

1. INTRODUCTION

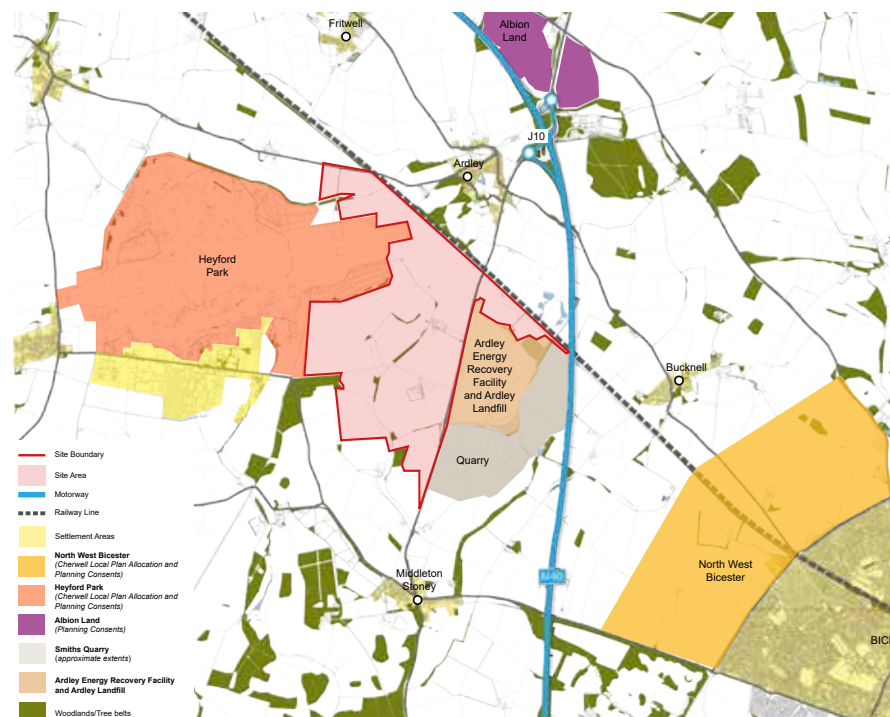
Oxfordshire Railfreight Limited are proposing a Strategic Rail Freight Interchange (SRFI) on land adjacent to the Chiltern Main Line Railway, southwest of Junction 10 of the M40 motorway and east of the former Upper Heyford Air Base.

This Statutory (Stage 2) Consultation has been prepared further to the Stage 1 (non-statutory consultation) held in 2022 and subsequent further engagement with the local planning and highways authorities and other consultees and stakeholders.

The Applicant is Oxfordshire Railfreight Limited, a company set up by Mountpark Logistics EU Sarl (Mountpark) to promote and develop the proposed development. If approved the development will be delivered by Mountpark – a leading developer with a proven track record in delivering high quality logistics developments across the UK/Ireland and Europe.

A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems. It has rail-served warehousing and container handling facilities, and enables freight to be transferred between transport modes (i.e. from lorry to train). An SRFI allows rail to undertake the long-haul primary trunk journey, with other modes (usually road) providing the secondary, and often final, delivery leg. An SRFI is defined by government policy as a Nationally Significant Infrastructure Project (NSIP) – see Board 2 for details.

As described in the information presented on Board 2, updated Government policy is to encourage ‘a network’ of SRFIs across the UK to help meet economic and environmental opportunities and challenges.



SRFI Main Site Location Plan

The draft proposals include the following elements:

- An intermodal rail terminal (see Boards 5 and 6).
- Approx. 6.5m sq. ft. (603,850 sq.m) of rail served warehousing.
- Substantial new earthworks, landscaping and tree planting (see Board 7-9).
- Significant highways improvements including (see Boards 12 and 13):
 - Improvements to Junction's 9 and 10 of the M40.
 - An Ardley Bypass to the east of Ardley.
 - A Heyford Park Link Road from the B430.
 - A Middleton Stoney Relief Road to the north-east of the village.
- The access to the Main Site will be from the new Ardley Bypass and from a new roundabout on the B430.
- On-site HGV parking facilities.
- Retention of Grade II Listed Threshing Barn at Ashgrove Farm.
- Sustainable travel improvements, including new links to existing PROW and cycle way connections.

Board 4 provides details, including an Illustrative Landscape Masterplan which shows the draft approach to the site layout, and how the proposals seek to respond to the specific constraints and opportunities of the site and surrounding area.

Evolution and responses to consultation to date

The OxSRFI proposals have been evolving since initial design work began in 2018, and dialogue with key bodies started in 2019/20, including Network Rail and National Highways, as well as the local authorities. That ongoing dialogue, and the extensive Stage 1 non-statutory consultation process undertaken in 2022 generated a range of comments and suggestions. Therefore, the scheme has evolved in response to consultation and stakeholder input since the Stage 1 consultation process.

This evolution includes:

- Removal of the bus gate along the B4030 north west of Middleton Stoney.
- Additional bunding to the south of the Heyford Park Link road to further minimise views from the south of the site and provide a more pleasant route along the Link Road.
- Amending bunding to half height to the east of the former Heyford Park Airfield to preserve the historical context of the runway.
- Additional areas dedicated to ecology and green infrastructure to strengthen the overall provision of biodiversity net gain from the scheme.
- Coordinated highways works with other development in the M40 J10 area resulting in changes to the overall junction proposals.
- Further improvements to the pedestrian and cycle arrangements, particularly in respect of connections to Bicester.
- Removal of the In-Vessel Composting (IVC) facility from the scheme.

Further information about the scheme is presented in later boards.

The broader context for the proposals are shown on the Site Context Plan below, including the context provided by the growth at Heyford Park, the proximity to the M40 motorway, and the relationship with nearby settlements, including a number of villages and the growing urban area of Bicester.



Purpose and Structure of this Exhibition

This exhibition forms part of the statutory (Stage 2) community consultation and wider engagement activity being undertaken. It follows Stage 1 (non-statutory) consultation undertaken in 2022, following which the scheme was paused publicly to allow for a comprehensive review of the scheme and proposed infrastructure works. Work on the scheme resumed publicly in 2024.

The purpose of the consultation process is to ensure local people are aware of the draft proposals, and to provide an opportunity to provide ideas, comments and questions. Later boards include details about how consultation and stakeholder engagement to date has influenced the evolution of the draft proposals.

The information provided is informed by the ongoing work in preparing a draft Environmental Statement (ES). The ES has progressed significantly since the Stage 1 consultation in 2022 but is not yet complete. However, sufficient work has been undertaken to provide information to help inform local people who are interested in knowing more about the site and the project. Draft ES chapters (as 'Preliminary Environmental Information') have been published as part of the statutory consultation – key topics are summarised here with draft chapters available on the project website (www.oxsrfi.co.uk).

Later Boards included in this exhibition cover various ES topics including Landscape and Visual impacts, Ecology, Noise, and Transport/Highways.

2. POLICY CONTEXT

Nationally Significant Infrastructure Project

The Oxfordshire Strategic Rail Freight Interchange (OxSRFI) is a Nationally Significant Infrastructure Project (NSIP). This means that rather than a planning application made to the Local Authority, an application for a 'Development Consent Order' is made to the Planning Inspectorate. On formal acceptance of the application the Planning Inspectorate will examine the proposals in detail before making a recommendation to the Secretary of State for Transport who will then formally determine the application.

Further details about the process and timescales are set out on the final Board of this exhibition.

In March 2024, the Government updated the National Networks National Policy Statement (NPS). The NPS sets the national vision and policy for the future development of Nationally Significant Infrastructure Projects on the national road and rail networks. It is explicitly intended to provide guidance for promoters of nationally significant infrastructure projects, and forms the basis for the examination of NSIP projects and decisions by the Secretary of State.

The NPS makes explicit references to Strategic Rail Freight Interchanges and their role in facilitating the movement of freight from road to rail. This is seen as central to the Government's vision for transport which is described as:

"The government's vision for transport not only sets a path to net zero emissions, but it is also a vision for a sustainable transport system fundamentally better in every way, improving journeys, decarbonising the network, meeting the needs of freight and logistics at all links in the supply chain, driving growth and opportunity, and boosting the health of the nation. The government, therefore, believes it is important to facilitate the development of the rail freight industry including supporting growth areas such as intermodal where there is a high opportunity for modal shift. The transfer of freight from road to rail has an important part to play in a low carbon economy and in helping to meet net zero targets." (para 3.98)

The environmental benefits of increased use of rail forms part of the justification for the general support for a policy of shifting from road freight to rail. The NPS says:

"The rail freight industry resulted in 5.56 million fewer lorry journeys in 2020/21" (para 2.29)

and...

"The government is also committed to growing rail freight due to the environmental benefits of the sector, with rail freight emitting approximately 76% less CO2 than equivalent transport by road." (Table 1)

Government policy at paragraph 3.103 of the NPS is

"there is a compelling need for an expanded network of SRFIs throughout the country"

and in paragraph 3.105 that

"capacity needs to be provided at a wide range of locations, both in regions where they are currently located and, more broadly, to provide the flexibility needed to match the changing demands of the market".

To deliver the Government's vision of transport networks which deliver economic and environmental benefits, the NPS is clear that:

"A network of SRFIs is a key element in aiding the transfer of freight from road to rail, supporting sustainable distribution and rail freight growth and meeting the changing needs of the logistics industry" (para 3.87).

Specifically in terms of the strategic importance of the rail network for freight movements and economic development the NPS states:

"Rail freight also plays a major role in supporting the UK economy and resilient supply chains. A report commissioned by Rail Delivery Group estimated benefits of £2.45bn accrued to the UK in 2018/19, comprising £1.65bn of user benefits (including cost and time savings and reliability improvements) and £800m in social benefits from modal shift." (para 3.62)

In relation to the locational requirements of SRFIs, the NPS states:

"The majority of freight movements by rail will end with transport by road to the final destination so, proposed new rail freight interchanges should have good road access, and provide appropriate parking and associated facilities for those using the interchange to ensure Heavy Goods Vehicle driver wellbeing is observed, as this will allow rail to effectively compete with, and work alongside, road freight to achieve a modal shift to rail. Due to these requirements, it may be that countryside locations are required for SRFIs." (para 4.81).



In addition, to the NPS further national vision and strategy documents have been published by Government which further elaborate and clarify the priorities and objectives for development of rail freight in the UK, including the 'Future of Freight: a long term plan' (DfT, 2022), and Decarbonising Transport – A Better, Greener Britain (DfT, 2021). The published information includes revised forecasts of freight growth and trends commissioned by the Department for Transport (DfT) which help to provide a context for further investment in rail freight infrastructure, including the need for additional SRFIs. These and other reports also recognise the role of rail freight, enabled by continued mode shift from road, to deliver environmental, health (social), and economic benefits, including Greenhouse Gas reductions.



The crucial role of the logistics and distribution sector generally in delivering sustainable economic growth is also explicitly recognised through national planning policy. The National Planning Policy Framework (NPPF) was updated in 2024 and recognises that the sector has specific locational requirements which the planning system should address and make provision for. This followed a Ministerial Statement of July 2024 by the Secretary of State for Housing, Communities and Local Government which included 'freight and logistics' as part of the "critical infrastructure" which forms "the engine of the UK's economy".

At the sub-regional scale, the OxSRFI proposals relate directly to the ambitions and aspirations of Enterprise Oxfordshire, and the Oxford to Cambridge Growth Corridor initiative. The 'Economic Prospectus' for the growth corridor identifies freight and logistics as one of the strengths of the area, and as a sector which underpins the successes of other sectors across the regional and local economy. The prospectus says:

"The Ox-Cam Corridor benefits from its position at the centre of the UK transport and logistics network that connects to the Midlands, Greater London, East Anglia, the South West of England, UK ports and global markets beyond."

