



Petition Submission Pack

Petition requesting coordinated action to improve the processes and rigour applied to assessing and mitigating the full cumulative (combined) impacts of major developments. Sean

North Oxfordshire Resident Action (NORA)

Prepared for: Cherwell District Council

Copied to: Planning Inspectorate

Matthew Pennycook MP, Minister of State (Minister for Housing and Planning), Ministry of Housing, Communities and Local Government

Date: 25th April 2026

This pack contains a summary submission letter, a compliance checklist aligned to the Cherwell District Council Petitions Scheme, a suggested five-minute speaking note, and a companion four-slide presentation deck.

Summary submission letter

To

Democratic and Elections Team
Cherwell District Council
39 Castle Quay
Banbury
Oxfordshire
OX16 5FD

From / copied to

NORA North Oxfordshire Resident Action.
Chair: Adrian Langdale
nora@norasays.org.uk
Registered Office: 50 Princes Street, Ipswich.
IP1 1RJ
Copied to the Planning Inspectorate
Copied to Matthew Pennycook MP, Minister of State (Minister for Housing and Planning), Ministry of Housing, Communities and Local Government, Oxfordshire County Council.
Calum Miller, MP. Sean Woodcock, MP.

Submission documents

1. Petition letter
2. Maps of developments
3. Estimates of increases in traffic and people
4. List of petition signatures

Petition requesting coordinated action to improve the processes and rigour applied to assessing and mitigating the full cumulative impacts of major developments.

Please accept this pack as the formal submission of the NORA petition concerning the cumulative impacts of major development proposals affecting North Oxfordshire. The petition has exceeded the 1,500-signature threshold and is therefore being submitted for formal consideration under the Cherwell District Council Petitions Scheme, together with a request to arrange the accompanying five-minute presentation at full council.

Please acknowledge receipt of this pack, confirm the verified signature total once checked, and advise the date of the council meeting at which the petition will be debated together with the arrangements for the petitioner's five-minute presentation. The signatory schedule is in this pack and contains the full list of names and addresses used for validation.

NORA recognises that the Petitions Scheme notes that different procedures may apply where a petition relates to planning or licensing matters. Even so, the subject of this petition is not limited to one live planning application. It raises a broader issue of cumulative assessment, governance, mitigation, sequencing and formal representations on matters both within and beyond the council's direct control.

Five major developments in North Oxfordshire are in the pipeline: Heyford Park, Hawkwell Village housing estate, Oxfordshire Strategic Rail Freight Interchange, Puy du Fou theme park and four massive warehouses at Baynards Green. There are also 8 other schemes in the pipeline in the region that should be considered. For illustration purposes, please refer to the enclosed maps.

Together, these schemes will completely change our landscape and quality of life by generating over 60 million vehicle movements annually and introducing 57,000 more people to an area of just a 5-mile radius! Please to the 'Traffic and People Estimates' document.

This tsunami in population and traffic will undeniably undermine the character of our rural communities. Local country roads, already burdened, will struggle under the increased stress,

leading to inevitable delays, accidents, and pollution. Our schools, healthcare facilities, utilities and emergency services are not equipped for the explosion in demand, risking the welfare of all resident and eroding our cherished views and heritage sites such as the historic [Rousham House and Gardens](#).

The petitioners are calling for a common sense, unbiased, joined up and properly funded planning process. We ask for major multiple planning applications to be overseen by an independent Impact Board, bringing together representatives from: our resident groups, developers, district and county councils, relevant central government bodies, the Planning Inspectorate, and our local MPs.

Petition Requests

We, the undersigned, ask Cherwell District Council, and where relevant the Planning Inspectorate and the Secretary of State for Housing, Communities and Local Government, to take the following actions in relation to the combined impacts of the major developments identified in this petition:

1. Establish a Cumulative Impacts and Infrastructure Board

Convene a Cumulative Impacts and Infrastructure Board, or an equivalent formal governance arrangement, with published terms of reference and a clear mechanism for community representation. This board should bring together the district and county councils, relevant infrastructure and service providers, and, where appropriate, the developers.

2. Commission an independent cumulative impact assessment

Through that Board, commission, coordinate, or require an independent cumulative impact assessment of the current five major schemes named in this petition. This assessment should examine their combined effects on transport and traffic, schools, healthcare, utility services, emergency services, the environment, community wellbeing, landscape, views, and heritage, and should publish the assumptions, scenarios, methodology, and data used.

3. Publish a single mitigation and delivery plan

Publish one integrated mitigation and delivery plan showing:

- what mitigation measures are required,
- who is responsible for delivering them,
- how they will be funded,
- the triggers and timetable for delivery, and
- how implementation, monitoring, and enforcement will operate.

