM ACHIEVABLE) TO JUNCTION OFF-SIDE SIGNAL HEAD WITHIN ADOPTED HIGHWAY LAND
 - JUNCTION INTERVISIBILITY TO DMRB
 - RELOCATED PRIMARY TRAFFIC SIGNAL HEAD AND POLE
 - EXISTING PRIMARY TRAFFIC SIGNAL HEAD AND POLE
 - EXISTING SECONDARY TRAFFIC SIGNAL HEAD AND POLE



H	UPDATED TO STANTEC BORDER	26.02.20	PC	PR	-
G	DRAWING UPDATED FOLLOWING OCC COMMENTS	27.03.18	JDS	PC	-
F	ADDITIONAL ANNOTATIONS SHOWN IN RESPONSE TO RSA	15.03.18	PC	PR	MW
E	REVISED FOLLOWING STAGE 1 RSA COMMENTS	06.03.18	JDS	PR	-
D	ANNOTATION TO SERVICE STATION REMOVED	08.12.17	PC	PC	-
C	ADDED SIGNAL HEADS AND STAGE DIAGRAM	06.12.17	LB	PC	-
B	REVISION TO FILLING STATION ACCESS TIE IN	15.11.17	LB	PC	-
A	REVISION TO FLARE LENGTH AND ROAD MARKINGS	18.08.17	JHo	PR	-
Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
FOR DISCUSSION

HEYFORD PARK, TRANCHE 2

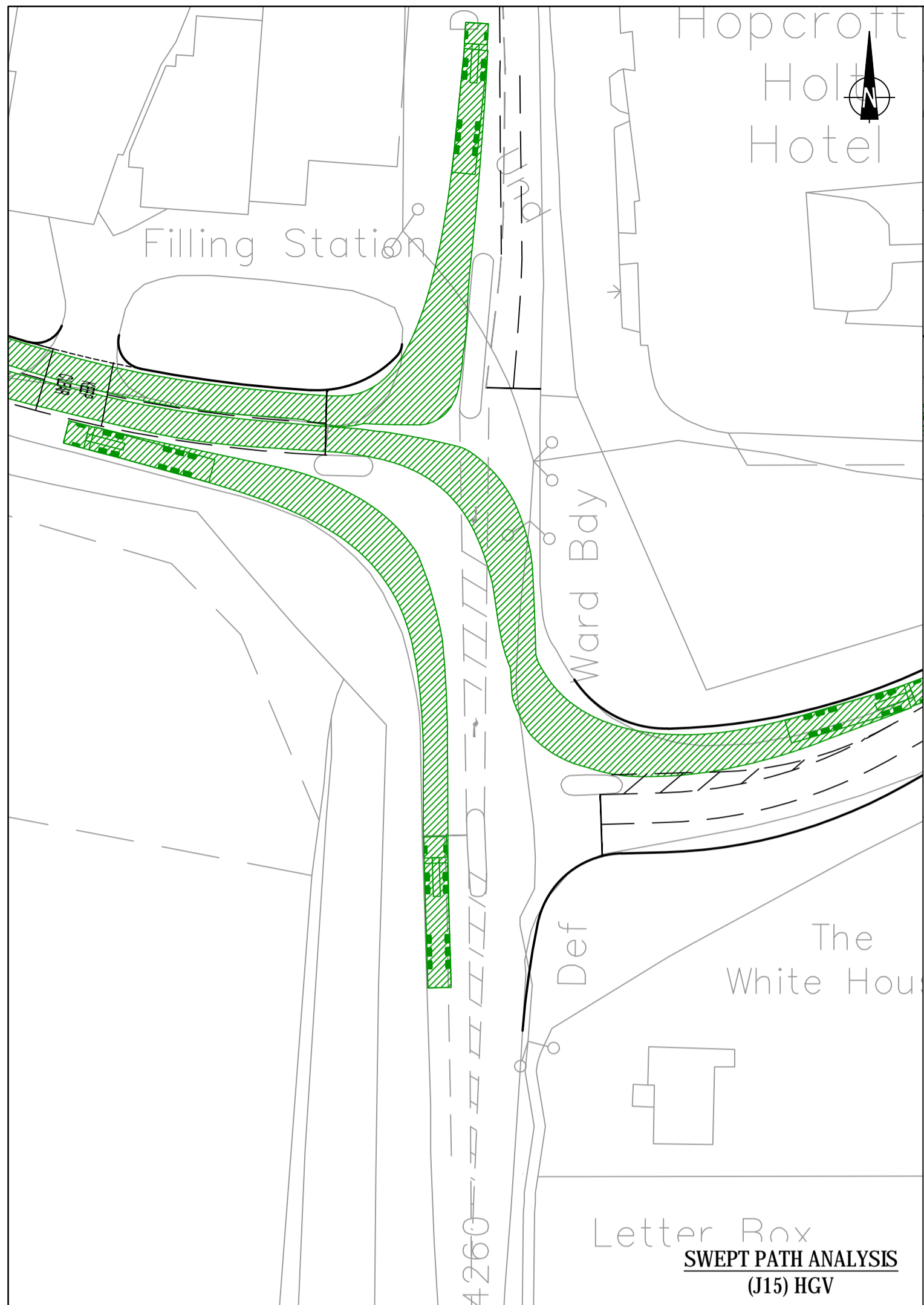
HOPCROFTS HOLT JUNCTION (J15)
POTENTIAL MITIGATION SCHEMES

Client
DORCHESTER GROUP

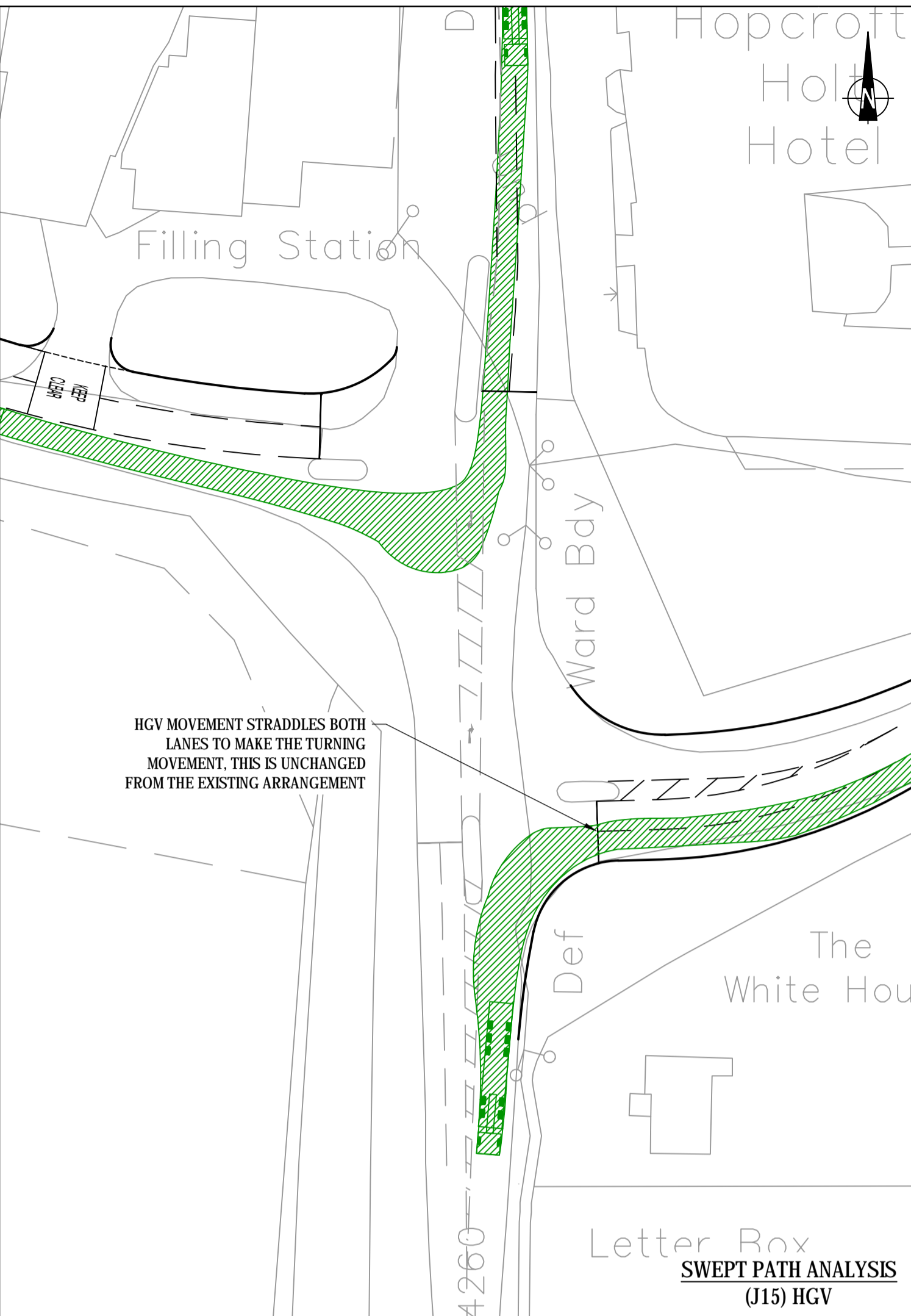
Date of 1st Issue: 08.05.2017 | Designed: JDS | Drawn: JDS
 A1 Scale: 1:500 | Checked: - | Approved: -

Drawing Number: **39304/5501/SK03** | Revision: **H**

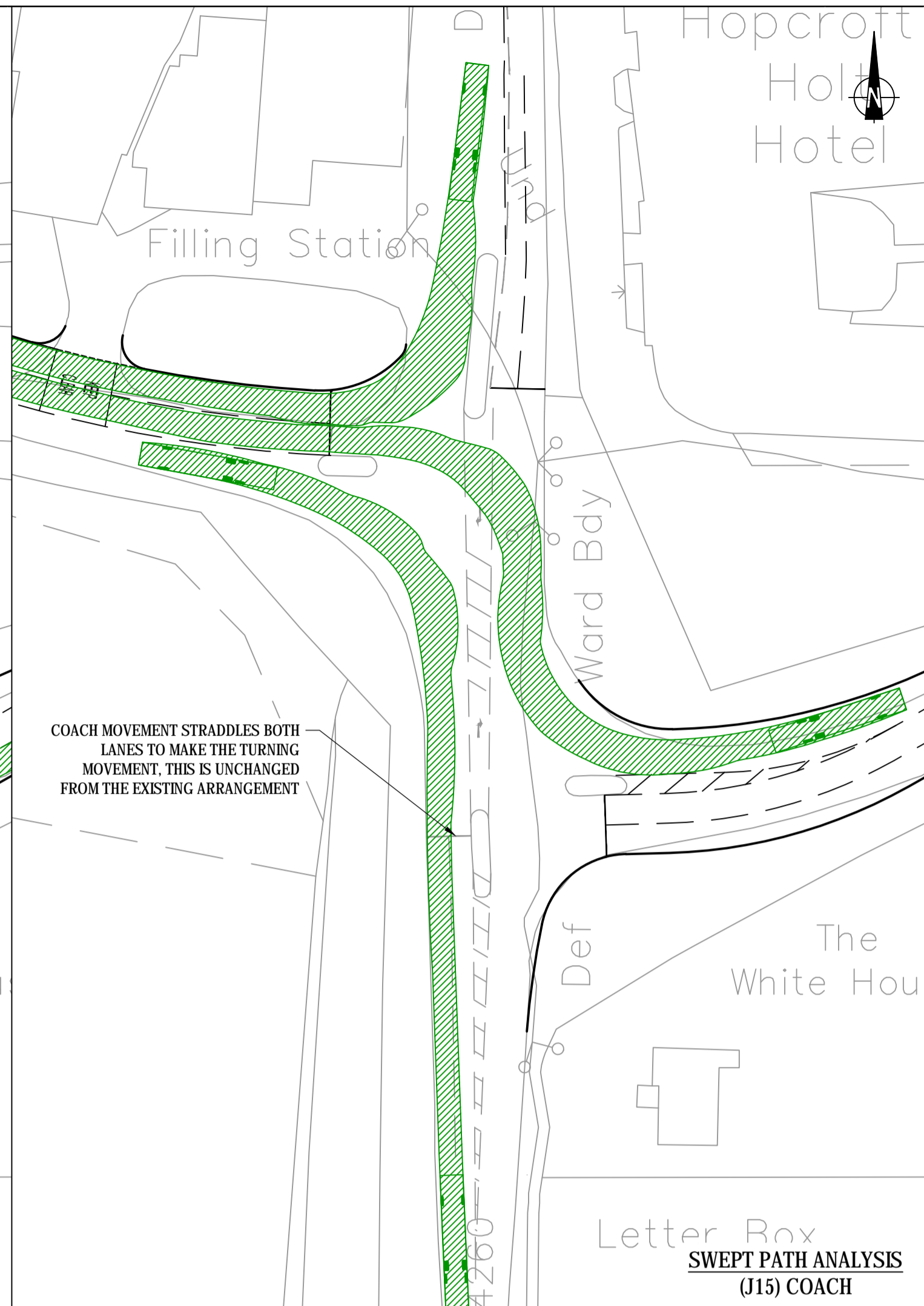
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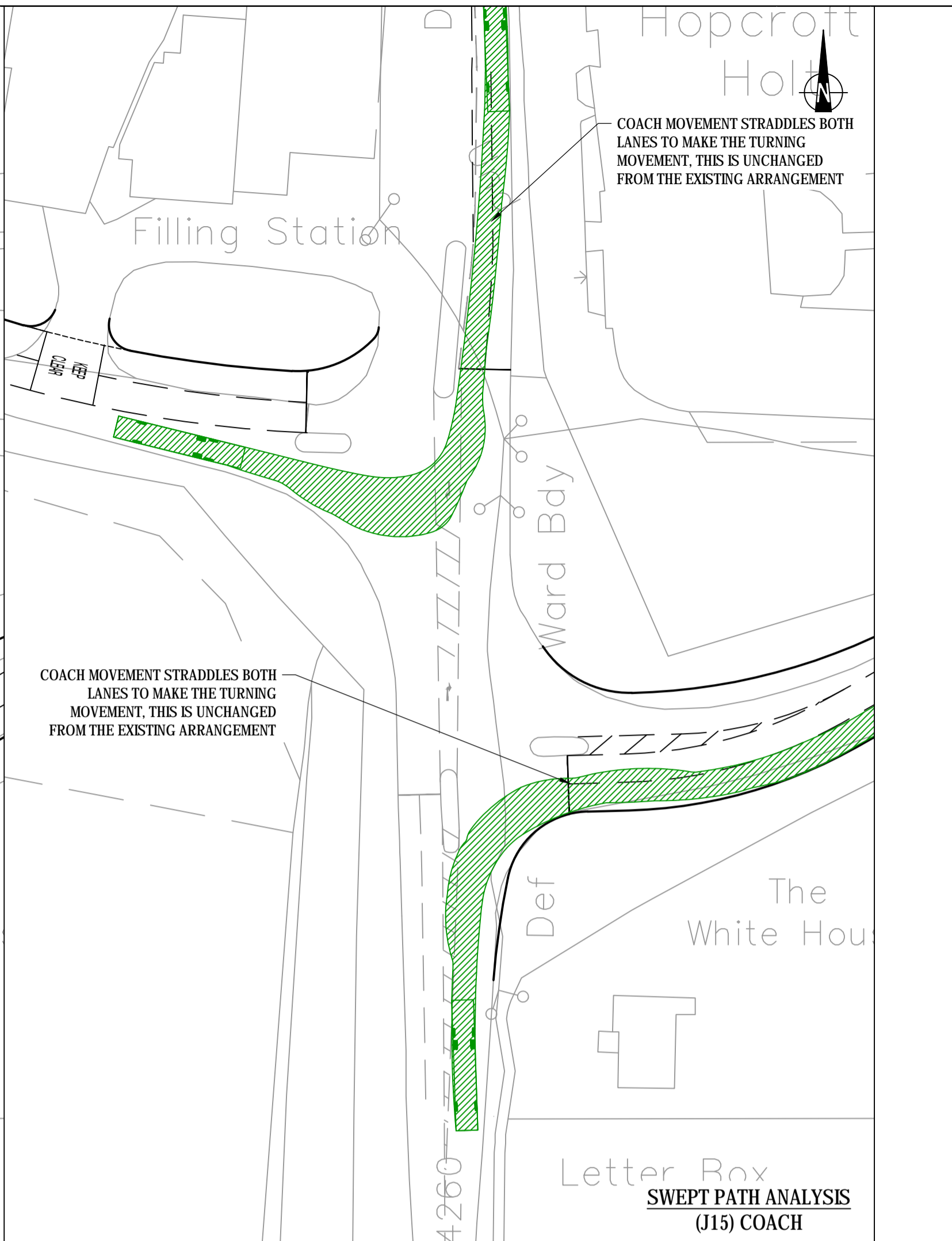
SWEPT PATH ANALYSIS (J15) HGV



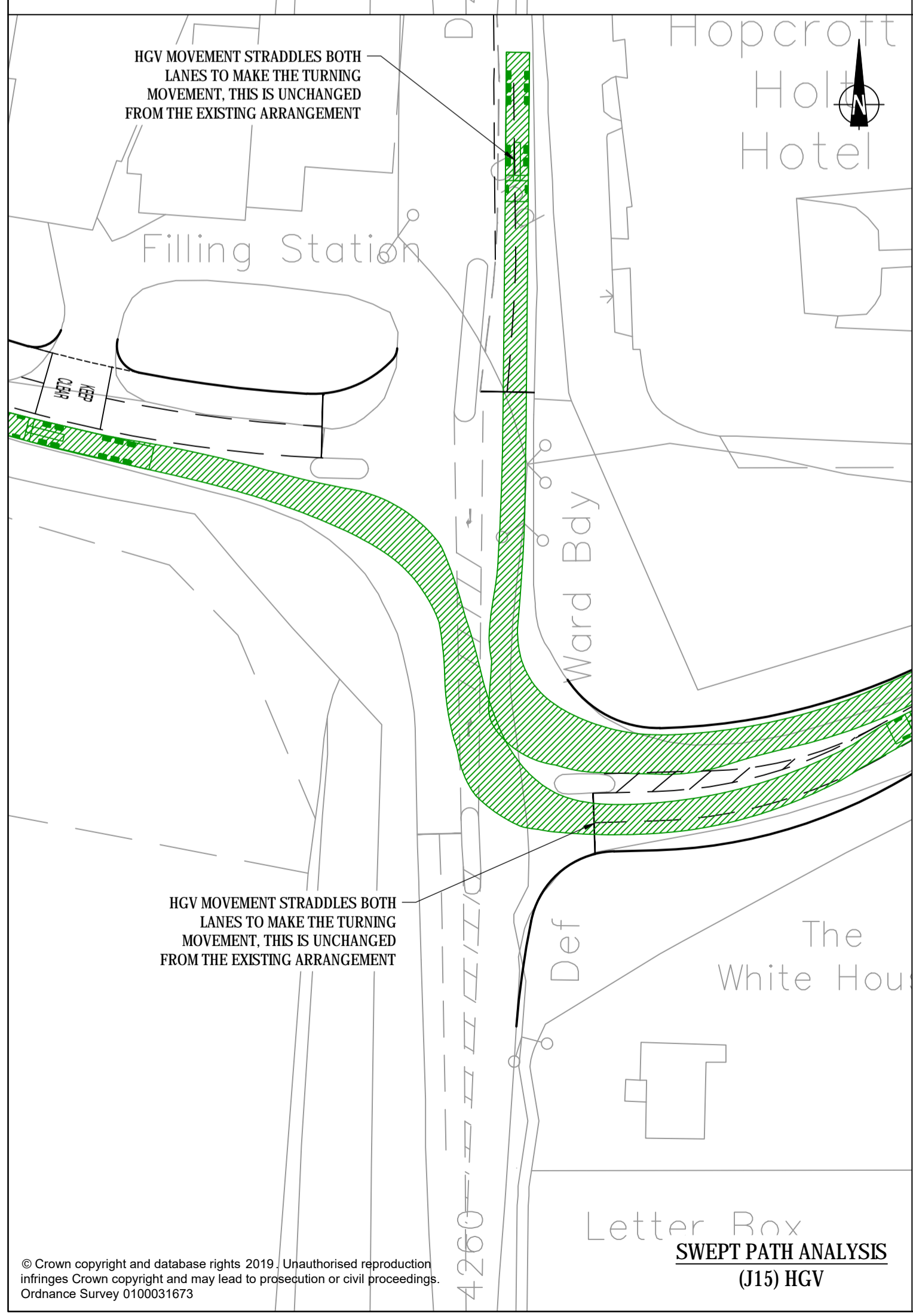
SWEPT PATH ANALYSIS (J15) HGV



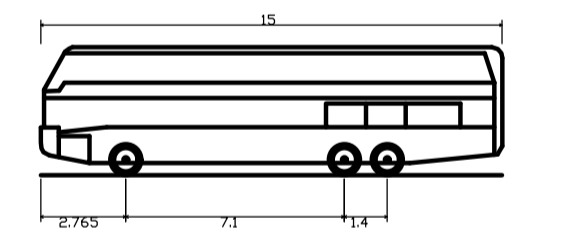
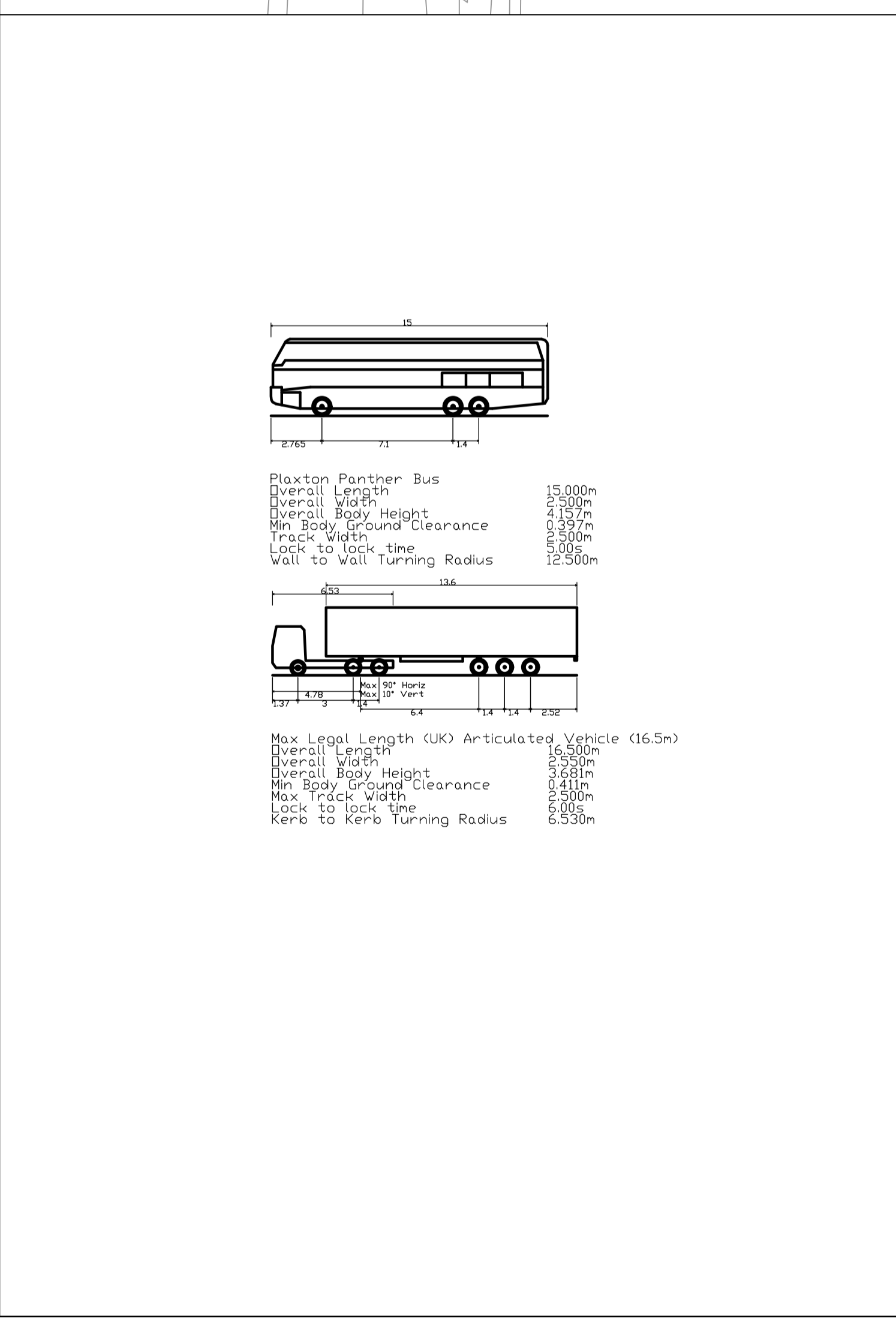
SWEPT PATH ANALYSIS (J15) COACH



