



DORCHESTER
LIVING



HEYFORD PARK
OXFORDSHIRE

Planning for Transport and a Sustainable Future
February 2024

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1- Attendees

Cherwell District Council

- Andy Bateson
- Ian Boll
- Cllr Nigel Simpson

Oxfordshire County Council

- Joy White
- Hanna Battye

Heyford Park Parish Council

- Tim Coggins

Upper Heyford Parish Council

- Jo Allen

Ardley Parish Council

- Hew Jenkins

Somerton Parish Council

- Cllr Alison Smith
- Deborah Critchley

Steeple Aston Parish
- Richard MacAndrew

Middleton Stoney Parish Council
- Al Grenfell

Lower Heyford Parish Council
- Richard Fowles
- Emily Daly

Mid Cherwell Neighbourhood Forum
- Martin Lipson

Dorchester/Land Owners
- Paul Silver
- Gavin Angell
- Simon Fry
- Neil Cottrell

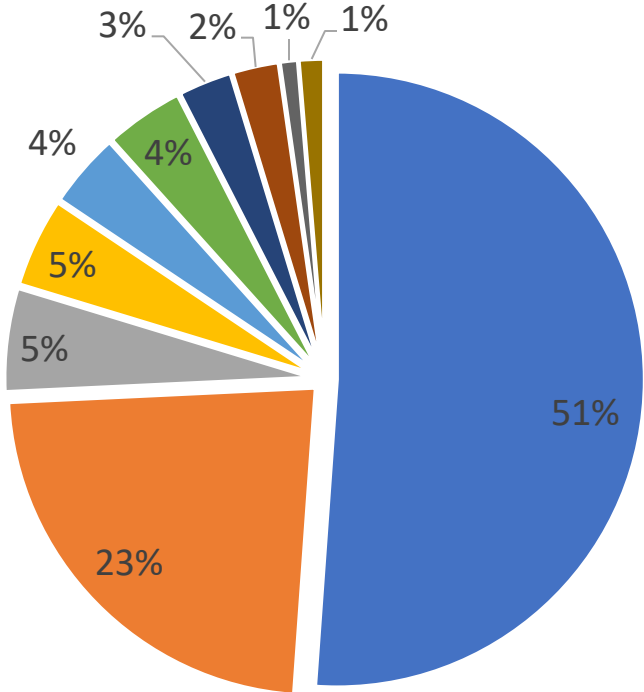
Mode Transport
- David Frisby

SLC Rail Consultants
- Ian Baxter



2- Heyford Park Performance

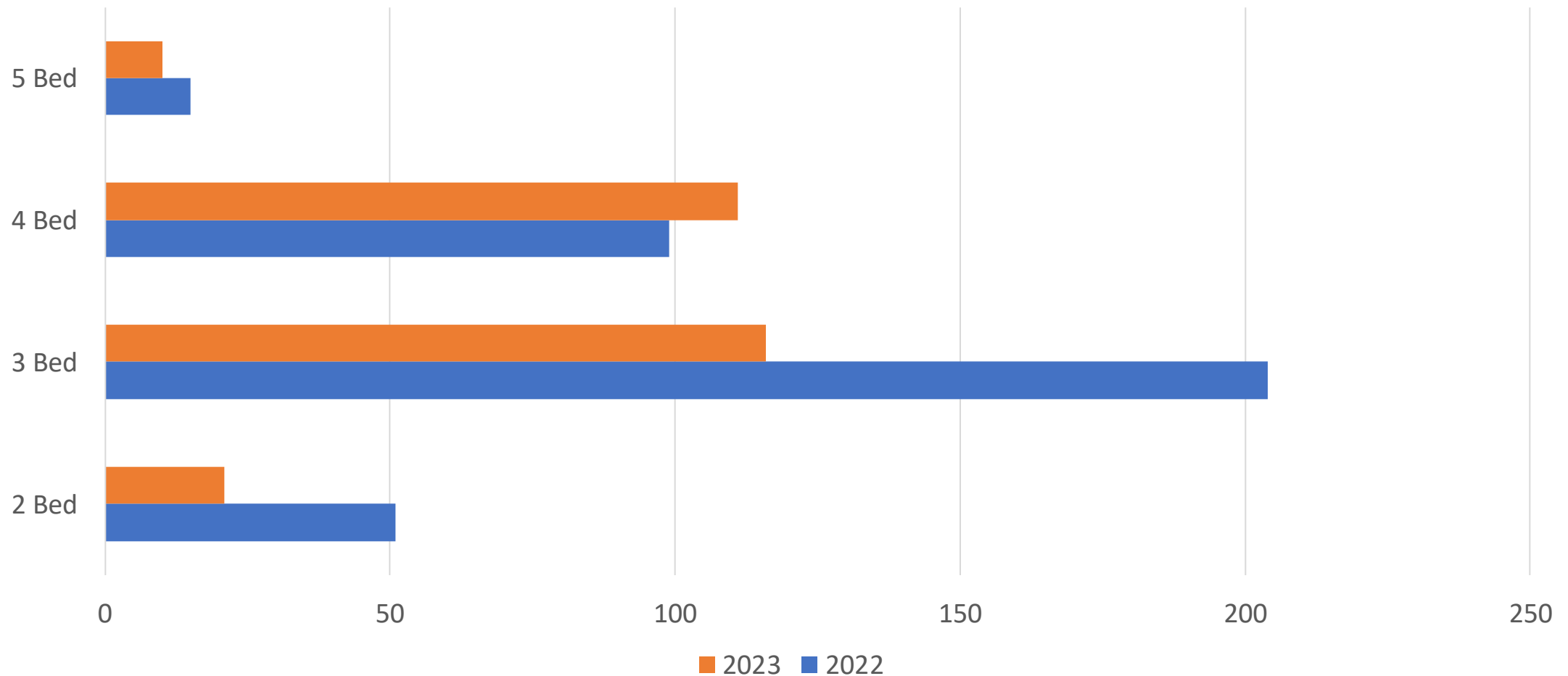
Visitor Analysis – By Location (last 2 years)



- Bicester
- Oxford
- Aylesbury
- Banbury
- London
- Buckingham
- High Wycome
- Northampton
- Middlesex
- Milton Keynes