4. Make formal representations where powers sit elsewhere

Where decisions lie outside Cherwell District Council's direct control, make formal representations to the relevant decision-making bodies, including the Planning Inspectorate and central government, requesting that major decisions affecting the area are informed by, and timed to take proper account of, the published cumulative impact assessment and mitigation plan.

5. Publish a coordinated construction and phasing plan

Produce and publish a single, enforceable staged construction and phasing plan across the five developments so that enabling works, heavy goods vehicle (HGV) movements, road closures, earthworks, and other high-disruption activities are properly sequenced rather than overlapping, thereby reducing avoidable disruption to residents, businesses, and transport networks across the wider area.

6. Pause decision-making until this work is in place

Where lawful and within their powers, pause the progression or determination of the major planning applications in question until the cumulative impact assessment, mitigation plan, governance arrangements, and coordinated phasing plan have been completed and published. Where a public body does not have the power to pause a process, it should formally request that the relevant decision-maker does so.

Yours sincerely,

North Oxfordshire Resident Action (NORA)

NORA PETITION TO CDC

Joined-up assessment before decisions lock in

Residents are asking for growth not to be planned and assessed one major scheme at a time.

1,700+ signatories

Full-debate threshold met

Process and governance ask

Core message

One geography.

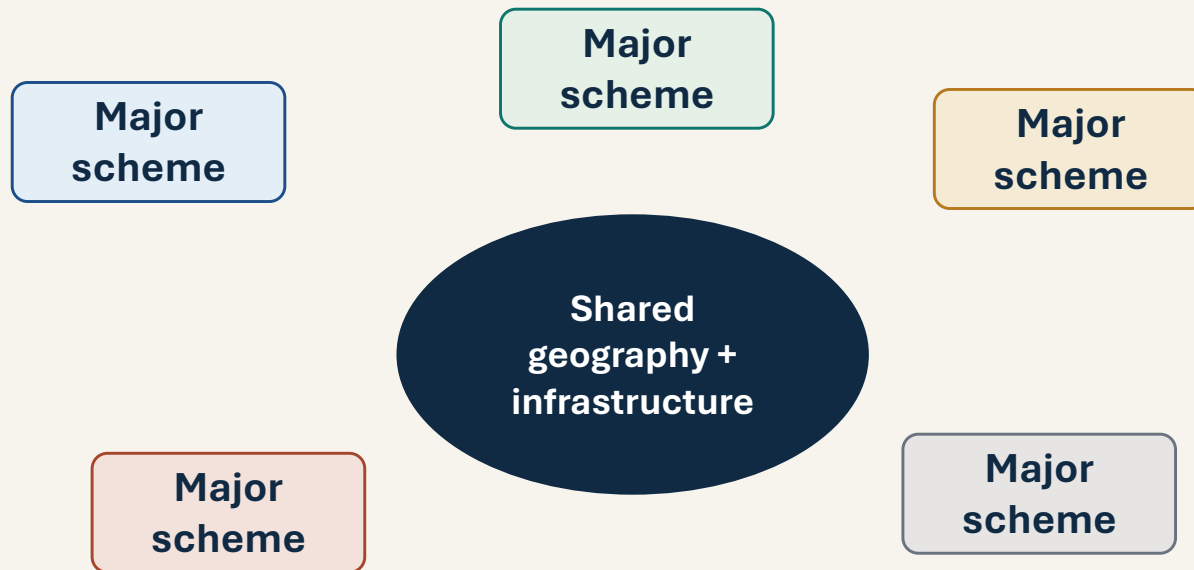
One infrastructure base.

One combined test.

Five minutes: focus on the decision process CDC can now put in place.

The problem: separate applications, one lived reality

- There are different interpretations of ‘cumulative impact’
- Councilors are being told to consider each planning application “on its own merits”
- Each scheme may be presented as manageable alone. Residents experience the combined effect on the same roads, services, utilities and landscape.



The petition is about the gap between “project-by-project” evidence and the real-world cumulative picture.

The combined impacts that need one published test

Residents and decision-makers need to see the aggregate pressure, not just the individual application cases.

13 developments in the pipeline within a 5-mile radius of Bicester

47–61million

additional annual two-way vehicle movements

Transport and access

Network pressure, HGV traffic, overlapping construction and disruption.

58,000

additional people

Services and utilities

Schools, healthcare, utilities and public services need one picture.

3 tests

transport, services and place taken together

Landscape, heritage, wellbeing

Character, views, heritage assets and day-to-day quality of life.

