



Stage 1 Consultation Webinar

6-8pm, 23rd May 2022

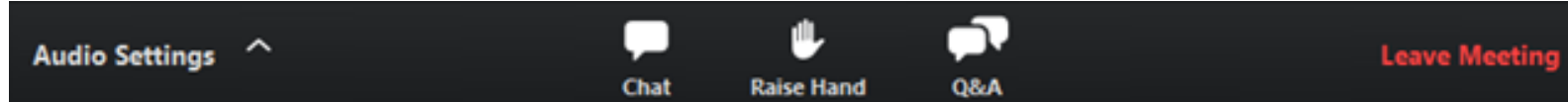
1. Introduction
2. Project Team presentation
 1. What is an SRFI?
 2. Site Location & Context
 3. Emerging Proposals
 4. Highways Improvements
 5. Landscape Strategy & Cross-Sections
 6. Noise
 7. Environmental Assessment
 8. Sustainability & Climate Change
 9. Key Components & Benefits
 10. Timetable & Consultation
3. Questions & Answers
4. Close of webinar



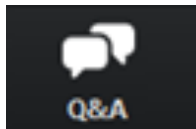
How to ask questions

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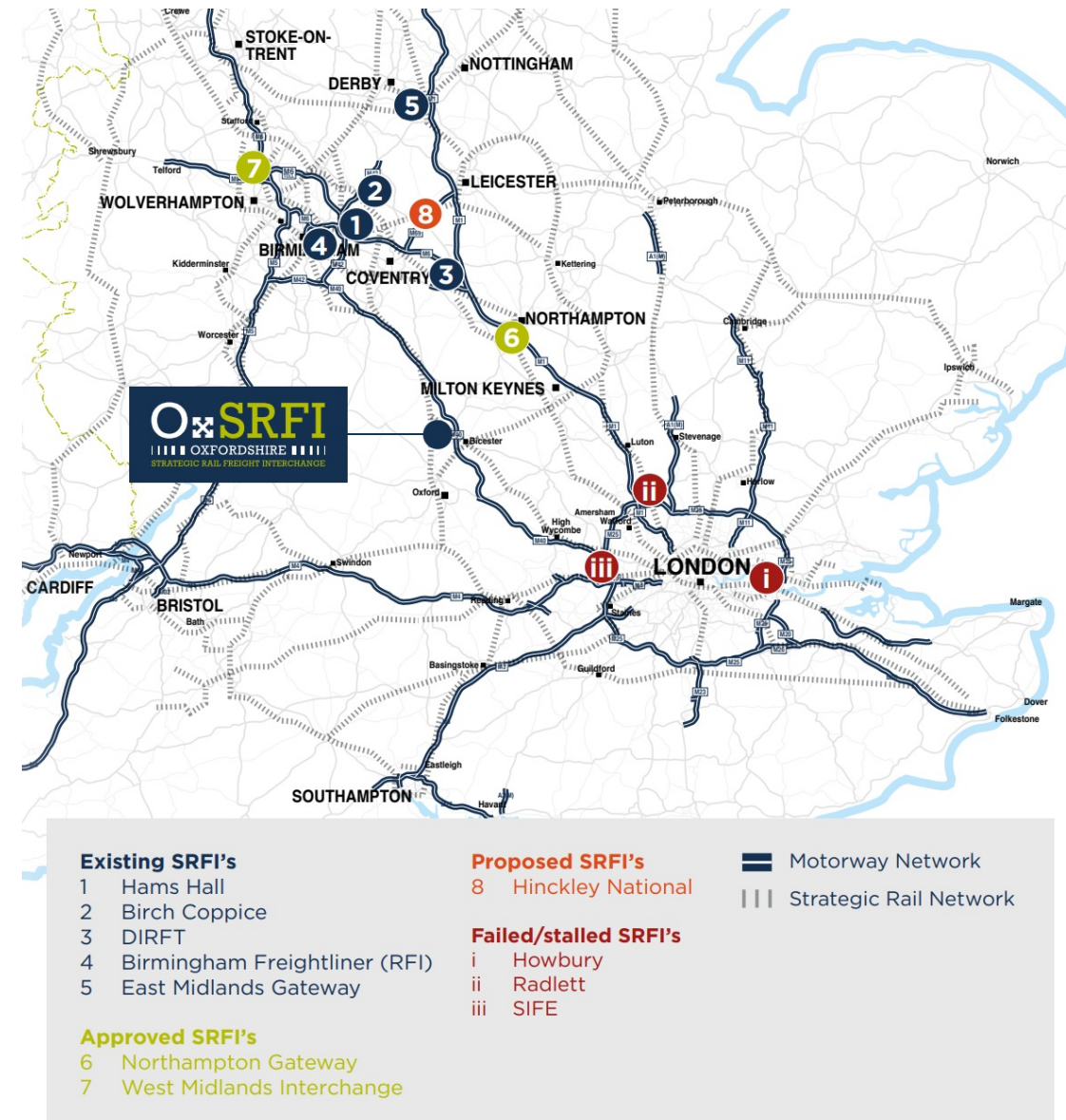


Press the **Q&A button** to open a new window where you can type and submit your question to the panel.