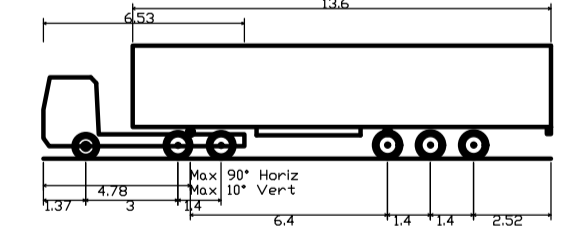
SWEPT PATH ANALYSIS (J15) COACH



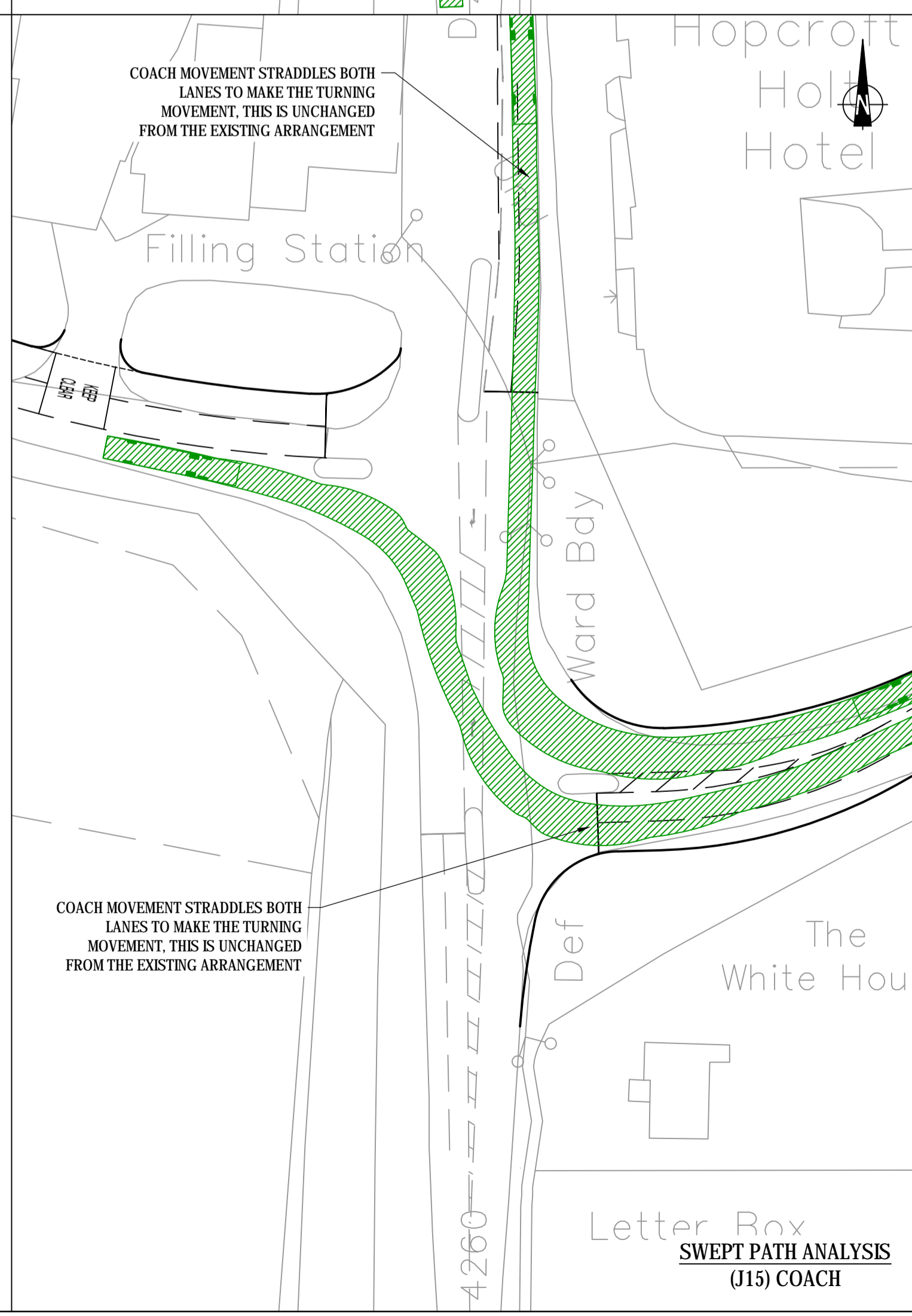
SWEPT PATH ANALYSIS (J15) HGV



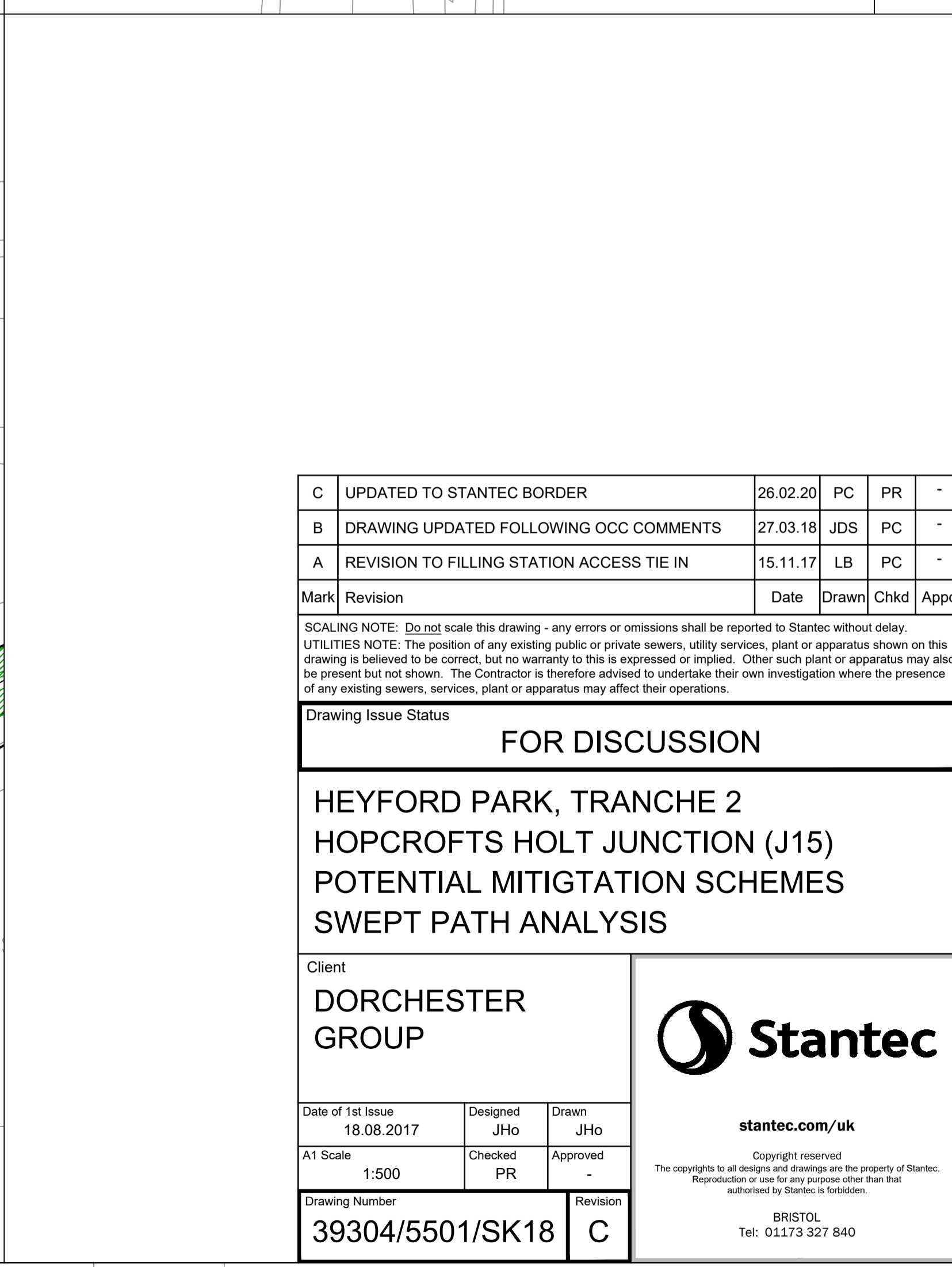
Plaxton Panther Bus
 Overall Length 15.000m
 Overall Width 2.300m
 Overall Body Height 4.157m
 Min Body Ground Clearance 0.457m
 Track Width 2.500m
 Lock to lock time 5.005m
 Kerb to Kerb Turning Radius 12.500m



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.500m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.005m
 Kerb to Kerb Turning Radius 6.530m



SWEPT PATH ANALYSIS (J15) COACH




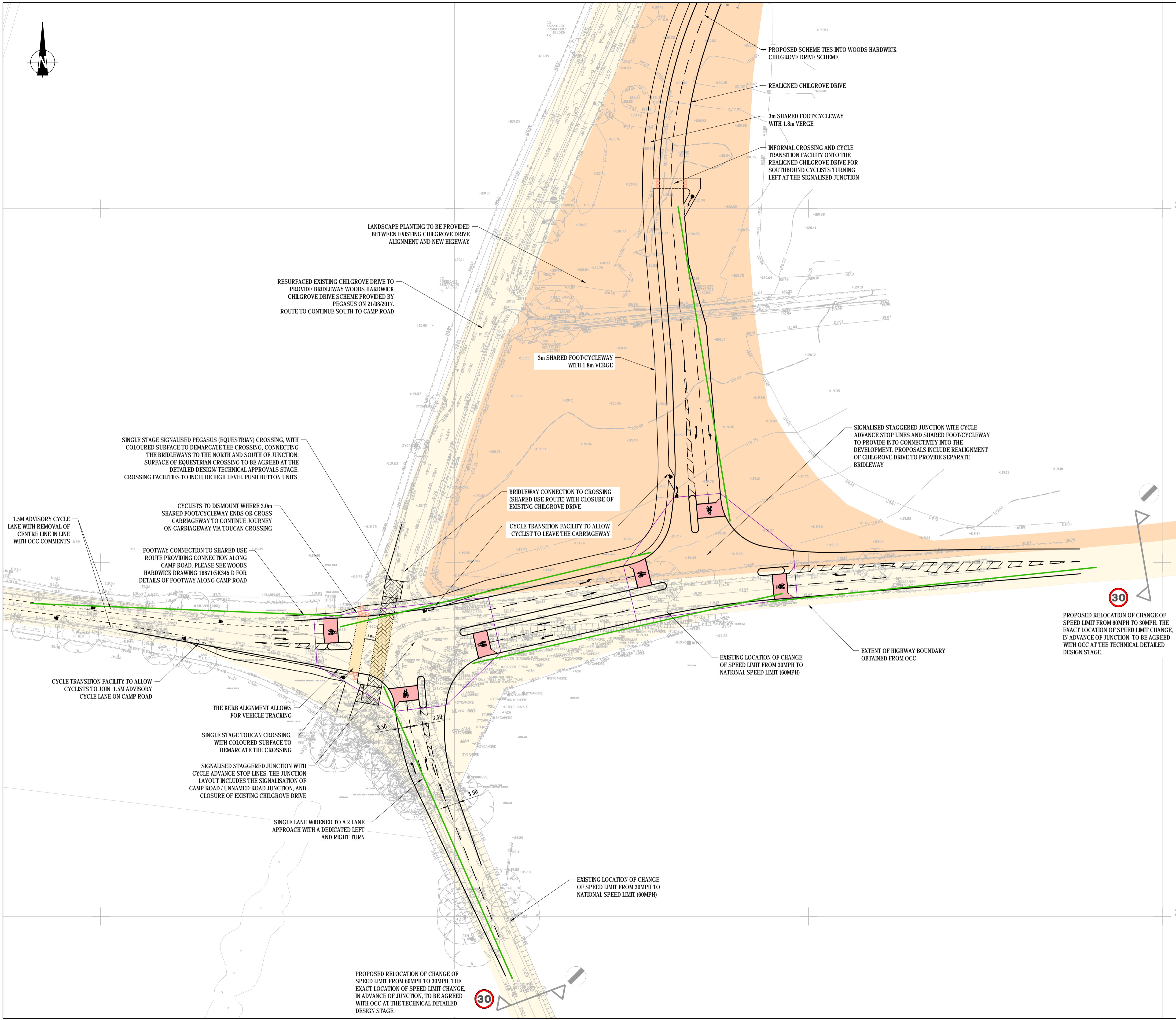
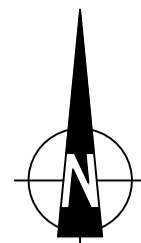
C	UPDATED TO STANTEC BORDER	26.02.20	PC	PR	-
B	DRAWING UPDATED FOLLOWING OCC COMMENTS	27.03.18	JDS	PC	-
A	REVISION TO FILLING STATION ACCESS TIE IN	15.11.17	LB	PC	-
Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
FOR DISCUSSION

**HEYFORD PARK, TRANCHE 2
 HOPCROFTS HOLT JUNCTION (J15)
 POTENTIAL MITIGATION SCHEMES
 SWEPT PATH ANALYSIS**

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Date of 1st Issue 18.08.2017	Designed JHo	Drawn JHo	
A1 Scale 1:500	Checked PR	Approved -	BRISTOL Tel: 01173 327 840
Drawing Number 39304/5501/SK18	Revision C		



- NOTES:**
1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, ROAD SAFETY AUDIT, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
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 5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS;

- KEY:**
- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 13.03.17 AND INTERPRETED BY STANTEC
 - LAND UNDER THE CLIENT'S CONTROL. LAND TITLE ON288089 (UPPER HEYFORD GP LTD)
 - 90M STOPPING SIGHT DISTANCE TO A PRIMARY SIGNAL HEAD IN ACCORDANCE WITH DMRB FOR A 30MPH ROAD
 - JUNCTION INTERVISIBILITY

Mark	Revision	Date	Drawn	Chkd	Appd
I	UPDATED TO STANTEC BORDER	26.02.20	PC	PR	-
H	ADDITIONAL UPDATES FOLLOWING OCC COMMENTS	10.10.18	PC		
G	COMMENTS FROM OCC INCORPORATED INTO PLAN	02.10.18	PC		
F	COMMENTS FROM THE BHS INCORPORATED INTO PLAN	07.06.18	JDS	PR	
E	COLOURED SURFACE PROVIDED ON CROSSING	19.03.18	PC	PR	
D	REVISED IN ACCORDANCE WITH OCC COMMENTS 05/03/18	19.03.18	PC	PR	MW
C	REVISED PEDESTRIAN CYCLE ROUTE ALONG CHILGROVE DRIVE	08.02.18	JHo	PC	PR
B	ADDED NOTE ON PLANTING	17.01.18	AA	PR	
A	AMENDMENTS MADE IN ACCORDANCE WITH OCC COMMENTS	04.01.18	PC	PR	