Without one full cumulative assessment, the public cannot see whether mitigation is sufficient, timely, funded and enforceable.

What residents are asking CDC to put in place

Six practical requests can be expressed as one joined-up delivery model:

1

One board

Cumulative Impacts
& Infrastructure
Board with
community
representation

2

One assessment

Independent cumulative
assessment across
overlapping major
schemes

3

One plan

Mitigation, funding,
delivery dates and
enforceability in one
public plan

4

One voice

Formal representations
to the bodies deciding
matters beyond CDC
control

5

One phasing timetable

Staged construction
plan to reduce
overlapping disruption

Where lawful: pause progression of the major applications until the cumulative approach is in place.

The decision asked of CDC today

Residents want growth to be planned credibly. That requires CDC to test the combined impact before decisions become irreversible.

- 1 Commit** Agree the principle of a cumulative impacts and mitigations board.
- 2 Commission** Coordinate one independent cumulative assessment across all the major schemes.
- 3 Publish** Set out one mitigation, funding, phasing and delivery plan.

Please agree to move from separate evidence to one accountable cumulative plan.

“One board, one assessment, one plan, one voice, one phasing timetable.”

Next steps

- 1. Name a lead officer/owner**
- 2. Confirm timetable**
- 3. Publish public update**
- 4. Engage statutory bodies**

The ask is a fair process that tests the combined impact properly and shows how mitigation will really be delivered.

Traffic and People Estimates

Below is a headline, cumulative view of the larger planning applications within the North Oxfordshire region currently being assessed.

Numbers are annual two-way vehicle movements (arrivals + departures) and additional people.

Grand totals (headline) for 13 major developments within a 5-mile radius of the centre of Bicester

- **Total additional vehicle movements (annual, two-way): ~46.98–60.70 million per year**
- **Total additional people (headline, residents + direct on-site jobs): ~57,789**
 - **≈ 40,099 residents** (housing + care beds)
 - **≈ 17,690 direct jobs** (FTE/headline jobs)

Assumptions used where an application doesn't publish an annual total:

- For housing-led schemes we have used ~5–7 vehicle trips per dwelling per day (a standard Transport Assessment (TA) range). [M1]
- For “people”, we have counted new residents (~2.4 people per dwelling) based on an Oxfordshire County Council (OCC) population estimate for a 600-home scheme (1,439 people ≈ 2.4/dwelling), plus direct on-site jobs (Full-Time Equivalent (FTE)) where stated. [M2]
- We do not count *indirect jobs* or *one-off/occasional visitors* in the “people” totals (but I note visitor volumes where they're clearly stated).

Headline impacts by scheme

Development (planning ref)	Annual vehicle movements (two-way)	Additional people (headline)
Heyford Park “new town” (25/02190/HYBRID)	16.40–23.00m/yr Sources/calc: S1; M1-M2.	≈ 21,600 residents (9,000 homes × 2.4) Sources/calc: S1; M2.
Hawkwell Village / NW Bicester (21/04275/OUT)	5.66–7.92m/yr Sources/calc: S2; M1.	≈ 7,440 residents (3,100 × 2.4) Sources/calc: S2; M2.
Baynards Green logistics cluster (Albion + Tritax: 21/03266/F, 21/03267/OUT, 21/03268/OUT, 22/01340/OUT)	5.11–6.57m/yr Sources/calc: S3a-S3b; M3. Annual total is derived.	≈ 5,430 jobs (2,430 Tritax + 3,000 Albion) (Cherwell District Council) Sources/calc: S3a-S3b.
Oxfordshire Strategic Rail Freight Interchange (OxSRFI) (DCO TR050008 / 22/01346/DCO)	9.60m/yr Sources/calc: S4a-S4b.	≈ 9,600 jobs (Oxfordshire Rail Freight Interchange) Sources/calc: S4a; S4c.
Puy du Fou UK (25/02232/OUT / 24/03217/SCOP)	0.58m/yr Sources/calc: S5a-S5d; M4.	≈ 2,000 direct jobs (park) (Puy du Fou park) Sources/calc: S5c.
SE Bicester / Wretchwick Way (16/01268/OUT) – up to 1,500 dwellings	2.74–3.83m/yr (5–7 trips/dw/day) Sources/calc: S6; M1.	≈ 3,600 residents Sources/calc: S6; M2.

