

Construction of Park & Ride Facility, Land to the North-West of the A41, Bicester, Oxfordshire

Design & Access Statement

ATKINS

October 2013

Plan Design Enable

Notice

This document and its contents have been prepared and are intended solely for Oxfordshire County Council Highways and Transport Services' (OCCHTS) information and use in relation to the submission of a planning application and supporting documents for the construction of a park and ride facility on land to the north-west of the A41, Bicester Oxfordshire.

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This document has 25 pages including the cover.

Document history

Job number: 5125701.001			Document Ref: 5125701.DAS			
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date
1	Draft for Client Review	L Thorne	J Sheppard	J Sheppard	L Thorne	24/10/13
2	Final	L Thorne	J Sheppard	J Sheppard	L Thorne	31/10/13

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1. Introduction

- 1.1. Atkins Limited (Atkins) is submitting a full planning application on behalf of Oxfordshire County Council Highways and Transport Services (OCCHTS) for the construction of a 580 space park and ride facility on land to the north-west of the A41 at Bicester, Oxfordshire. The proposed interchange facility would act as a 'remote' park and ride for Oxford and a 'local' park and ride for the Bicester Shopping Village.
- 1.2. This Design & Access Statement (DAS) sets out the design principles and rationale which have informed the development of the proposals and establishes key elements in relation to design (use, amount, layout, scale, landscape and appearance) and access. The DAS has been prepared taking into account the guidance contained in the 2006 Commission for Architecture and the Built Environment (CABE) document 'Design and Access Statements, How to Read, Write and Use Them' and Cherwell District Council's 'Guidance for Design and Access Statements' document (undated).
- 1.3. Following on from this introduction, Chapter 2 of this DAS outlines the site context whilst Chapter 3 and Chapter 4 provide an outline of the proposed development and an overview of the planning policy context respectively. A summary of the consultation undertaken in the development of the scheme and how the outcomes of that consultation have informed the development is provided in Chapter 5. Consideration of the key elements in relation to design and access are provided in Chapter 6 with overall conclusions set out within Chapter 7.
- 1.4. This document should be read in conjunction with the Planning Supporting Statement, the Statement of Community Involvement and the submitted planning application drawings.

2. Site Context

Physical Context

- 2.1. The application site (the Site) is located to the south of Bicester, approximately 1 mile (2.5km) to south of Bicester Town Centre. The Site is located to the north-west of the A41 Oxford Road, directly off a recently constructed 5-arm roundabout at the junction of the A41 and Vendee Drive. The new roundabout has been developed to serve the Kingsmere 'urban village' which is currently under construction.
- 2.2. The Site covers an area of approximately 2.54 hectares (25,400m²) and is roughly square in shape. The Site was previously in use for arable farming. The Site is relatively flat with a slight fall in levels from north to south, as it drops away from Vendee Drive. The Site is not covered by any statutory or non statutory designations.
- 2.3. The Site is bordered to the north-east by B4030 Vendee Drive with the Kingsmere mixed use development (currently under construction) beyond. New sapling planting has recently been provided along the north-eastern boundary of the Site where it adjoins Vendee Drive. This planting has been provided as part of the landscaping associated with the construction of Vendee Drive and the Kingsmere development.
- 2.4. To the east of the site lie the A41 which provides a direct link from Bicester to the M40 and via the A34) to Oxford and the recently constructed 5-arm roundabout which serves the Site, Vendee Drive, the A41 north and south and Wendlebury Road. The Site is bordered to the south-west by a belt of mature tree planting with a footpath and cycleway and agricultural fields beyond.
- 2.5. Land immediately adjoining the north-western boundary of the Site, which currently comprises agricultural fields, is safeguarded for future use as community woodland. The village of Chesterton lies further to the south-west of the Site and is separated from the Site by agricultural fields and a belt of mature tree planting.
- 2.6. The location of the Site is shown on Drawing 5124607.BIC.FEA.050.

Social Context

- 2.7. The proposed development would see the construction of a 'remote' park and ride facility for commuters and shoppers travelling between Bicester and Oxford and a 'local' park and ride facility for visitors to the Bicester Outlet Village. The development would therefore provide enhanced public transport links between Bicester and Oxford, providing users with an opportunity to make such journeys without needing to rely on the private car for part of their journey, in turn reducing congestion on the A41, A34, the northern approaches to Oxford and within Bicester, further encouraging the use of public transport within the County. The park and ride facility would also be utilised by visitors to Bicester Shopping Village at weekends and other busy times who would be transferred from the park and ride to Bicester Village by shuttle buses. This would ease congestion within Bicester town centre, particularly on roads around Bicester Village, bringing significant access and amenity benefits to local residents, local businesses and visitors alike.