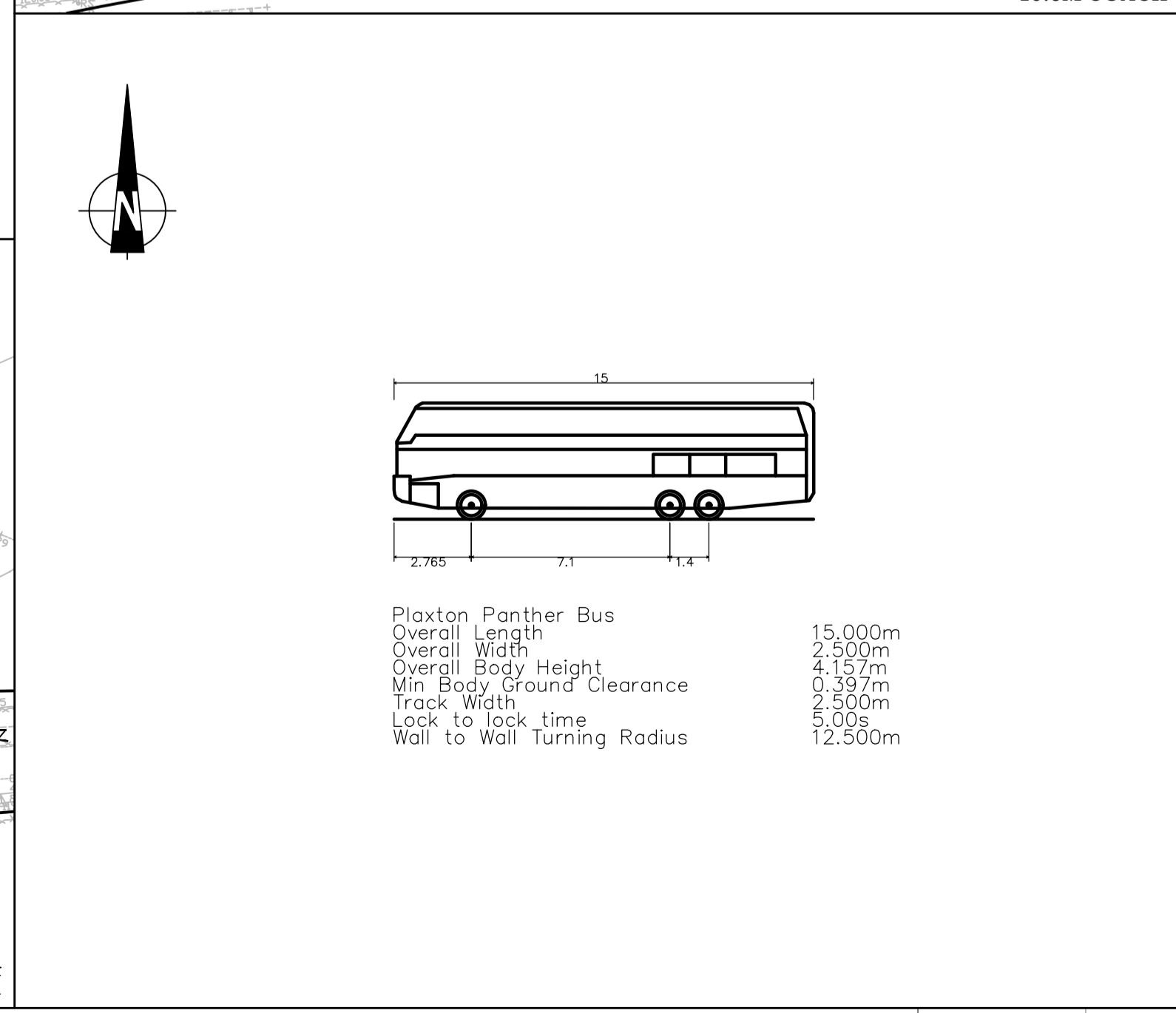
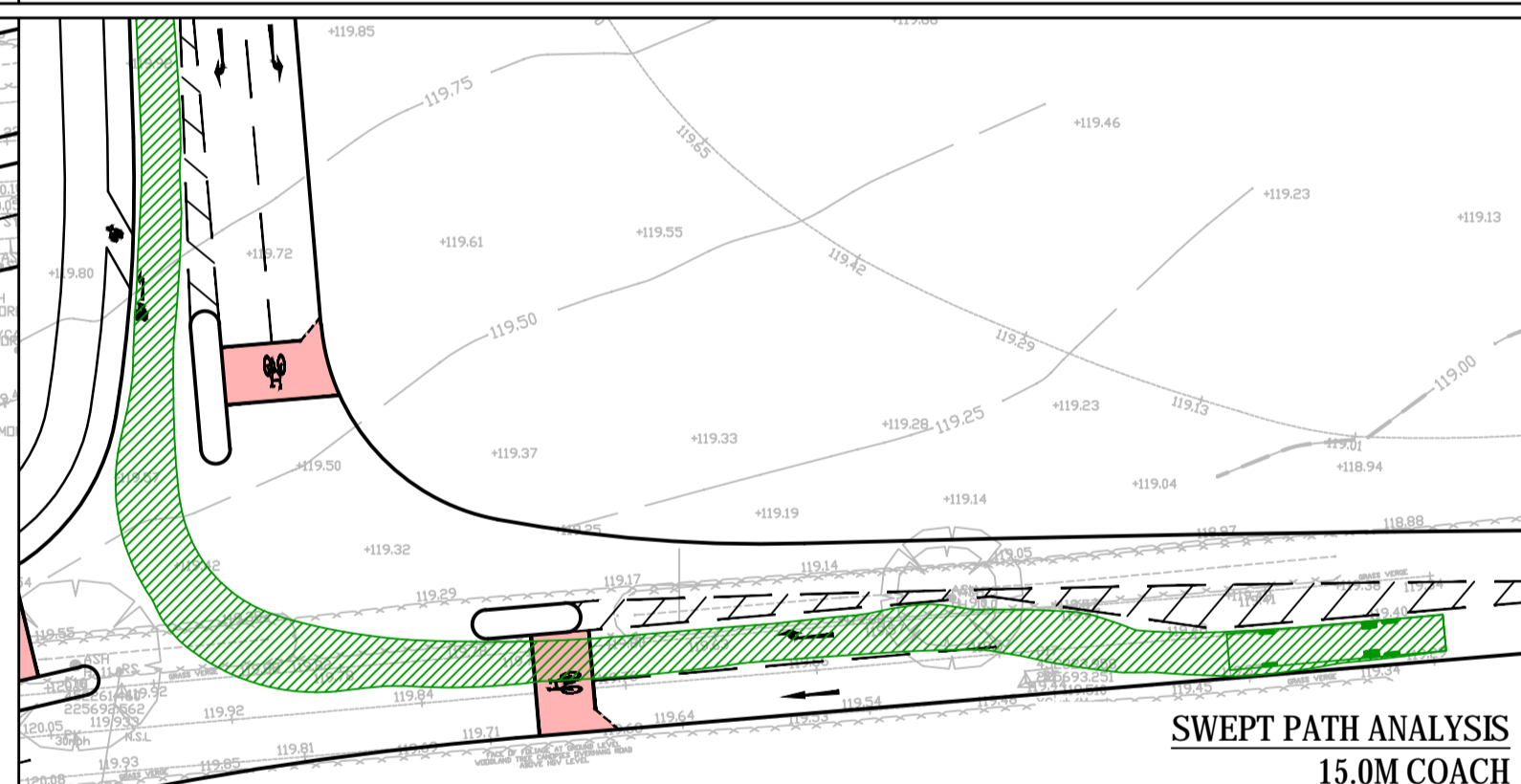
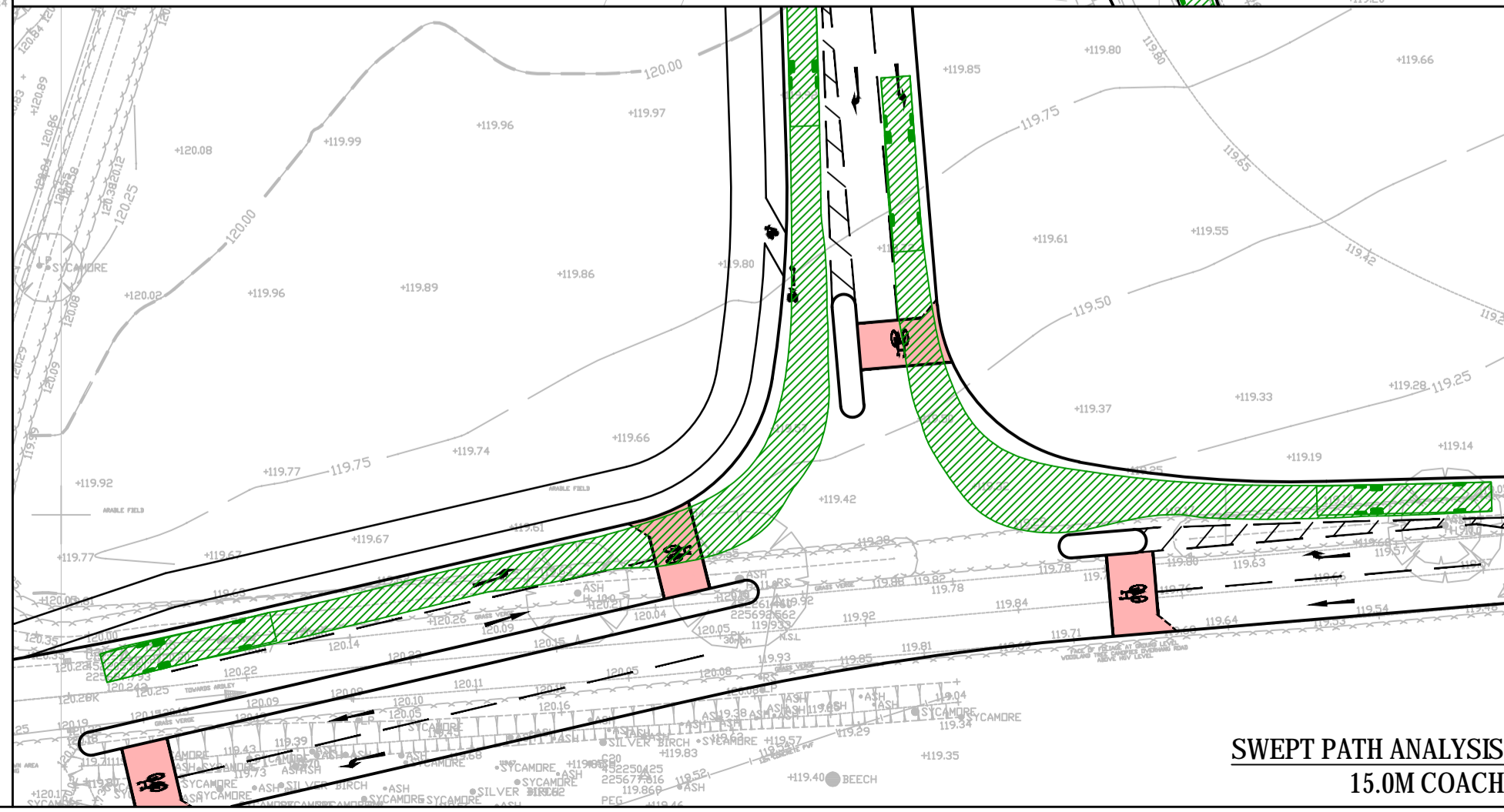
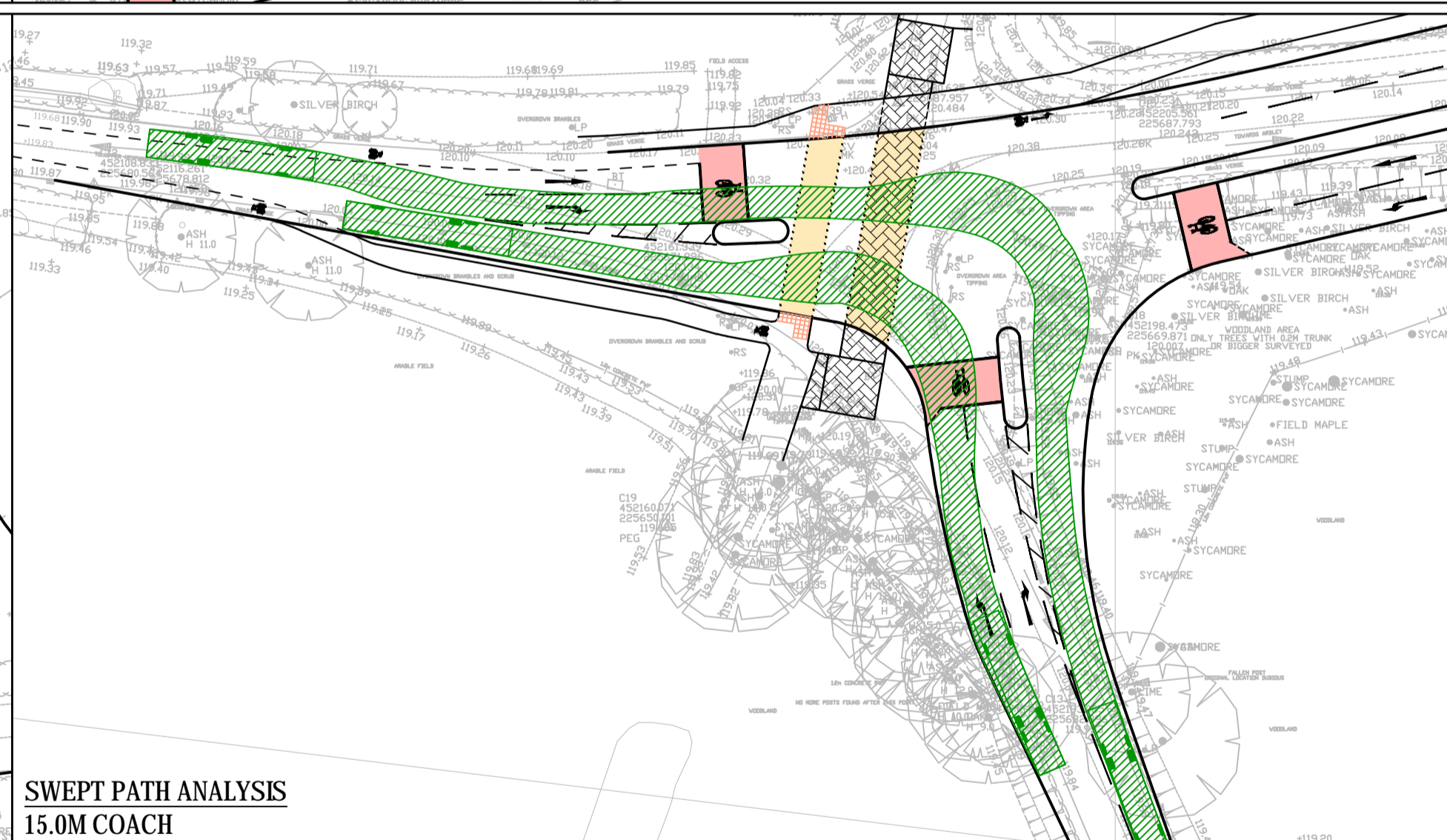
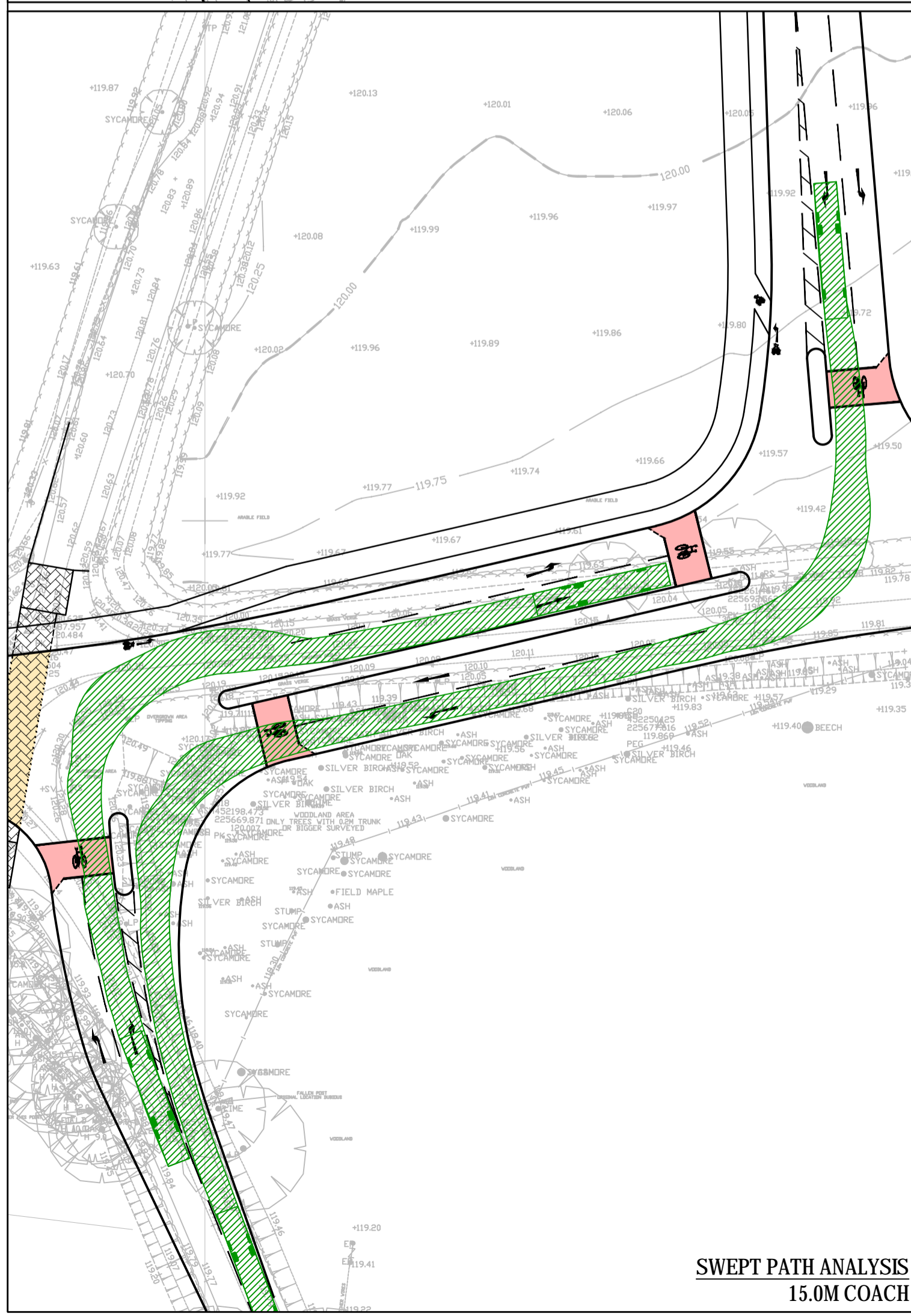
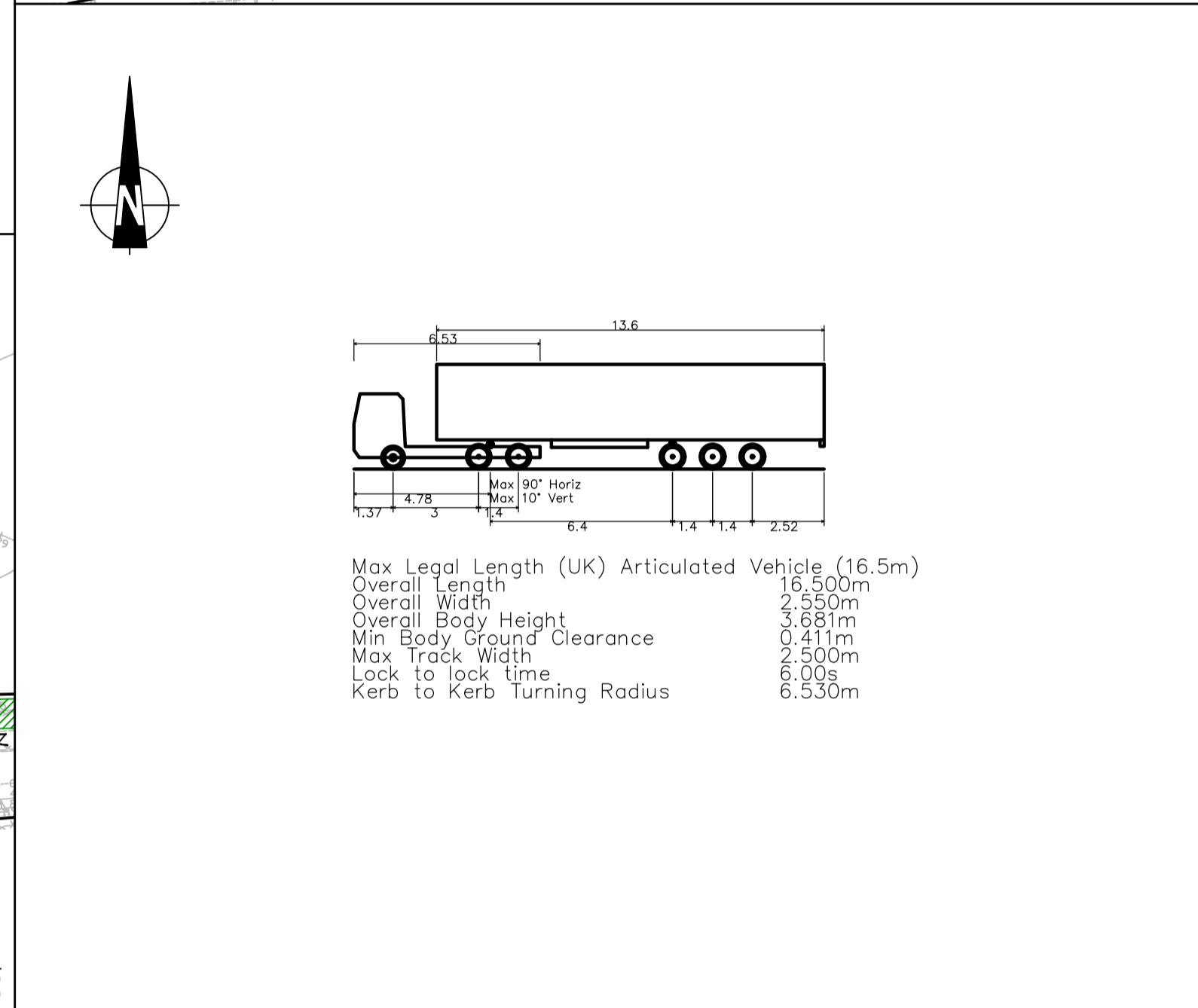
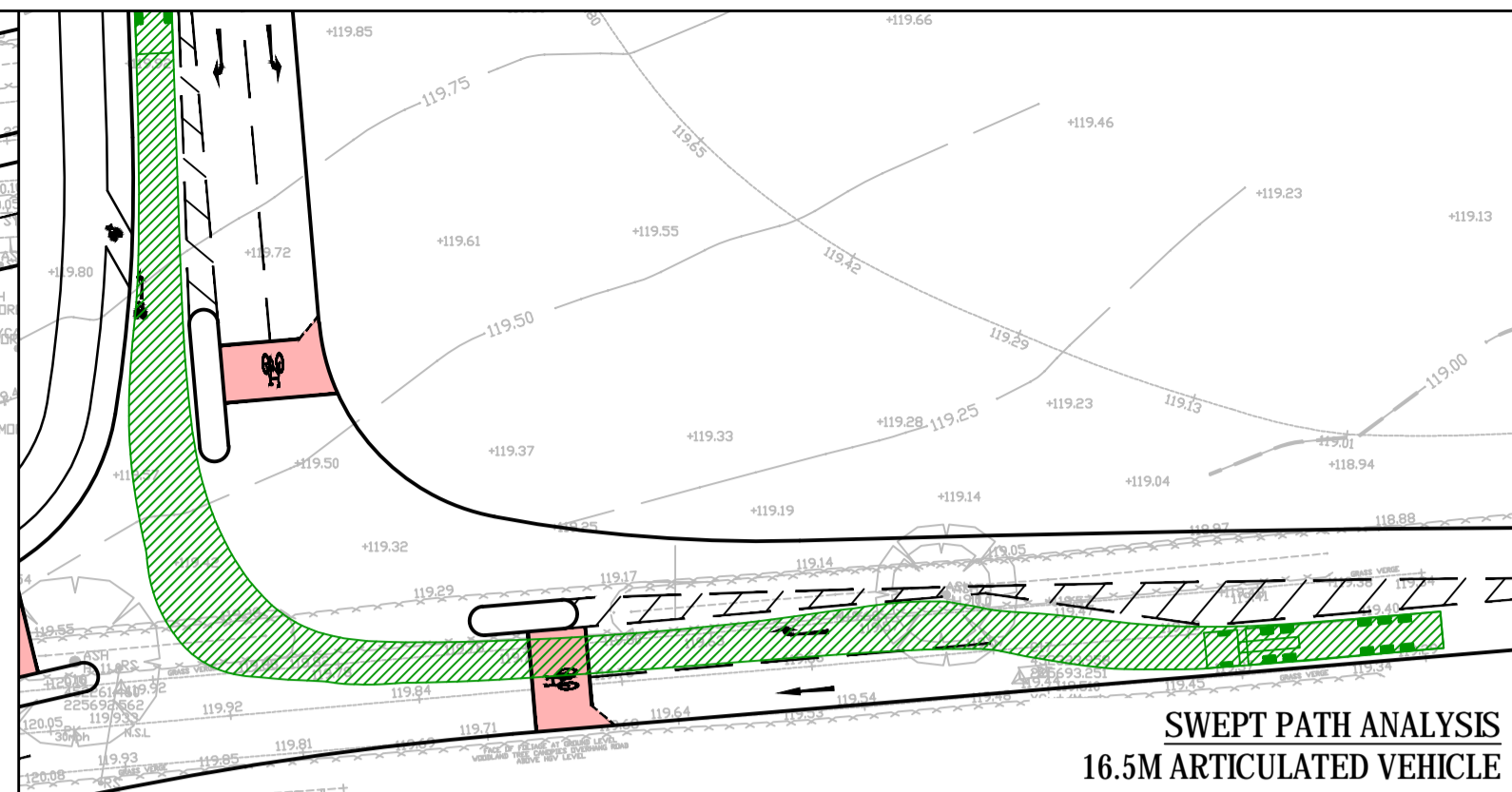
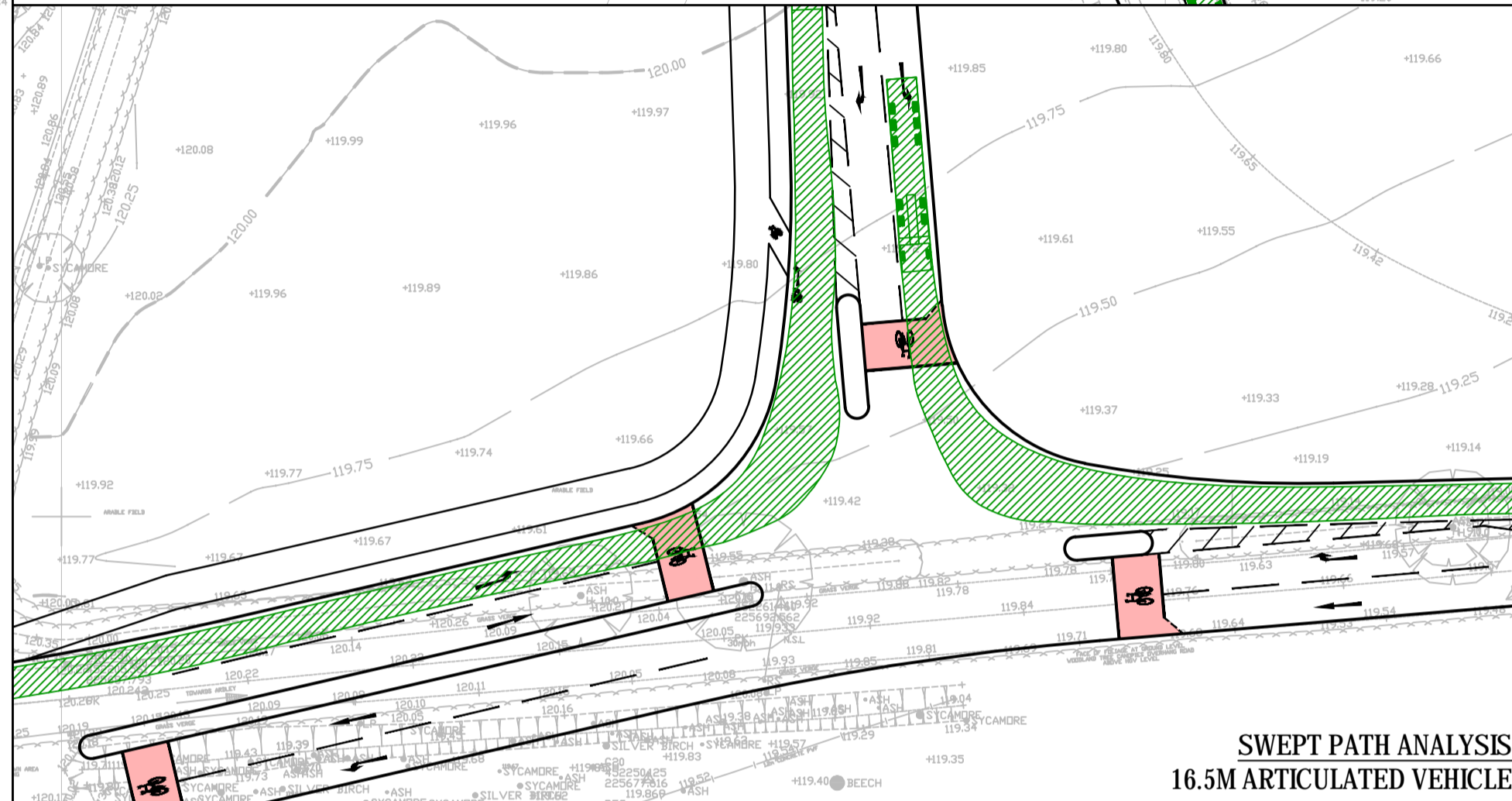
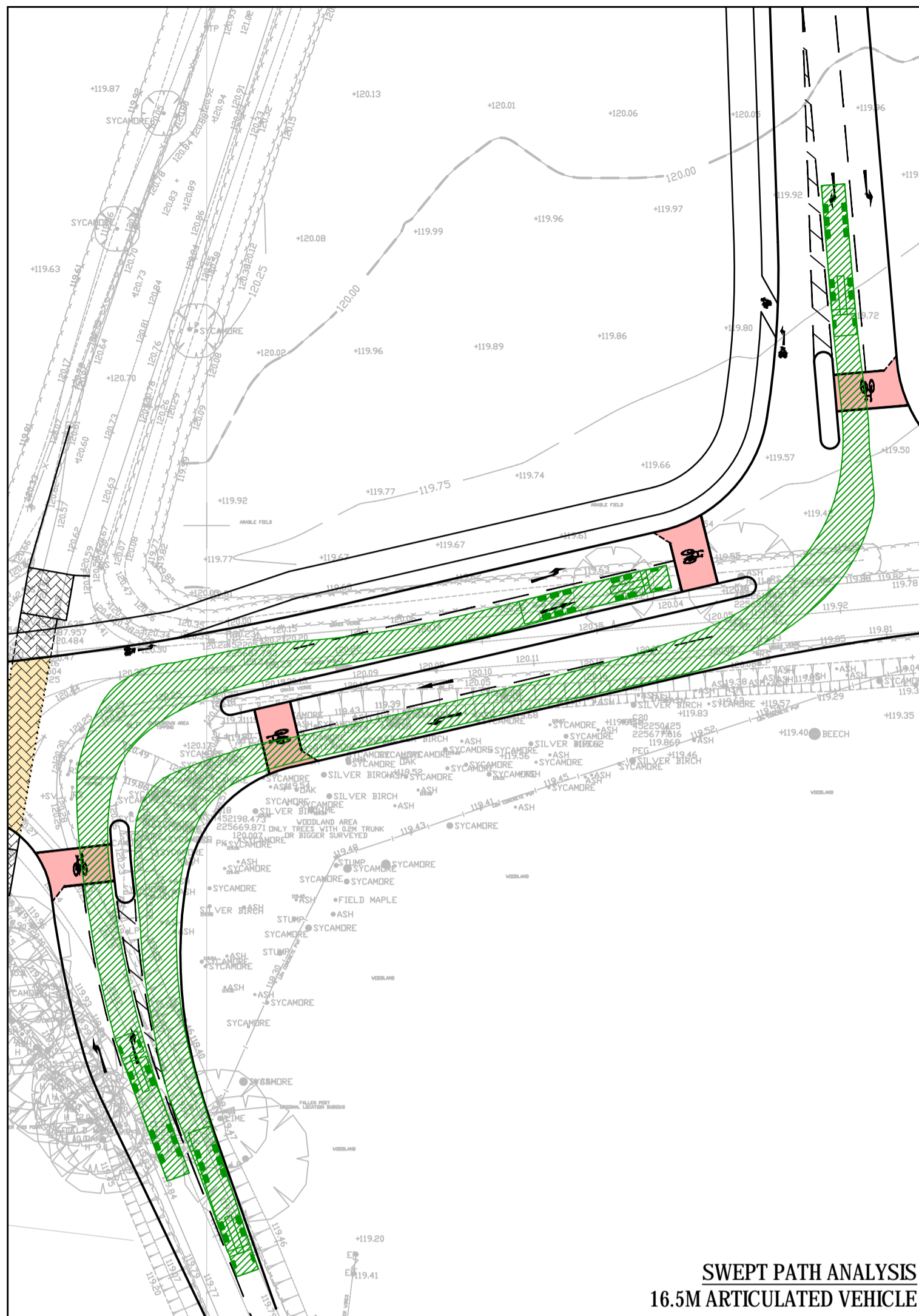
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Drawing Issue Status
FOR DISCUSSION

**HEYFORD PARK, TRANCHE 2
 CHILGROVE DRIVE
 POTENTIAL SIGNALISED JUNCTION**

Client DORCHESTER GROUP		
Date of 1st Issue 06.10.2017	Designed JHo	
A1 Scale 1:500	Checked PC	Approved PR
Drawing Number 39304/5501/SK26		Revision I

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C	UPDATED TO STANTEC BORDER	26.02.20	PC	PR	-
B	SPA UPDATED TO REFLECT LATEST JUNCTION LAYOUT	10.10.18	PC		
A	LATEST LAYOUT SHOWN AND SPA AMENDED AS REQUIRED	20.03.18	PC	PR	MW
Mark	Revision	Date	Drawn	Chkd	Appd