Development (planning ref)	Annual vehicle movements (two-way)	Additional people (headline)
Howes Lane / Avonbury area (23/03365/OUT) – up to 1,000 dwellings	1.83–2.56m/yr (5–7 trips/dw/day) <i>Sources/calc: S7; M1.</i>	≈ 2,400 residents <i>Sources/calc: S7; M2.</i>
A41–Blackthorn Road (26/00395/SCOP) – 1,000 homes + 80-bed care home + local centre	1.83–2.56m/yr (<i>housing only;</i> <i>care/local-centre trips not in this</i> <i>headline</i>) <i>Sources/calc: S8; M1 (housing only).</i>	≈ 2,480 people (2,400 residents + 80 care beds) <i>Sources/calc: S8; M2.</i>
Richborough, Camp Road Caulcott (25/03343/OUT) – 475 dwellings	0.87–1.21m/yr (5–7 trips/dw/day) <i>Sources/calc: S9; M1.</i>	≈ 1,140 residents <i>Sources/calc: S9; M2.</i>
Alchester Parklands (25/01820/HYBRID) – up to 600 dwellings	1.10–1.53m/yr (5–7 trips/dw/day) <i>Sources/calc: S10a; M1.</i>	1,439 residents (OCC estimate) <i>Sources/calc: S10b.</i>
Great Wolf Resort, Chesterton (19/02550/F)	0.72–0.80m/yr (TA weekday 1,977/day; Sat 2,761/day) <i>Sources/calc: S11a-S11b.</i>	460 jobs (FTE) <i>Sources/calc: S11b.</i>
Bicester Motion – Experience Quarter (21/01224/OUT)	0.54m/yr (TA: 1,111 weekday + 1,495 weekend visitor movements/day, plus staff movements <i>Sources/calc: S12a-S12b. Check caveat.</i>	200 jobs (FTE) + ~400,000 visitors/year <i>Sources/calc: S12b.</i>
Bicester Village – Pingle Drive (22/03513/F) (car/cycle hub + guest services)	~0 (not quantified as “additional”) – officers note the “overall nature” unlikely to change and parking is described as partly replacing lost spaces elsewhere) <i>Sources/calc: S13a-S13b.</i>	No housing; jobs not stated (Cherwell District Council) <i>Sources/calc: S13a-S13b.</i>
Other major schemes on the “watch list”		

OCC's Bicester Transport Model uncertainty log/appendix shows several other strategic/major employment and mixed-use schemes around Bicester (some already built/under construction), e.g. Bicester Business Park, Bicester Catalyst, Innovation Quarter, etc. Sources and calculation notes

Note: The sources below are public planning-register, committee-report, applicant, local authority, official transport, or sector/public sources. The uploaded document itself and other user/resident-prepared documents have not been used as sources for the calculations.

Abbreviations: TA = Transport Assessment; OCC = Oxfordshire County Council; CDC = Cherwell District Council; DCO = Development Consent Order; NSIP = Nationally Significant Infrastructure Project; SRFI = Strategic Rail Freight Interchange; FTE = Full-Time Equivalent; B8 = storage or distribution use class; HGV = Heavy Goods Vehicle; GFA = Gross Floor Area; TRICS = Trip Rate Information Computer System.

Calculation methodology

- **M1 - Housing-led vehicle movements:** Annual two-way vehicle movements are calculated as: dwellings x 5-7 vehicle trips per dwelling per day x 365. This is an order-of-magnitude Transport Assessment assumption where an application does not publish a single annual vehicle-movement total. TRICS is the standard UK trip-rate database used in Transport Assessments; a public West Berkshire transport assessment summary gives an example of approximately six vehicle movements per day for a three-bedroom house, which sits within the 5-7 range used here.
 - TRICS Good Practice Guide 2025: [Open source](#)
 - West Berkshire Housing Site Allocations Transport Assessment Summary: [Open source](#)
- **M2 - Resident estimate:** Residents are estimated at 2.4 people per dwelling, calibrated from OCC's Alchester Parklands response: 1,439 average population for 600 dwellings ($1,439 / 600 = 2.398$).
 - OCC response: 25/01820/HYBRID: [Open source](#)
- **M3 - Baynards Green logistics vehicle movements:** The annual total is an estimate rather than a single published applicant annual total. It is based on B8 logistics trip-rate assumptions applied to the scale of the schemes and annualised on a 365-day basis. Jobs and scheme scale are sourced from CDC committee reports.
- **M4 - Puy du Fou vehicle movements:** The annual vehicle figure is an estimate: approximately 1.47m annual visitors at full development, April-October operation, target 50% daytime public transport mode share, c.2.6 people per visitor car, and coach movements, producing c.2,770 two-way vehicle movements per operating

day x c.210 days = c.0.58m/year. This excludes any out-of-season conference-centre traffic and should be checked against the applicant's latest TA.