Enterprise Oxfordshire, previously known as the Oxfordshire Local Economic Partnership (OxLEP) produced a Strategic Economic Plan (SEP) (2023) and states the following ambition for growth to 2033 in the county:

"By 2033, people and communities across Oxfordshire will be benefitting from new opportunities which are created sustainably through local enterprise and innovation. These will enhance further their wellbeing in an outstanding local environment. They will also underpin, complement and support a wider innovation ecosystem which will continue to be of global significance, transforming for the better the lives of people across the world."

OxLEP's (now Enterprise Oxfordshire) Local Industrial Strategy (August 2020) notes that the logistics sector is key to supporting new jobs growth over the next decade and that improvements to the strategic rail network and other infrastructure projects will be vital for supporting the sub-regions growth and prosperity and increasing productivity.



3. WHY HERE?

SRFI Location Requirements

The NPS recognises that the locations where SFRIs will be appropriate across the country will be limited. This is largely because SFRIs are required to have good access to both the strategic rail and strategic road networks, as well as having access to the markets they will serve. In part due to these and other functional requirements, including the minimum size of SFRIs (60 hectares/148.2 acres) and typical need for 24-hour operations, the Government recognises that SFRIs may need to be located in the countryside as there are few sites within urban areas which meet these key criteria.

There are relatively few locations which are sufficiently close to both road and rail networks while also being in locations where such development would be appropriate in terms of land-use planning and environmental considerations. When viewed alongside the plan below the limited number of potential locations in this part of the UK is clear.



The proposed site is in a strategically significant location for distribution and logistics activity being located along the M40 between London and Birmingham and with the Chiltern Main Line – part of the strategic rail freight network - running adjacent to it. The sites location means it is within 4.5 hours of a large proportion (around 75%) of the UK population.

The location is therefore well placed to expand the existing network of SRFIs, with good access to both Midlands and South-Eastern markets and distribution networks.

The OXLEP (now Enterprise Oxfordshire) recognises the strength and importance of the logistics and distribution sector to the local economy and this is reflected in the LEP's Local Industrial Strategy (August 2020).

Later exhibition Boards provide additional information about the rail connectivity and associated features of the proposals.

Attributes of the OxSRFI Location

Access to strategic road and rail network:

- Adjacent to M40 motorway which provides links between London and Birmingham.
- Proximity to the A34 and A43 trunk roads with access to the south-coast and Midlands.
- Direct link to the Chiltern Main Line, part of the strategic rail freight network.

Access to urban centres and markets:

- Close to Oxford, Bicester, Banbury and Heyford Park – areas subject to significant planned growth.
- Access to both London and Birmingham.
- Within 4.5 hours drive of a large proportion (around 75%) of the UK population
- The site is located in the Oxford-Cambridge Growth Corridor with significant economic potential.

Economic Benefits

Using standard employment densities, and experiences of similar schemes elsewhere, the site is expected to accommodate in the region of 9,600 jobs once operational. This estimate of employment is generated using national standard job density data published by the Homes & Communities Agency (HCA). The majority of new jobs (c. 7,100) created by the development are anticipated to be taken by residents from Cherwell.

A range of new job types will be created, covering a wide range of skills and qualifications, and using experience and data from other similar sites it is possible to estimate an approximate mix of job types. Based on trends in the distribution sector, around a quarter of jobs will be defined as 'highly skilled', with a similar amount classed as 'low skilled', and the remainder (approximately half) 'middle skilled'.

The typical breakdown of jobs in this sector would generally include:

- **8% driving roles.**
- **25% in office based roles including Information Technology, customer service, sales, and engineering support.**
- **12% in managerial roles.**
- **49% warehouse roles.**
- **6% other roles.**

The assessment of economic benefits is based on an area derived from Census data regarding travel to work patterns. Typically around 80% of all jobs would be full-time, with the remaining 20% part-time, and there would be a mixture of shift based as well as standard hours jobs. The employment and economic impacts of the scheme are likely to be focused on Oxfordshire, particularly the area around Bicester.

Gross Value Added (GVA) as a measure of economic value from the proposals is estimated to be around £361 million per annum. That represents a significant investment in the local economy and is in addition to the capital costs of development which are likely to be c£1bn. The construction process would also generate a mixture of temporary and permanent employment over the construction period.

- Around 9,600 jobs	- Capital costs of development which are likely to be c£1 billion	- Added value of £361 million per annum to the local economy	- Potential Business Rates revenue of over £21.9 million per annum
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Vision

Responsible development is our guiding principle.

-  CREATE SPACES WHERE PEOPLE WANT TO WORK
-  REDUCE THE ENVIRONMENTAL IMPACT OF OUR DEVELOPMENTS
-  BECOME A GOOD NEIGHBOUR IN OUR LOCAL COMMUNITIES

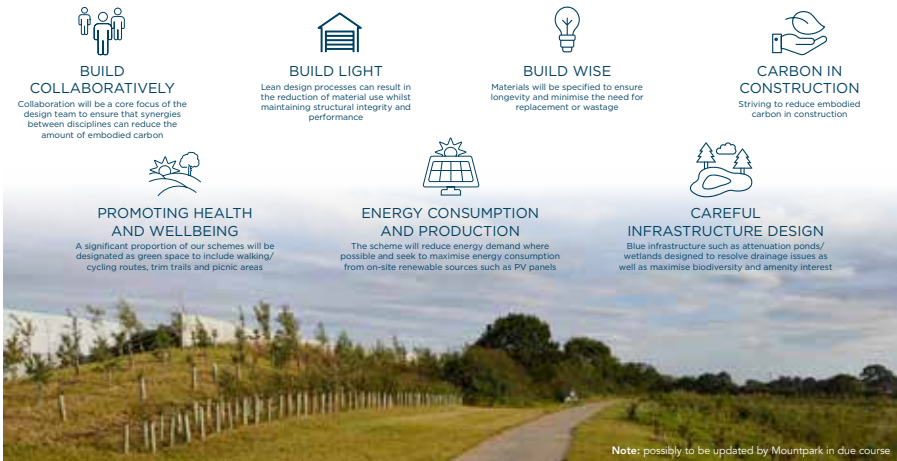
mountpark

Mountpark is committed to delivering a high-quality multi modal logistics campus. This means creating an attractive working environment with responsible development as a guiding principle.

Some key components of the scheme are:

- Around 50% of the Main Site will be landscaped green space (new or retained), and habitat areas which will contribute towards a biodiversity net gain.
- The scheme will involve the planting of in excess of 150,000 new native trees and 13km of new hedgerow.
- Buildings and freight activity will be substantially screened by landscaped mounding.
- The proposals are intended to support the transition to a more sustainable economy with rail freight currently estimated to be approximately 76% more carbon efficient than road freight.
- Striving to reduce embodied carbon in construction and targeting minimum BREBAM 'Excellent', targeting 'Outstanding' and a minimum EPC rating of 'A' and targeting A+.
- Designing to reduce energy demand and consumption and increase on-site renewable energy such as PV panels.
- Provide clear energy and water usage, the customer will be able to monitor and manage the manner in which carbon is used, therefore assisting them in reducing their operational carbon.
- The scheme aims to create a high-quality campus environment, designed to prioritise employees health and wellbeing, with walking and cycling trails and routes, and proposals to deliver wider amenities at the 'Central Hub'.

Responsible Development

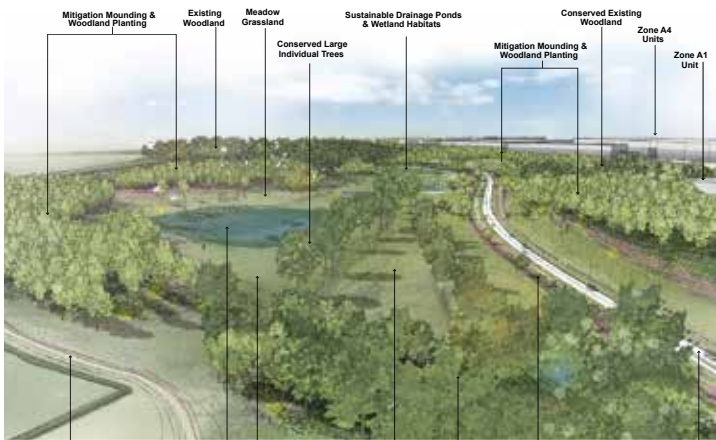


4. DRAFT PROPOSALS

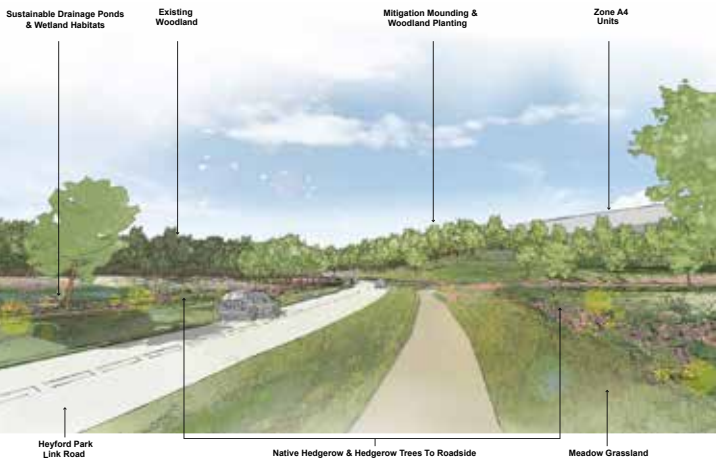
Design Response To The Site And Context

The proposed development comprises a number of elements, described in brief with reference to the Main Site, and separate highway improvement works which include distinct components highlighted in bold on the plan to the right. The proposals respond directly to the local context through a masterplan which seeks to maximise the benefits offered by the site's specific characteristics and opportunities which have directly informed the approach to both built and landscape components of the scheme.

Key potential constraints include the presence of an existing water-course and existing woodland areas, a listed building within the site, as well as the potential for visual effects on the nearest communities. However, some of these features also present opportunities for the proposed development, with examples being the retention of the listed building as part of a central 'hub', and retention of existing woodland associated with the watercourse which are proposed as part of the extensive 'green infrastructure' and landscaping within the site. The topography of the site allows for earthworks to change levels, creating the opportunity to screen built development through the creation of a strong landscaped edge to the site to minimise visual effects on residential areas - these have been key drivers behind the landscape led strategy which underpins the masterplanning and earthworks strategy proposed. Further details are shown on later Boards.



These sketch images illustrate the proposed landscape treatment to the Heyford Park Link Road



- 1 A rail freight terminal served via new connections to the Chiltern Main Line (part of the Strategic Rail Freight Network), including container storage;
- 2 Up to 603,850 sq.m. (approx. 6.5 million square feet) of warehousing, plus up to 201,283sq.m. of additional floorspace in the form of mezzanines. Maximum building heights are proposed at 25.5m;
- 3 Demolition of existing structures, and new earthworks to create development plateau;
- 4 **Improvements to Junction 10 of the M40** involving works on the A43 east of the M40, new slip roads to and from the M40;
- 5 An **Ardley Bypass** to the east of Ardley;
- 6 A **Heyford Park Link Road** which runs from Camp Road south-east of Heyford Park and south of the proposed development to a new junction on the B430;
- 7 A **Middleton Stoney Relief Road** around the north-eastern side of the village connecting from a new junction on the B430 to the existing B4030 which links over the M40 to Bicester;
- 8 The **principal access** to the Main Site will be from a new roundabout on the B430 in the north-eastern corner of the Main Site, south of the railway line. This will serve all HGV and car traffic accessing the site;
- 9 A **secondary access** into the Main Site will be provided from the Heyford Park Link Road for buses, pedestrians, cyclists and emergency vehicles only;
- 10 Measures to enable and encourage sustainable travel, including improvements and new links to existing Public Rights of Way, and provision of new foot and cycle links to and within the site, as well as connections to enable bus provision to serve the Main Site via the secondary access to the site from the Heyford Park Link Road;
- 11 Retention of the Grade II listed Threshing Barn at Ashgrove Farm as part of the Central Hub estate management and communal facilities for the Main Site;
- 12 Retained key landscape features and new landscaping and planting, including on the proposed earthwork bunds within the Main Site, as part of a comprehensive landscaping and green infrastructure scheme across all elements of the proposed development, including habitat creation to deliver a net gain in biodiversity.