Economic Context

- 2.8. The proposed development would support the local economy. The use of the park and ride facility on weekends and during busy holiday periods (such as Christmas and Easter) by Bicester Village would assist in enabling the smooth operation of Bicester Village, a key local employer, visitor attraction and significant contributor to the local economy. In turn, congestion within Bicester currently created by shoppers accessing Bicester Village by car would be reduced to the benefit of other local businesses which could be accessed with greater ease than at present.

- 2.9. The proposed development is also expected to contribute further to the local economy through the creation of local jobs during and post construction and the utilisation of local suppliers where possible.

3. Proposed Development

3.1. The proposed park and ride scheme would comprise the following key elements:

- A 'remote' park and ride facility between Bicester and Oxford;
- A 'local park and ride facility for Bicester Shopping Village;
- The provision of 580 parking spaces, of which 14 spaces would be for disabled use;
- The provision of 60 cycle parking spaces and 36 motor cycle parking spaces (if demand is sufficient). These motor cycle spaces would be used for car parking at the date of opening of the park and ride but could be converted to motor cycle parking if demand dictates the need;
- Provision for 3 bus stops laid out in a 'saw tooth' arrangement. The initial configuration of the stops would be as follows:
 - One stop would be reserved for the S5 Stagecoach route which links Bicester with Oxford via the A41/A34. This would operate 7 days a week and primarily service commuters and shoppers travelling from the Bicester area to Oxford;
 - One stop would be reserved for shuttle buses connecting the park and ride facility with the Bicester Shopping Village. This service would be run on weekends and at busy holiday periods (e.g. Christmas) when the existing car park at Bicester Village is at capacity and therefore the park and ride would act as an overflow facility; and
 - One stop would be reserved for buses returning from Oxford and setting down passengers before returning to Bicester.

The stopping arrangement will be reviewed in the light of operating experience, and any future request for other bus services operated by Stagecoach, Oxford Bus Company or any other local or national operator to use the site.

- The provision of a front and rear glazed bus shelter to give protection against the weather to passengers waiting for the buses incorporating perched seating, bus timetable/route information and real time bus information;
- The provision of two pedestrian walkways within the car parking area to link the car parking spaces to the bus waiting area;
- The provision of a separate pedestrian and cycle access from Vendee Drive which would lead pedestrians and cyclists directly to the bus waiting/cycle parking areas;
- The provision of a raised pedestrian crossing to allow pedestrians to safely cross the car park exit lane.
- The provision of two pedestrian access gates and footways along the south-western boundary of the Site for people wishing to visit land adjoining the Site which is reserved for a Community Woodland;
- The lighting of the Site through the provision of a programmable lighting scheme across the Site;
- CCTV cameras linked to Bicester Village's existing manned 24 hour, 7 days a week security and CCTV camera network. These could also be linked to OCC and the Police;

- The provision of Automatic Number Plate Recognition (ANPR) to monitor Site use;
 - The provision of a 900m² attenuation pond in the eastern corner of the Site to accommodate surface water run-off from the Site prior to its controlled discharged into an existing drainage ditch, running along the eastern Site boundary within the highway verge. This ditch, which discharges into the Gagle Brook, would be cleared and regarded prior to the commencement of the discharge proposed; and
 - Landscape planting to the Site boundaries and on-site attenuation pond in the interests of visual appearance, site safety and biodiversity enhancements.
- 3.2. Subject to the grant of planning permission in early 2014, it is the intention of OCC to commence construction of the park and ride scheme during the Spring/Summer of 2014 with a view to the scheme being open prior to Christmas 2014.
- 3.3. A Management Plan would be prepared for the Site prior to its construction and operation. This would be produced jointly by OCC, Stagecoach and Bicester Village and would deal with issues of how the Site would be managed on a day to day basis.
- 3.4. A plan showing the general layout of the proposed scheme is attached as Drawing 5124607.BIC.FEA.010.

4. Planning Policy Context

- 4.1. A full assessment of the proposed scheme against planning policy is provided in the Planning Supporting Statement. This section of the DAS sets out the planning policies which have informed the design and development of the scheme.
- 4.2. Given the nature of the proposed development, it is recognised that some key elements of the various planning policies are generally not relevant in this instance. However, the overall theme of the policies has been taken into account when developing the design of the proposed park and ride facility and preparing this Statement.