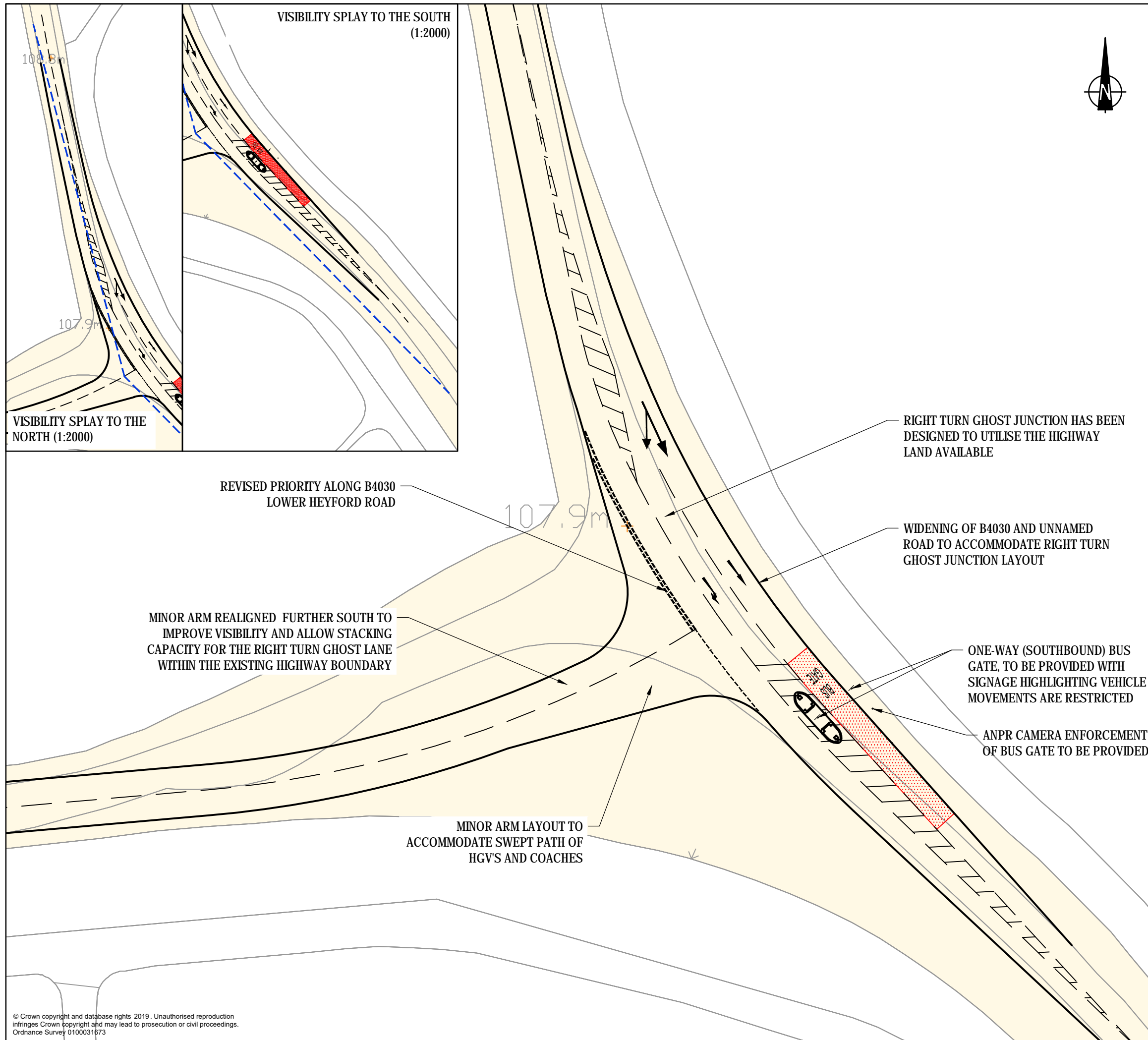
SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
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Drawing Issue Status
FOR DISCUSSION

**HEYFORD PARK, TRANCHE 2
CHILGROVE DRIVE
POTENTIAL SIGNALISED JUNCTION
SWEPT PATH ANALYSIS**

Client DORCHESTER GROUP		
Date of 1st Issue 16.11.2017	Designed LB	Drawn LB
A1 Scale 1:500	Checked PC	Approved PC
Drawing Number 39304/5501/SK42	Revision C	

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KEY:

- 4.5M X 120M VISIBILITY SPLAY FOR THE PROPOSED SPEED LIMIT OF 40MPH IN ACCORDANCE WITH DMRB CD 123
- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 13.03.17

Mark	Revision	Date	Drawn	Chkd	Appd
B	LAYOUT REVISED TO ACCOMODATE TRACKING	05.03.20	PC	PR	
A	UPDATE TO STANTEC BORDER	24.02.20	PC	PR	-

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Drawing Issue Status
PRELIMINARY CONCEPT SKETCH

HEYFORD PARK, OXFORDSHIRE
 B4030 SOUTHBOUND BUS GATE
 WITH CHANGED PRIORITY
 AND A RIGHT TURN GHOST ISLAND

Client
DORCHESTER GROUP



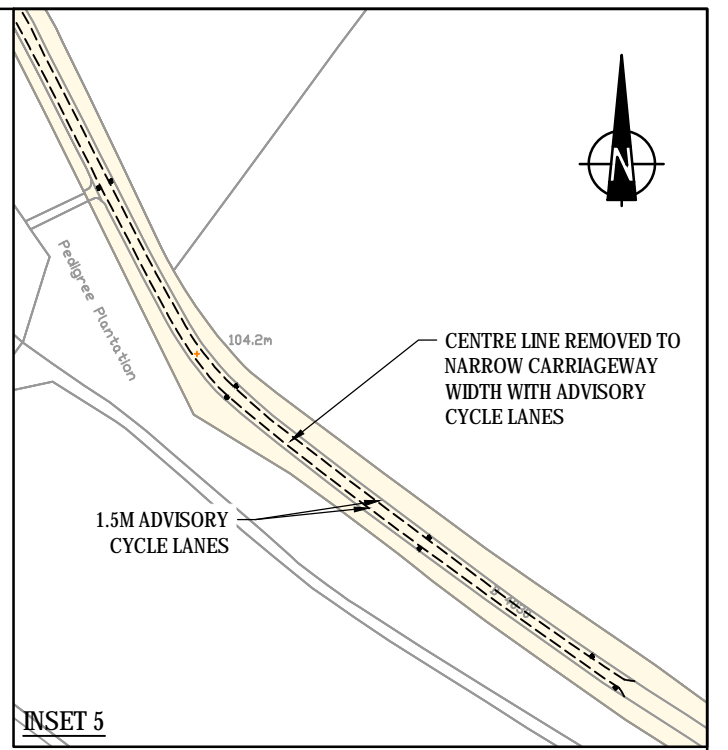
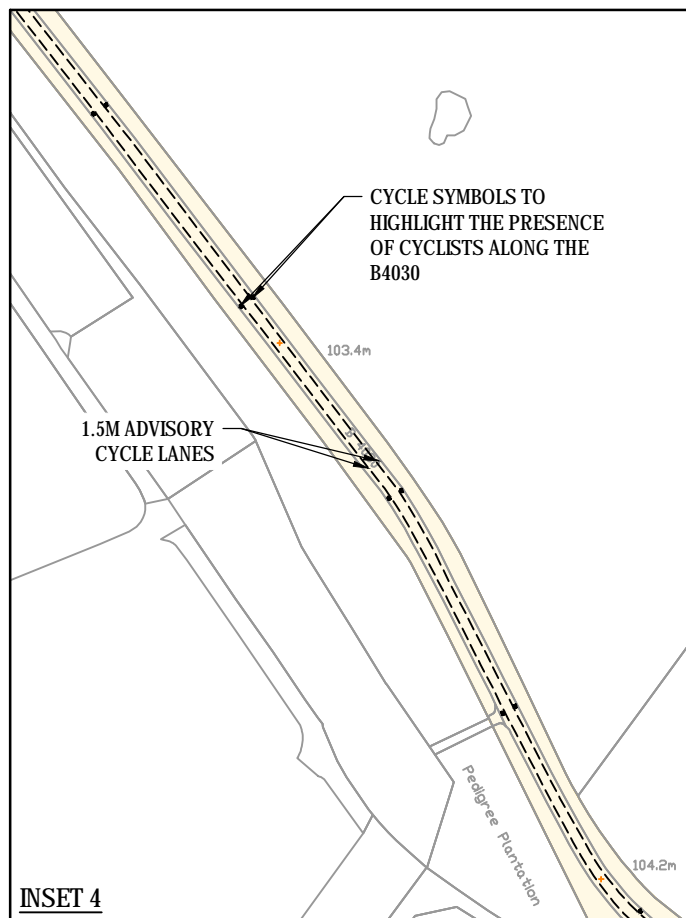
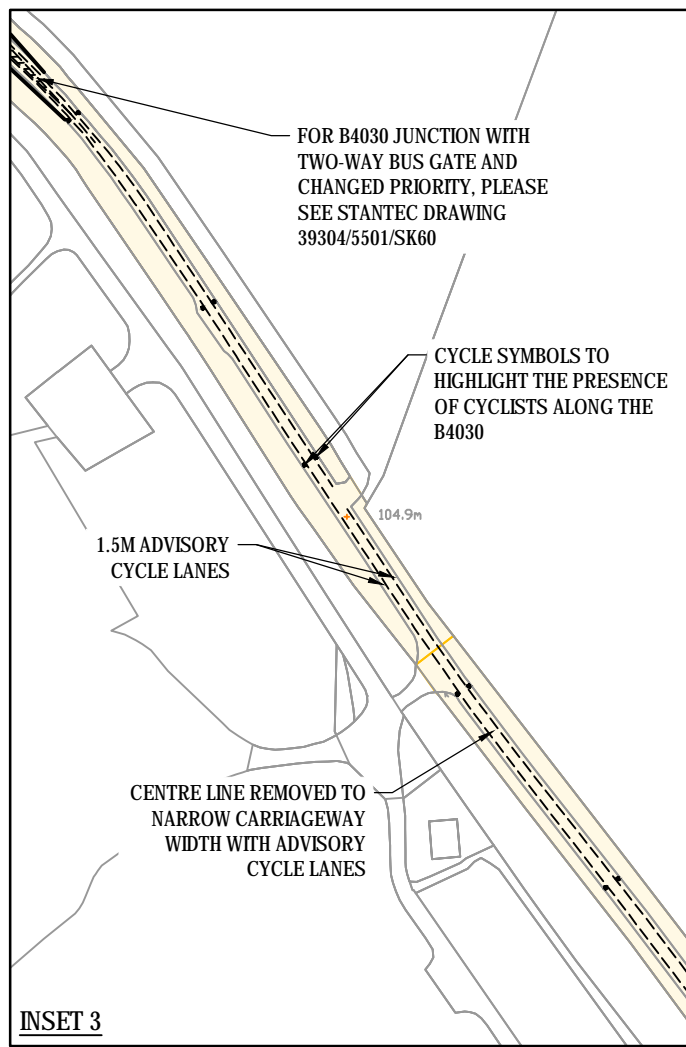
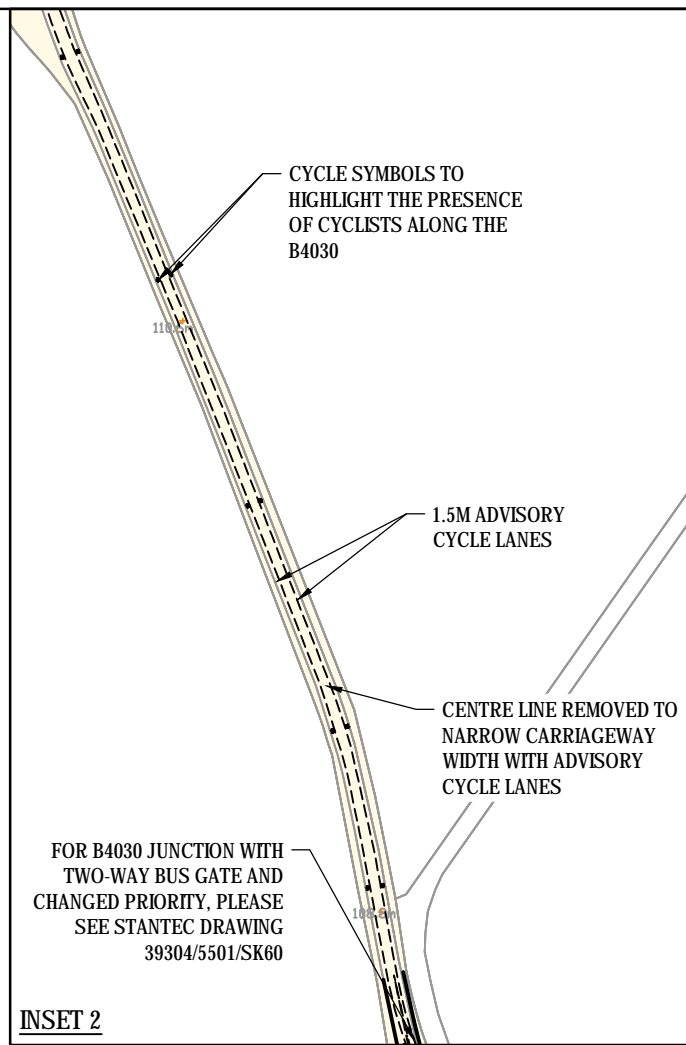
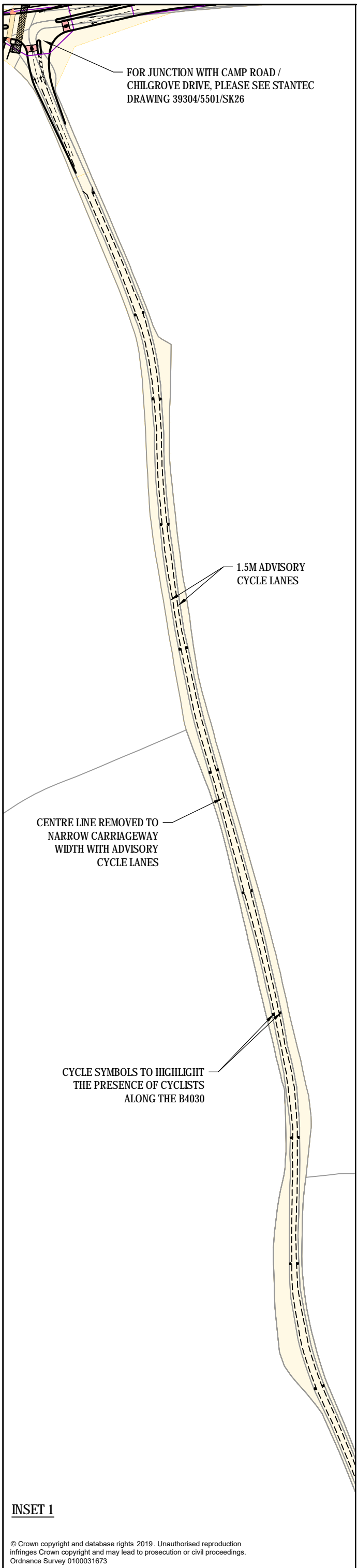
Date of 1st Issue 01.08.2019	Designed JHo	Drawn JHo
A3 Scale 1:500	Checked PC	Approved PR

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Drawing Number
39304/5501/SK51

Revision
B

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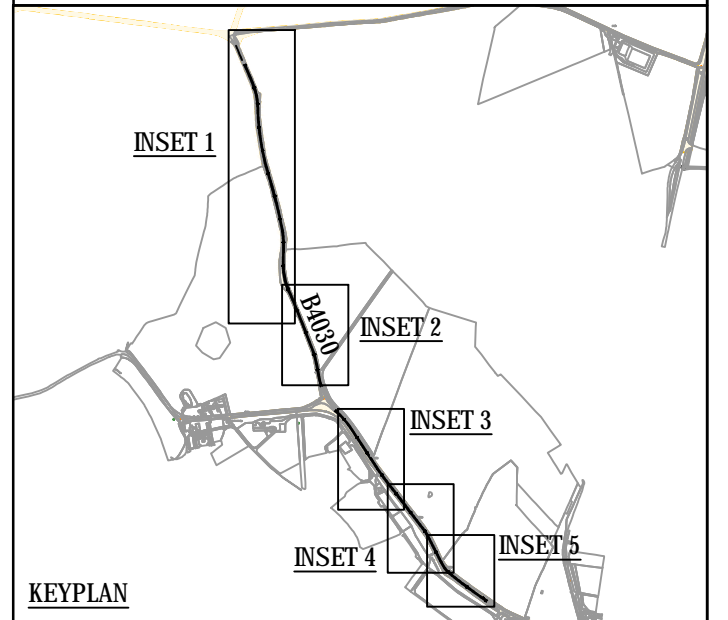


NOTES:

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KEY:

HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 13.03.17 AND INTERPRETED BY STANTEC



Mark	Revision	Date	Drawn	Chkd	Appd
A	BUILD OUTS REMOVED, UPDATE TO STANTEC BORDER	24.02.20	PC	PR	-

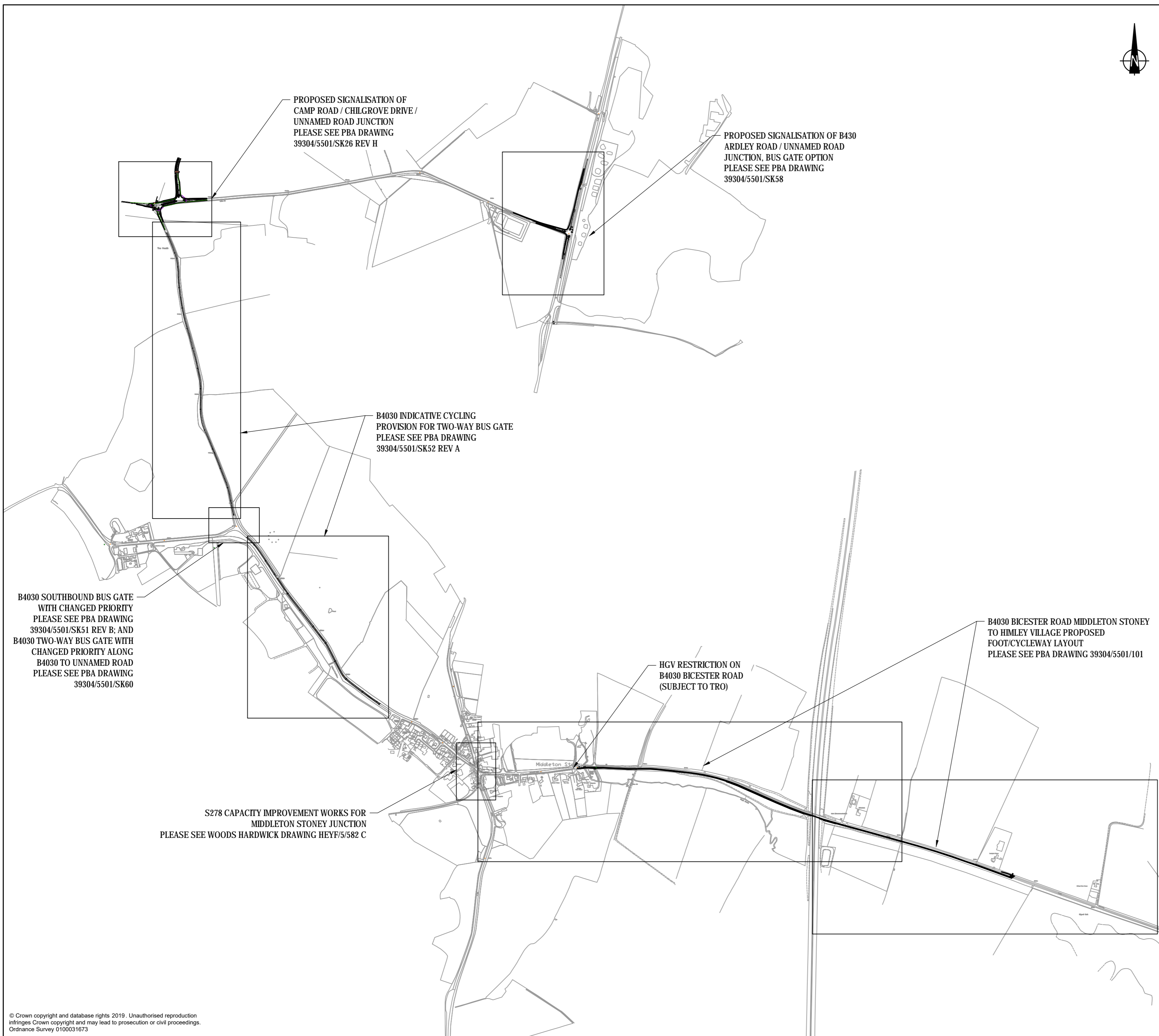
SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
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Drawing Issue Status
PRELIMINARY CONCEPT SKETCH

HEYFORD PARK, OXFORDSHIRE

B4030 INDICATIVE CYCLING PROVISION

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Date of 1st Issue 01.08.2019	Designed JHo	Drawn JHo	
A3 Scale 1:2500	Checked PC	Approved PR	
Drawing Number 39304/5501/SK52	Revision A		



Mark	Revision	Date	Drawn	Chkd	Appd
A	UPDATED DRAWING REFS AND INCLUSION OF MS TO HV F/CYCLEWAY	05.03.20	PC	PR	

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Drawing Issue Status
PRELIMINARY CONCEPT SKETCH

HEYFORD PARK, OXFORDSHIRE
 MIDDLETON STONEY PACKAGE
 OVERVIEW PLAN

Client
DORCHESTER GROUP



Date of 1st Issue	Designed	Drawn
05.08.2019	-	PC
A2 Scale	Checked	Approved
N.T.S	PR	PR

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Drawing Number	Revision
39304/5501/SK53	A

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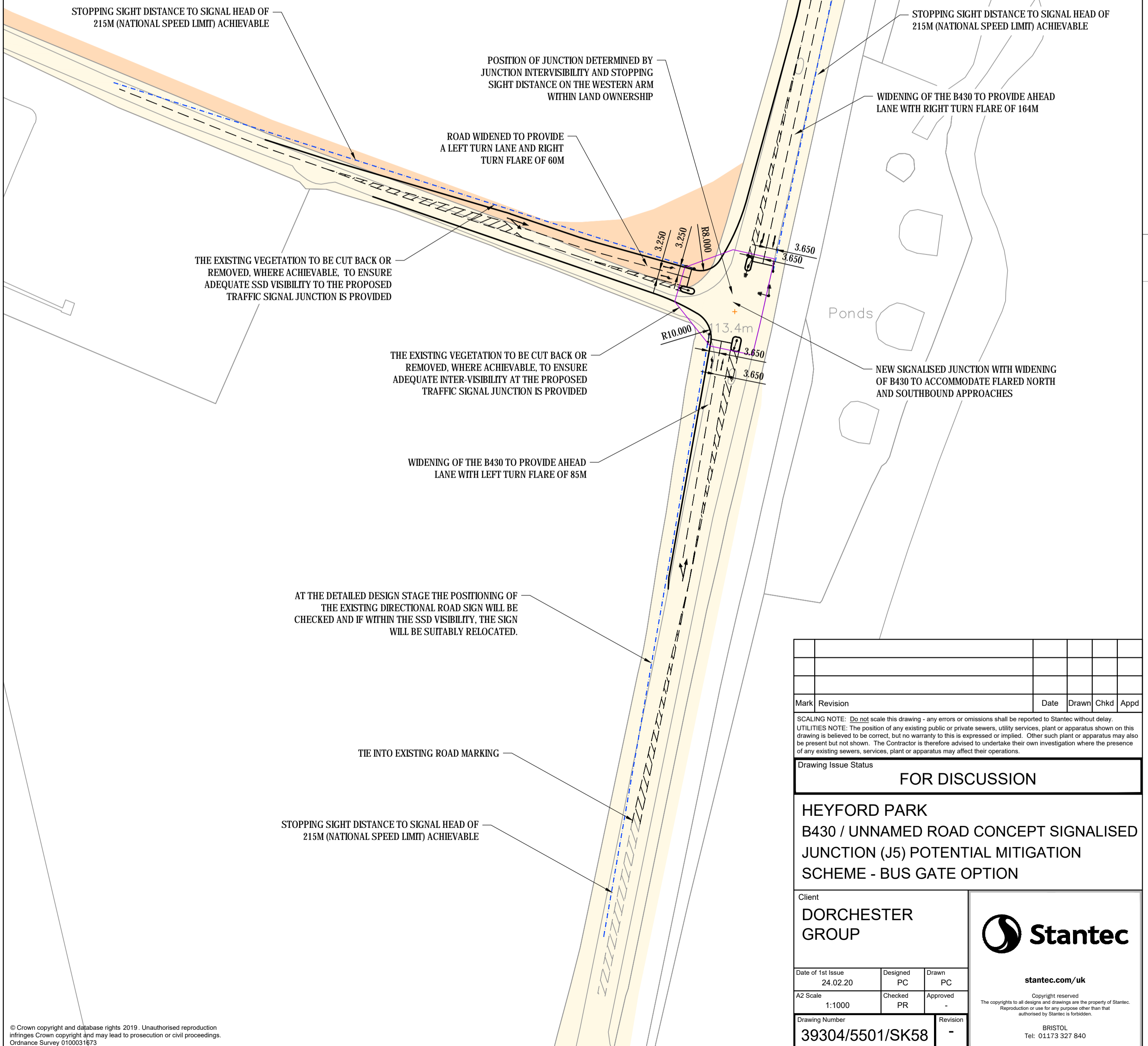
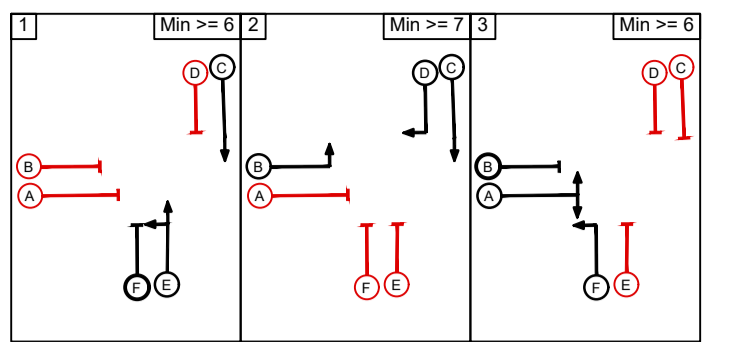
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KEY:

- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 13.03.17 AND INTERPRETED BY STANTEC
- LAND UNDER THE CLIENT'S CONTROL. LAND TITLE ON288089 (UPPER HEYFORD GP LTD)
- 215M STOPPING SIGHT DISTANCE TO JUNCTION GIVE-WAY LINE IN ACCORDANCE WITH DMRB FOR A 60MPH ROAD
- JUNCTION INTERVISIBILITY IN ACCORDANCE WITH DMRB
- PRIMARY TRAFFIC SIGNAL HEAD AND POLE
- SECONDARY TRAFFIC SIGNAL HEAD AND POLE



Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
FOR DISCUSSION

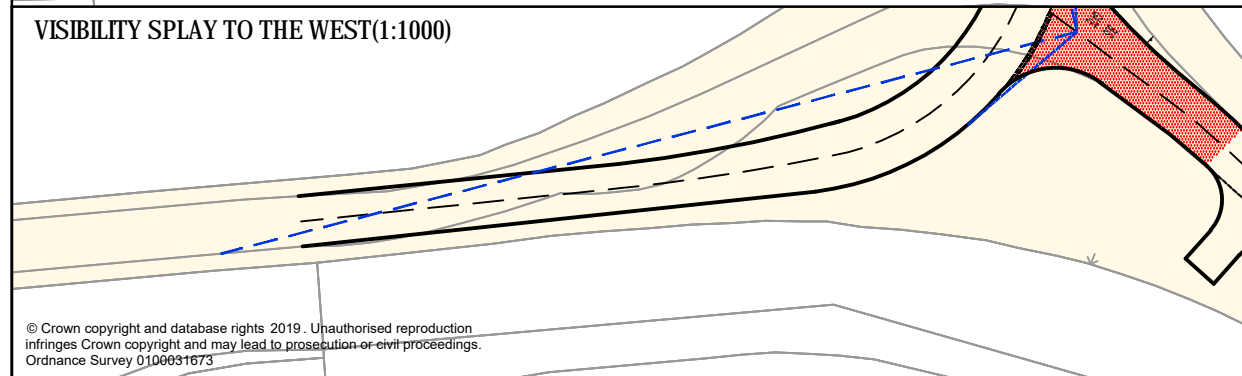
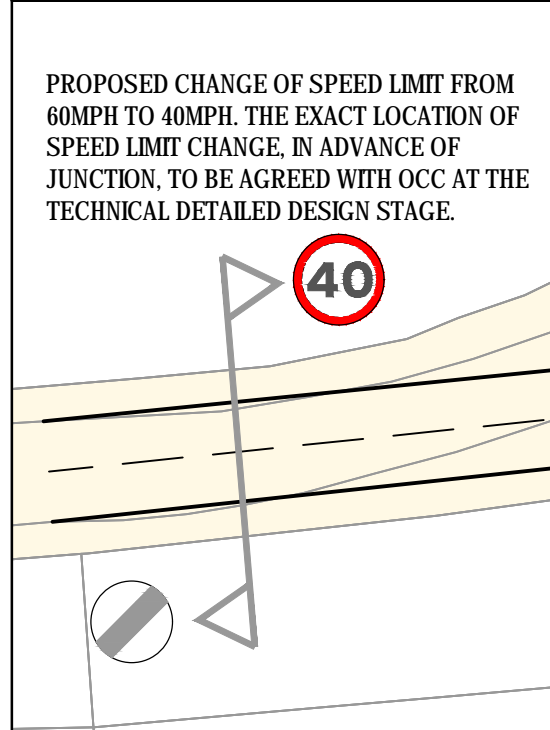
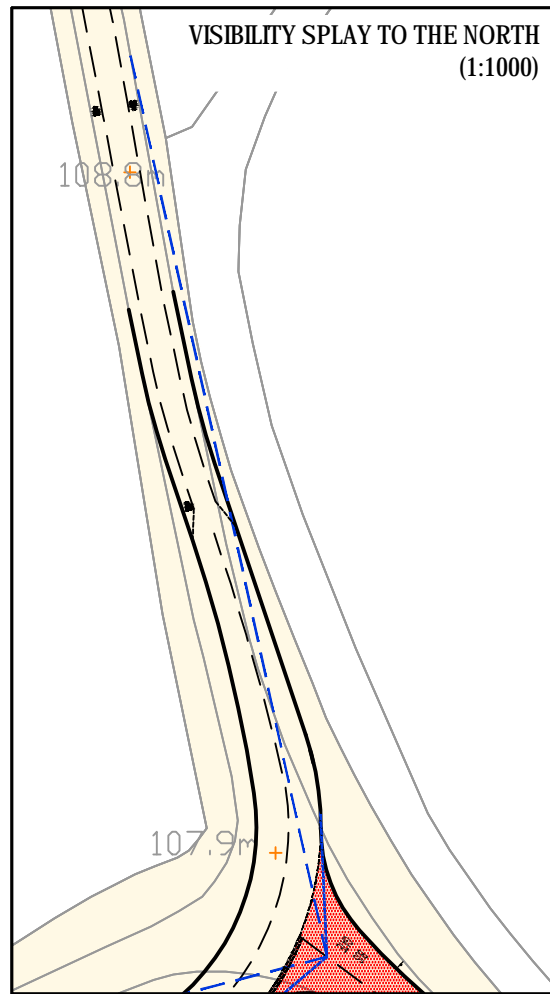
**HEYFORD PARK
 B430 / UNNAMED ROAD CONCEPT SIGNALISED
 JUNCTION (J5) POTENTIAL MITIGATION
 SCHEME - BUS GATE OPTION**

Client DORCHESTER GROUP		
Date of 1st Issue 24.02.20	Designed PC	Drawn PC
A2 Scale 1:1000	Checked PR	Approved -
Drawing Number 39304/5501/SK58	Revision -	

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B4030 INDICATIVE CYCLING PROVISION FOR TWO-WAY BUS GATE PLEASE SEE PBA DRAWING 39304/5501/SK52 REV A



NOTES:

1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS;
3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;
4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS; AND
5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS.

KEY:

- 53M FORWARD VISIBILITY PROVIDED ENVELOPE
- - - 4.5M X 120M VISIBILITY SPLAY FOR THE PROPOSED SPEED LIMIT OF 40MPH IN ACCORDANCE WITH DMRB CD123
- TANGENTIAL 4.5M X 120M VISIBILITY SPLAY
- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 13.03.17 AND INTERPRETED BY STANTEC

Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
PRELIMINARY CONCEPT SKETCH

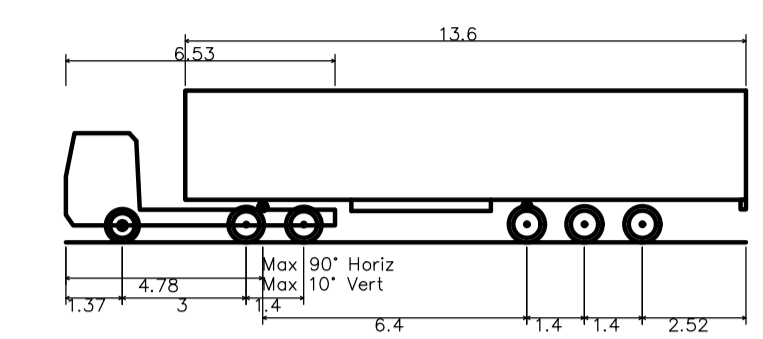
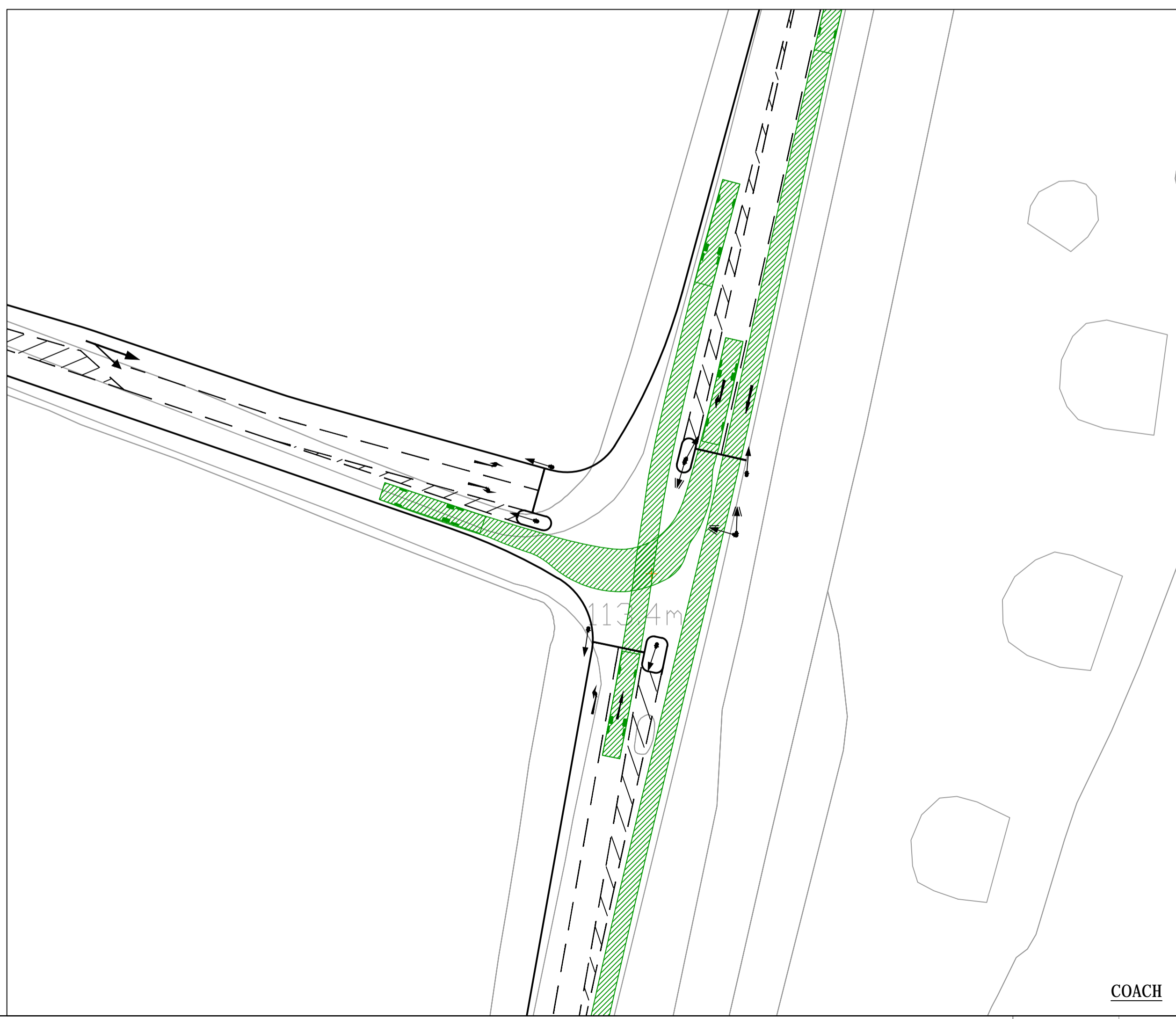
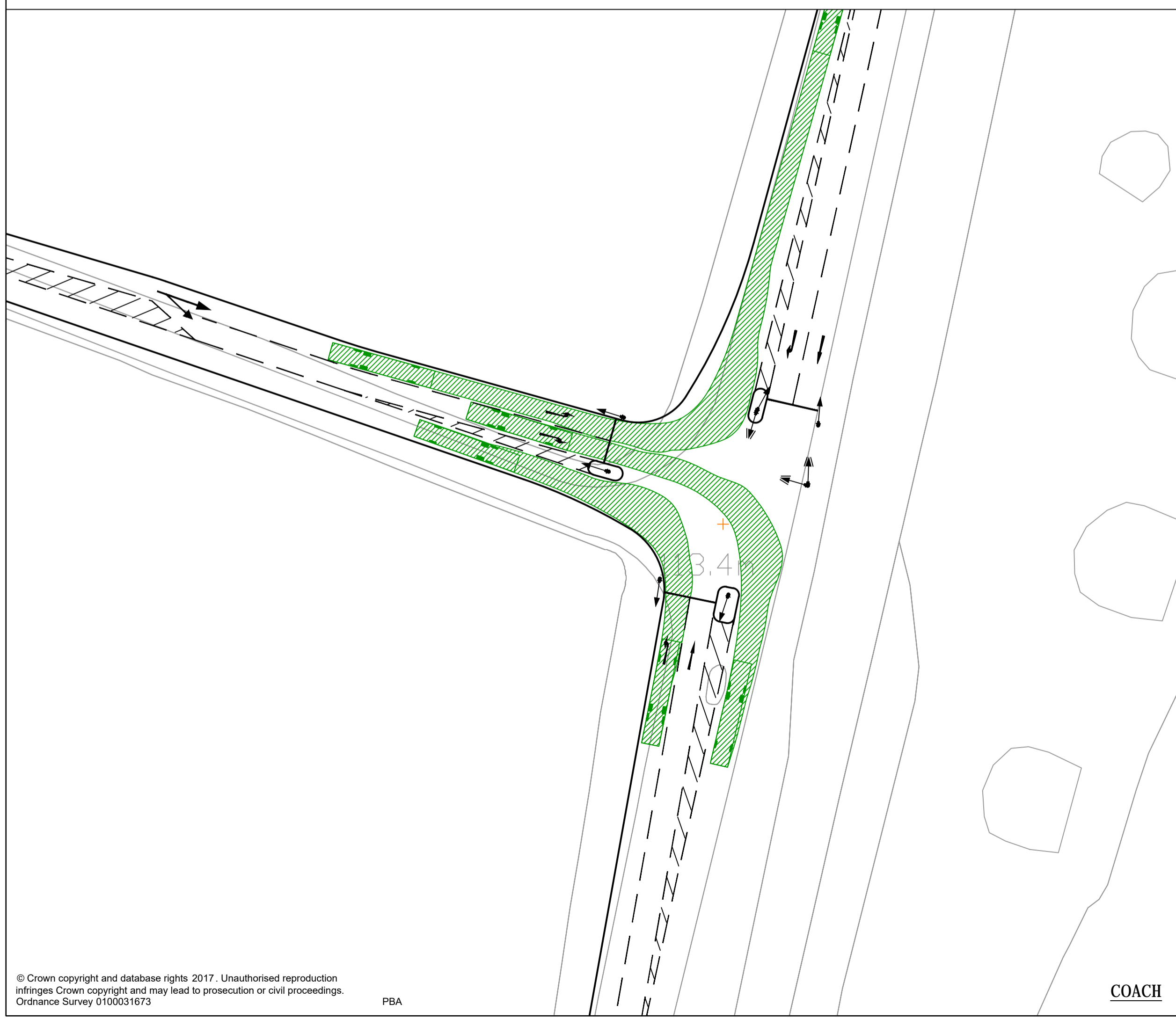
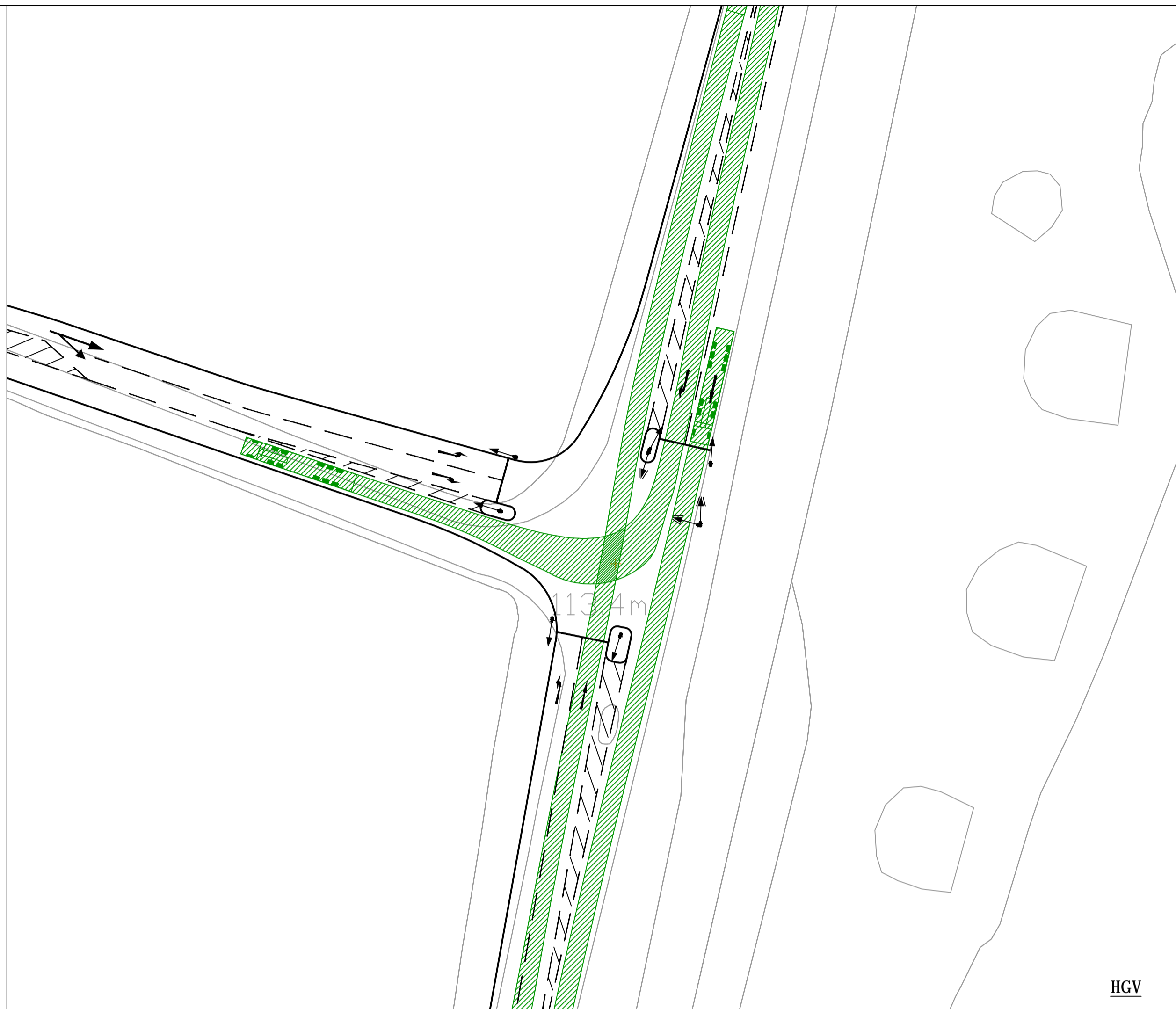
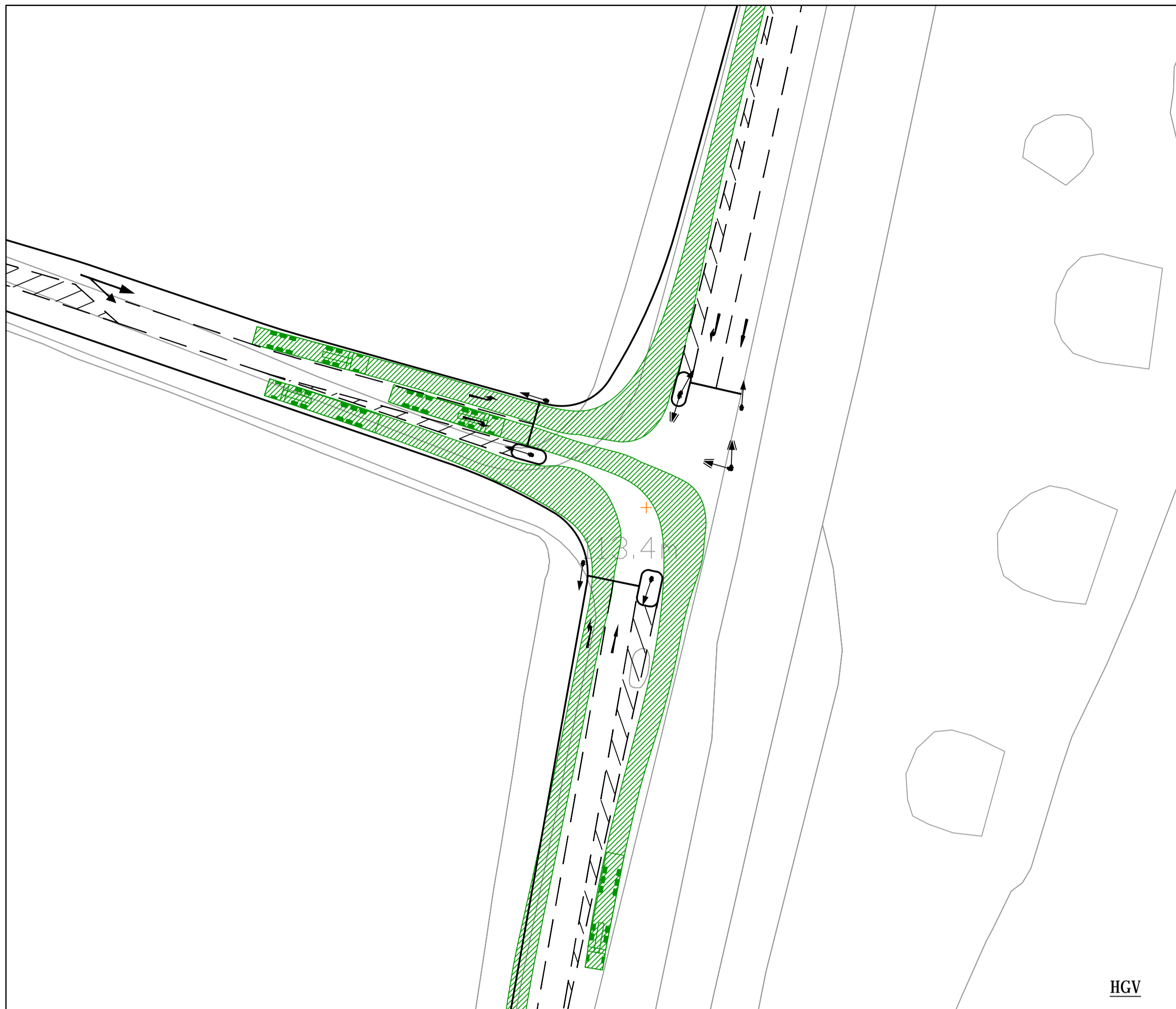
HEYFORD PARK, OXFORDSHIRE
 B4030 TWO-WAY BUS GATE
 WITH CHANGED PRIORITY ALONG B4030
 TO UNNAMED ROAD

Client
DORCHESTER GROUP

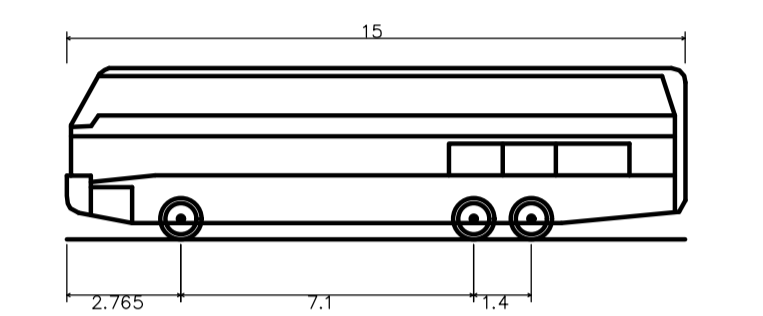
Date of 1st Issue	Designed	Drawn
24.02.20	PC	PC
A3 Scale	Checked	Approved
1:500	PC	PR

Drawing Number
39304/5501/SK60

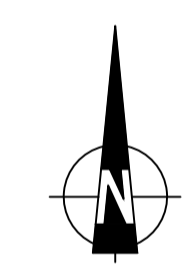
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Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.500m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m



Plaxton Panther Bus
 Overall Length 15.000m
 Overall Width 2.500m
 Overall Body Height 4.157m
 Min Body Ground Clearance 0.397m
 Track Width 2.500m
 Lock to lock time 5.00s
 Wall to Wall Turning Radius 12.500m