Local buyers represent over 85% of visitors

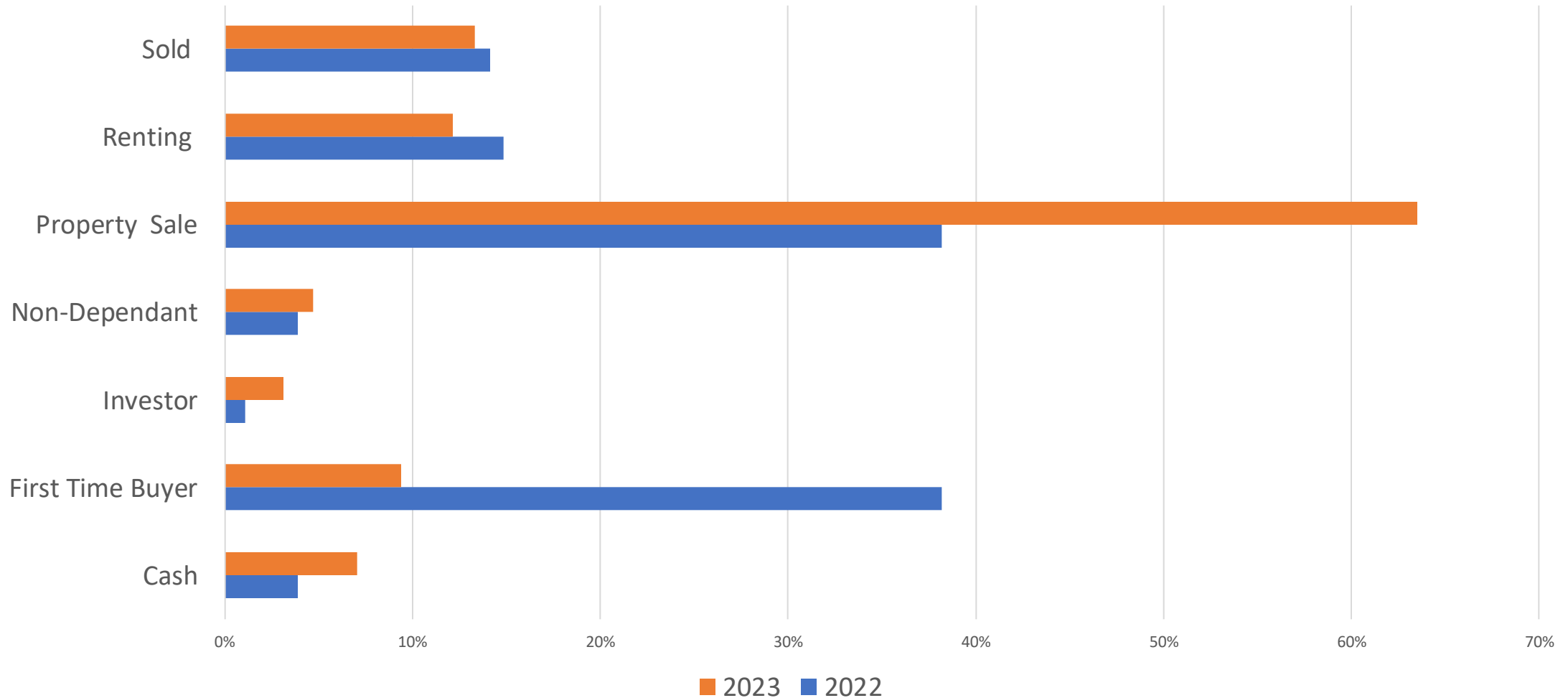
Visitor Analysis – Size Requirement



Demand is predominantly three and four bedroom houses.

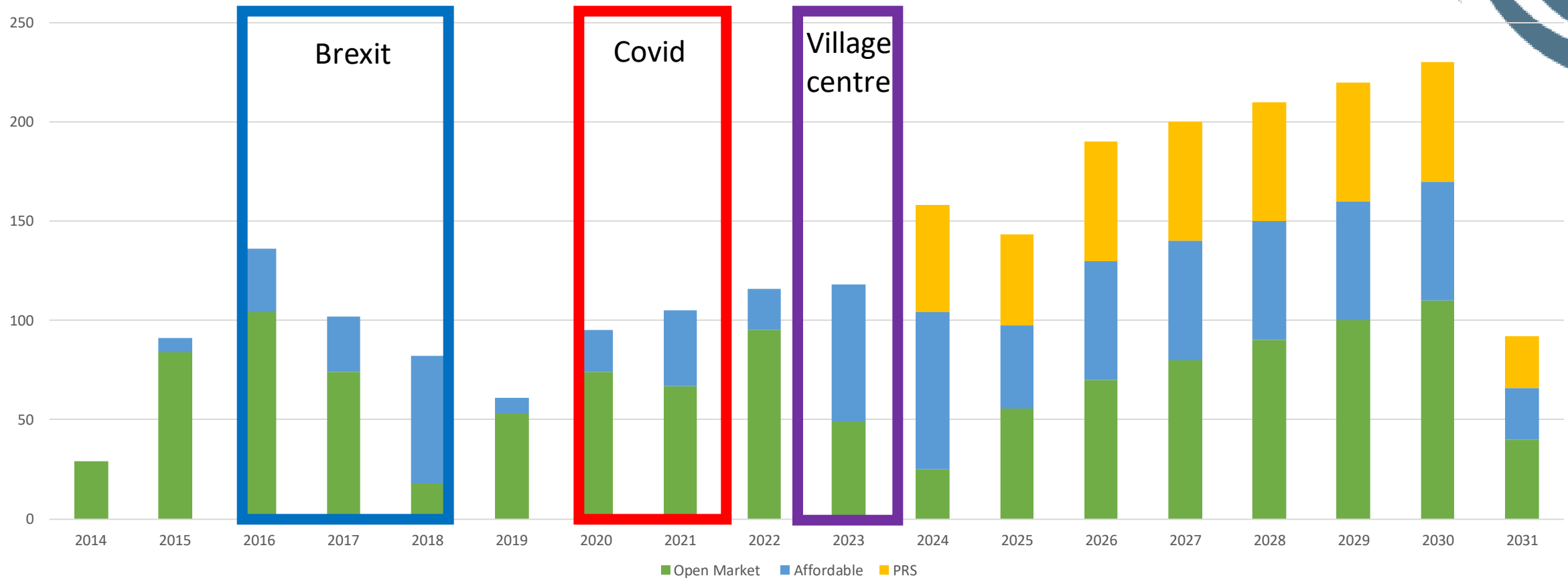
First time buyers left the market in 2023 driven by high interest rates and lack affordability.

Visitor Analysis – Status



First time buyers left the market in 2023 driven by higher interest rates and lack of affordability and a greater proportion of interest was in downscaling.