1 OxSRFI – What is an SRFI?

- 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 from lorry to train.
- Part of the Government's strategy to reduce carbon emissions, and road congestion.
- The Oxfordshire Rail Freight Interchange (OxSRFI) is a Nationally Significant Infrastructure Project (NSIP) - an application for a 'Development Consent Order' is made to the Planning Inspectorate. 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.
- 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.



2 OxSRFI – Site Location & Context

Location:

Land east of the former Upper Heyford Air Base, south of the Chiltern railway line, and southwest of Junction 10 of the M40 motorway

Context:

- The site meets SRFI requirements
- The Chiltern rail line is part of the strategic rail freight network
- The site is within a 4 hour drive of approx. 75% of the UK population
- Significant planned growth in the area at the Upper Heyford Airfield and land west of Bicester



3 OxSRFI – Emerging Proposals

Proposals:

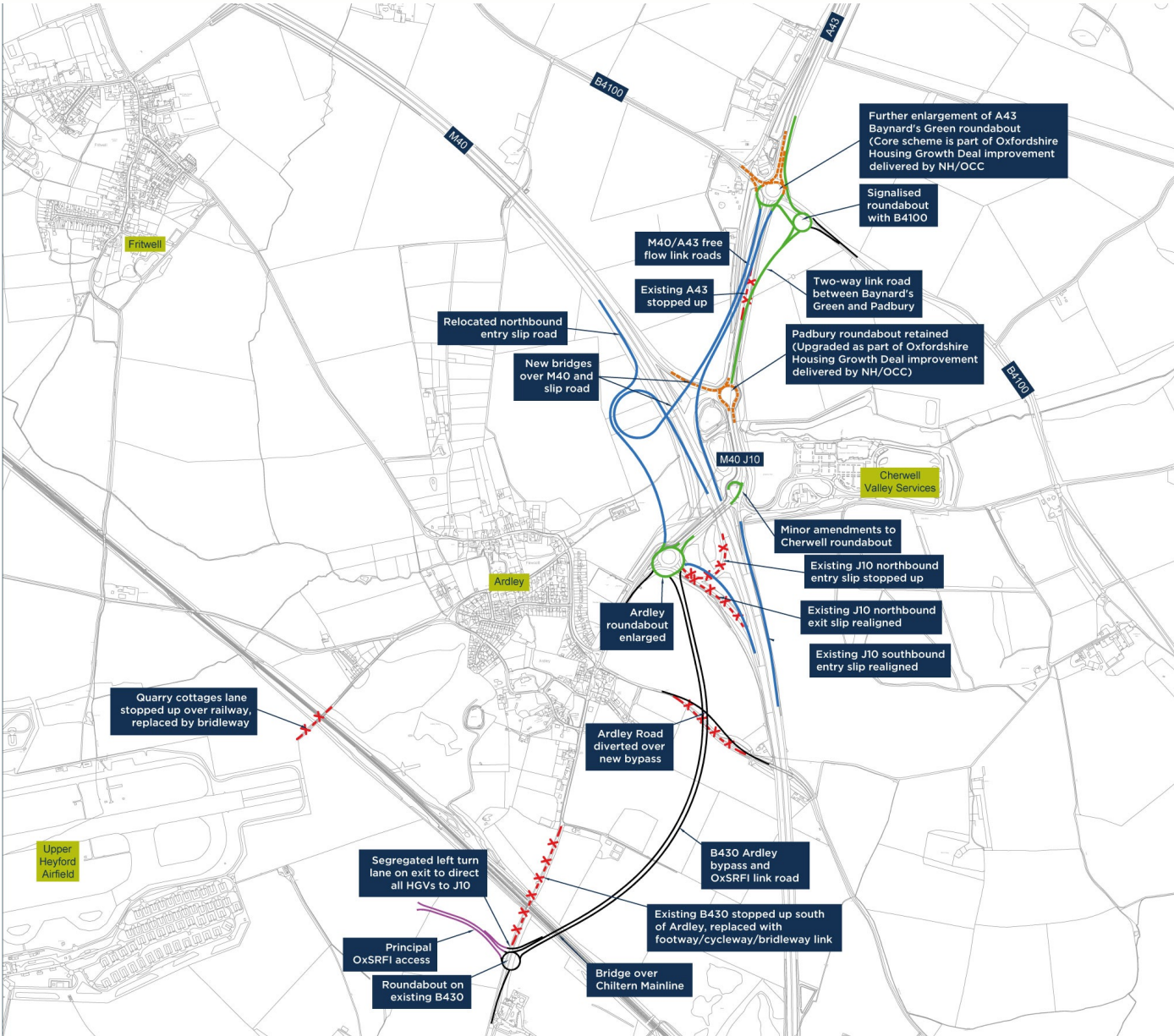
1. Rail Freight Terminal
2. Approx. 6.5m sq. ft. of rail served warehousing – including buildings of BREEAM 'Excellent' or better
3. Demolition of existing structures
4. Improvements to M40 Junction 10
5. Ardley Bypass
6. Heyford Park Link Road
7. Middleton Stoney Relief Road
8. Principal access into the Main Site from a new roundabout on the B430
9. Secondary access into the Main Site for bus, pedestrians, cyclists and emergency vehicles only
10. Relocated In Vessel Composting Facility
11. Measures to enable and encourage sustainable travel
12. Retention of the Grade II listed Threshing Barn at Ashgrove Farm
13. Retained and new landscape features