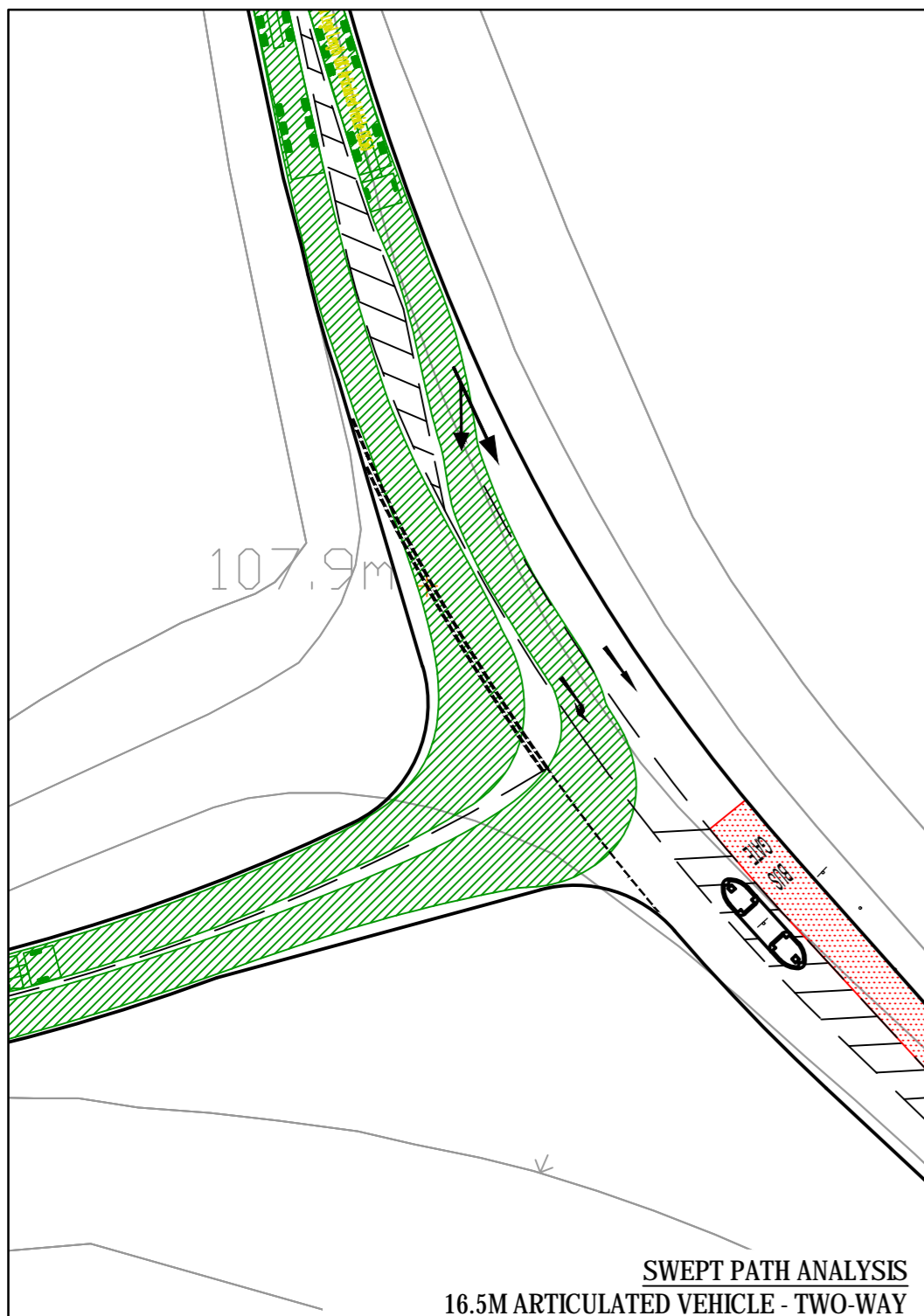
Mark	Revision	Date	Drawn	Chkd	Appd

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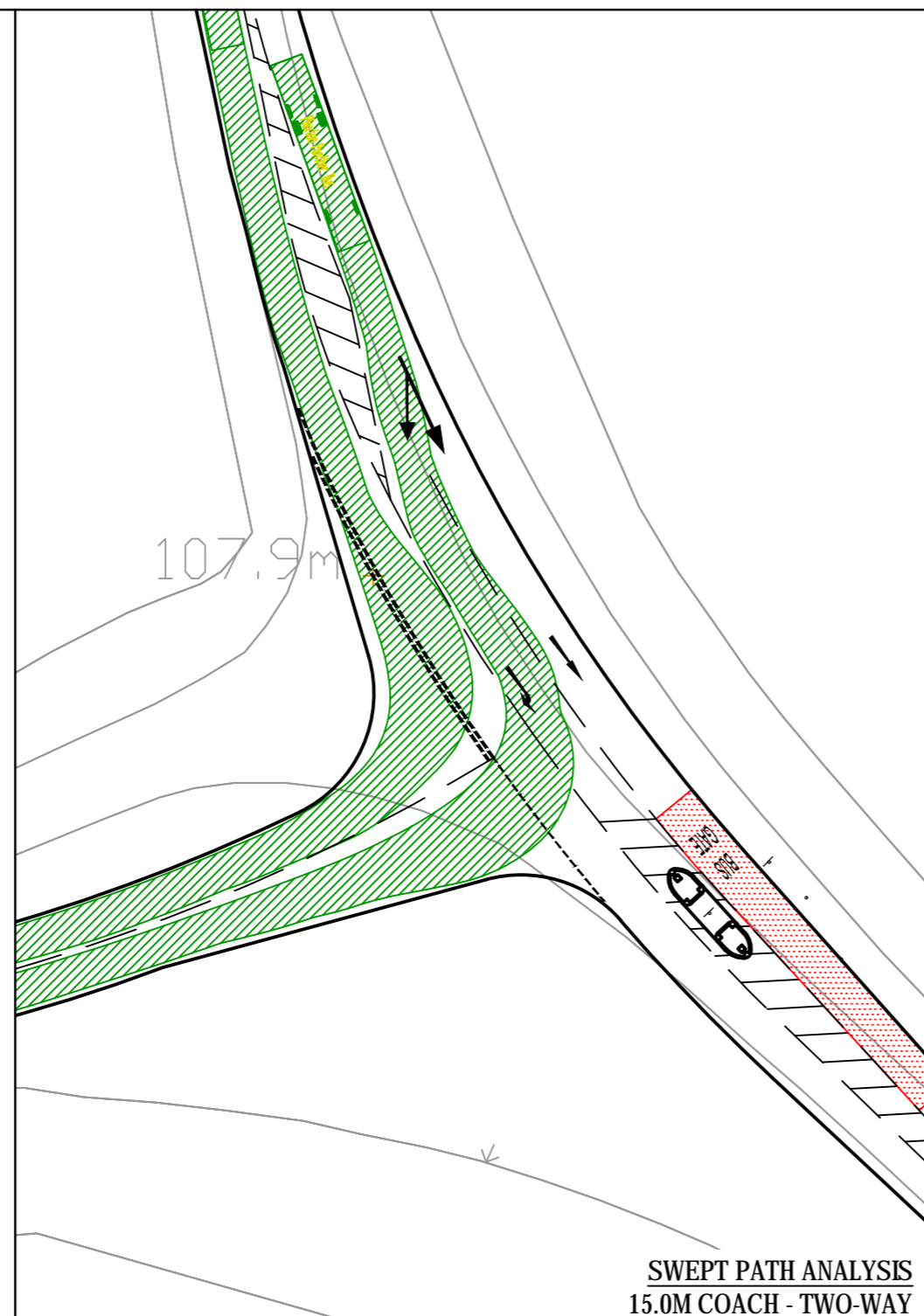
Drawing Issue Status
FOR DISCUSSION

**HEYFORD PARK
 B430 / UNNAMED ROAD CONCEPT
 SIGNALISED JUNCTION (J5)
 BUS GATE OPTION - SWEEP PATH ANALYSIS**

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A1 Scale 1:500	Checked PR	Approved -	BRISTOL Tel: 01173 327 840
Drawing Number 39304/5501/SK62		Revision -	



SWEPT PATH ANALYSIS
16.5M ARTICULATED VEHICLE - TWO-WAY



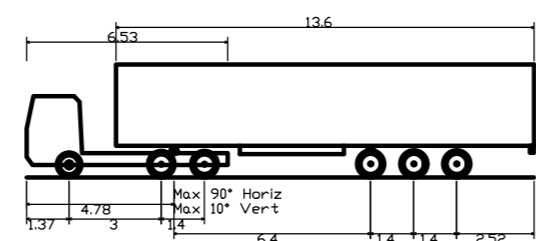
SWEPT PATH ANALYSIS
15.0M COACH - TWO-WAY



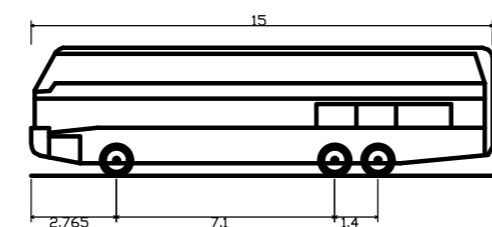
SWEPT PATH ANALYSIS
15.0M COACH



SWEPT PATH ANALYSIS
15.0M COACH



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.500m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
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 Lock to lock time 6.00s
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Plaxton Panther Bus
 Overall Length 15.000m
 Overall Width 2.500m
 Overall Body Height 4.157m
 Min Body Ground Clearance 0.397m
 Track Width 2.500m
 Lock to lock time 5.00s
 Wall to Wall Turning Radius 12.500m



SWEPT PATH ANALYSIS
15.0M COACH

Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
FOR DISCUSSION

HEYFORD PARK
 B4030 SOUTHBOUND BUS GATE
 WITH CHANGED PRIORITY AND A RIGHT TURN
 GHOST ISLAND - SWEPT PATH ANALYSIS

Client
DORCHESTER GROUP

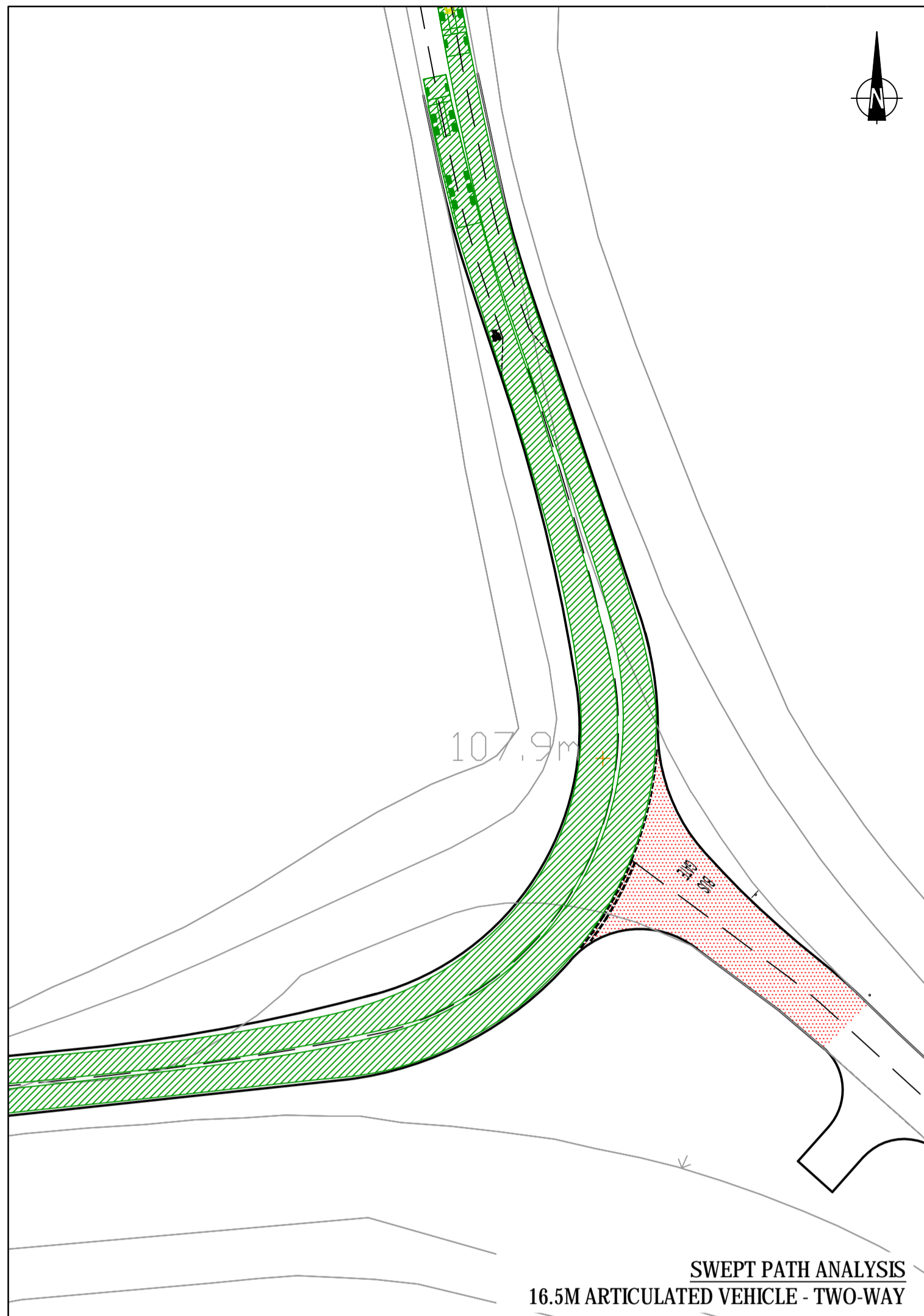


Date of 1st Issue	Designed	Drawn
05.03.20	PC	PC
A2 Scale	Checked	Approved
1:500	PR	-

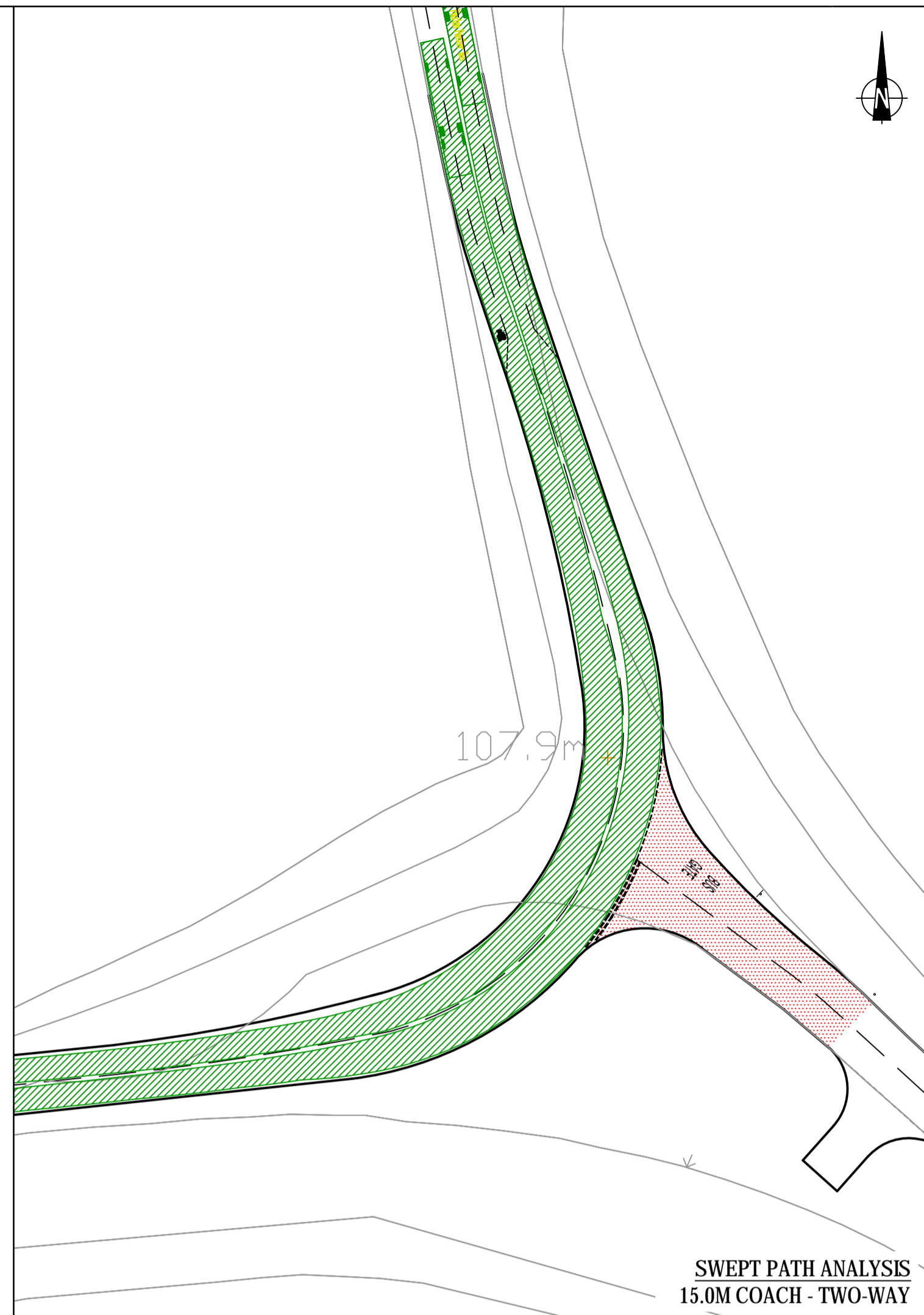
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Drawing Number
39304/5501/SK63

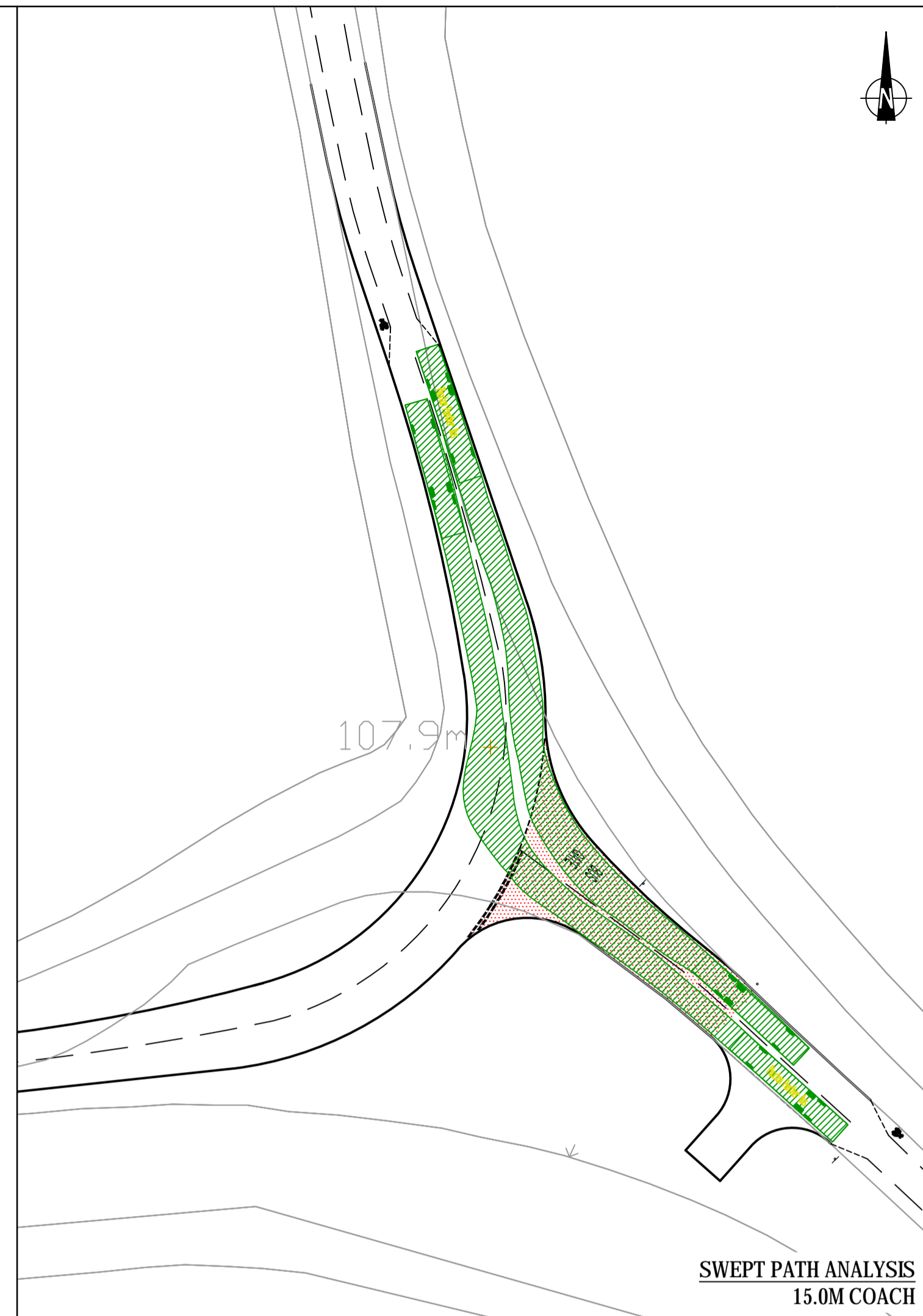
Revision
 -
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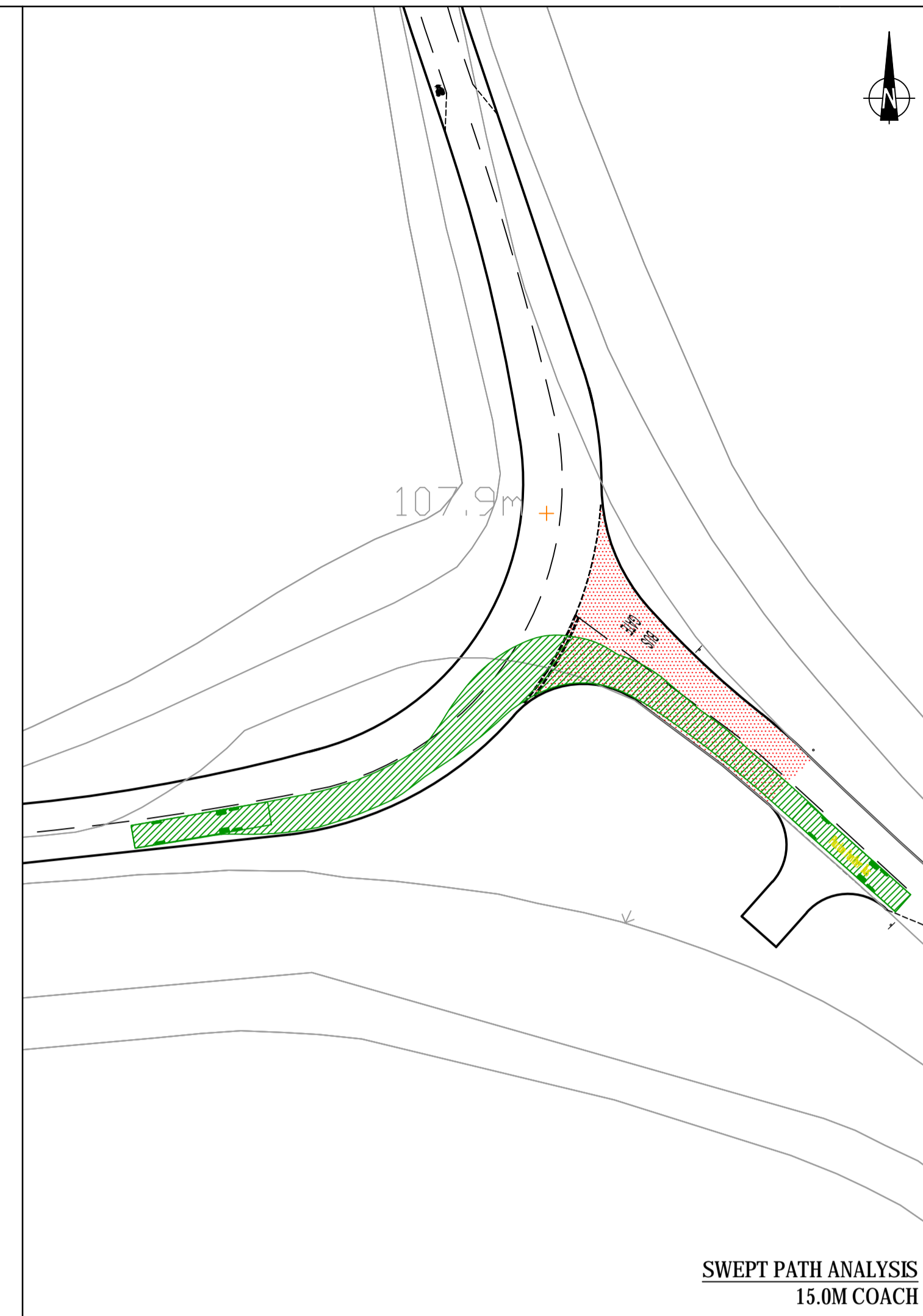
SWEPT PATH ANALYSIS
16.5M ARTICULATED VEHICLE - TWO-WAY