Public sources by scheme

ID	Scheme/source	Use in calculation	Public link
S1	Heyford Park "new town" (25/02190/HYBRID)	CDC planning register page: proposal includes up to 9,000 dwellings.	Open source
S2	Hawkwell Village / NW Bicester (21/04275/OUT)	CDC planning register page: proposal includes up to 3,100 dwellings and mixed uses.	Open source
S3a	Baynards Green - Albion applications (21/03266/F, 21/03267/OUT, 21/03268/OUT)	CDC committee report: Albion-related applications and 3,000 permanent jobs across two Albion sites.	Open source
S3b	Baynards Green - Tritax / Symmetry Park (22/01340/OUT)	CDC committee report: 300,000 sq m B8 logistics floorspace and 2,430 permanent jobs.	Open source
S4a	Oxfordshire Strategic Rail Freight Interchange (OxSRFI)	Applicant proposal page: approx. 6.5m sq ft rail-served warehousing and approx. 9,600 jobs once operational.	Open source
S4b	OxSRFI trip generation	Applicant Technical Note 3: reports 20,650 two-way daily vehicle trips before Travel Plan reductions and 19,144 with Travel Plan reductions.	Open source
S4c	OxSRFI committee report	CDC committee report summarising expected generation of around 9,600 jobs once operational.	Open source
S5a	Puy du Fou UK (25/02232/OUT)	CDC planning register page: outline tourism development application.	Open source
S5b	Puy du Fou proposals	Applicant consultation page: April-October operation and 50% daytime public transport target.	Open source
S5c	Puy du Fou economy and jobs	Applicant consultation page: 700 jobs at opening, rising to 2,000 jobs in the park at full development; 6,000 indirect jobs estimated.	Open source
S5d	Puy du Fou visitor estimate	Public industry/media report: estimated 1.47m annual visitors at full development.	Open source
S6	SE Bicester / Wretchwick Way (16/01268/OUT)	CDC planning register page: outline residential development including up to 1,500 dwellings.	Open source
S7	Howes Lane / Avonbury area (23/03365/OUT)	CDC planning register page: up to 1,000 residential dwellings plus commercial/leisure/community/school uses.	Open source

S8	A41-Blackthorn Road (26/00395/SCOP)	CDC scoping response letter: currently up to 1,000 dwellings, up to 80-bed care home, local centre, commercial and community floorspace.	Open source
S9	Richborough, Camp Road Caulcott (25/03343/OUT)	CDC planning register page: up to 475 dwellings, including an element of extra care dwellings.	Open source
S10a	Alcester Parklands (25/01820/HYBRID)	CDC planning register page: up to 600 dwellings and public parkland/community woodland.	Open source
S10b	Alcester Parklands OCC population estimate	OCC response: 600-dwelling mix and average population estimate of 1,439.	Open source
S11a	Great Wolf Resort, Chesterton (19/02550/F)	CDC planning register page: leisure resort application and appeal allowed.	Open source
S11b	Great Wolf OCC transport response	OCC response: 1,977 weekday daily two-way movements and 2,761 Saturday daily two-way movements; 460 FTE staff in application material.	Open source
S12a	Bicester Motion - Experience Quarter (21/01224/OUT)	CDC planning register page: Automotive Experience Quarter application, permitted 31 March 2023.	Open source
S12b	Bicester Motion in Bicester Transport Model/OxSRFI technical note	Technical note summarising TA assumptions: circa 200 full-time employees and 625 visitor trips per weekday.	Open source
S13a	Bicester Village - Pingle Drive (22/03513/F)	CDC planning register page: public park, car and cycle hub, guest services, retail and food/beverage floorspace.	Open source
S13b	Bicester Village committee report	CDC committee report: car/cycle hub context including replacement of lost spaces and proposal details.	Open source

Verification caveats

- OxSRFI annual traffic: the public Technical Note 3 located for OxSRFI gives 20,650 two-way daily vehicle trips before Travel Plan reductions. Multiplied by 365 days, that is c.7.54m/year. The headline 9.60m/year has therefore been retained but flagged for checking against the latest DCO Transport Assessment, if/when available.
- Bicester Motion annual traffic and 400,000 annual visitors: the public source located verifies c.200 full-time employees and 625 visitor trips per weekday, but not the exact 0.54m/year annualisation or 400,000 visitor figure. These should be checked against the applicant's Transport Assessment / visitor forecast in the planning-register supporting documents.
- Baynards Green annual traffic: no single published annual total was located in the public committee reports reviewed. The annual range remains a derived B8 logistics estimate and should be treated as an order-of-magnitude figure.