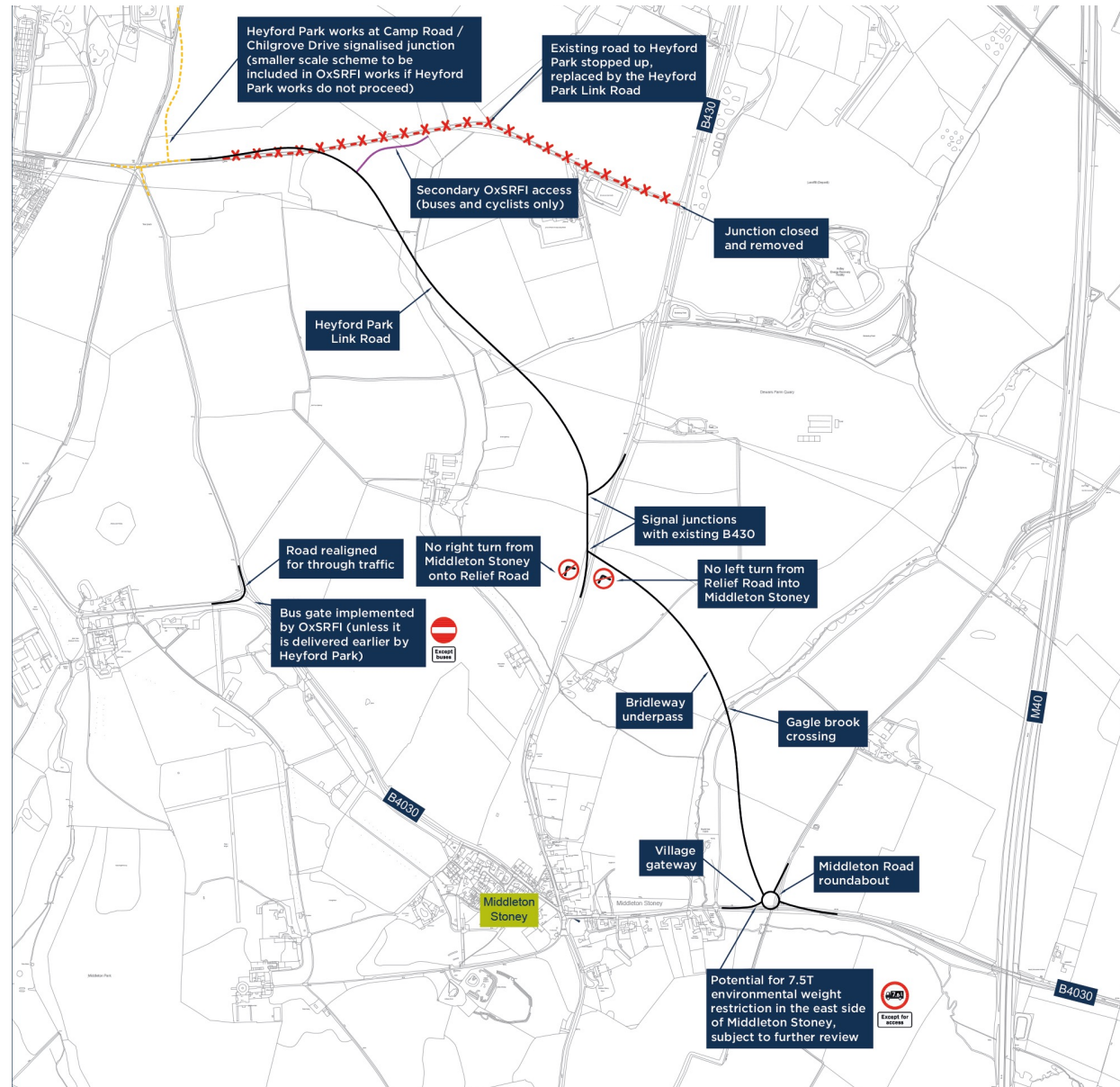
4 OxSRFI – Highways: J10 Improvements & Ardley Bypass