Housing Delivery

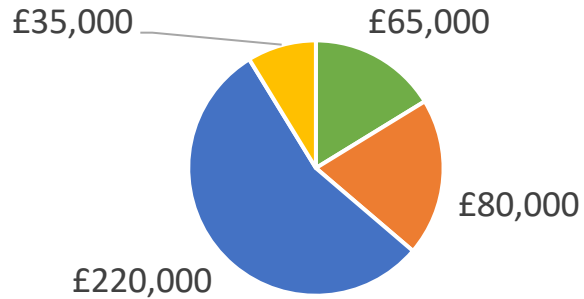


- Open market sales have been volatile due to external factors. Dorchester have successfully kept volume by building more affordable and rental houses during downturns.
- Build out rates have increased with PRS offer
- Current planning permission to be built out slightly ahead of the current Reg 18 would be built out by 2035 (not 2040).

Approx Economics of Development so far

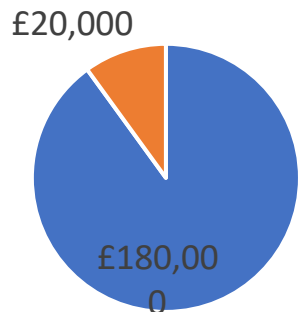


Open Market Home - Average Price £400k



■ On Plot Infrastructure inc S106 ■ Build Margin ■ Build Costs inc fees ■ Land

Affordable Home - £200k per plot



■ Build Cost inc fees ■ Build Margin

Infrastructure Costs

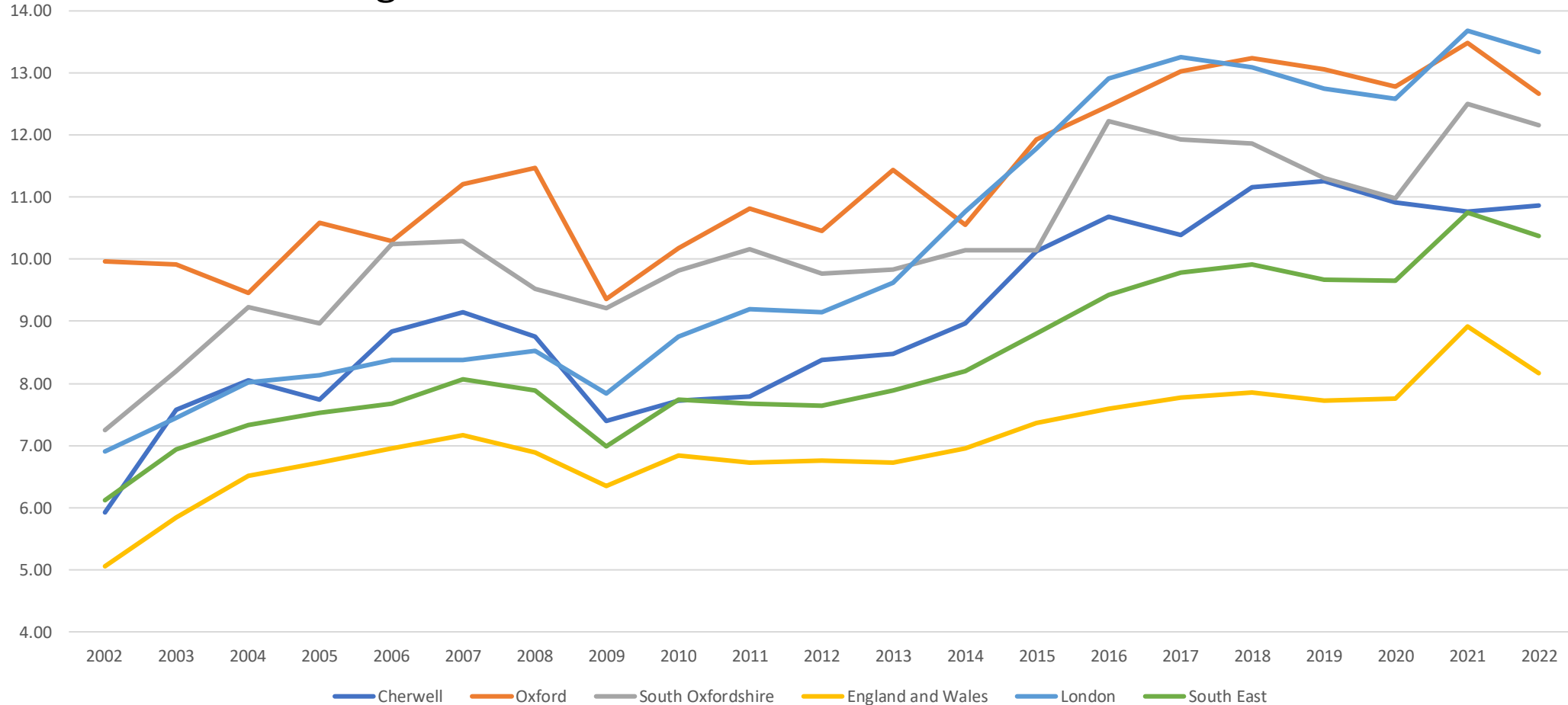
Item	Cost	Percentage
Education	£ 12,989,731	34%
Transport	£ 8,232,316	21%
Community	£ 337,864	1%
Heritage	£ 1,031,359	3%
Open Space/Play	£ 830,000	2%
Drainage	£ 3,825,000	10%
Remediation	£ 1,000,000	3%
County/District Contributions	£ 1,049,984	3%
Village Centre	£ 9,000,000	24%
Total	£ 38,296,254	100%
Per Open Market dwelling*	£ 64,799	

Circa £40m spent on infrastructure. This is disproportionately high due to historic demolition and remediation of the site and our investment into the village centre

Oversized infrastructure is a sustainable investment for the future

3- The Need for New Homes

House Prices to Earnings



Source ONS

- House prices to earnings have increased in Cherwell from 6x to 11x in 20 years
- People are living longer and there is a need for new homes to deal with the existing population