Draft Illustrative Masterplan

Scheme Parameters

Details of individual buildings and detailed site layout will not form part of the application but would follow approval of the Development Consent Order. If approved, development would need to accord with the defined parameters set by the Parameters Plan, shown on this Board and on the website.



DRAFT PARAMETERS PLAN

- | | |
|--|---|
| Zone A Development Area | Areas within which Strategic Mounding is to be provided |
| Zone B Development Area and/or Rail Freight Interchange | Strategic mounding heights (Above Ordnance Datum (AOD)) (+/- 300mm) (See Note 2) |
| Zone C Rail Freight Interchange | Highway Works (see Document series 2.7) |
| Zone D Central Hub and Ashgrove Cottages (see Document series 2.14 and 2.15) | Estate Roads and access to zones |
| Rail Corridor (including rail line, sidings and associated landscape) | Secondary access: Public transport, cyclists, pedestrians and emergency access only |
| Rail Corridor within Development Zones and Landscape/Green Infrastructure | See highway general arrangement drawings (see Document series 2.7) |
| Landscape/Green Infrastructure (including strategic landscape mounding, sustainable drainage features, mixed habitats) | Limits of deviation to estate roads and access to zones |
| Limits of deviation to the Landscape/Green Infrastructure corridor between Zone A3 and A4 | Limits of deviation to rail line |
| Existing woodland, trees, and planting to be retained | UR Existing Underground Reservoir |
| | Areas for Development Signage |

5. RAIL TERMINAL

Existing SRFIs

The Government is committed to expanding the network of SRFI across the Regions. At the moment there is a concentration of SRFIs in the Midlands, principally along the M1-M6 corridor. This existing concentrated network has been reinforced over the past few years with proposals at Northampton and Wolverhampton being approved and now under development.

There are currently no SRFIs along the M40 corridor, and none which serve Oxfordshire. An Oxfordshire SRFI would be capable of expanding the existing network of SRFIs, meet the needs of existing and future businesses in Oxfordshire and be capable of helping to meet the needs of the South-East, London, and the Midlands.

The Government recognises the particular constraints with identifying suitable locations for SRFIs which can serve London and the South East. The refusal of SRFI schemes at Howbury, SIFE (Slough) and Kent International Gateway, clearly demonstrates the complexity of delivering SRFIs in the South East and around London.



Existing SRFIs

- 1 Hams Hall
- 2 Birch Coppice
- 3 DIRFT
- 4 East Midlands Gateway
- 5 Northampton Gateway

Failed / stalled SRFI:

- i Howbury
- ii SIFE
- iii Kent International Gateway
- iv Alconbury
- v Hinckley
- vi East Midlands Intermodal Park

Approved SRFI under construction:

- 6 West Midlands Interchange
- 7 Radlett

Motorway Network

Strategic Rail Network

Connectivity and 'Markets'

The M40 corridor around Bicester is a strategic and highly attractive area for logistics and distribution development. It has the locational attributes to meet the needs of logistics operators with retailers and distribution companies preferring to focus their national warehousing in areas with very good access to markets across England, and it has the particular advantage of being a location which can serve the London market. The proposed site has excellent access to the trunk road network, and is directly linked to the Chiltern Main Line.

Our proposals are a response to an explicit recognition in the NPS of the need for more SRFIs to help deliver the economic and environmental benefits and other outcomes from a continued shift from road to rail freight. Government policy is clear that there is a need for significantly more SRFIs, and forecasts are for significant growth in freight traffic.

Rail Network Capacity

The OxSRFI team have been actively working with Network Rail since 2020 to assess the suitability of the proposed site to accommodate an SRFI. This has included work on network capacity and capability as well as terminal design and the connections to, and integration with, the Chiltern Main Line. This work has demonstrated that the site is an appropriate location for a new rail terminal.

The intermodal market continues to grow and consolidate, the latest Government statistics from the Office of Rail & Road note that intermodal traffic to and from the ports has grown by 8% between Q1 2024 and Q1 2025, the highest recorded volume for six years.

The growth of two of the latest SRFI at East Midlands Gateway and iPort Doncaster is evidence of this:

- Both reached the threshold of 4 trains a day within 2 years of opening, an unprecedented rate of growth from start-up.
- Both are now moving into their second phase of expansion.

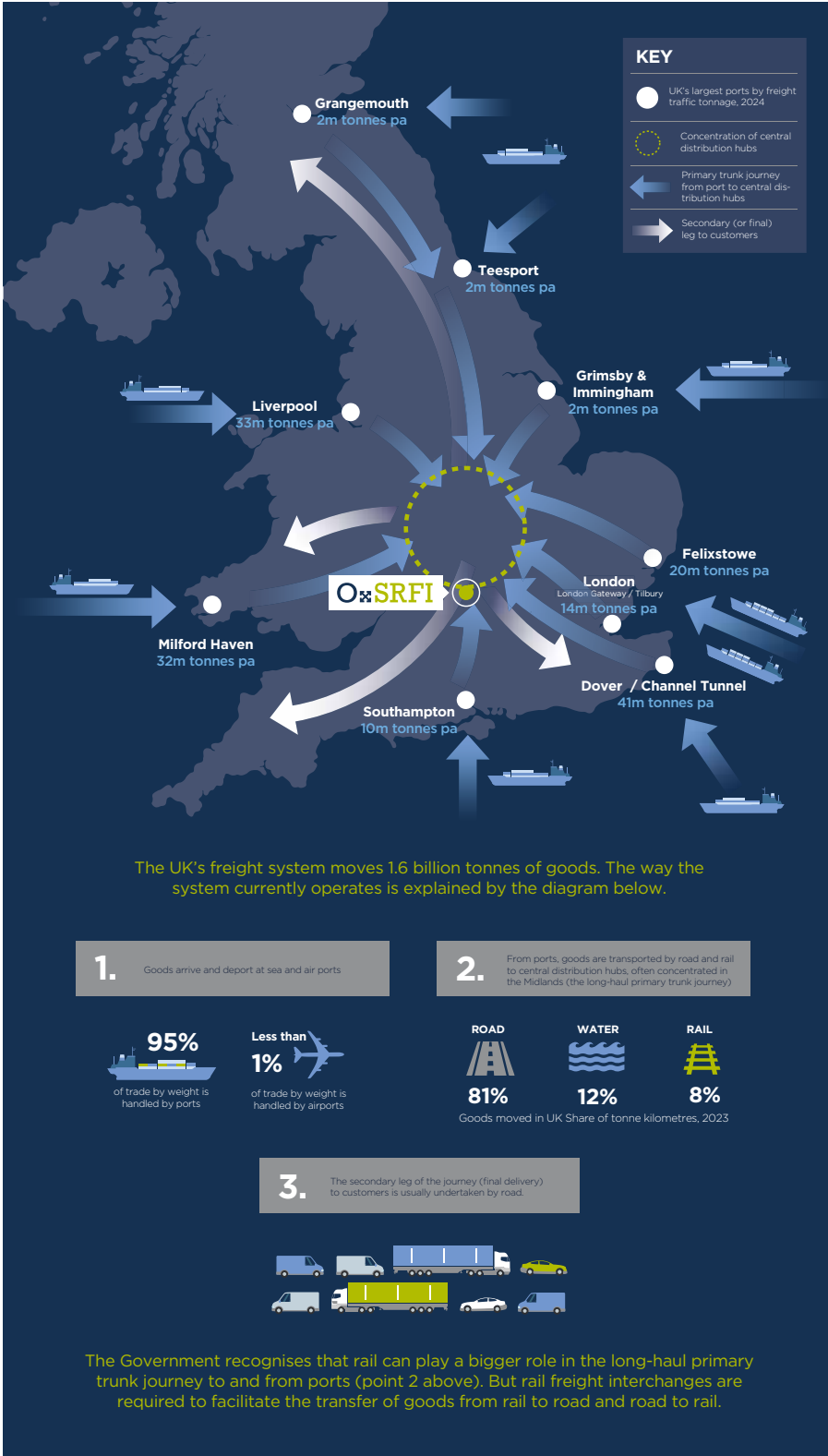
SRFIs have also seen growth in short-haul freight by rail, including:

- Tesco contracts up to 12 trains per day through SRFIs, including up to two trains per day between the SRFI at DIRFT and Tilbury (165 km / 103 miles) and Cardiff (222 km / 138 miles) and a daily train to iPort (180km / 112 miles).
- iPort has received up to two trains a day from Teesside (145km / 90 miles).
- East Midlands Gateway and Hams Hall SRFI have both received trains from Liverpool (185km / 115 miles).

This demonstrates the increasing viability of rail compared to road haulage, with one train a day equating to around 40 HGV loads.

Oxfordshire Railfreight Limited are working with GB Railfreight on the approach to the design of the terminal at OxSRFI. UK-owned GB Railfreight is the fastest-growing rail freight business in the country. As part of its own plans and in order to meet the government's stated aim of 75% growth by 2050, GBRf is committed to expanding its services in the intermodal sector. To help ensure the performance and reliability needed to fulfil those plans, it is working with Oxfordshire Railfreight Limited with a view to operating the terminal once it is built.

The company believes that the OxSRFI site is extremely well located to meet market needs and deliver rail freight services. It expects the terminal to serve Oxfordshire but also to distribute product towards the south-western Midlands, the upper Thames Valley and into the western home counties as well as western parts of London.



6. RAIL TERMINAL

Proposed Rail Freight Terminal Details – Operational Information

The rail terminal will comprise the following key components:

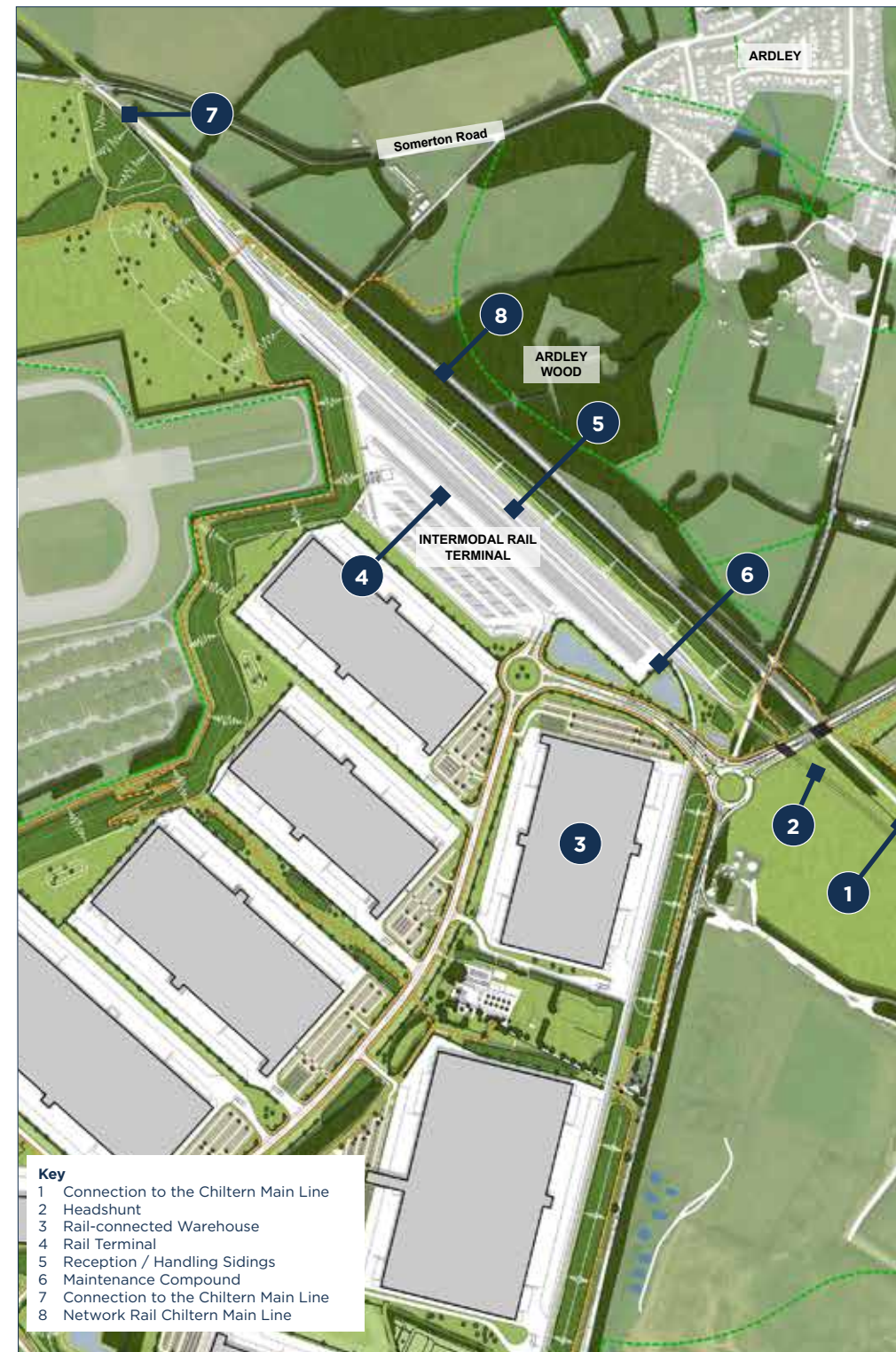
- **Connections from the Main Line.** These will be designed to be capable of being equipped with overhead wires (in the event that the Chiltern Main Line is electrified in future) in order that electrically hauled trains can enter the site.
- **Two Reception Sidings** (capable of electrification) to enable any future electrically-hauled trains to be coupled or uncoupled from their electric locomotives before trains are shunted within the site (internal sidings would be clear of overhead wires to allow safe unloading/reloading).
- **A Headshunt Siding** (capable of electrification) to allow trains to be moved between the Reception Sidings (electrified) and the internal sidings (not electrified).
- **Rail Terminal with four Handling Sidings** where trains will be unloaded and reloaded with containers for customers on the site and at other locations.
- **Extensive area** for the temporary storage of containers.
- **HGV Parking**, gatehouses, office space and other terminal infrastructure.
- **Rail-connected Warehouses**, allowing trains to have direct access to the rear service yards of the buildings, for containers and other conventional rail freight services.

Trains will arrive from the Main Line directly into the Handling Sidings or Reception Sidings as required. Trains arriving into the Reception Sidings will be moved via the Headshunt Siding to the Handling Sidings or the Rail-connected Warehouses.

At each of these points wagons will be unloaded and moved into the customer's premises, either within the site or at other locations via the trunk road network. At the same time other goods will be reloaded to the wagons ready for the wagons to be despatched.

Trains will normally be ready for despatch around 4 hours after arrival, at which point trains will depart directly from the Handling Sidings or be moved via the Headshunt Siding to the Reception Sidings prior to departure. When the Main Line path is available the train will depart.

In addition, a dedicated Maintenance Compound will be provided away from the other facilities to allow for maintenance of rail vehicles and other mobile plant (it is likely that there will be dedicated locomotives on site to reposition trains as required). It can also provide an engineering access point for Network Rail personnel and plant undertaking maintenance works on the Chiltern Main Line.

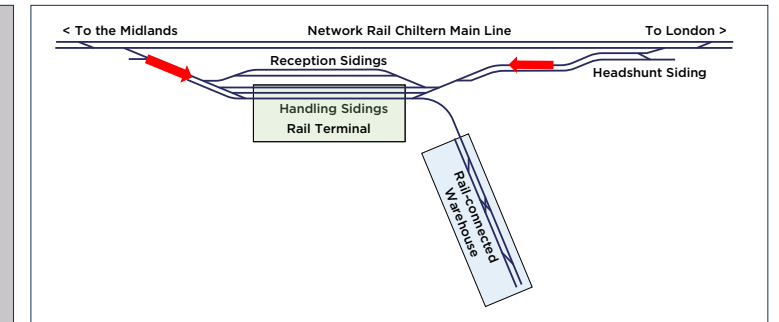


EXTRACT FROM ILLUSTRATIVE MASTERPLAN SHOWING PROPOSED RAIL TERMINAL

Train movements will be as shown on the following diagrams (note that the track layout is shown diagrammatically and is a simplified version of the connections that will actually be installed)

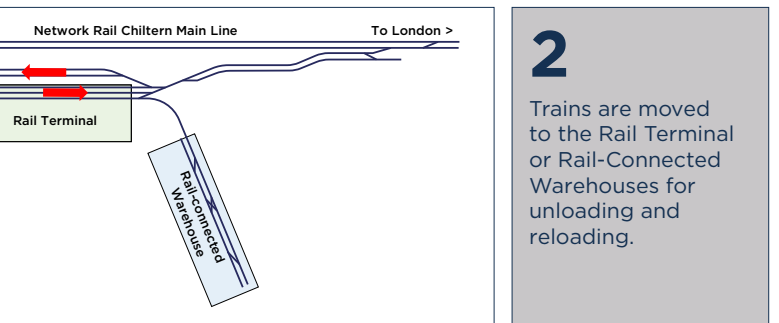
1

Trains arrive into the Reception or Handling Sidings as required.



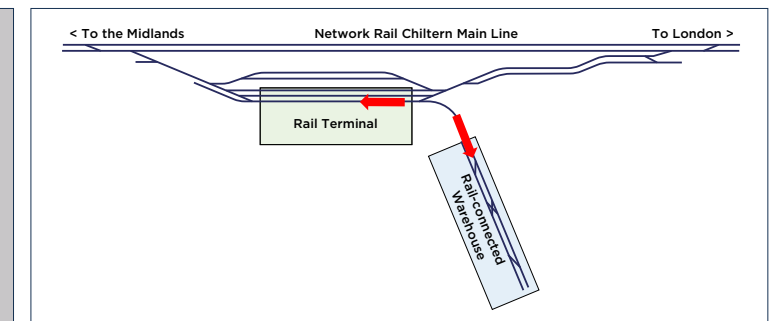
2

Trains are moved to the Rail Terminal or Rail-Connected Warehouses for unloading and reloading.



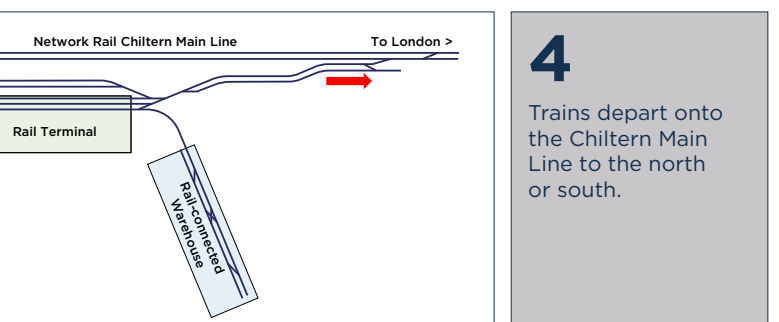
3

When ready for despatch, trains are moved back to the Handling Sidings or Reception Sidings, using the Headshunt Siding as required.



4

Trains depart onto the Chiltern Main Line to the north or south.



7. ENVIRONMENTAL ISSUES

An Environmental Statement (ES) is being prepared to assess the likely environmental effects of the proposed development.

The ES will be submitted alongside the application providing comprehensive information across the full-range of technical studies and assessments being undertaken. A series of draft ES chapters form part of the consultation process, but the following series of boards provide summary information about key elements of the ongoing ES.

Building and Design Sustainability

National and Local Planning policy seek to reduce greenhouse gas emissions and promote sustainable development, with legislated Government targets for the UK to be 'zero net carbon' by 2050 as a direct response to climate change. This will see fundamental and structural changes to how the UK generates and secures energy, how we travel, and how we construct and use buildings over the coming years and decades.

As an SRFI, the proposals will play a direct role in enabling the transition towards a more sustainable economy with rail freight currently estimated to be approximately 76% more carbon efficient than road freight, and so through enabling a further shift of freight from road to rail, the proposals will play a direct role in reducing the effect of transport and economic activity on climate change. In addition to this, the design approach for OxSRFI is based on key design principles focused on the creation of a high-quality built and natural environment for employees and visitors to the site, including delivering energy efficient buildings with a focus on reducing carbon footprints during both construction and operation. A draft Energy Strategy and Carbon Management Plan, tied in part to the mitigation of effects on climate change, have been prepared and inform the draft ES assessment and strategy, with key elements of these documents set out here.

The draft approach to the building design and sustainability will be focused on assisting occupiers in reducing their operational carbon emissions. This will be delivered by adhering to principles of the energy hierarchy with a 'fabric first' approach to minimise the energy demands across the scheme.



A range of sustainability measures to support the above are detailed within the table below:

Building envelopes designed to deliver low energy and high efficiency characteristics.

BREEAM 'Excellent' rating (minimum), targeting 'Outstanding'.

Energy Performance Certificate (EPC) minimum A, targeting A+ -rating for all distribution buildings on-site, and building management systems to enable monitoring and management of energy use by occupiers.

Inclusion of Solar Photovoltaic Panels (PV) on roofs to reduce operational emissions.

The design of warehouse buildings to accommodate up to 100% solar PV on available roof space.

Air Source Heat Pumps (ASHP) for space heating/cooling and water heating in the office areas.

'U values' designed to limit heat/energy loss alongside high levels of air tightness.

Proportion and distribution of glazing to ensure good levels of daylight which promotes wellbeing and thereby reduces electricity consumption from artificial lighting.

Intelligent LED light fittings to reduce energy consumption through daylight dimming and infra-red (movement based) controls.

Use of water saving and monitoring/control devices to minimise water consumption including low flow rate showers, low flow dual flush WC's and flow restrictors on taps.

20% of car parking spaces to be EV charging spaces.

Recycling of construction waste materials, to target a 90% diversion of waste from landfill.

Allocation of on-site waste management zones for the use of occupiers.

Extensive provision of new walking and cycling, as well as public transport access to the site to enable travel by means other than the car, and ease of movement around the site.

Significant new green infrastructure and tree planting, including 10% biodiversity net gain to be delivered, to aid habitat enhancement and to create shade and spaces for recreation and active travel.

Inclusion of surface water attenuation to respond to the increasing requirements created by climate change.

The draft ES considers both the impacts of climate change on the Proposed Development and the impact of emissions arising from the Proposed Development on climate change. Work is ongoing, but the draft assessment to date indicates that no significant adverse residual effects relating to climate change are anticipated during construction or operation.

Landscape and Visual

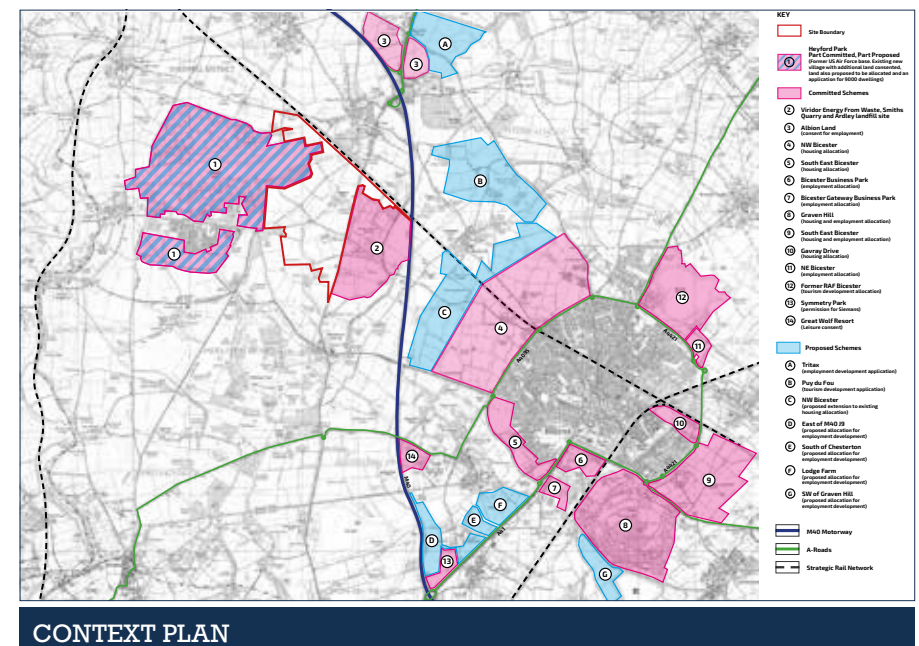
The draft assessment of the landscape and visual effects of the proposals considers the relationship of the proposed development with the landscape and communities around it. This includes careful consideration of potential effects upon the nearest villages of Ardley and Middleton Stoney, the existing and new development planned at Heyford Park and a wide range of locations which will have views towards the proposed development.