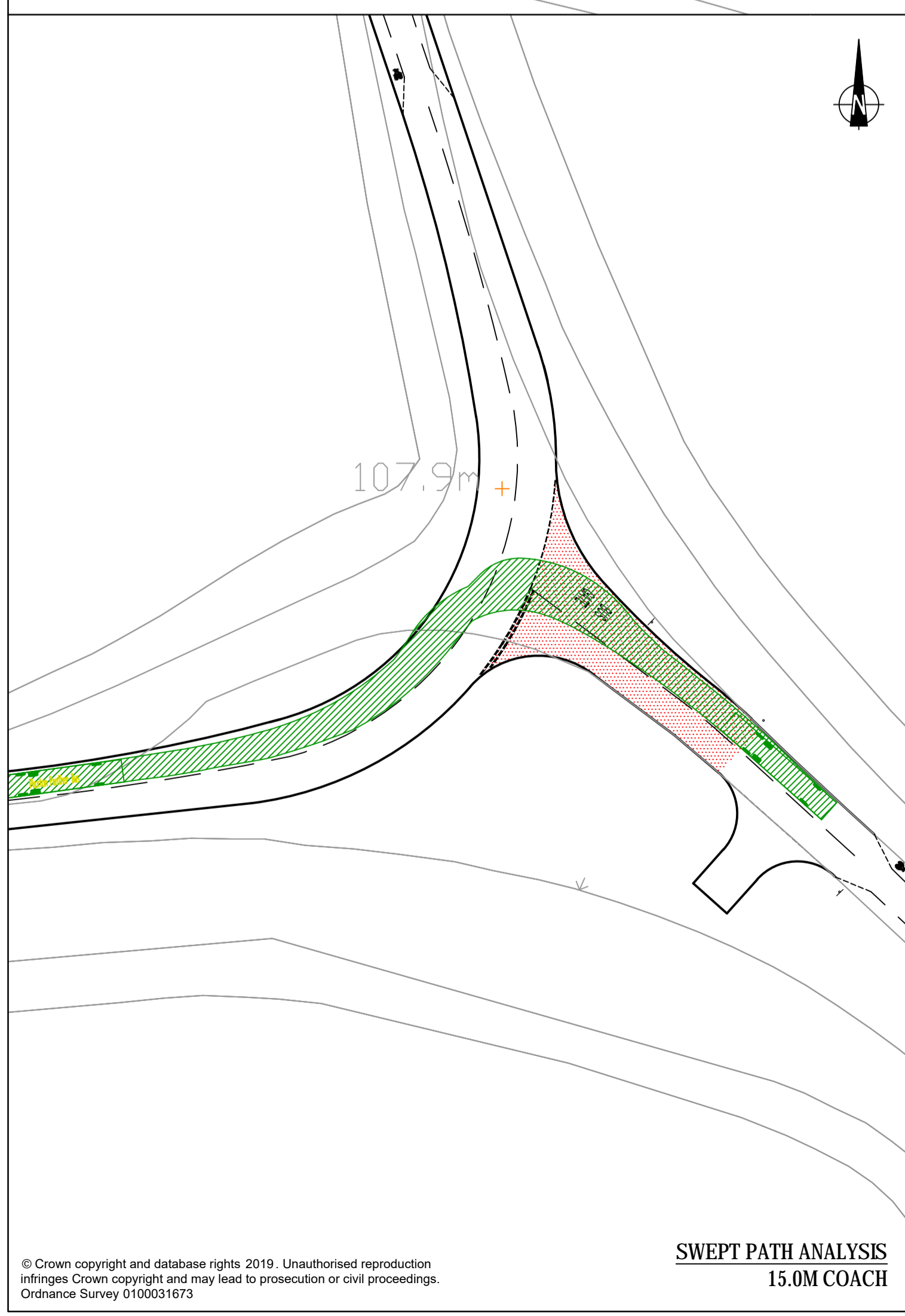
SWEPT PATH ANALYSIS
15.0M COACH - TWO-WAY



SWEPT PATH ANALYSIS
15.0M COACH



SWEPT PATH ANALYSIS
15.0M COACH

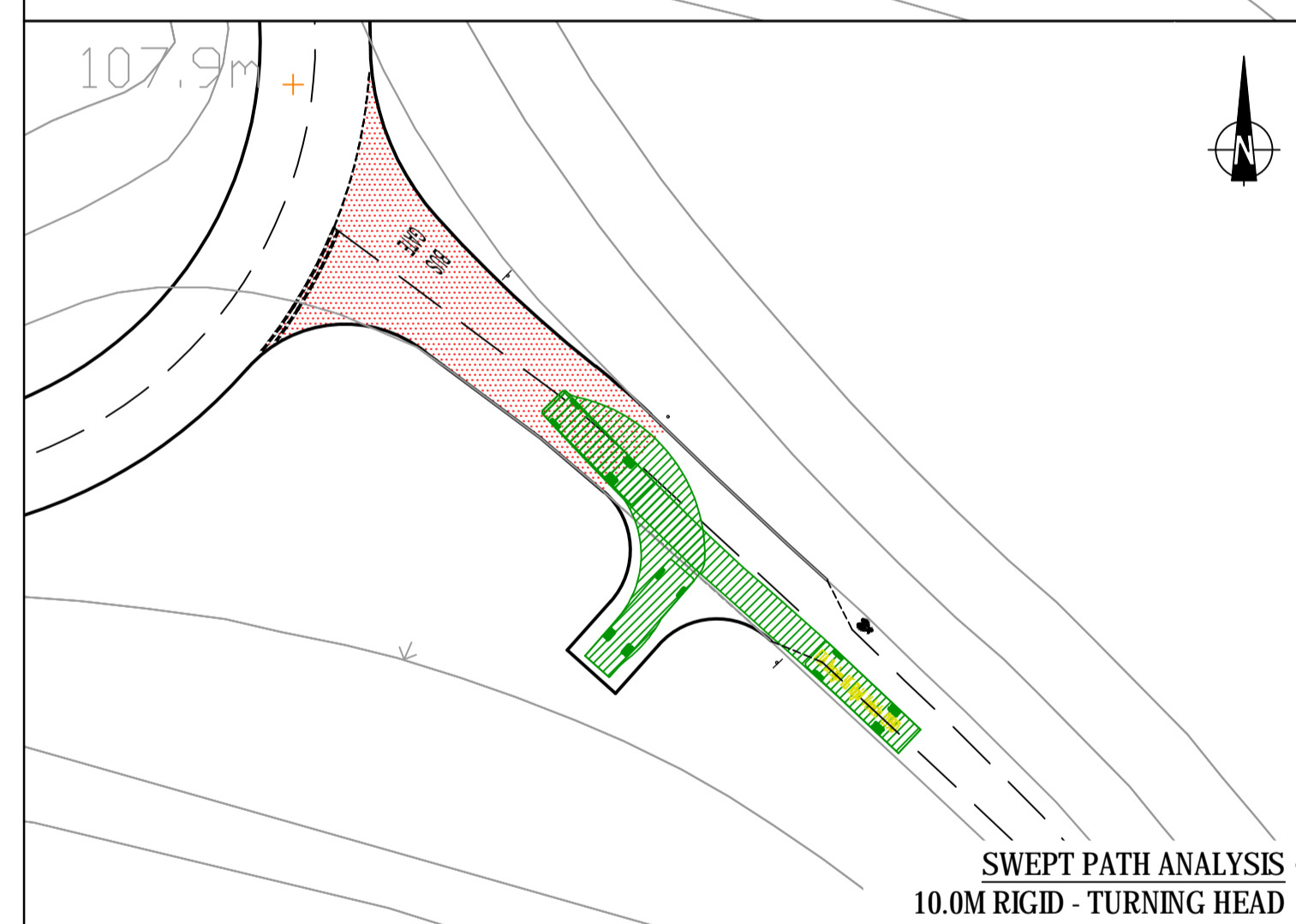


SWEPT PATH ANALYSIS
15.0M COACH

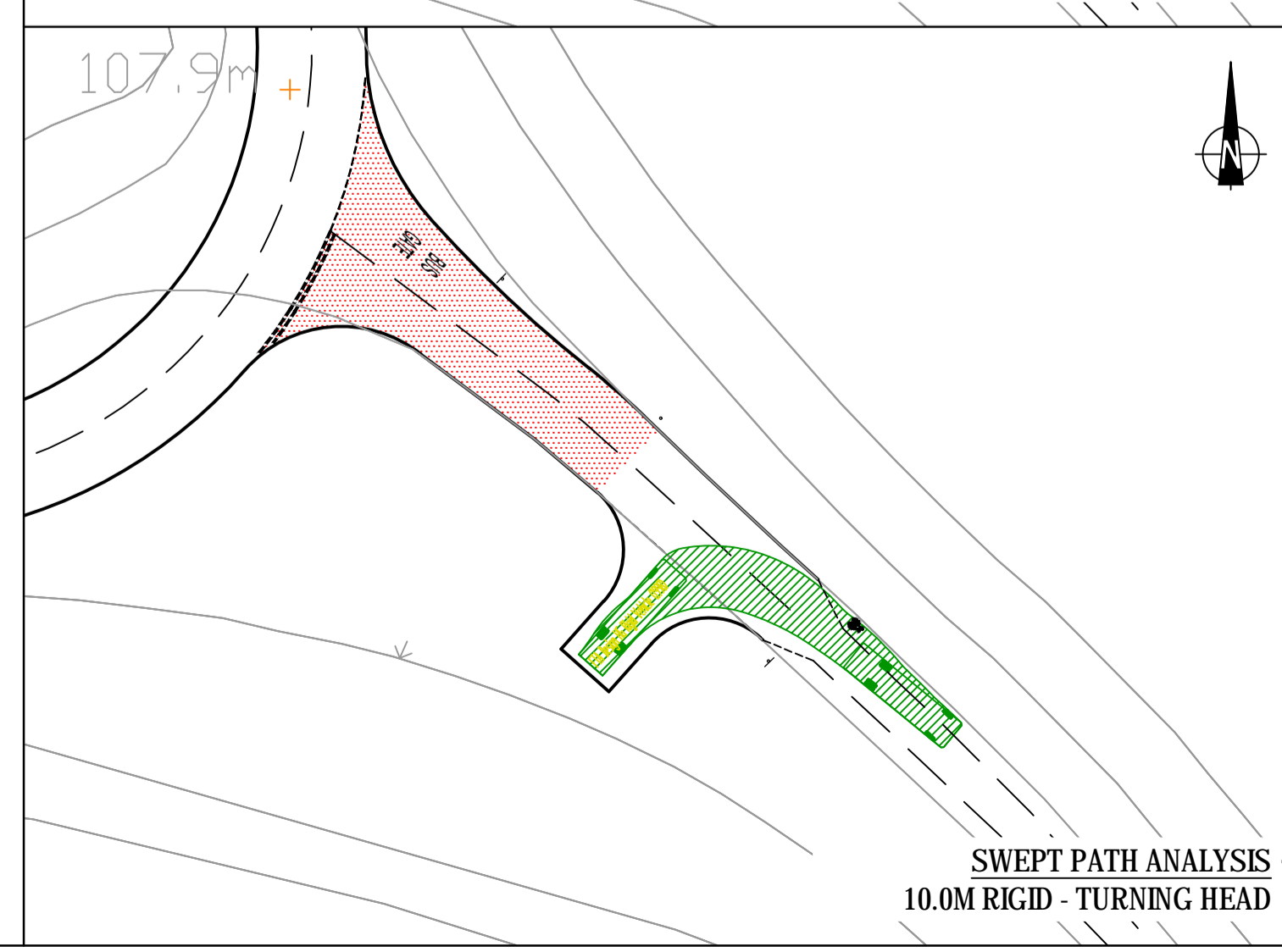
Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.500m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

Plaxton Panther Bus
 Overall Length 15.000m
 Overall Width 2.500m
 Overall Body Height 4.157m
 Min Body Ground Clearance 0.397m
 Track Width 2.500m
 Lock to lock time 5.00s
 Wall to Wall Turning Radius 12.500m

FTA Design HG Rigid Vehicle (1998)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m



SWEPT PATH ANALYSIS
10.0M RIGID - TURNING HEAD



SWEPT PATH ANALYSIS
10.0M RIGID - TURNING HEAD

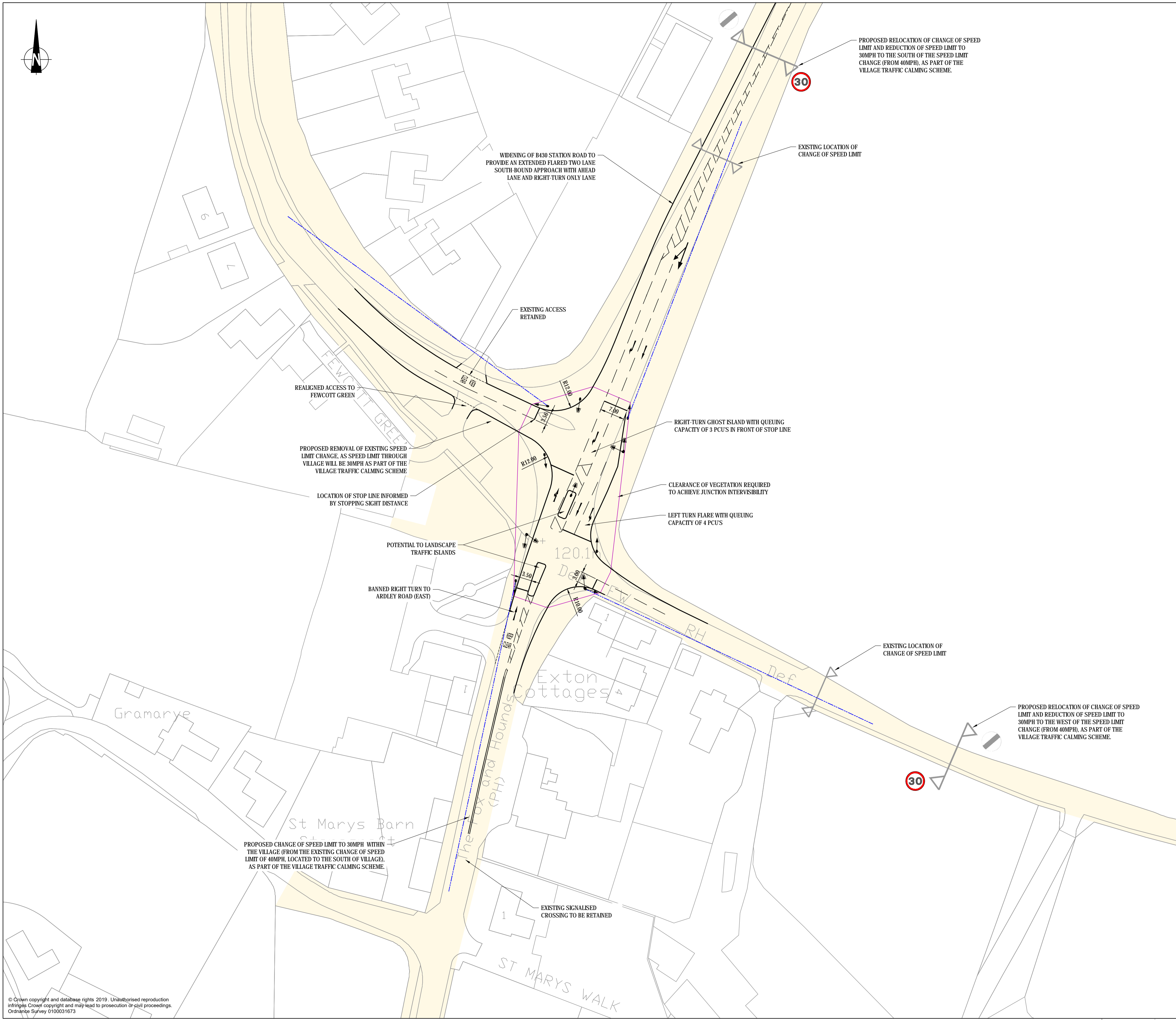
Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
FOR DISCUSSION

HEYFORD PARK
B4030 TWO-WAY BUS GATE WITH CHANGED
PRIORITY ALONG B4030 TO UNNAMED ROAD
SWEPT PATH ANALYSIS

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A1 Scale 1:500	Checked PR	Approved -	<small>BRISTOL</small> Tel: 01173 327 840
Drawing Number 39304/5501/SK64	Revision -		



- NOTES:
1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, ROAD SAFETY AUDIT, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
 2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS;
 3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;
 4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS; AND
 5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS;

- KEY:
- HIGHWAY BOUNDARY INFORMATION RECEIVED FROM OXFORD COUNTY COUNCIL ON 09.04.19 AND INTERPRETED BY STANTEC
 - - - 90M STOPPING SIGHT DISTANCE, FOR THE PROPOSED SPEED LIMIT OF 30MPH, TO NEAR-SIDE SIGNAL HEAD IN ACCORDANCE WITH DMRB CD123
 - JUNCTION INTERVISIBILITY TO DMRB (WORST CASE SHOWN FOR A STAGGERED CROSSROADS ARRANGEMENT)
 - PRIMARY TRAFFIC SIGNAL HEAD AND POLE
 - SECONDARY TRAFFIC SIGNAL HEAD AND POLE

Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status: **DRAFT**

**HEYFORD PARK
 CONCEPT SIGNALISED JUNCTION
 LAYOUT OF B430 STATION ROAD /
 ARDLEY ROAD - BANNED RIGHT TURN**

Client DORCHESTER GROUP			
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Drawing Number 39304/5501/SK65		Revision -	

Appendix A Response to Outstanding OCC Comments

Response to Outstanding OCC comments on the Transport Assessment

OCC provided a Transport Response to the Heyford Park Hybrid Planning Application (18/00825/HYBRID) dated 17th July 2018. This response set out a number of supporting reasons for OCC's objection to the planning application. Since this time significant work has been undertaken by Dorchester in collaboration with OCC, Highways England and Cherwell District Council to address these issues and covered within the main body of the Transport Assessment Addendum (TAA). This note forms an appendix to the TAA and provides a summary response on each of the OCC comments made on the original application and cross references to relevant Technical Notes and Drawings provided as part of the TAA submission.

OCC Comments	Stantec Response																																																																																
<p>Assessment of all junctions required by OCC</p> <p>The following junctions have been surveyed at OCC's request, but an assessment has yet to be submitted.</p> <ul style="list-style-type: none"> - B430 / Ardley Road staggered crossroads. - B430 / Somerton Road T-Junction. - B430 / Church Road T-Junction. - A4260 / A4095 staggered crossroads. <p>For completeness, assessment of these junctions is required, prior to the acceptance of the development proposals and mitigation by OCC.</p> <p>Reason for objection</p>	<p><u>B430 / Ardley Road Junction</u></p> <p>A full assessment of the B430 / Ardley Road junction has been undertaken by Stantec, the results of which have been discussed with OCC and appropriate mitigation for the junction has been developed as set out at Section 6 of the TAA. Full details of the assessment are set out within Technical Note 033 (TN033) in Appendix C of the TAA.</p> <p><u>B430 / Somerton Road and B430 / Church Road Junctions</u></p> <p>The minor junctions of the B430 / Somerton Road and B430 / Church Road have not been modelled, however, an assessment of the surveyed traffic flows associated with the side arms at these junctions has been undertaken as set out within Table 1 below.</p> <p>Table 1: 2018 Surveyed Traffic Flows</p> <table border="1" data-bbox="672 965 1709 1257"> <thead> <tr> <th rowspan="2">Arm</th> <th colspan="4">AM Peak (0800 – 0900)</th> <th colspan="4">PM Peak (1700 – 1800)</th> </tr> <tr> <th>Left</th> <th>Ahead</th> <th>Right</th> <th>Total</th> <th>Left</th> <th>Ahead</th> <th>Right</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td colspan="9" style="text-align: center;">B430 / Ardley Road</td> </tr> <tr> <td>Ardley Road East</td> <td>44</td> <td>32</td> <td>92</td> <td>168</td> <td>36</td> <td>46</td> <td>37</td> <td>119</td> </tr> <tr> <td>Ardley Road West</td> <td>33</td> <td>61</td> <td>79</td> <td>173</td> <td>13</td> <td>24</td> <td>26</td> <td>63</td> </tr> <tr> <td colspan="9" style="text-align: center;">B430 / Somerton Road</td> </tr> <tr> <td>Somerton Road</td> <td>28</td> <td>0</td> <td>3</td> <td>31</td> <td>17</td> <td>0</td> <td>2</td> <td>19</td> </tr> <tr> <td colspan="9" style="text-align: center;">B430 / Church Road</td> </tr> <tr> <td>Church Road</td> <td>3</td> <td>-</td> <td>14</td> <td>17</td> <td>4</td> <td>-</td> <td>4</td> <td>8</td> </tr> </tbody> </table>	Arm	AM Peak (0800 – 0900)				PM Peak (1700 – 1800)				Left	Ahead	Right	Total	Left	Ahead	Right	Total	B430 / Ardley Road									Ardley Road East	44	32	92	168	36	46	37	119	Ardley Road West	33	61	79	173	13	24	26	63	B430 / Somerton Road									Somerton Road	28	0	3	31	17	0	2	19	B430 / Church Road									Church Road	3	-	14	17	4	-	4	8
Arm	AM Peak (0800 – 0900)				PM Peak (1700 – 1800)																																																																												
	Left	Ahead	Right	Total	Left	Ahead	Right	Total																																																																									
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B430 / Somerton Road																																																																																	
Somerton Road	28	0	3	31	17	0	2	19																																																																									
B430 / Church Road																																																																																	
Church Road	3	-	14	17	4	-	4	8																																																																									
<p>Para 6.3.3 and 6.3.4. The junctions listed [as above] will need to be included in the TA before it can be considered fit for purpose. Reason for objection</p>	<p>Table 1 demonstrates that flows on Somerton Road and Church Road are significantly lower than those on the Ardley Road arms at the Ardley Road junction. It is not anticipated that the Heyford development would add any additional traffic to the Somerton Road and Church Road arms of the junctions. On this basis it is</p>																																																																																

considered that the Heyford Park development would have a significantly reduced impact on the operation of the Somerton Road and Church Road junctions when compared with the impact at the Ardley Road junction.

It should also be noted that the operation of the Somerton Road and Church Road junctions will benefit from the introduction of proposals for traffic signals at the Ardley Road junction. The Somerton Road and Church Road junctions are located approximately 100m and 200m south of the Ardley Road junction respectively and the close proximity to the signals means that more frequent gaps in traffic on the B430 will be created allowing vehicles to turn into and out onto the B430 from the side roads more effectively.

In addition, it is proposed that the speed limit of the B430 through Ardley is reduced from 40mph to 30mph and measures are proposed to support this. The reduction in speed of vehicles approaching these junctions will also aid people turning into and out from the side arms of the junctions and therefore offer safety improvements over the current situation.

On this basis it is not considered that further mitigation is required at these junctions.

A4260 / A4095 Junction

The A4260 / A4095 junction is a priority staggered crossroads located 13.8km south of the Heyford Park development if travelling via Hopscroft Holt and 12.2km south of the development if travelling via the Portway.

There is an identified improvement scheme to upgrade the junction to form a signalised arrangement associated with a nearby quarry development.

This junction is located approximately 1.2km further south from the development than the A4260 / B4027 junction. Technical Note 030 (PBA, 2nd August 2019) set out a number of reasons why the Heyford allocation should not be considered liable for providing full mitigation at the A4260 / B4027 junction based on NPPF tests. The key reasons are summarised below:

- The junction is situated a significant distance from the development with a number of other developments situated in closer proximity that should also contribute to the mitigation proposal
- The distribution of development traffic associated Heyford Park is largely impacting on junctions to the east of the development site. Mitigation should be focused in this area.
- The proportional impact of the development on the junction is very low.

It is considered that the reasons summarised above and set out in more detail in Technical Note 030 would similarly apply to this junction given its location further to the south.

A review of the traffic impact of the Heyford Park allocation on the A4260 / A4095 junction has been undertaken and is set out at Table 2.

Table 2: Impact of Heyford Development at A4260 / A4095

Time Period	Surveyed Traffic Flows (2018)*	Growth Factor**	2031 Reference	Heyford Allocation Development Traffic***	2031 + Development	% Development Impact
AM Peak	1956	1.2024	2352	90	2442	3.8%
PM Peak	1846	1.2119	2237	84	2321	3.8%

* Traffic flow surveys undertaken on 8th February 2018

** Growth factors have been calculated from TEMPro 7.2 and NTM dataset AF15 for zone Cherwell 010, E02005930

*** Heyford allocation development traffic taken from SATURN Modelling Outputs provided in Technical Note 025 Rev D at Appendices D – G

It is considered that the predicted development impact at this junction is very low, equating to an additional 1.5 vehicles per minute in the AM peak period as a worst case over the reference case without development. This alongside the reasons set out in TN030 and the fact that there is already a committed scheme in this location that would provide extra capacity in this location means that we do not consider that Heyford Park should be providing further mitigation and or contributions toward improvements in this location.

Employment Access from Camp Road

It is noted that access to employment will be available for light vehicles from the proposed priority junctions on Camp Road in the vicinity of the Village Centre and a “Secondary Commercial Access” is proposed within Heyford Park. An assessment of the vehicle type and frequencies, along with justification for this requirement, as opposed to access from Chilgrove Drive, should therefore be provided. **Reason for objection.**

The secondary employment access shown in the vicinity of the village centre provides access to existing employment uses that sit outside of the flying field security fence. It does not provide access to the flying field employment area.

The employment in this area consists of 10,832m² of B8 land use split across a number of different buildings (including buildings 292, 320, 325, 326, 327 and 345). These buildings are historic buildings in use as part of the sites original function as an airfield and currently have consent as a B8 land use. The buildings are currently accessed via Camp Road.