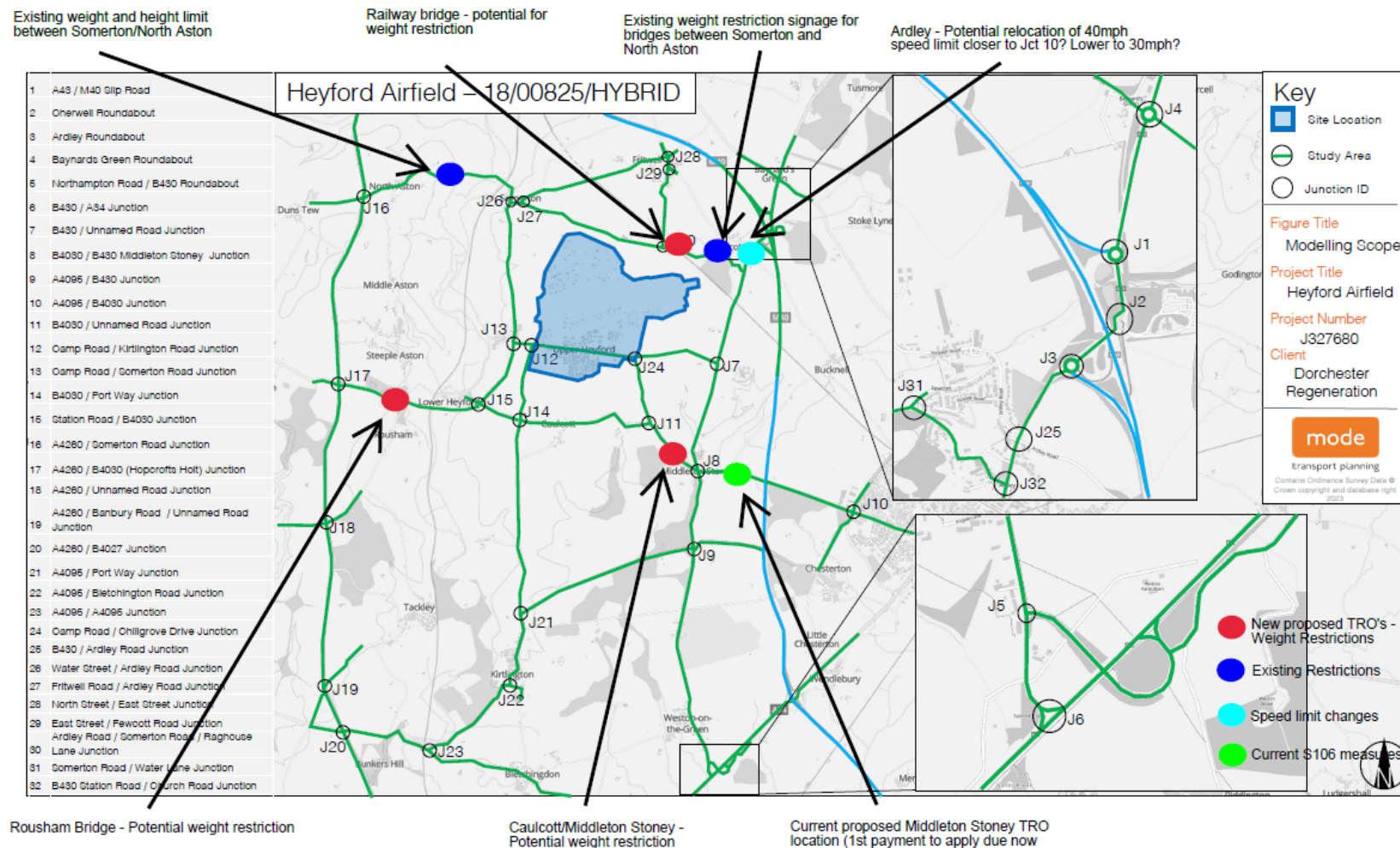
4- Local Transport Concerns

- HGVs routing through villages
 - Heyford Park
 - Ardley
 - Somerton
 - Lower Heyford
 - Middleton Stoney
- Weight of car traffic on system
 - Junction 10 / Ardley
 - Middleton Stoney
 - Other surrounding villages
- Public transportation
 - Reduction in service levels
 - Oxford
 - Bicester

5- Easy Transport Wins for HGVs

After our last meeting with MCNP

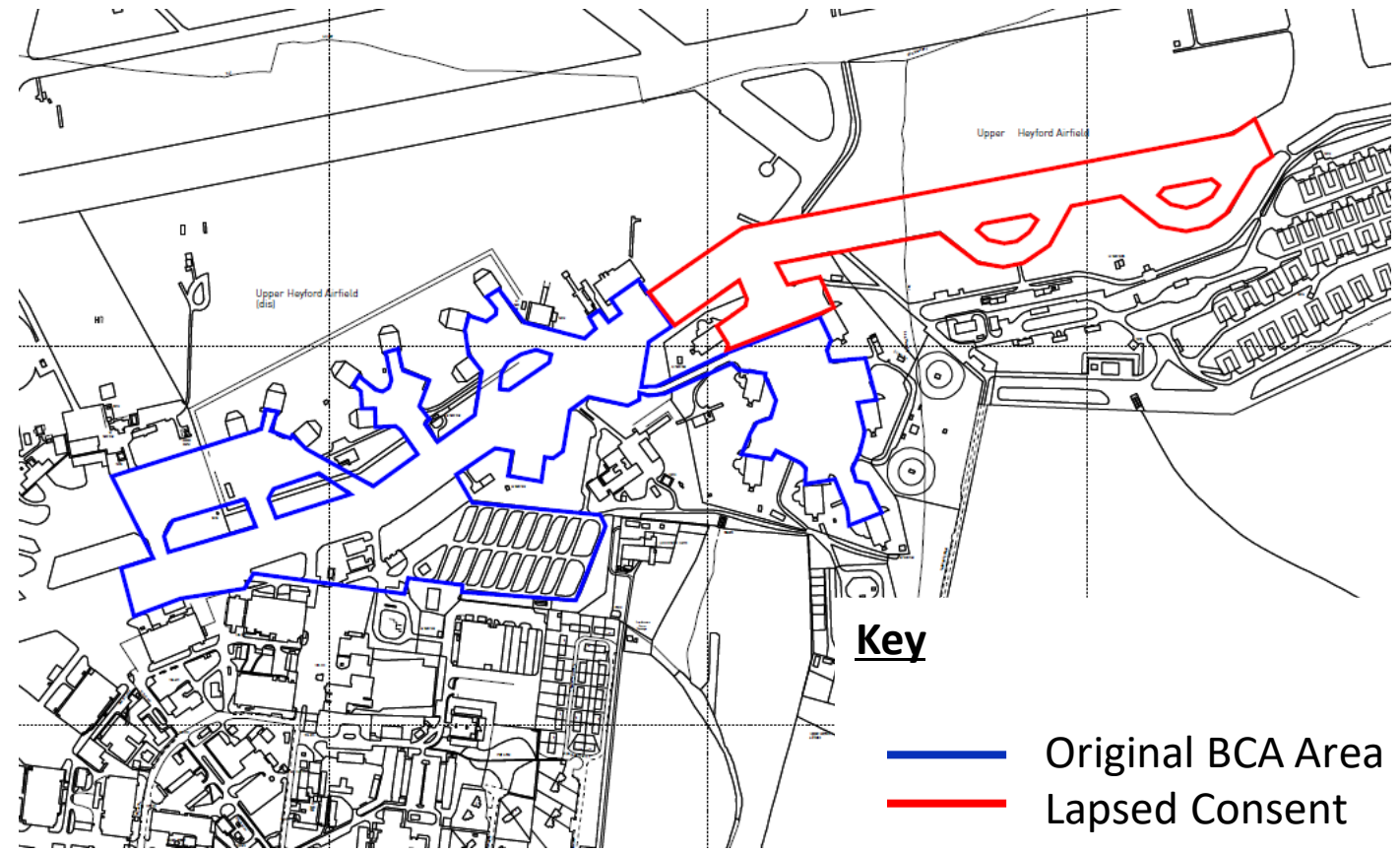
- Written to tenants to change postcode to help routing of HGVs from sat navs – no cost
- TRO application
 - If successful would restrict HGVs movements but needs enforcement infrastructure (Approx. cost £500k)
 - First TRO application paid for and in hands of OCC