Journey times through Junction 10 will be improved. Initial forecasts suggest the improvements in journey time through the junction complex as shown in the below table. This is the average improvement across all journeys through the junction, and remains subject to further work.

Period	Improvement in journey time (average of all movements) - initial assessment
AM peak (0700 to 1000 hrs)	40%
Interpeak (1000 to 1600 hrs)	14%
PM peak (1600 to 1900 hrs)	17%
Off-peak (1900 to 0700 hrs)	9%



4 OxSRFI – Highways: Middleton Stoney Relief Road & Heyford Park Link



5 OxSRFI – Landscape Strategy

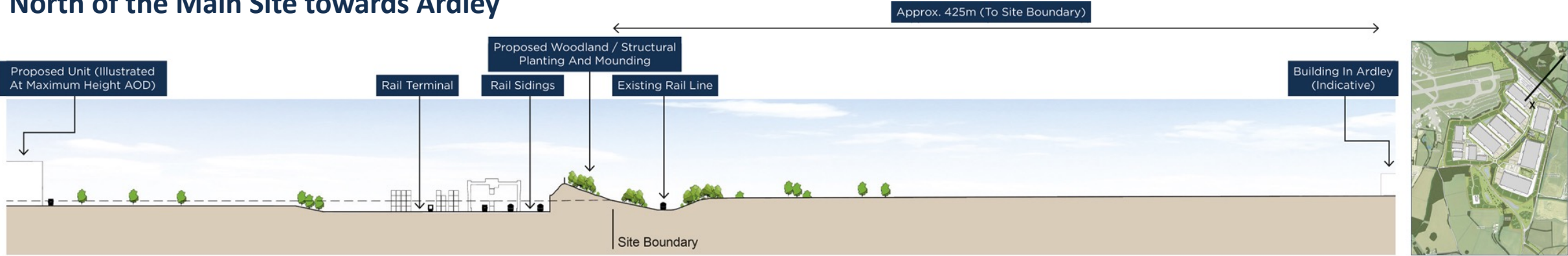
The combination of the existing topography, new earthworks and existing and new woodland planting will establish an effective visual screen and 'buffer' even from many nearby locations. Retention of many existing mature trees and planting within and adjacent to the site will be reinforced with new mounding and planting to help screen views into the site.



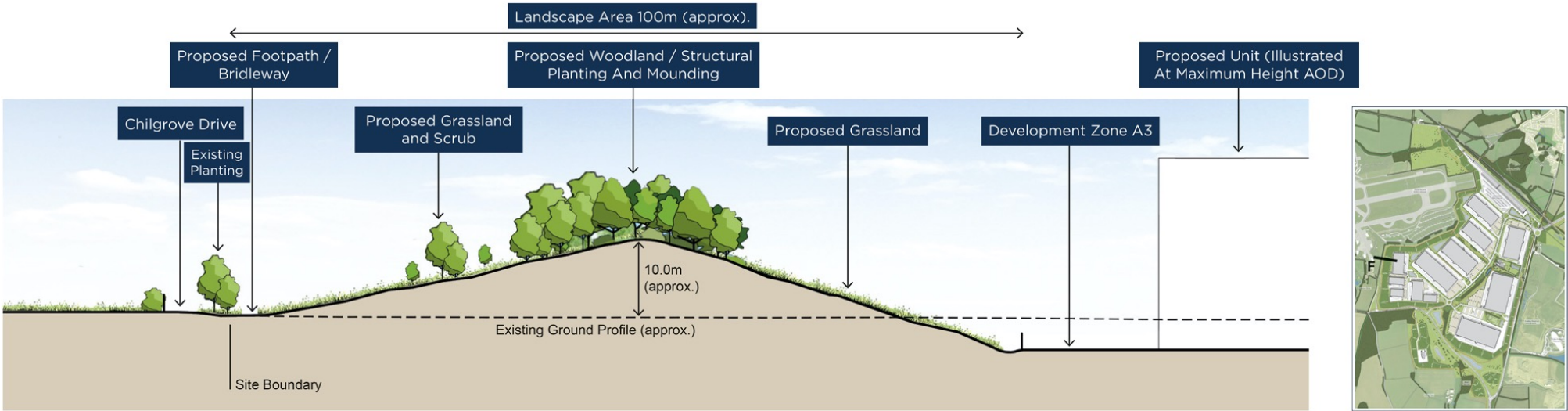
- A** Substantial mounding and woodland/ tree planting around site edges (north west, south and east)
- B** Mounding and woodland planting along the proposed link roads
- C** Extensive new woodland for visual screening and wildlife connectivity
- D** Proposed Rail Sidings and Rail Terminal set down significantly below existing ground levels
- E** New drainage features on lower lying land. Including marsh habitats and other wetland
- F** New drainage swales and ponds alongside existing watercourse and habitats
- G** Conserve and manage existing woodland and other habitats
- H** Perimeter footway/cycleway with connections into the development. Potential links into/from the Airfield
- I** Footways and cycleways around the site including fitness circuits and walks
- J** Opportunity for Central Hub, including meeting, eating and fitness facilities
- K** Potential Raised Viewing Deck of the Rail Terminal