There are no designations of landscape value that are applicable to the site or its immediate context, such as National Parks, AONB's or Special Landscape Areas.

The site is contained by the rail line to the north, by the Energy Recovery Facility to the east (and beyond that the M40 motorway) and it abuts the former Upper Heyford Airfield and location for growth to the west. The village of Ardley lies north of the rail line but separated by open fields and extensive established woodland. The village of Middleton Stoney lies to the south. To the east of the M40 is the town of Bicester where significant housing led growth is planned.

The combination of surrounding development (and future planned development), road and rail corridors, mature woodland and trees and undulating landform provide a relatively visually contained landscape context within which to integrate the proposed development, alongside extensive new landscape and planting proposals.

The plan below shows the wider context for the proposals, including other planned or proposed developments.



8. LANDSCAPE AND VISUAL

Draft Landscape Strategy

The landscape strategy devised for the main site is illustrated on the Landscape Framework Plan included on these Boards and on the cross-sections which follow. The topography of the Main Site generally falls from north to south yet also from its eastern and western sides. Coupled with new perimeter mounding as part of the scheme this will provide the opportunity to substantially screen the development and minimise any landscape and visual impacts upon the surrounding settlements and areas.

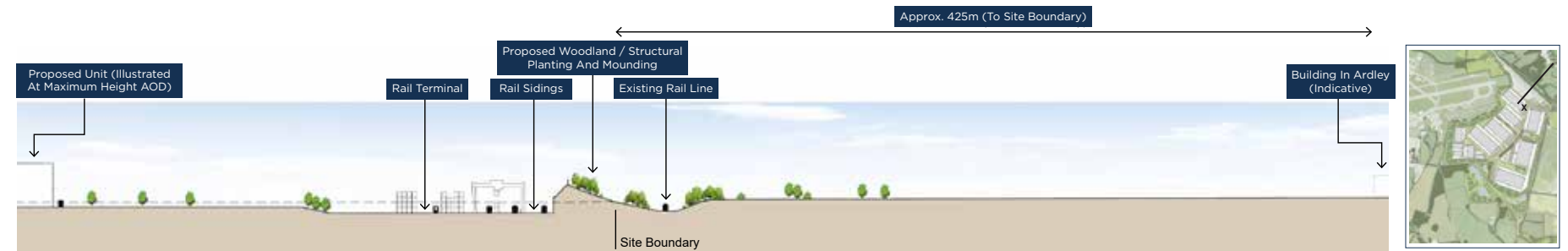
The strategy aims to maximise the opportunities afforded by existing features and site topography to deliver a strong landscape boundary, particularly to the west, south, and north. While the Proposed Development will result in permanent change to the landscape, the intent is to minimise effects, and it is expected that both landscape and visual impacts will reduce over time as new landscaping matures.



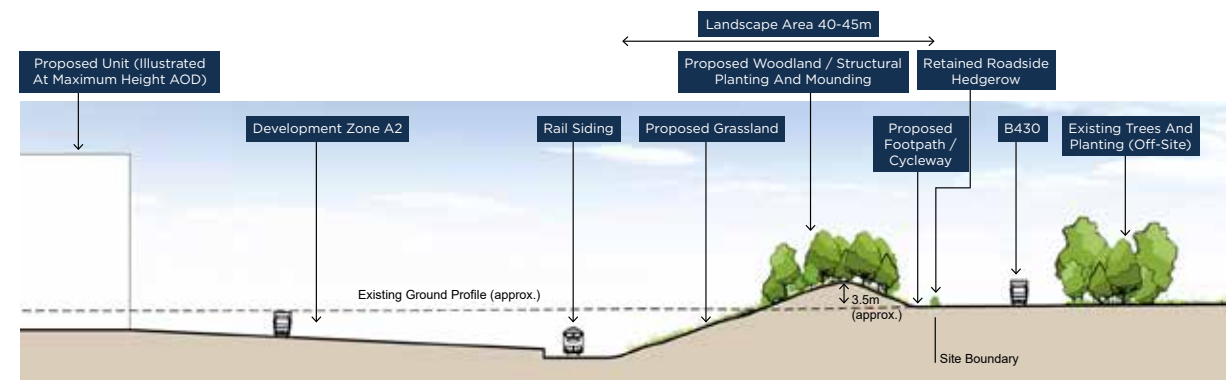
The earthworks and landscape strategy has been developed to make views of the proposed development as sympathetic as possible. Although it is not possible to entirely eliminate views of the proposed buildings from all viewpoints, the combination of the existing topography, new earthworks and existing and new woodland planting will establish a very effective visual screen and 'buffer' from many nearby locations. Retention of many existing mature trees and planting within and adjacent to the site will be reinforced with new mounding and planting to screen views.

The nature and likely significance of the landscape and visual effects arising from the draft proposals are being assessed (ongoing), but the work to date suggests the proposed strategy will minimise residual effects to below significant levels.

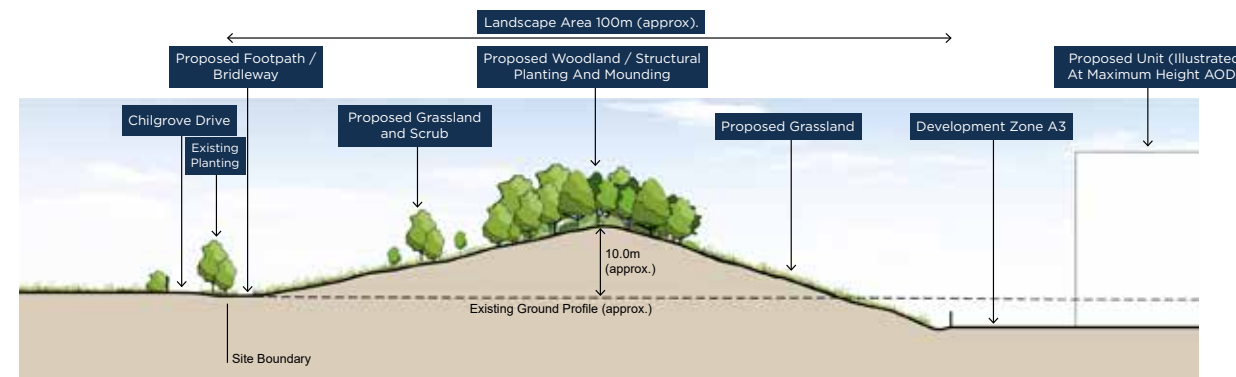
ILLUSTRATIVE CROSS-SECTIONS



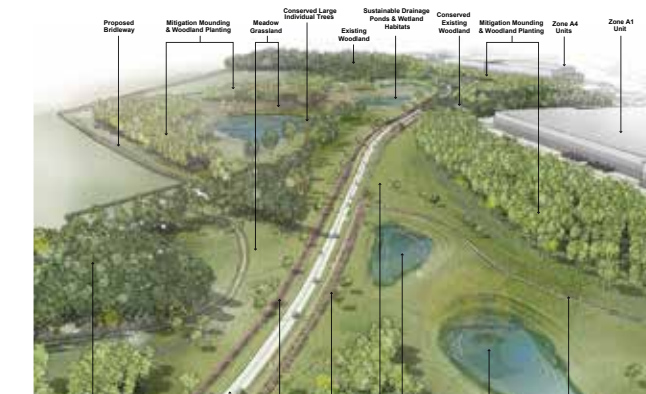
X-X'



C-C'



F-F'



The southern part of the Main site contains the Heyford Park Link Road, which will be used by residents in Heyford Park and other communities. The design of this area seeks to ensure that the route provides a well landscape gateway to the new village, with buildings well landscaped, extensive areas of open space, woodland and water features. The approach to the landscape design of the area is shown on the Landscape Plan and illustrated in the artists impressions on this Board and Board 4.

Note: On-site levels are based upon topographic survey data. Off-site levels are based upon available approximate ordnance survey data.

9. LANDSCAPE AND VISUAL - CONTINUED

Illustrative photomontages showing views towards the SRFI site. The images show the existing view, the view on completion of the scheme (year 1) and the view when landscaping has become established (year 15).



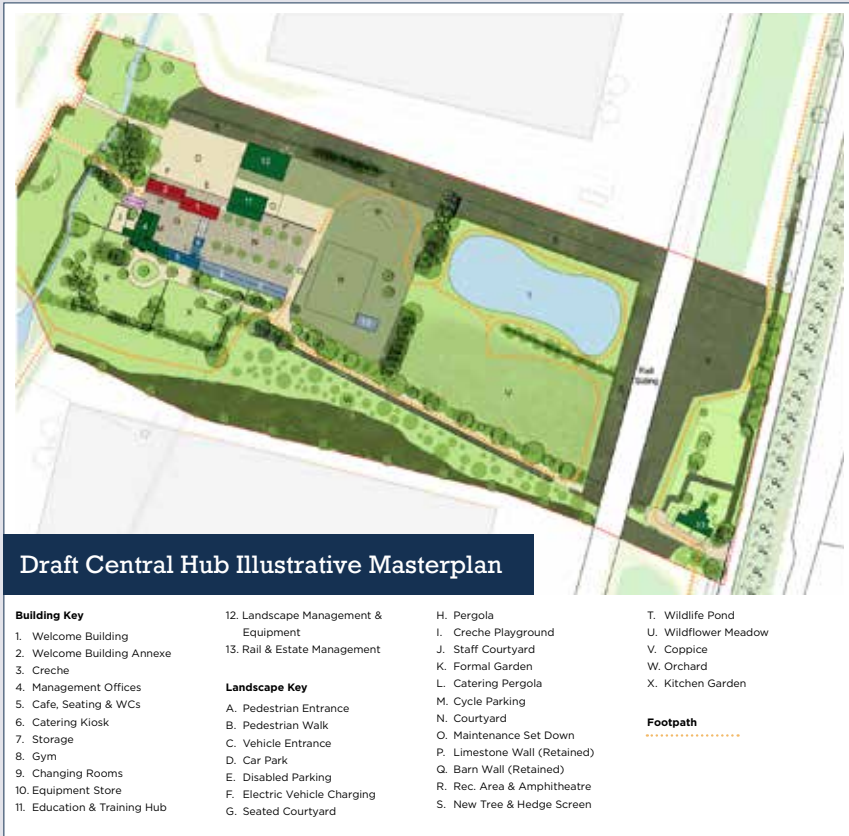
MOUNTPARK BARDON
These images are from another Mountpark scheme where similar landscaping measures were successfully implemented.



10. ENVIRONMENTAL ISSUES - CONTINUED

Heritage and Archaeology

There is one designated heritage asset, a Grade II listed Threshing Barn, on the Main Site and the proposals include the retention of the barn as part of a 'hub' area, for shared and communal facilities which would be for use by employees, as shown in the image below. The development seeks to preserve the immediate setting of the Barn through the retention of the surrounding farmstead which provides the greatest contribution to the significance of the barn. This would include the retention of the farm courtyard and surrounding buildings such as the cowhouse, farmhouse and stables.