6- Current Car Processing Application

23/02827/F

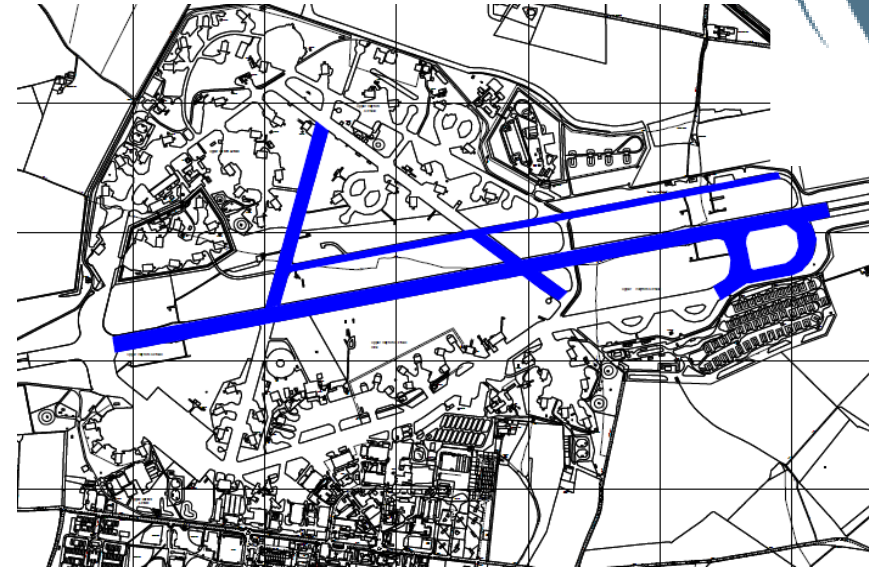
- Previous temporary permission lapsed in April 2023
- 5 year temporary permission sought
- Flexibility included within lease if infrastructure required
- Generates approximately £400k per annum



This application is simply a renewal of a lapsed temporary consent negatively impacting our income by £400k at a time of rising financial and estate management costs.

7- Future Logistics Application

- Potential for 50 Acres of additional car processing and storage
- Could generate circa £1.3m income per annum
- Providing income to fund infrastructure
- Creates additional defence to SRFI proposals on sustainable brownfield land
- Only 10% more HGV movements which tend to be off peak
- Opportunity to introduce solar renewable energy for car energy use



Chilgrove Drive / HGV Access and new Ardley Junction

	Cost Projection	Current Trigger	Delivery Date
Current delivery trajectory	£10million	40% of development or Primary School delivery	Circa 2028
Additional lettings	£10million	Delivered next 12 months	Circa end 2025

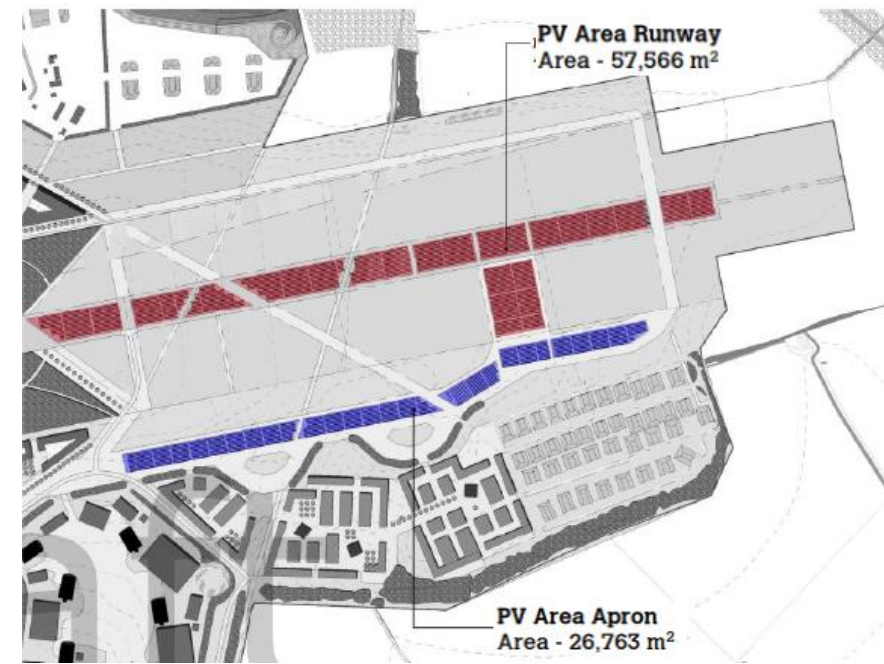
Our proposal is for locals to help facilitate consents and build income and in return we will accelerate infrastructure delivery, namely Chilgrove Drive, Ardley junction and TROs.



8- Renewable Energy Application

Potential for an energy park to include:

- Located on eastern side of airfield
- Solar PV (circa 85,000 sq m)
- Wind Turbines x 6 (similar in height to Ardley waste energy plant circa 100m)
- Ardley with Fewcott has received planning for 4 wind turbines at appeal in 2010 at 125m
- Battery Storage
- Potential Energy Savings circa 1/3rd



	Size	Power (MW)	Power Generation (kWh)	Residential
Solar	85,000 sq m	5 MW	5,000,000 kWh	1,500 homes
Wind	6 x	0.9 MW Each	13,650,000 kWh	4,500 homes
Total		10.6 MW	55,196,278 kWh	6,000 homes*

*Based on average consumption of 3,600KwH per dwelling

If we are serious about “a climate change emergency” we should support an application to be self sufficient from renewable energy. Potential to connect local villages to the network and provide sustainable low cost energy for all.

9- The Road Network – Post-Covid



Background Networks Changes

- Junction traffic counts have been carried out and demonstrates reduced traffic on the surrounding transport network compared to those assumed in the Dorchester Hybrid consent.
- This additional capacity will allow additional levels of development and/or commercial logistics at Heyford based on the current identified transport mitigation works.