5 OxSRFI – Key Cross-Sections

North of the Main Site towards Ardley

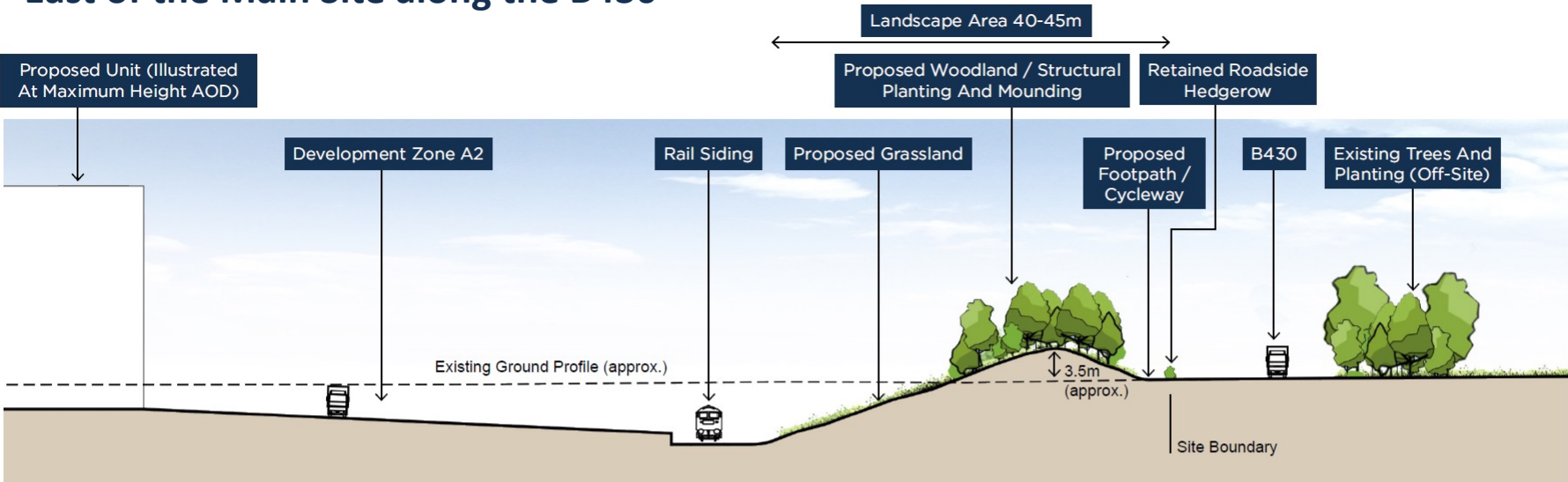


South west boundary of the Main Site to Heyford Park

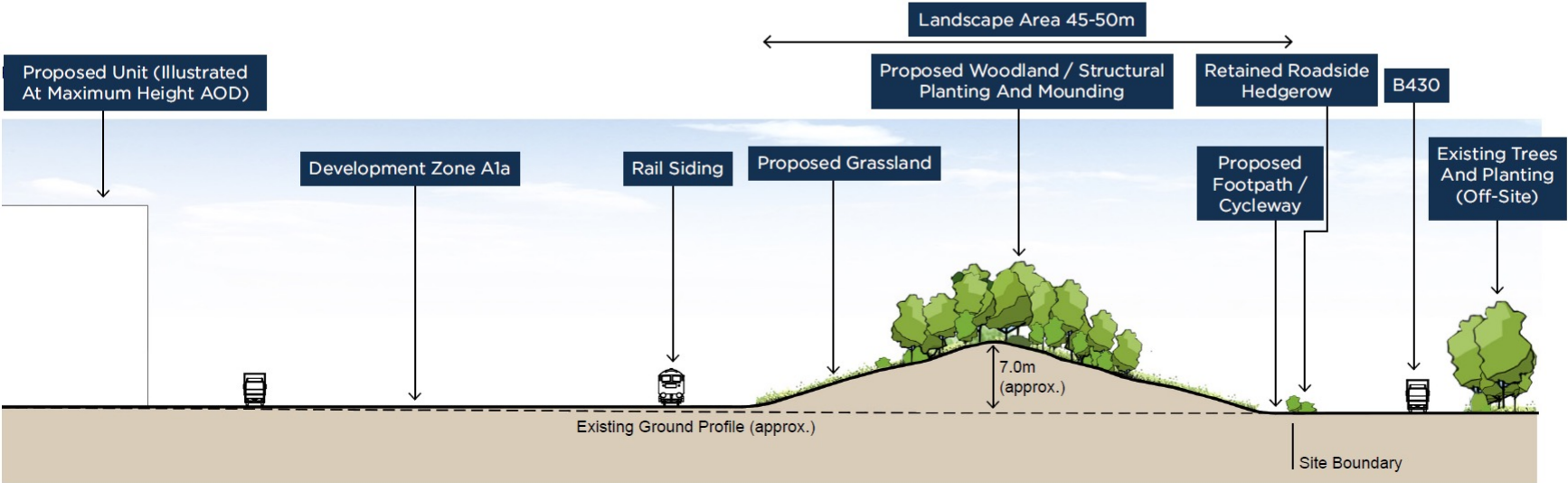


5 OxSRFI – Key Cross-Sections

East of the Main Site along the B430