There are a number of Scheduled Monuments, Listed Buildings, Conservation Areas, and a Registered Park and Garden in the wider local area. A draft Built Heritage Statement has been prepared to understand the impacts of the proposed development on nearby built heritage assets, but it concludes the proposals have a limited relationship with off-site listed buildings or other heritage features. Further to consultation with Historic England and the County Conservation Officer, the bund at the end of the Heyford Park Airbase has been reduced to a half height to preserve the historical context of the runway.

Archaeological investigations, including geophysical survey and evaluation trenching have been undertaken across the Application Site, which included geophysical surveys and evaluation trenching. All archaeological work was undertaken by qualified archaeologists and in close liaison with the County Council Archaeology team. The results of the surveys demonstrate the presence of some late Prehistoric and Roman activity and the assessment work concludes that with mitigation (excavation, recording and reporting), significant effects from the proposed development are not expected.

Noise and Vibration

Surveys have been undertaken at over 20 locations around the proposed development to determine the existing noise and vibration conditions. The survey locations are shown on the noise and vibration monitoring location plan below. The methodology used follows relevant standards and guidelines agreed with the local authority and the requirements of national and local policy.

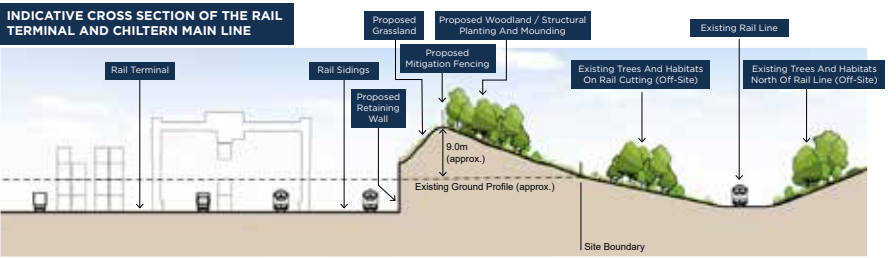
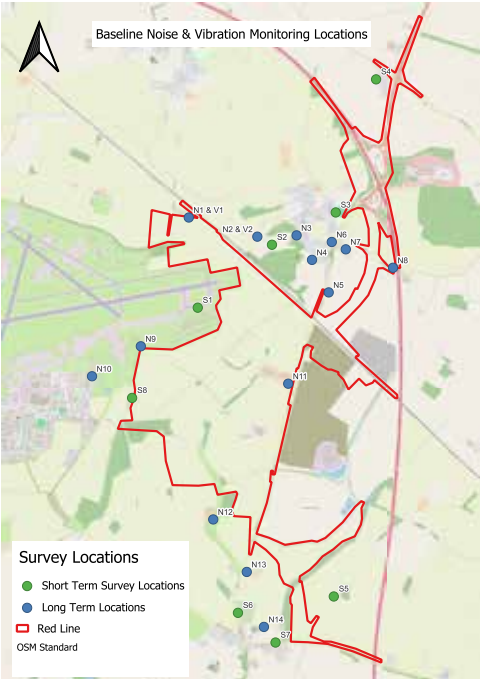
For most nearby survey and receptor locations, the existing noise environment is primarily affected by road traffic noise from local roads (such as the B430 and B4030) and distant constant road traffic noise from the M40 motorway.

The draft scheme includes mitigation measures embedded within the proposals, principally the proposed landscaping and mounding around the Main Site. Furthermore, the earthworks strategy will reduce the ground levels and lower much of the built development area into the landscape (see the cross-sections included on these Boards).

In addition the scheme will help deliver reductions in traffic noise in both Ardley and Middleton Stoney as a result of the proposed new roads which will see reductions in traffic through the villages.

The draft assessment work sets out that as a result of the mitigation and best practice measures to be employed during the construction process, no significant effects are anticipated from construction activities.

Once operational, mitigation measures proposed or being explored, including mounding and fencing, are intended to minimize the likelihood and scale of any adverse noise effects and reduce residual noise effects to acceptable levels.



Lighting

The lighting assessment considers the environmental zone (which is a classification of a specific area based on its existing light levels and sensitivity to light pollution), within which the site sits. Within the vicinity of the site there is a broad mixture of commercial uses, rural settlements, urban settlements and agricultural land, but agriculture makes up the majority of this mix. As a result, the study area can be defined as an E2 (rural) environmental zone, with smaller pockets of E3 (suburban). The assessing of lighting affects has been done against the requirements of an E2 environmental zone, and this approach has been agreed with the Cherwell District Council Environmental Protection Team.

The scheme includes a lighting strategy which has been designed to prevent glare and light spill to locations off-site, including upward light that can contribute to sky glow. The landscaping and earthworks strategy will also screen much of the lighting on the site from being directly visible from outside the site and so also forms part of the mitigation for lighting.

The lighting assessment acknowledges that the lighting baseline within the site will change as a result of the proposed development, but based on the proposed lighting strategy during construction and operation phases, no significant effects of lighting are anticipated. The scheme is designed to comply with the lighting levels and characteristics of the site's current 'E2' (rural) environmental zone and will not result in a change to the environmental zone classification as defined in the guidance.



Air Quality and Odour

The proposals include a package of measures to minimise effects on air quality. Measures will focus on transport as one of the main sources of pollutants, and will include specific Travel Plan measures relating to use of public transport, walking and cycling, as well as enabling use of electric vehicles. More widely, the development will help reduce the reliance of road freight and HGV trip lengths, and therefore produce benefits in terms of overall emissions reductions.

In terms of the assessment on air quality, a qualitative construction phase dust assessment was undertaken, and measures were recommended for inclusion in a construction environmental management plan to minimise emissions during construction activities. With the implementation of these mitigation measures, the impact of construction phase dust emissions is anticipated to be 'not significant' in accordance with IAQM guidance.

An assessment of the potential effects of rail emissions was undertaken in accordance with DEFRA guidance. It was determined that the Proposed Development would not exceed any of the screening criteria detailed for rail locomotives and therefore the impacts on local air quality from rail emissions as a result of the operational development are considered to be 'negligible' and 'not significant'.

The assessment of likely impacts from the transport associated with the proposals is ongoing in tandem with the Transport Assessment work.

With regards to odour, an assessment is being undertaken to consider temporary odour effects of the landfill excavation. With the implementation of a management plan, the impact at existing sensitive receptors is anticipated to not be significant.

11. ENVIRONMENTAL ISSUES - CONTINUED

Ecology and Biodiversity Net Gain

A full suite of ecological surveys has been carried out including tree surveys. This extensive survey work provides a good sense of the baseline characteristics which will inform both an assessment of the likely effects of the Proposed Development, and inform the mitigation strategy to minimise effects, and maximise opportunities to deliver a net gain in biodiversity.

The vast majority of the Main Site comprises arable land with some areas of improved and species-poor semi improved grassland field compartments which support limited botanical diversity and are common locally. However, there are some areas of greater interest, and records of a number of protected species within the site and neighbouring habitats, including bat, amphibians, reptiles, badgers, numerous bird species, and hedgehog.

Much of the proposed Highways works are on arable land, with botanical and ecology interest limited to field margins. The areas include a range of existing unmanaged species rich grassland and areas of semi-improved or semi-improved neutral grassland of local or site level importance only.



Wildlife Sites and designations

The Main Site includes a small part of the adjoining Ardley Cutting and Quarry SSSI to enable new connections to the Chiltern Line railway – this is known to contain a range of habitats including areas of short calcareous grassland. The SSSI is designated both for geological as well as ecological interest, and is of national level importance. There are a number of local wildlife sites and district wildlife sites or proposed sites nearby.



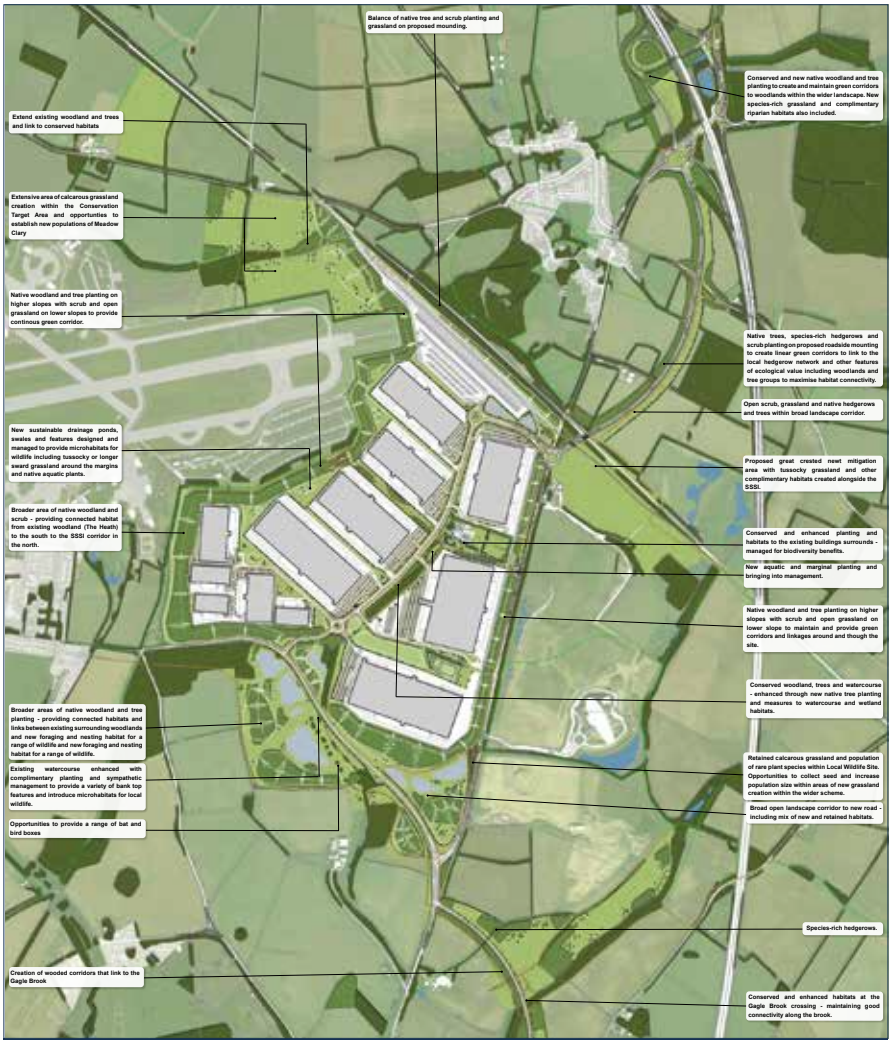
Watercourses

Three watercourses cross the Application Site – the Gagle, Ashgrove and Padbury Brooks. These watercourses are of local level importance and the draft proposals would retain much of these corridors and the associated trees and other habitats, as shown on the draft plans at this exhibition.



Trees and hedgerows

The majority of trees are associated with hedgerows, in variable condition and are typical of trees associated with farmland. Only 25 individual trees and a single woodland were recorded as being of high arboricultural quality (Category A). The majority of the hedgerows on the Main Site are considered species poor, with the overall hedgerow resource on-site considered to be of local to county level importance.



THE BIODIVERSITY PLAN ILLUSTRATES THE PROPOSED APPROACH



Retained and additional biodiversity (net gain)

In addition to retaining existing trees and hedges where possible within the Application Site, the draft landscaping proposals would see significant new habitat creation. The strategy is focused on delivering a 10% net gain in biodiversity compared to the existing baseline of the application site.

The new and retained habitats will be incorporated into the significant on-site green infrastructure and landscaping within the scheme, much of which also forms part of the visual screening of the proposed buildings and infrastructure. The new and retained habitats will also help ensure a high-quality environment for employees and visitors to the site, and the extensive 'green infrastructure' provided will include walking and cycling routes for employees and other visitors to the site.