Trip rate assumption Changes

- Richborough and the County have agreed lower trip rates than the Hybrid application expected due to increased working from home due to Covid.
- This will lead to a potential increase in development with the same impact on the network.
- County have updated strategic model and further work has been instructed and is in the process of being carried out.
- Sustainable mixed use development maximises internalisation of trips as settlements grow.

There are significantly fewer trips on the network post Covid than anticipated in our existing planning consents.

10- Policy on Road Infrastructure

Oxfordshire County Council:

2022 adopted a new policy '*The Local Transport and Connectivity Plan*' with the target to reduce private car usage and help create a net zero transport network by 2040. As part of this a '*Decide and Provide*' methodology focusing on creating active travel measures rather than hard infrastructure provision.

National Highways:

In October 2023 adopted a new policy '*Planning for the Future*' aligning with the Decide and Provide strategy with a focus on reducing the reliance on private car usage.

General policy is not to build new roads but to reduce reliance on cars and encourage the use of public transport and to internalise journeys by creating a sustainable development.



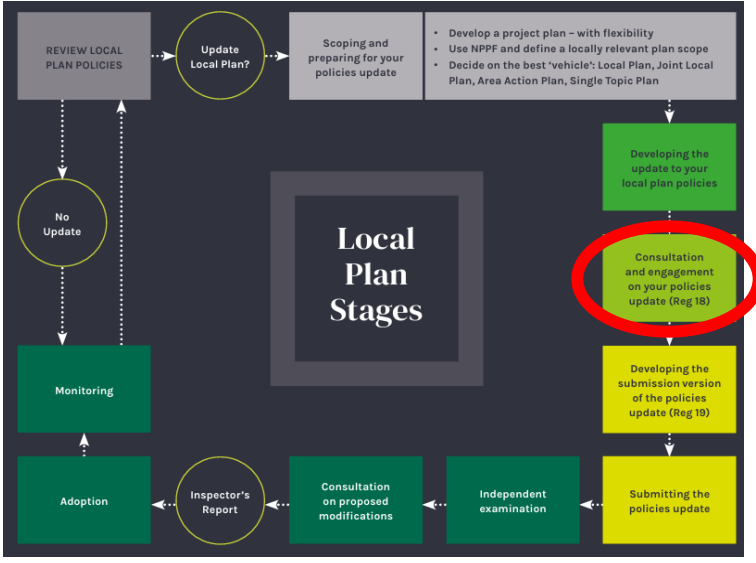
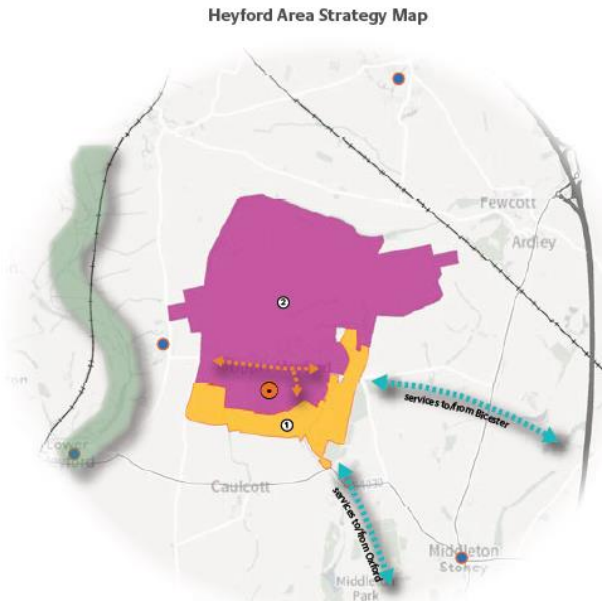
11- Local Plan Process

Draft Local Plan Heyford Park is identified as a strategic site

- Regulation 18 consultation completed
- Identified potential expansion of Heyford Park on greenfield land to the south for 1,235 new homes

Current Reg 18:

- Underutilises brownfield land
- Safeguards rail use but no transport analysis
- **NPPF Para 22** *'Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery'*
- **What happens after this local plan?**



Heyford Park is one of three strategic sites in the local plan and the current process fails to look at NPPF 30 year plus timescales.

12- Study of Viability of New Rail Station

RAILWAY FINANCES and COST ASSUMPTIONS

A new Ardley Station should have a positive impact on the railway's finances. This requires an assessment of capital and operating costs and ticket revenue.

We can estimate capital cost and operating cost with reasonable confidence based on our database of over 130 stations we have worked on and outturn costs for recently delivered new stations.

We have assumed construction cost of £25m plus risk, and annual operating costs of £0.25m.

RAIL USER CHOICES - ARDLEY or BICESTER'S TWO STATIONS?

TRIP RATES TO LONDON .. OR ELSEWHERE

On the revenue side we have used a "generic trip rate model" that would normally be locally validated within full Business Case work. It uses trip rates from Huntingdon and St Neots on the East Coast Mainline (ECML) as benchmark comparators.

Adjustments have been made for frequency differences between those comparators and Ardley.

Concerns remain whether Heyford Park residents would have the same propensity to travel to London as the ECML comparator stations.

Emerging evidence of Heyford Park house buyers suggests more Oxford and less London focus.

If homes are built at Heyford Park, some people will continue to travel by rail to London by using other stations - essentially either of the Bicester stations.

The true value of Ardley Station is how many people will be 'New to Rail' if it is built. Our central assumption is that 50% of **potential** rail trips from Heyford Park will take place anyway without a new station at Ardley.

However, this assumes that the two Bicester stations can accommodate this additional traffic volume.

This is unlikely given growth from East West Rail plus constrained highway access and station car park capacity which will cap Bicester demand anyway.



12- Study of Viability of New Rail Station

Planning Status	Housing Numbers	Unconstrained	Low	Moderate	High
Consented 2024	2819	-19	-11.1	-7.2	-0.4
Allocation 2040	4054	-12.7	-8.3	-3.9	4.9
Allocation 2055	8819	-5.2	0.6	6.5	12.4

The table above shows the *present value* of the railway’s bottom line over a 60-year period following opening of Ardley station. It assumes propensity for Heyford Park residents to travel to London is 20% lower than the ECML examples because of the pull of Oxford.

If Bicester stations were assumed to have unlimited capacity to absorb growth – *a clearly unrealistic assumption* - then even at 8,819 housing units there is a net cost to the public purse if Ardley Station were built.