C-C'



L-L'



6 OxSRFI – Noise

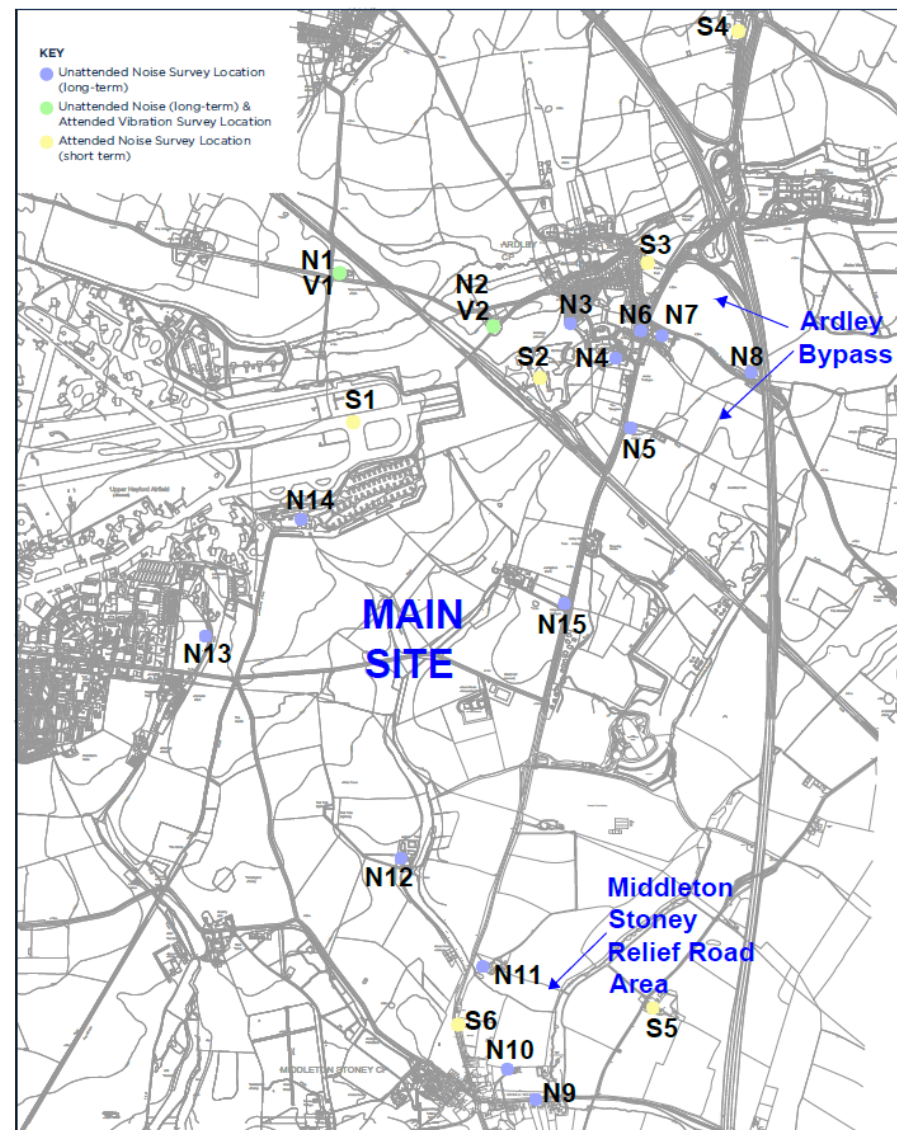
Surveys have been undertaken at 20 locations around the proposed development (see adjacent plan). The assessment of the noise effects will be completed once the transport modelling work is complete.