Biodiversity



- In excess of 56 hectares (ha) of new native woodland, scrub and tree planting – significantly in excess of the existing trees/ woodland to be lost. Equates to in excess of 150,000 new native trees and other plants.
- In excess of 13km of new native and species rich hedgerows – equates to over 50,000 new native plants.



- Over 110 ha of new calcareous and other wildflower grassland – significantly in excess of the area to be lost.
- Over 6ha of wetland and waterside habitats including sustainable drainage basins and swales designed and managed for biodiversity benefit.



- Extensive new off road footways/ cycleways/bridleways – connecting up and extending existing surrounding routes – including circuitous trails.



Flood Risk and Drainage

The majority of the Application Site is in the lowest category of risk of fluvial (river) flooding - Zone 1. Areas of increased flood risk exist but are limited to existing watercourse routes. A Flood Risk Assessment has been prepared, supported by bespoke hydraulic modelling of the small watercourses across the site which comprises the Gagle Brook (crosses the Middleton Stoney Relief Road), the Ashgrove Brook (a tributary of the Gagle Brook which cross through the site) and, the Padbury Brook (crosses north of the M40 Junction 10 Highways Improvements). The results of the modelling indicate that the development site is expected to be drained effectively, without exacerbating downstream risks of flooding to land or property.

The draft drainage strategy ensures the site can accommodate and store rainwater collected on impermeable surfaces in a sustainable and predictable way. As shown on the illustrative masterplan, the draft proposals include provision of drainage attenuation features (including ponds) to store and retain rainwater runoff including an allowance for climate change. The attenuation ponds will be designed to slowly release water at a maximum rate equivalent to the existing average greenfield runoff rate. This will reduce any downstream flood risk and provide significant betterment for more extreme storms, as well as providing resilience against the predicted impacts of climate change.

Drainage ponds also have benefits in terms of ecology and habitat creation, and management of surface water can also benefit local water quality, as well as providing amenity benefits to employees and local people.



12. TRANSPORT AND HIGHWAYS

The Proposed Development is in a highly accessible location, adjacent to Junction 10 of the M40, and with good access to the A43 and A34 which provide connections to key distribution markets including London and Birmingham, but also to the south-coast ports.

Significant growth (housing and population) is planned locally at Bicester and Heyford Park, and the site also has easy access to key urban centres including Oxford and Banbury.

Once fully operational the proposed development is forecast to generate up to 1000 car trips and 300 HGV trips during the morning and evening peak hours. To accommodate the traffic associated with the scheme the proposals will deliver significant investment and physical improvement to the highway network. The strategy has been informed by an ongoing process which is being steered by a Transport Working Group (TWG) including National Highways, Oxfordshire County Council, Cherwell District Council, and the Applicant, which has been in place since 2020.

The ongoing Transport Assessment (TA) is informed by detailed modelling using an approved traffic model. The core components of the proposed strategy are described here and on the plan to the right.

Highway Improvements and Access Strategy

Assessment work has identified capacity issues at Junction 10 of the M40 alongside traffic issues (partly caused by rat running) in the villages of Ardley and Middleton Stony, and congestion at M40 Junction 9. Notwithstanding the highway improvements at M40 Junction 10 (Padbury Roundabout) that are currently being delivered, these issues are predicted to get worse because of the growth already planned around Bicester and other traffic growth. A range of options for accessing the SRFI site and addressing the congestion issues have been considered and discussed with the TWG. The preferred approach (agreed in principle with the TWG) is described on the annotated plan here and on Board 13. It involves a combination of works at and around M40 Junction 10 and Junction 9 together with local road improvements around Ardley and Middleton Stony. The proposals include:

- increased capacity of junction to relieve congestion. The proposals include a link from the M40 northbound to Padbury junction for A43 northbound traffic, and works at Padbury, Cherwell and Ardley roundabouts. Works are also proposed at the Baynard's Green Roundabout.
- a new link road connecting the SRFI site to Junction 10, diverting the B430 around Ardley (a bypass to the village).
- the replacement of Upper Heyford Road (between Camp Road and the B430) with a new link road, termed the Heyford Park Link Road.
- a relief road for the village of Middleton Stony connecting the B430 and the Heyford Park Link Road to the north of the village with the B4030 to the east of the village.
- an improvement to increase the capacity for M40 northbound traffic on the A34 approach to M40 Junction 9.

The benefits of this approach include:

- significantly reduced congestion at M40 Junction 10 and improved journey times.
- existing traffic being drawn back onto the strategic and principal road network and away from local routes.
- all north-south through-traffic removed from Ardley village.
- reductions in the volume of traffic passing through the centre of Middleton Stony.
- a much-improved network of high-quality pedestrian and cycle facilities around the Ardley, Heyford Park, Middleton Stony area, the western side of Bicester, and at M40 Junction 10, thereby promoting active travel.
- reduced queuing on the A34 approach to M40 Junction 9 and improved access to the M40 northbound.

Ardley Bypass

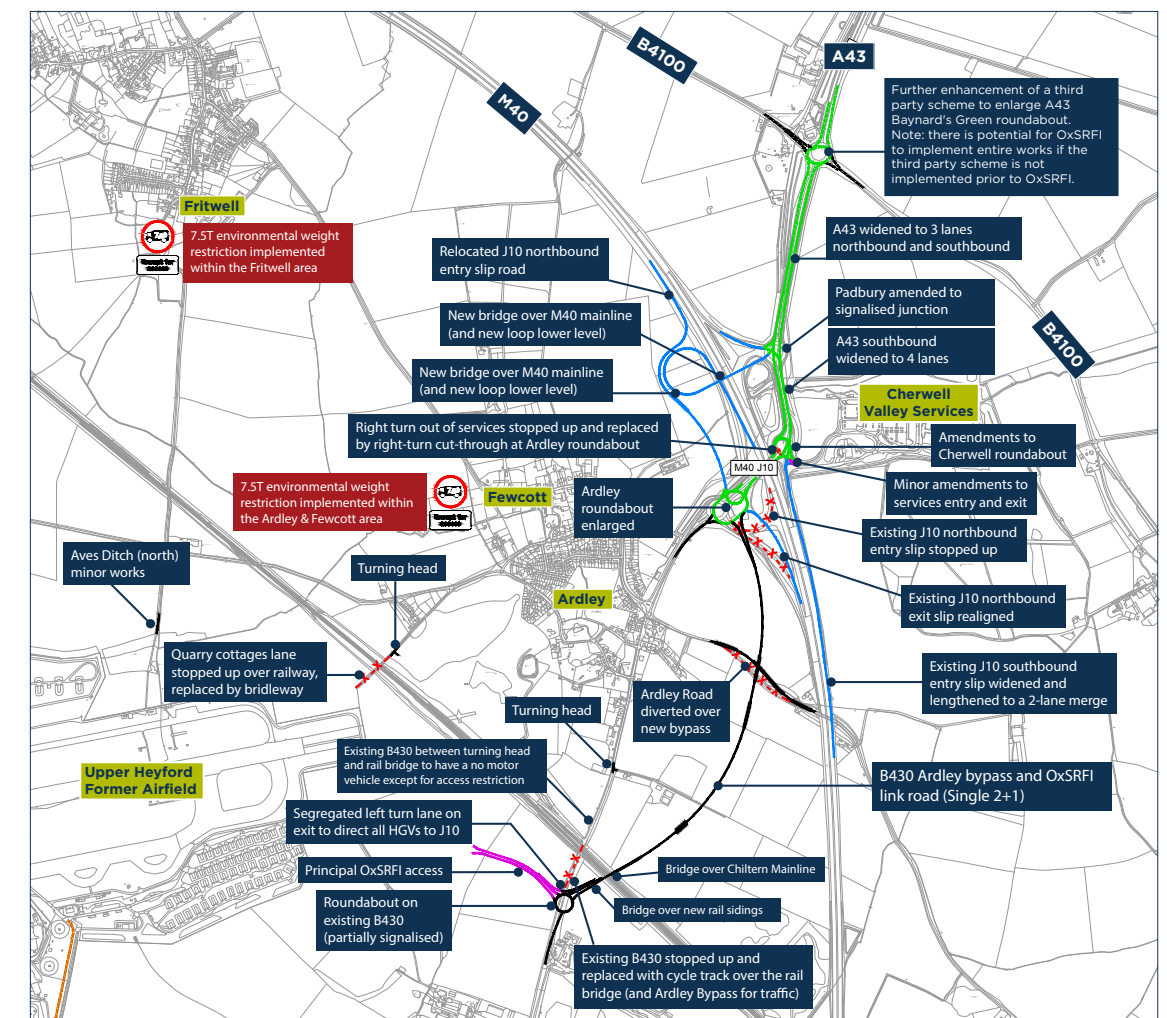
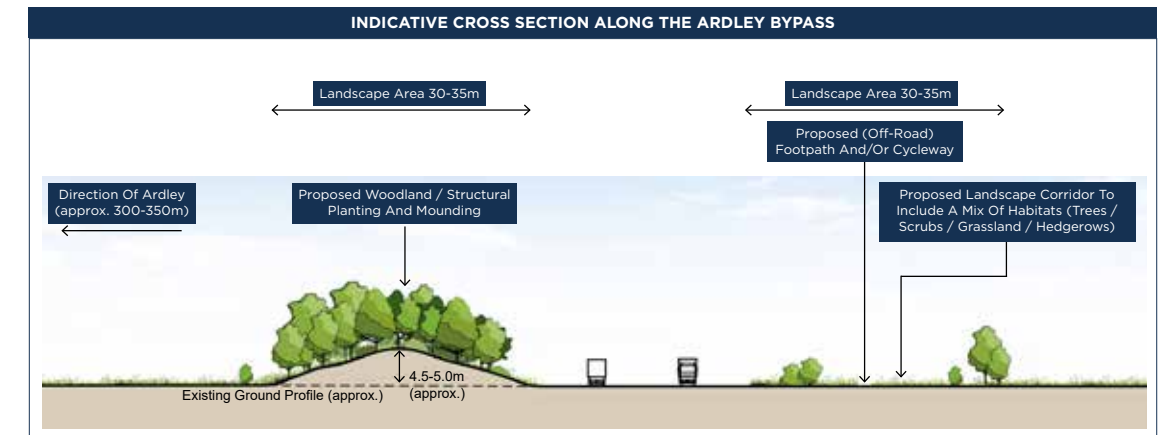
The Main Site is proposed to be accessed via a new Ardley Bypass, which is planned to be complete and open to traffic prior to first occupation of the OxSRFI. The Bypass is proposed from the Ardley Roundabout (at the western side of the current Junction 10) on an alignment east of the B430, and would also serve as the Principal Access to the Site. Ardley Road would be taken over the bypass via a new bridge.

The existing B430 would be stopped up to the south of the existing bridge over the railway and north of the new Main Site access roundabout, and converted to footway/cycleway, so that all through-traffic would be removed from Ardley village.

The Ardley Bypass will bridge over the Chiltern Main Line railway and join a new roundabout junction on the B430 that will serve the Main Site. The Bypass will include drainage and landscaping associated with the new road and junction arrangements (see cross-section above). It will include amendments and diversions to existing rights of way.

HGV Routeing Strategy

A HGV Routeing Strategy will require all HGV traffic to arrive and depart the site to travel via M40 Junction 10 and the new Ardley Bypass. HGVs would be restricted from travelling to and from the south of the site on the B430. The HGV routeing strategy would be enforced through a combination of a physical height restriction (to prevent HGVs exiting the site from turning south on the B430), paired with enforcement methodology, likely to be based on Automatic Number Plate Recognition (ANPR) cameras. Therefore, the OxSRFI would not increase HGV traffic flows on local roads to the south of the site based on this proposed routeing strategy and enforcement measures.



13. TRANSPORT AND HIGHWAYS - CONTINUED

Middleton Stoney Relief Road

This single carriageway road will provide a link from the B4030 to the B430 north of Middleton Stoney. It will include a new footway/cycleway and connections to new and enhanced public rights of way. The proposed route for the Relief Road has been informed by environmental and technical assessments.