This is because up to 50% of both existing and ‘New to Rail’ passengers would be assumed to still use one of other of the two Bicester Stations

CONCLUSION - HOUSING NUMBERS NEEDED TO SUPPORT ARDLEY STATION

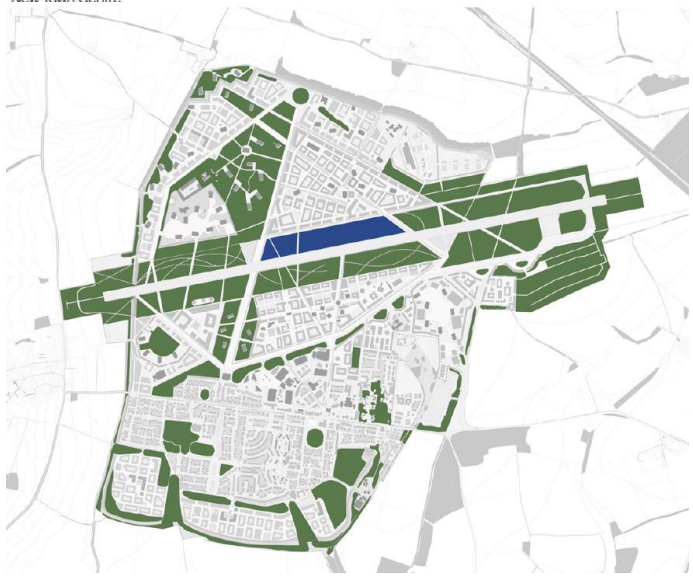
With 4054 housing units there is likely to be no case for a new station at Ardley in purely financial terms irrespective of how constrained Bicester stations become.

On current analysis it appears that upwards of 6,000 housing units would be needed to balance the public purse, for Network Rail to look positively at a new station.



13- Heyford Park – 30 Year Vision

- 6,000 additional dwellings by 2055 similar trajectory to local plan
- 6,000 new jobs (75,000 sq m of Commercial Space – focused on cleantech industries)
- 30% Affordable Homes
- Increased Heritage Access (Keys all key buildings)
- Over 30% of the site retained for green and blue infrastructure
- Net Zero Housing



Community Infrastructure Provision:

	Local Plan	Local Plan Pro-rata	30+ Year Vision
Housing Numbers	1235	4,500	6,000
Skilled Employment	X	X	✓
New Primary School	?	X	✓
New Secondary School	X	X	✓
New Community Centre	?	X	✓
Sport Pitches	?	X	✓
Indoor Sports	?	X	✓
Cemetery	?	X	✓
Renewable Energy	X	X	✓

- **Local Plan allocation suggests a reduction in volume of house building but either way our 30 year vision could be delivered over 40 years.**
- **The Local Plan does not identify land for community use**

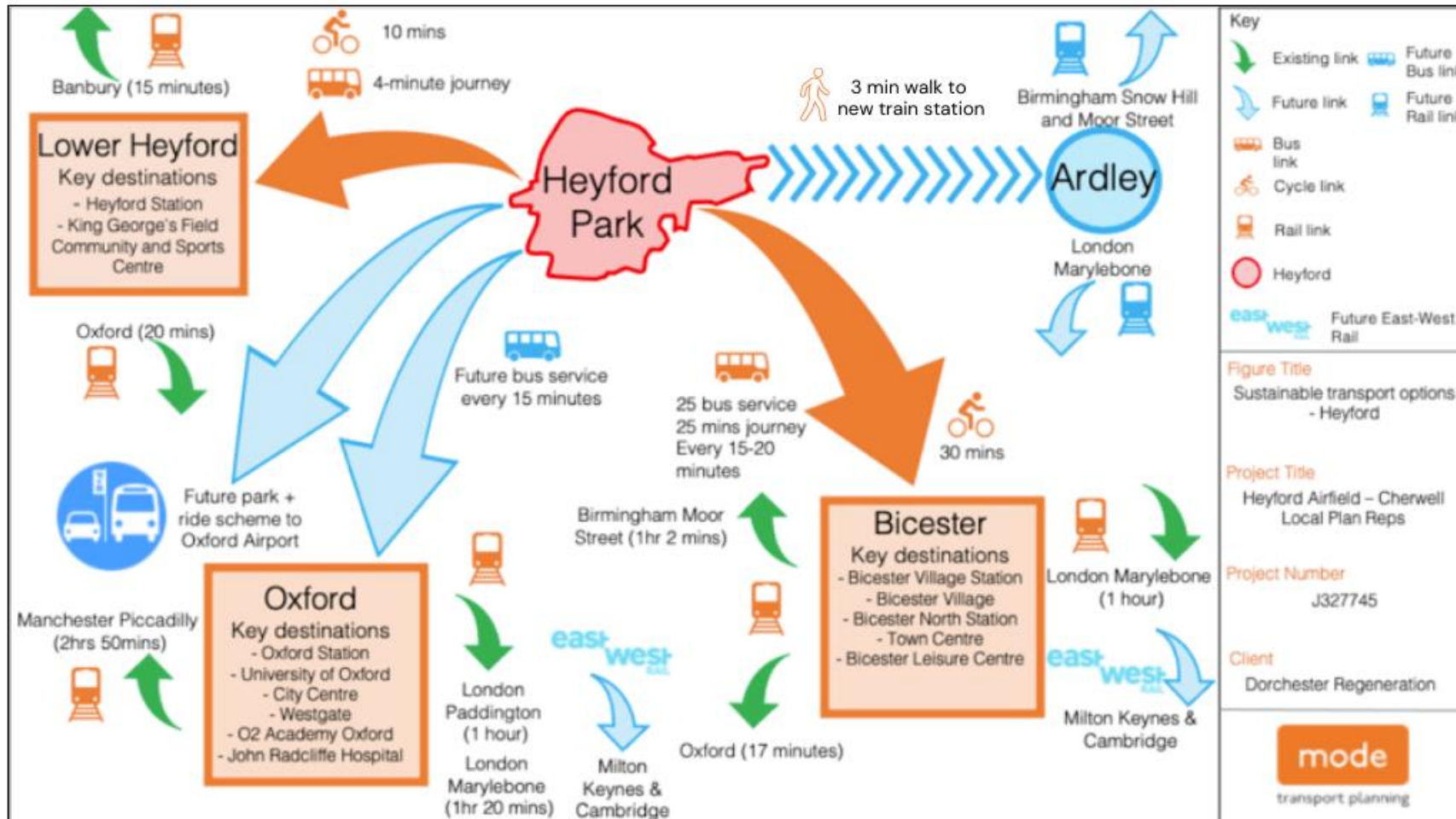
Comprehensive Heyford Park Masterplan



1. 1-10: New electric bus route through site, connecting Ardley and Lower Heyford rail
2. 10km perimeter walk/run for leisure and health
3. New runway park (equivalent in size to Central Park in New York City)
4. Re use of existing runway and taxi ways reduces need for new road infrastructure and is therefore more sustainable
5. Site retains airfield appearance from the air and runway becomes the centre of the community
6. Planting of new trees, creates better amenity value in park and reduces carbon footprint
7. Cleantech employment park
8. Landscape buffer prevents development spread
9. Renewable energy production
10. Access to new railway station
11. Car parking for car clubs (shared cars)
12. Explore new route to Junction 10 avoiding Ardley

Provides a clear vision of Heyford Park encouraging investment in transport, education, employment and amenity. The Masterplan avoids developmental spread and convergence to the villages.