The emerging scheme includes mitigation measures, principally the proposed landscaping and bunding.

Reductions in traffic noise are likely in both Ardley and Middleton Stoney as a result of reductions in traffic through the villages.

Preliminary work suggests that the vast majority of locations nearby will experience no adverse effects from operational noise from the Main Site, in part due to the distance between them and the site, as well as due to the mitigation measures proposed.

Noise from the site may be audible from time-to-time as the existing noise levels can be low at certain locations. Based on experience elsewhere, it is not expected to be significant.



Noise monitoring locations plan

Surveys and assessment work is ongoing in relation to a range of other topics including:

- Ecology
- Lighting
- Air Quality
- Drainage
- Heritage and Archaeology
- Ground Conditions
- Waste
- Agricultural Land

Draft assessments form part of the current Stage 1 consultation; the final versions and results of these assessments will be reported in at Stage 2 (planned for later this year).

8 OxSRFI – Sustainability and Climate Change

Mountpark is committed to delivering a high-quality multi modal logistics campus. This means developing a campus which is highly efficient, creates an attractive working environment but has environmental responsibility as a guiding principle.

Some key environmental components of the scheme are:

- the proposals will play a direct role in enabling the transition to a more sustainable economy with rail freight being around 73% more carbon efficient than road freight
- almost 45% of the Main Site will be landscaped green space - the scheme will involve the planting of in excess of 100,000 new native trees and 12km of new hedgerow
- the scheme will deliver a significant net gain in biodiversity (10% being targeted)
- committing to achieve net-zero carbon in construction, and buildings of BREEAM 'Excellent' or better;
- the scheme will include sustainable energy consumption and production to enable occupiers to transition towards 'net zero', including EV charging points, PV panels, solar heating and air source heating;
- the scheme will create a campus environment – prioritising health and wellbeing with walking and cycling links to, and within, the site.



9 OxSRFI – Key Components & Benefits

Key Components:



Around 45% of the Main Site will be landscaped green space;



The scheme will involve the planting of in excess of 100,000 new native trees and 12km of new hedgerow;



Buildings and freight activity will be screened by substantial landscaped mounding;



The proposals will play a direct role in enabling the transition to a more sustainable economy;



The scheme will deliver a significant net gain in biodiversity;



Committing to achieve net-zero carbon in construction.

Economic Benefits:



Estimated around 9,500 jobs once operational – would include a range of skill-sets;



Further jobs in the supply chain;



Significant capital investment in excess of £500million;



Added value of £333million per annum to the local economy;



Potential Business Rates revenue of over £20million per annum

10 OxSRFI – Timetable & Consultation

Stage 1 Consultation – comments can be provided via:

- The project website: <https://oxsrfi.co.uk/>
- Email: oxsrfi@havingyoursay.co.uk
- Phone: 0333 358 0502
- Letter: 'Freepost OxSRFI'

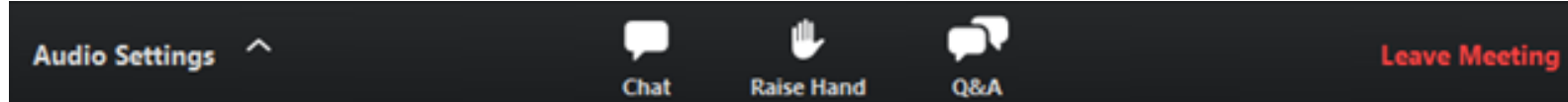
Please provide comments by 11:59pm on 4th July.