These buildings currently generate approximately 70 to 80 HGV movements per week in and out of the plot (up to 40 HGV trips) with a peak generation of approximately 110 HGV movements in and out per week (55 HGV trips) for approximately two weeks of the year. This equates to between 14 and 22 HGV movements per day in and out (7 – 11 HGV trips).

Para 5.2.3 – 5.2.5. The county considers that having a commercial access close to the village centre is

An assessment has also been undertaken using the agreed trip rates for B8 land use that were set out within the submitted TA and are provided in **Table 3**. This total number of HGV trips predicted to be generated by this land use is set out within **Table 4**:

inappropriate since this is adjacent to shared space which will be used by pedestrians and cyclists. It is not stated how HGVs will be prevented from passing through the village centre on Camp Road. **Reason for objection.**

Table 3: B8 HGV Trip Rates

	In	Out	Total
AM (0800 – 0900)	0.020	0.006	0.026
PM (1700 – 1800)	0.006	0.011	0.017
Daily (0600 – 2100)	0.185	0.403	0.588

Table 4: B8 HGV Trips (10,832m²)

	In	Out	Total
AM (0800 – 0900)	2	1	3
PM (1700 – 1800)	1	1	2
Daily (0600 – 2100)	20	44	64

It is noted that the existing generation of the units is significantly less than the predicted generation using the TRICS trip rates and therefore sits below what is considered to be consented in this location at the site.

Whilst these buildings are not directly linked to the planning applications associated with the current local plan application, it is considered that these proposals do afford the opportunity to amend the routing of HGVs associated with these units. On this basis once the appropriate highway connections have been constructed and opened, access to these units by HGV will be moved from Camp Road to instead use Chilgrove Drive and the internal road network, following a similar route to the proposed bus service. This route will be enforced through routing agreements agreed with the occupiers of the buildings. This will ensure the practicable management of HGV movements on Camp Road.

Land Uses Not Included In Assessment

Section 3.7 presents details of a number of land uses that have not been included in the subsequent trip generation estimates. It is accepted that some of these could be argued as ancillary to the residential and employment uses in the application. However, some are clearly not intended as ancillary. For example, the Flying Field Park, Control Tower Park and Visitor Destination Area will attract users from outside of Heyford Park and will generate

The Flying Field Park, Control Tower and Visitor Destination area all form part of the heritage proposals at the site, more information on these can be found in the Heyford Heritage Statement (Dorchester, May 2019) that was submitted as part of the hybrid planning application (18/00825/HYBRID).

It is intended that these features would be relatively low key and are only likely to generate trips during off peak periods. For example, it is proposed that the heritage centre be open 4 days per month between 10am and 4pm.

The parks will be open to the public, but it is anticipated that they would be predominantly used by residents / employees of the development and people visiting the site to use the other facilities. Any food and retail offer in these areas is also likely to be associated with the other uses on site rather than a draw or trip destination in themselves.

<p>additional trip making to that assessed in the TA. The trip generation estimates presented in Section 6 of the TA therefore require revision. Reason for objection.</p>	<p>On this basis we do not anticipate that trip generation associated with these land uses would represent a material increase in trip forecasts for the development in the network AM and PM peak periods. .</p>
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Retail / Health Element of Proposals

<p>Para 5.2.7. The “retail / health element of the development” is not shown on the Parameter Plan. It is not therefore possible to determine if access proposals are acceptable. Reason for objection.</p>	<p>The retail / health elements of the development are proposed to be located on Parcel 20 of the masterplan. These will consist of the following floor areas / land uses.</p> <table border="1" data-bbox="669 512 999 612"> <thead> <tr> <th>Land Use</th> <th>Floor Area</th> </tr> </thead> <tbody> <tr> <td>D1</td> <td>670m²</td> </tr> <tr> <td>A1</td> <td>929m²</td> </tr> </tbody> </table> <p>The retail and health centre would be ancillary to the development and form part of the overall offer in relation to community based facilities and services To this end it is expected that trips associated with these uses would be internal and in instances where they are generated from external areas they are unlikely to represent significant movements during the network AM and PM peak periods. If any external trips are generated, a high proportion of these are likely to be linked or diverted trips that are already on the network.</p>	Land Use	Floor Area	D1	670m ²	A1	929m ²
Land Use	Floor Area						
D1	670m ²						
A1	929m ²						

PIC Data

<p>Section 3.8 presents Personal Injury Collision (PIC) data analysis. The data presented in this section is at odds with that included in Appendix D which shows 644 PICs, whereas Section 8 only notes 171. No plan is included in the TA to shows accident locations by severity and no attempt is made to identify PIC clusters which may point to specific road safety issues. Reason for objection.</p>	<p>The PIC data presented at Section 3.8 of the original TA represents an extract of the data that was obtained from OCC. A plot showing the PIC data obtained from OCC has been provided at Appendix A of this report. This can be compared with Figure 3.11 from the TA that shows the study area used in the TA. This explains the difference between the number of PICs noted in Section 3.8 and the number of PICs shown in Appendix D of the original TA.</p> <p>The OCC plot provided at Appendix A shows the PIC severity by location, although, this should be viewed in line with TA Figure 3.11 to understand the study area that has been reviewed as part of the TA.</p> <p>The PIC data review undertaken within the TA identifies each link and junction (as shown on Figure 3.11) and identifies the number of PICs recorded in each location. These PICs are compared against DMRB criteria for predicting the number of PICS at links and junctions. In this way it was possible to identify links and junctions with a higher than predicted number of PICs. These areas are then analysed in more detail. It is therefore considered that identification of PIC clusters has been undertaken.</p>
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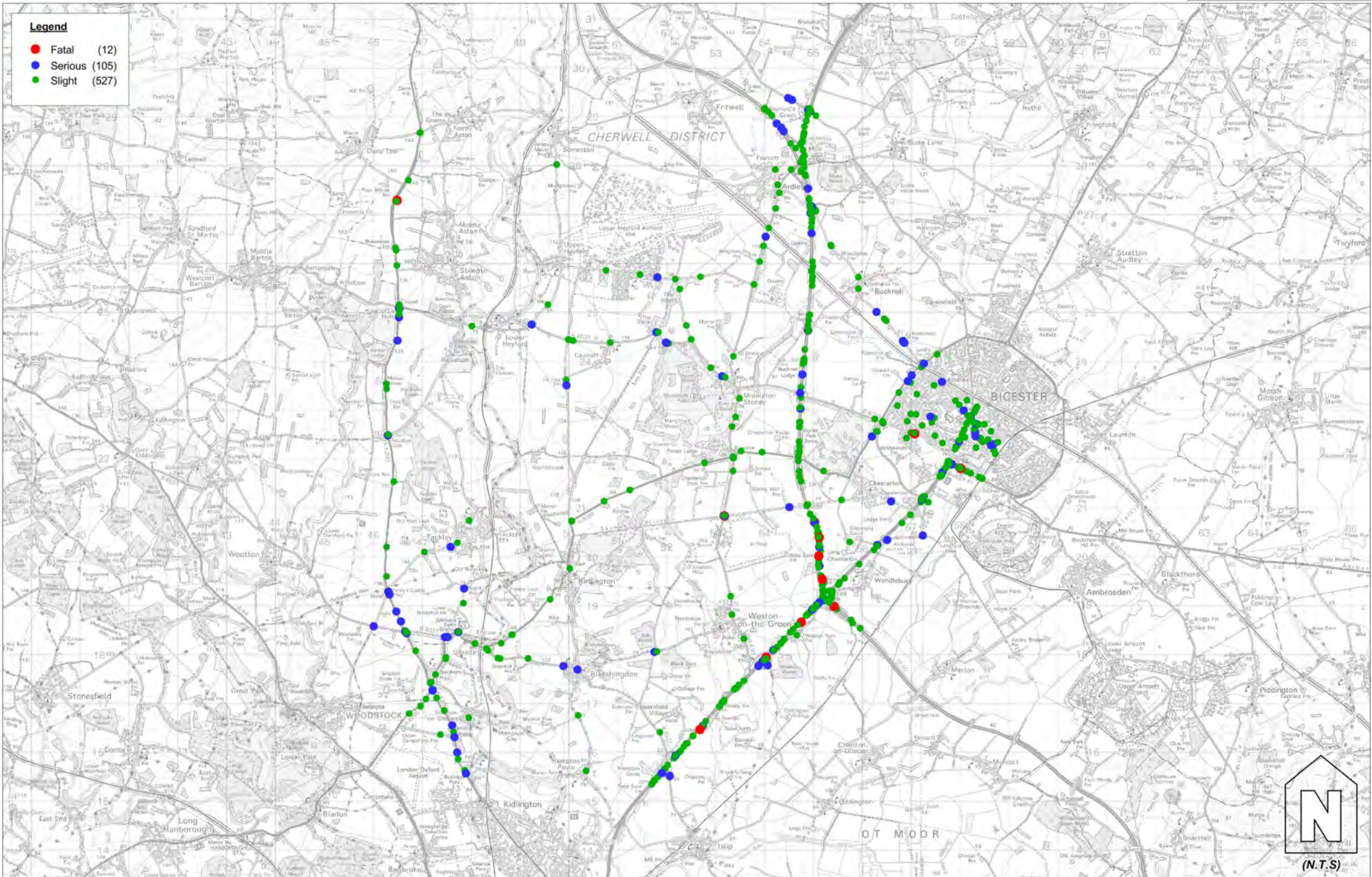
Phase 9 Access

<p>Para 5.2.2. Parcel 9. With reference to drawing No.HEYF-SK346 Rev C the TA states <i>“In summary the main access to this plot will be directly from Camp Road via three priority junctions. There will also be four priority junctions onto Camp Road providing access to individual parking courts.”</i> However, the drawing appears to show only two priority junctions. Clarification is required. Reason for objection.</p>	<p>Access to Phase 9 will be via three main points of access, these are a new priority junction onto Camp Road opposite Gate 7, a new priority junction onto Camp Road opposite Phase 10 approximately 175m east of Gate 7 and a third access will be provided off of the existing Izzard Road to the east of the Phase 9 plot. The detail of this third access junction has been addressed within the Phase 9 planning application submission. The access junctions are illustrated on the plot masterplan at Appendix B.</p>
<p>Pedestrian Facilities on Camp Road</p>	
<p>Para 5.3.3. No pedestrian crossings are shown on the drawings referred to. This should be rectified. The pedestrian footway to the east of the Pye plot should be wider than 1.0m if possible. No mention is made of whether the possibility of narrowing the carriageway width on Camp Road to achieve this has been examined. This should be rectified. Reason for objection.</p>	<p><u>Pedestrian Crossings on Camp Road</u></p> <p>Pedestrian crossing locations are shown on the drawings at the following locations:</p> <ul style="list-style-type: none"> - Proposed bridleway crossing (shown in black hatch on WH Dwg HEYF-346 Rev C) to east of Portway junction - Proposed pedestrian crossing (shown in orange on WH Dwg HEYF-346 Rev C) to west of Gate 7 - Proposed pedestrian crossing (shown in pink on WH Dwg HEYF-346 Rev C) to east of existing Elgin Street junction - Proposed pedestrian crossing (shown in pink on WH Dwg HEYF-346 Rev C) to east of proposed eastbound bus stop - Proposed pedestrian crossing (shown in pink and green on WH Dwg HEYF-346 Rev C) to west of proposed westbound bus stop - Existing pedestrian crossing (shown in blue hatch in inset on WH Dwg HEYF-346 Rev C) to be converted to cycle and pedestrian crossing - Proposed pedestrian crossing (shown with tactile paving on WH Dwg HEYF-5-232 Rev F) to the east of Dow Street - Proposed zebra crossing (shown with tactile paving on WH Dwg HEYF-5-232 Rev F) in the approximate location of the village centre. - Existing pedestrian crossings (marked with tactile paving on WH Dwg HEYF/5/SK341 Rev B) to east and west of the eastbound bus stop - Existing pedestrian crossings (marked with tactile paving on WH Dwg HEYF/5/SK341 Rev B) to east and west of the Soden Road junction - Existing pedestrian crossing (marked with tactile paving on WH Dwg HEYF/5/SK341 Rev B) to west of the Larson Road junction

	<ul style="list-style-type: none"> - Proposed pedestrian and cycle crossing (marked in blue and green on WH Dwg 16871/SK345 Rev D) to west of Pye Homes plot - Proposed pedestrian / cycle and bridleway crossing (marked in hatch and with tactile paving on WH Dwg 16871/SK345 Rev D) to west of Chilgrove Drive junction <p>The section of Camp Road from approximately 100m west of Dacey Drive Dow Street is not shown on the drawings because no changes were proposed to this section, however there are existing pedestrian crossings along this section in the following locations:</p> <ul style="list-style-type: none"> - Two existing pedestrian crossings to the west of Dow Street - Existing pedestrian crossing to the east of Dow Street <p><u>Footway between Pye Homes and Camp Road</u></p> <p>An assessment of the connection between Pye Homes and Chilgrove Drive was undertaken by Woods Hardwick and set out the likely feasible width for a proposed footway along this section of highway taking into account the existing constraints.</p> <p>It is noted that the existing carriageway is between 5.7m and 6.0m wide in this location. It is therefore not considered feasible to narrow the carriageway further given the requirement for two-way bus movement along this route. It should also be noted that OCC have requested that this section of highway has the centre line removed and advisory cycle lanes shown on both sides. This will further narrow the useable width of the carriageway. On this basis it is not considered feasible to reduce the width of the carriageway to provide a wider footway.</p> <p>On the southern side of the carriageway level differences limit the ability to provide a footway or realign the carriageway to enable a tie in within the existing highway boundary.</p> <p>On this basis it is considered that subject to detailed design a footpath of circa 1.0m width for approximately 80m length is all that could reasonably be provided in this location without third party land.</p>
Canal Towpath Contribution	
	<p>Following submission of the original TA, OCC requested that a contribution be provided towards improvements of the towpath foot / cycleway link between Allens Bridge and Station Road Bridge on the Oxford Canal. Further discussions have since been held with OCC and it has been agreed that these contributions would be better directed towards the provision of a cycle route between Camp Road and Bicester if this route could be delivered (See Section 5 of meeting minutes at Appendix C). On this basis no contributions towards the canal towpath are proposed.</p>

Public Rights of Way	
Reinstatement of Port Way and Aves Ditch	A query was raised by OCC regarding the status of the reinstatement of the Port Way and Aves Ditch Public Rights of Way (PROW) that formed part of the original consent at Heyford Park. Since this comment was raised extensive discussions have been held between Dorchester, OCC and CDC. At the current time the Port Way PROW is currently under construction. The Aves Ditch PROW is currently being reviewed with OCC, CDC and other appropriate organisations in order to reach agreement on the most appropriate route for the PROW.

APPENDIX A



APPENDIX B

PHASE 9, HEYFORD PARK, UPPER HEYFORD, BICESTER

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- REVISIONS:**
- A. 2018-01-23. Single garages increased in width to 3253mm. 1350mm high pins added to the legend. Various clear board fences changed to screen walls. Block 577 removed, new arrangement for plots 564-569 proposed. Various plots across the site renumbered to reflect layout changes. Plots and parking proposals for plots 637-651 & 755-776 rearranged, layout updated to suit. Chimneys added to plots 718-719 & 712-713. Junction between plots 572-565 & 699-701 and plots 637-634 & 674-675 updated. Schedule amended to suit. POS area to the west of the site amended, new driveway provided. Road along the school area widened to 6.1m all the way across the site. All as per Client's request. MED
 - B. 2018-04-23. Plot numbers amended to suit planning at client request. MED
 - C. 2018-05-01. Parking numbers for plots 727 & 750 updated to suit revised layout. DW
 - D. 2018-08-17. Layout amended to address highway comments. MED
 - E. 2018-08-28. Cycle/footway crossing points and notes added. MED
 - F. 2018-09-06. Affordable mix amended at LPA request and layout amended to address highway comments. MED
 - G. 2019-04-02. Roads amended to reflect Woods Hardwick drawings, layout updated accordingly. MED

ACCOMMODATION SCHEDULE				
OPEN MARKET	Name	Storeys	Bedrooms	sqft
DL1	2 Storey	2 Bed house	760m ²	27
DL2	2 Storey	3 Bed house	858m ²	13
DL2V2	2 Storey	3 Bed house	860m ²	19
DL2V2	2 Storey	3 Bed house	860m ²	2
TYPE 1	2 Storey	3 Bed house	1023m ²	16
TYPE 1A	2 Storey	3 Bed house	1023m ²	7
TYPE 1A (side access)	2 Storey	3 Bed house	1023m ²	18
SP6	2.5 Storey	4 Bed house	1424m ²	9
TYPE 2	2 Storey	4 Bed house	1219m ²	6
SP7A	2.5 Storey	4 Bed house	1400m ²	16
SP7B	2.5 Storey	4 Bed house	1400m ²	16
SP1V2	2.5 Storey	4 Bed house	1723m ²	8
TYPE 3C	2 Storey	4 Bed house	1402m ²	3
TYPE 3C V2	2 Storey	4 Bed house	1402m ²	4
SP9	2.5 Storey	4 Bed house	1463m ²	7
SP10	2 Storey	4 Bed house	1199m ²	10
SP10 (side access)	2 Storey	4 Bed house	1199m ²	7
TYPE 4D	2.5 Storey	5 Bed house	1942m ²	1
TYPE 4D V2	2.5 Storey	5 Bed house	1942m ²	1
SP14	2.5 Storey	5 Bed house	2291m ²	8
SP15	2.5 Storey	5 Bed house	2291m ²	8
TOTAL				207

AFFORDABLE HOUSING UNITS - RENTED				
Name	Storeys	Bedrooms	sqft	
SP16-16F (a)	3 Storey	1 Bed flat	512m ²	4
SP16-16M (a)	3 Storey	1 Bed maisonette	540m ²	1
SP16-16M (b)	3 Storey	1 Bed maisonette	503m ²	1
SP16-21M (a)	3 Storey	2 Bed maisonette	736m ²	1
SP16-21F (a)	3 Storey	2 Bed flat	736m ²	2
SP16-21F (b)	3 Storey	1 Bed flat	529m ²	4
SP16-18F (c)	3 Storey	1 Bed flat	577m ²	4
SP16-18M (c)	3 Storey	1 Bed maisonette	583m ²	4
SP16-18M (d)	3 Storey	1 Bed maisonette	609m ²	4
SP16-21F (d)	3 Storey	2 Bed flat	750m ²	3
SP16-21M (d)	3 Storey	2 Bed maisonette	754m ²	2
SP16-21F (e)	3 Storey	2 Bed flat	754m ²	2
SP16-21M (e)	2 Storey	2 Bed maisonette	692m ²	2
AF2	2 Storey	2 Bed house	782m ²	1
AF3	2 Storey	3 Bed house	910m ²	1
SP16-21M (side access)	2 Storey	3 Bed house	910m ²	20
TOTAL				62

AFFORDABLE HOUSING UNITS - INTERMEDIATE				
Name	Storeys	Bedrooms	sqft	
SP16-21F (f)	3 Storey	2 Bed flat	736m ²	1
SP16-21M (f)	3 Storey	2 Bed maisonette	754m ²	2
SP16-21F (g)	3 Storey	2 Bed flat	754m ²	2
SP16-21M (g)	3 Storey	2 Bed maisonette	823m ²	2
2B FOG	2 Storey	2 Bed FOG	823m ²	2
2B CH	2 Storey	2 Bed maisonette	812m ²	3
AF3	2 Storey	3 Bed house	910m ²	1
TOTAL				27

TOTAL AFFORDABLE UNITS	
Rented	62
Intermediate	27
GRAND TOTAL	89

LEGEND	
	Green circle symbol
	Red circle symbol
	Blue circle symbol
	Yellow circle symbol
	Purple circle symbol
	Pink circle symbol
	Grey circle symbol
	Black circle symbol
	White circle symbol
	Green square symbol
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SCALE: 1:500 @ A0
 DATE: AUGUST 2016
 DRAWN: DW

PLANNING LAYOUT



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APPENDIX C

	<p>Item 4. 2031 M40 J10 Do Something 2 (Baynards, Padbury and Ardley): Data to be issued by Friday 31th January 2020.</p> <p>Item 5. Do Nothing vs Do Minimum difference plots: Data to be issued by Friday 17th January 2020.</p> <p>*AECOM need 3 weeks on top of the above dates to do the Vissim modelling at their end*</p> <p>As the modelling is iterative, it is hoped that HE will be in a position to remove their objection before the end of this process and this could be on the basis of a MoU between HE and OCC. Discussions are ongoing.</p>	
2	<p>Middleton Stoney:</p> <p>There was a discussion of whether the bus gate restrictions should be in the eastbound direction only. PBA have calculated that with the bus gate restriction in one direction only, the traffic volumes will be too high to allow for on carriageway cycle facilities between Heyford and Middleton Stoney. This means that off carriageway facilities and speed restrictions would need to be investigated. The reason for suggesting the Eastbound restriction only was that it would probably be more acceptable to the village, but this has not been established and needs to be modelled.</p> <p>It was agreed that discussions should take place with Middleton Stoney parish as soon as possible on the principles of the proposed mitigation measures. And there will be a follow up meeting after with OCC/CDC/DG.</p> <p>It was noted that there was a risk of objections to the TRO, it not being implemented and therefore still a question over what was the alternative plan for mitigation. The emphasis was clearly on improving sustainable transport with a better/more frequent bus service and improved cycle links.</p> <p>Joy pointed out that PBA had not yet responded to some of the points she raised in relation to Technical Note 24A (Middleton Stoney mitigation) in relation to revised trip generation – in particular it is not considered justifiable to factor in the reduction in car trips from the existing consented development based on the anticipated modal share from the new development.</p>	<p>PBA to provide update to technical note</p> <p>Dorchester/Jacqui to arrange meeting</p>

3	<p>Travel Plan: OCC was still reviewing the latest Travel Plan technical note from Calibro. It was agreed that given the importance of the travel plan, measures would need to be secured in the S106. OCC will give consideration and feed back in January.</p> <p>There was a suggestion that there could be a joint travel plan and bus contribution, but this is not considered suitable because of the need to guarantee an amount that can be put into a bus service contract.</p> <p>It was acknowledged that achieving stretching travel plan targets at the site would be challenging.</p>	OCC to consider and respond.
4	<p>Bus Service: Regarding the existing bus service (funded by contributions from the existing planning permission) In discussions on funding and timetabling, DT advised the Oxford arm of the service was suffering from poor patronage probably due to congestion around the City and inability to meet its timetable . The Oxford arm could run for another 2 years but its long-term future was in doubt. It was acknowledged that withdrawing this service would be difficult for OCC politically and that other solutions would need to be considered, such as Community Transport.</p> <p>£3.6m was proposed for the bus service for the new development, the equivalent of 5 buses. If the Oxford service was dropped this would free £720k. The idea of broadening out the public transport contribution to be a sustainable transport fund (see below) was discussed. However, this causes a problem when letting contracts, due to uncertainty over available funding. More and closer engagement should take place with the bus company(s).</p>	
5	<p>Cycle links to Bicester: PBA had done some initial investigations into feasibility of a direct route between Middleton Stoney and Bicester, which have not yet been shared with OCC/CDC. It was noted that the part of the route through Himley Village on N side of B4030 was set back 12m behind hedge and SUDS.</p> <p>Initial view was a single cyclepath would be best located on S side of B4030. However there was a constraint at the embankment leading to the M40</p>	PBA to share feasibility work with OCC, and to continue with investigations and costings.

	<p>overbridge, where levels drop sharply and it would be difficult to achieve sufficient width.</p> <p>However, carriageway narrowing has not been considered. It was agreed this link is a key part of the mitigation strategy and that further work should be done to establish the cost. The idea of redirecting funding from the public transport pot was discussed (assuming the service to Oxford is dropped) and potentially the canal towpath contribution.</p> <p>It was also agreed that the 'rural' cycle route to the north should be further investigated and costed. Paul Harris needs to be consulted on improvements already secured from s106</p>	<p>OCC to consider whether public transport funding could be redirected towards this cycle link.</p> <p>PBA to further investigate northern cycle link, consulting with Paul Harris.</p>
6	<p>CDC/OCC have received a complaint about the fact that the Portway and Aves Ditch bridleways have not been implemented (breach of condition and S106). Dorchester agreed to provide a timetable for their implementation of Portway and further information on Aves Ditch.</p>	<p>Dorchester to address and provide timetable by next meeting.</p>
7	<p>School site: Dorchester have now commissioned Site investigation works</p> <p>Jane Farrow has some concerns with the south. More space to the south would help to accommodate the nursery play area or a staff parking area. However Andrew does not think it would be possible to extend site onto the taxiway. Andrew will ask the question to Heritage England.</p> <p>We would also like to show how it would expand by 0.5FE up to a 2FE in the future.</p> <p>ADP - possibly a fence line through the hangars would upset Heritage England as it separates the grouping of the hangars.</p> <p>Dorchester plan for hangars to east, climbing wall, skate park & cafe and possibly external performance areas for the school.</p> <p>Confirmed OCC was seeking a 3-classroom nursery (75 place) with no additional classroom at the existing school.</p> <p>Substation to go.</p>	<p>AL to discuss with Heritage England</p> <p>Dorchester to demonstrate</p>

Appendix B Technical Note 028 Rev A