Sustainable Transport Solutions



Heyford Park is exceptionally well placed for sustainable transport and train links to London, Oxford, Banbury and Birmingham. Grandpion conditions in any consent on transport delivery or trip numbers can manage the scale and phases of development.

16- Mitigation vs Community Betterment

- Mitigation is developers' responsibility
- Our proposal is to provide a proportion of the value add into a community trust (10% of planning uplift) in exchange for a refined and streamlined planning process
- Other community trusts include Letchworth & Ebbsfleet Common
- Potential spend:
 - Enhanced local skills training
 - Re-establishment of public transport links to villages
 - Enhanced recreational use of countryside
 - Maintenance of historic buildings
 - Community workers
 - Others?



Our proposal is to give community betterment in exchange for a collaborative streamlined approach.

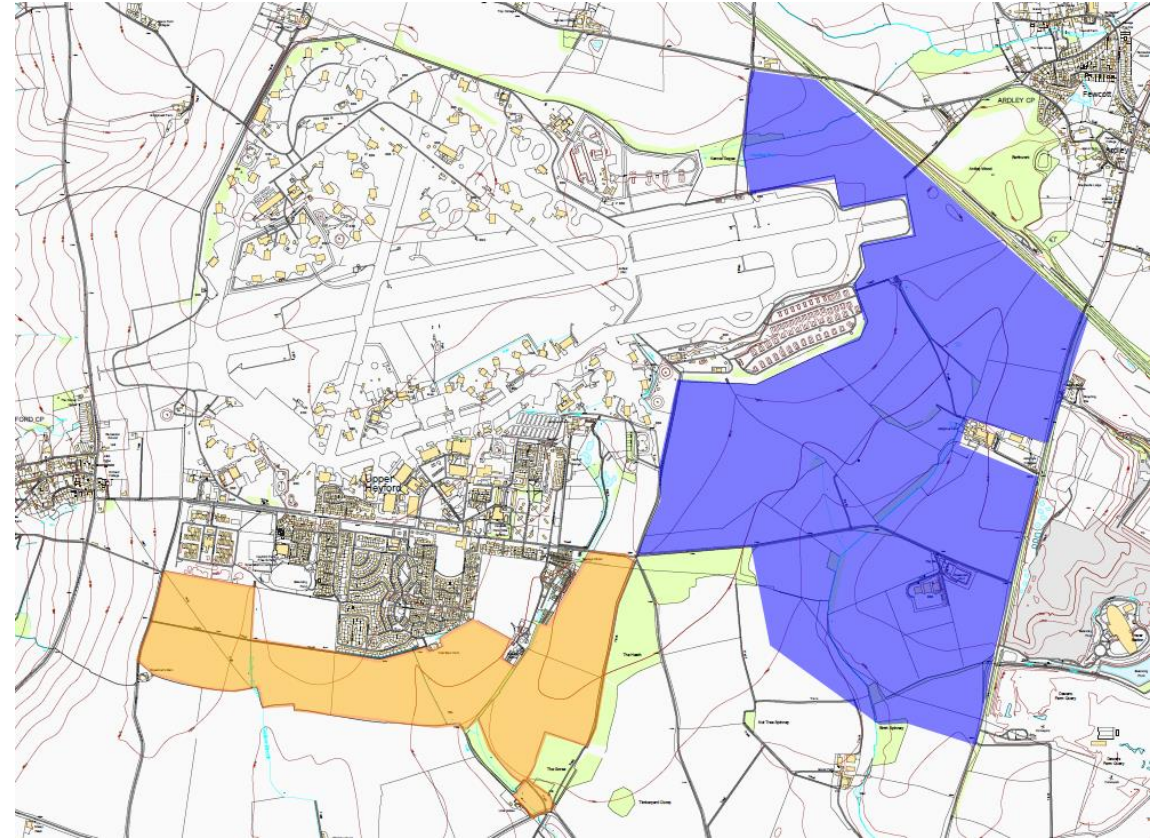
17- Dorchester Perspective

Legacy vs Financial Gain

Dorchester Masterplan



Possible alternative



We believe that our Masterplan vision is the right approach for the area, but we need support from either or both Local and National politicians. At the moment we control land within the SRFI site.



18- Dorchester Planning Routes & Commercial Outcomes

LOCAL PLAN PLUS LOCAL CONSENT

- + Legacy impact
- + Quick consent
- + Save planning fees (direct to community trust)
- + Certainty into rail discussions

- Return over 30 years
- Heritage lobby

DEVELOPMENT CORPORATION

- + Legacy impact
- + Greater planning power to landowner

- Emerging legislation
- Expensive planning costs
- Return over 30 years
- Heritage lobby

SUPPORT SRFI

- + Return in 3-5 years
- + Shared planning costs
- + Streamlined planning process

- Legacy of development not optimised

For Dorchester, legacy is more important than commercial gain but at some stage we won't swim uphill!



19- Summary of Proposed Actions

1. Current logistics and future logistics applications fund
 - Chilgrove Drive completed in a year
 - TROs and enforcement infrastructure
2. Renewable energy application
 - Provides cleaner and cheaper energy to Heyford Park residents and surrounding villages
3. Main masterplan consented within 24 months
 - Ensures railway improvements are viable and real for Network Rail. Local plan never delivers significant infrastructure such as rail therefore more trips by road
 - Move to electric public transport between Ardley and Lower Heyford stations and other local villages
 - Creates 30 year plus vision for the area in accordance with NPPF encouraging investment in transport employment and recreational infrastructure
 - Development vision has reinforced settlement edges, and secures a defined end to the development
 - Community trust model provides value uplift (managed by trustees) for betterment of the local community
 - Use of railway for passenger rail will trump SRFI proposal. Do you want a balanced community with high value jobs vs logistics hub with very few (low value) jobs.

It's time to start working collaboratively to a jointly shared vision.

20- Next Steps

- Agree on streamlined process for planning applications
- Establish a committee that meets regularly to get input for masterplan workshops including transport steering group