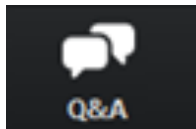
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Thank you for attending

Our next webinar session is next Monday 23rd May 2022 at 6pm.

Our next exhibition events are:

Friday 20th May at Heyford Park Chapel between 1.30 and 7.30pm.

Wednesday 25th May at Upper Heyford Village Hall between 1.30 and 7.30pm

Let us know what you think:



Email:

oxsrfi@havingyoursay.co.uk



Telephone:*

0333 358 0502



Post:

'Freepost OxSRFI'



Website:

www.oxsrfi.co.uk

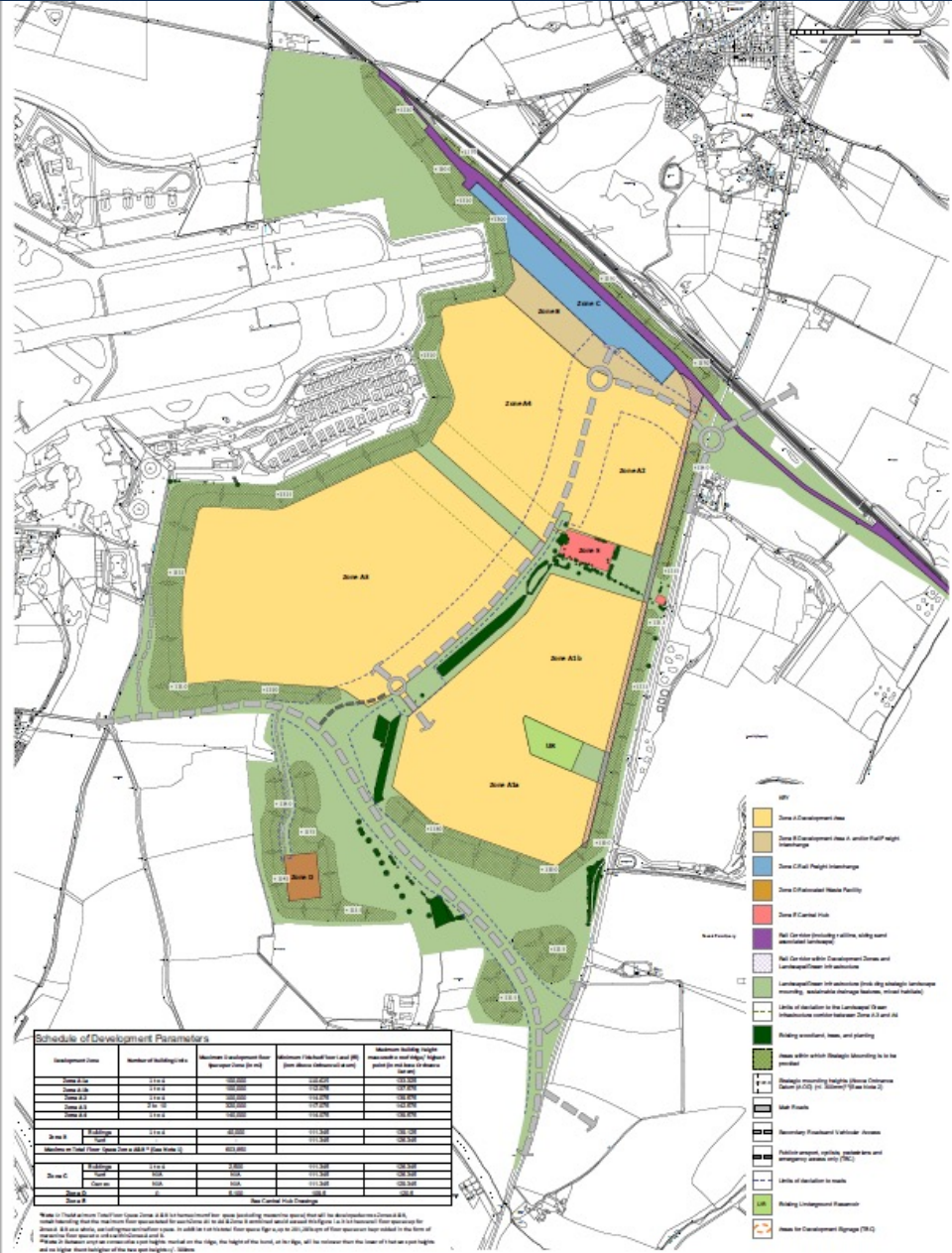
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End of presentation

Plan – Public Footpath Strategy



Plan – Parameters Plan



Plan – Illustrative Masterplan