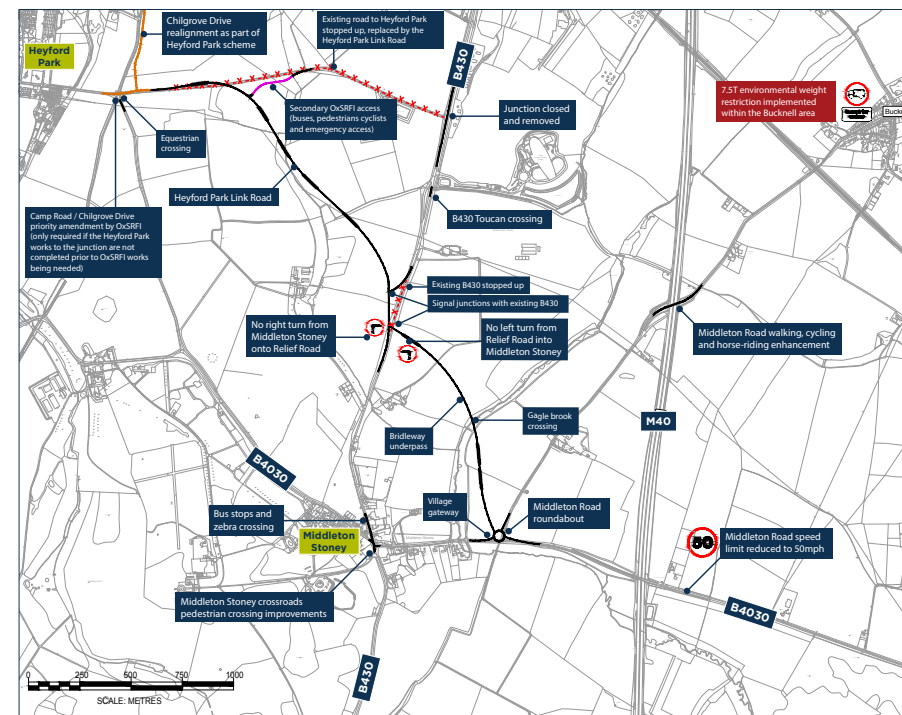
Traffic modelling using Oxfordshire County Council's approved transport model demonstrates that the Relief Road, working in combination with the Heyford Park Link Road, provides a more attractive east-west (and vice versa) route for drivers than travelling through Middleton Stoney village. The traffic modelling predicts that the impact of the Relief Road will be to reduce total traffic flows through the centre of Middleton Stoney village by 31%.

Facilitated by the reduction in through traffic, new traffic signal-controlled pedestrian crossing facilities will be provided at the Middleton Stoney crossroads along with a zebra crossing on the B430 Ardley Road near to the new bus stops within the village.

Heyford Park Link Road

This single carriageway road will provide a link from the B430 north of Middleton Stoney to Heyford Park. The western extent of this new link will tie in with the current Camp Road. It will include a new footway/cycleway and connections to new and enhanced public rights of way.

A Secondary Access to OxSRFI will be formed off the Heyford Park Link at the southern end of the Main Site. This is proposed as a bus (public transport), cycle, pedestrian and emergency vehicle access only – all vehicular traffic will use the main access further north from the B430.



Sustainable Transport Strategy

A range of sustainable transport connectivity improvements will be provided to ensure that OxSRFI is provided with appropriate public transport links, high quality active travel connectivity and car share opportunities, to maximise sustainable modes of travel to and from the site.

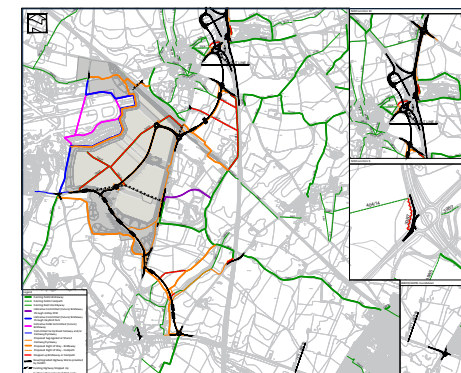
The proposals include the following infrastructure measures to support travel by sustainable transport modes:

- High quality, surfaced, and lit pedestrian and cycle connections within the Main Site.
- Secure, covered cycle parking and facilities at each unit to enable cycling (e.g. showers, lockers, changing facilities).
- Links with new and improved external pedestrian and cycle routes, including PRoW to Heyford Park, Ardley, Middleton Stoney, and Bicester (see below).
- Fund new and enhanced bus services to and from Heyford Park, Bicester, and Banbury (see to the right).
- New pedestrian and cycle facilities along the B430, Middleton Stoney Relief Road, and Heyford Park Link Road.
- Dedicated bus stops within the development, and on Heyford Park Link Road, with lighting, landscaping and shelter to create a pleasant waiting environment.
- A mobility hub at the northern end of the site, with a bus stop and secure covered cycle parking, to encourage trips to and from Ardley by sustainable modes.
- New off-site bus stops adjacent (on B430) to the Ardley Energy from Waste site and within Middleton Stoney.
- A bus gate at the Principal Site Access and Secondary Site Access.
- Designated priority car share bays at each of the warehouse units and Rail Terminal to encourage car sharing.
- Suitable taxi drop-off or waiting areas.
- Other active travel infrastructure provided as part of the Highway Works at and between M40 J10 and the A43 Baynard's Green junction.

Walking, Cycling, and Public Rights of Way

A key objective is to provide walking and cycling connectivity between the Main Site and the principal settlements within the walking and cycling catchment areas. Opportunities to enhance the Public Rights of Way (PRoW) network have been identified and new and diverted PRoW are proposed. The proposals have been influenced and developed in consultation with the TWG.

The Proposed Development will provide new and enhanced pedestrian and cycle links and facilities that will enhance connectivity between, Heyford Park to the west, Ardley to the north, Bicester to the east, and Middleton Stoney to the south. The proposed improvements have been developed to complement the existing active travel network, including other measures expected to come forward as part of other committed developments.



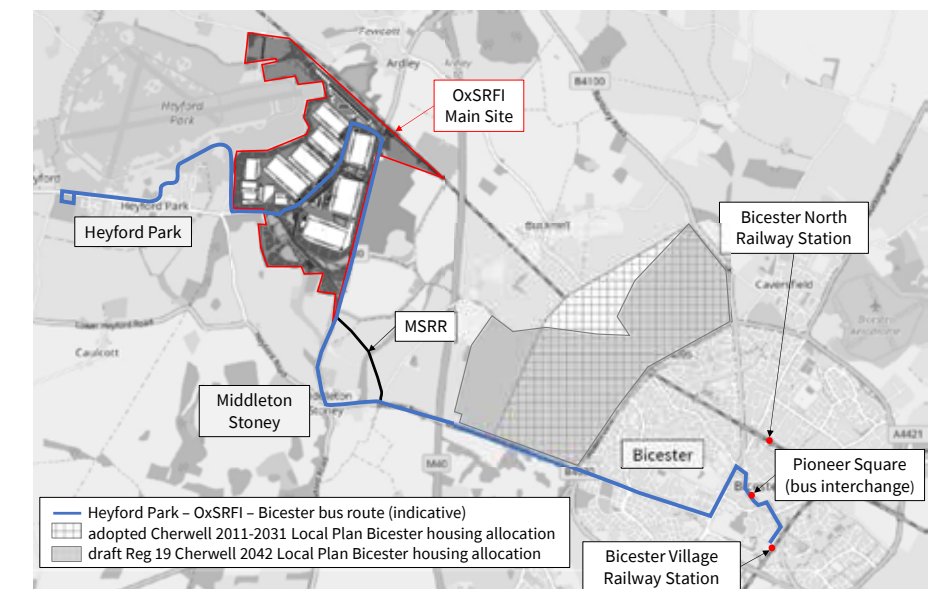
The proposed strategy for pedestrians and cyclists, along with the proposed changes to the PRoW network are shown on the plan on this board. A Sustainable Transport Strategy document is appended to the draft Environmental Statement.

Public Transport Strategy

It is recognised that public transport is most attractive when it is direct and with a regular timetable, with reliable journey times, and that for public transport to be attractive, provision needs to be in place at first occupation. Flexibility in the strategy is important due the potential unknowns associated with a development of this scale and integration with adjacent development.

The OxSRFI will provide a Bus Service Contribution that will be used to fund the delivery of a bus service to and from OxSRFI and Heyford Park and Bicester, and a service to and from OxSRFI and Banbury. This will ensure that the bus services are suitable to serve the principal settlements from which the employees are most likely to travel, maximising the attractiveness of a bus commute to and from the Main Site. The funding will be secured via S106 Planning Obligations as part of the DCO application.

The 'Heyford Park - OxSRFI - Bicester' service will commence from the start of occupation at the OxSRFI site. The OxSRFI scheme would fund diversion of two Heyford Park buses through the OxSRFI Main Site to provide a 30-minute frequent service for OxSRFI users. These services would be extended to cover early mornings from 0400 hours to 0800 hours, and evenings from 2000 hours to 2300 hours - providing 7 day a week operation.



The OxSRFI scheme would fund the provision of a morning and evening peak hour and shift-change bus service to Banbury to be introduced as demand for the service warranted it, which is anticipated to be from the second year of occupation at OxSRFI.

Passenger rail travel will be facilitated with direct bus links to Bicester and its railway stations, to provide for rail travel as part of a multi-modal journey to and from OxSRFI. A new passenger rail station does not form part of the OxSRFI development proposals, although the OxSRFI scheme would not prejudice the future provision of such at the former Ardley Station site, should proposals be brought forwards by others.

14. PROCESS AND TIMETABLE

As shown below, the OxSRFI scheme is progressing within the Nationally Significant Infrastructure Project (NSIP) process, with submission being the next stage.

This consultation exhibition forms part of a second (statutory) stage of community consultation, and will feed into the finalising of the proposals. An important part of this statutory pre-application stage is receiving input from local people as well as a range of statutory and other consultees and bodies on the draft proposals ahead of submission.

Further assessment work, particularly in relation to the transport assessment is ongoing which, when completed, will also help finalise the detailed air quality and noise assessments. Once all input from the stage 2 (statutory) consultation is received and the assessments completed, the scheme and supporting evidence will be finalised and submitted to the Secretary of State. The application is currently anticipated to be submitted in early 2026, subject to completion of all required steps.

The SRFI Application Process

There is a defined process and timetable for the NSIP process which is led by the Planning Inspectorate – advice from the Inspectorate is set out below (and available on their website –

<https://www.gov.uk/government/collections/national-infrastructure-planning-advice-notes>

Members of the public will need to fill out a registration form and make a relevant representation during the relevant representation period if they want to be an interested party and:

- have the right to send further comments and written evidence during the examination stage of the process.
- have the right to request to speak at the preliminary meeting during the pre-examination stage or hearings at the examination stage, and request to attend any accompanied site inspections.
- hear about events and decisions made during the process.
- hear about the progress of the application.

The 'Register to have your say' form will be available on the project information page of the **'Find a National Infrastructure Project' website** when the applicant notifies everyone that the application has been accepted. The registration form will be available throughout the relevant representation period.



TIMESCALE

- **June 2021**
submission of scoping report
- **Late July 2021**
scoping opinion issued by PINS
- **March/April 2022**
consult with Local Authorities on Statement of Community Consultation
- **May-July 2022**
Stage One (non-statutory) consultation
- **Summer 2022-Autumn 2024**
consideration of consultation responses
- **2023-Summer 2024**
scheme paused for infrastructure review
- **Autumn 2024**
restart of the scheme
- **July/August 2025**
consult with Local Authorities on updated Statement of Community Consultation
- **September-November 2025**
Stage Two (statutory) consultation
- **Winter 2025/26**
consideration of consultation responses and scheme fix
- **Early 2026**
application submission
- **Summer 2026**
examination
- **Summer/Autumn 2027**
decision

**CURRENT
STAGE**