National Policy

- 4.3. The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government (DCLG) on the 27th March 2012. The policies contained within the NPPF came into effect immediately and consolidate those contained in Planning Policy Guidance Notes (PPG) and Planning Policy Statements (PPS).
- 4.4. National Planning Policy Framework (NPPF) **Policy 7 'Requiring Good Design'** advises that *'good design should be indivisible from good planning. New developments should:*
- *Function well and add to the overall quality of an area, not just for the short term but for the lifetime of a development;*
 - *Establish a strong sense of place, using streetscapes and buildings to create attractive, comfortable places to live, work and visit;*
 - *Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;*
 - *Respond to local character and history and respect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;*
 - *Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and*
 - *Be visually attractive as a result of good architecture and appropriate landscaping'.*

Local Policy

- 4.5. The Cherwell District Adopted Local Plan 1996 (ALP), the Non Statutory Cherwell Local Plan 2011 (NSCLP) and the Cherwell Proposed Submission Local Plan 2012 (CPSLP) set out a number of policies relating to the design and access arrangements for new developments. The following policies have been considered in the development of the scheme:

ACL 1996

- Policy C28 'Layout, Design & External Appearance of New Development'.

NSCLP 2011

- Policy D1 'Urban Design Objectives'; and
- Policy D3 'Local Distinctiveness'.

CPSLP 2012

- Policy ESD16 'Character of the Built Environment'.

4.6. ACLP Policy C28 'Layout, Design and External Appearance of New Development' states that:

'Control will be exercised over all new development, including conversions and extensions, to ensure that standards of layout, design and external appearance, including the choice of external finish materials, are sympathetic to the character of the urban or rural context of that development. In sensitive areas such as Conservation Areas, the Area of Outstanding Natural Beauty and areas of high landscape value, development will be required to be of a high standard and the use of traditional local building materials will normally be required.'

4.7. NSCLP Policy D1 'Urban Design Objectives' states that:

'Proposals for development will be permitted, subject to compatibility with other policies within the Local Plan, provided that they demonstrate:

- (i) Local distinctiveness in built development and landscape;*
- (ii) Continuity and enclosure, where consistent with local character, through building lines which front onto and clearly define the public realm;*
- (iii) Public spaces and routes which are attractive, safe and uncluttered;*
- (iv) Permeability through ease of movement for pedestrians, particularly disabled people, and cyclists in preference to vehicles;*
- (v) Legibility through recognisable routes, junctions and landmarks to help people find their way around;*
- (vi) Adaptability through building types which enables their use for different purposes over time; and*
- (vii) Diversity through a mix of compatible land uses.'*

4.8. NSCLP Policy D3 'Local Distinctiveness' states that:

'Proposals for development that reflects or interprets the locally distinctive character of the site and its context, will be permitted provided that they:

- (i) Respect the Site's landform and natural features;*
- (ii) Are well integrated into the landscape setting;*
- (iii) Reflect the traditional pattern of the arrangement of street blocks, plots and their buildings and spaces;*
- (iv) Include the retention and enhancement of existing open spaces and undeveloped gaps of local importance which contribute positively in visual terms to the public realm and relate well to the local palette of building and surfacing materials;*
- (v) Relate well to the local architectural styles and the local palette of elements of construction, elevational detailing, windows and doors;*
- (vi) Respect the scale, proportion, massing and height of adjoining buildings and the streetscape; and*
- (vii) Do not interfere with valued views, vistas and landmarks'.*

4.8. CPSLP Policy ESD16 'Character of the Built Environment' states that:

'New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to

meet high design standards. Where development is in the vicinity of the District's distinctive natural or historic assets, delivering high quality design will be essential. New development should:

- *Respect local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular with designated landscapes, within the Cherwell Valley and within Conservation Areas and their setting;*
- *Preserve, sustain and enhance designated and non designated heritage assets (as defined in the NPPF) including features, archaeology areas and their settings and ensure new development is sensitively sited and integrated. Regeneration proposals that make sensitive use of heritage assets, particularly where these bring redundant or under used buildings and areas into appropriate use will be encouraged;*
- *Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings;*
- *Reflect or, in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, buildings and surfacing materials, mass, scale and colour palette;*
- *Demonstrate a holistic approach to the design of public realm following the principles set out in The Manual for Streets;*
- *Be compatible with up to date urban design principles, including Secured by Design and Active Design principles;*
- *Incorporate energy efficient design, whilst ensuring that the aesthetic implications of green technology are appropriate to the context;*
- *Incorporate biodiversity enhancement features where possible; and*
- *Use locally sourced materials where possible.*

The Council will provide more detailed design policies in the Development Management Plan.

The design of all new development will need to be informed by an analysis of the context, together with an explanation and justification of the principles which have informed the design rationale. This should be demonstrated in the Design and Access Statement that accompanies the planning application. The Council expects all issues in this Policy to be positively addressed through the explanation and justification in the Design and Access Statement. CLG Circular 01/06 sets out the matters to be covered and further guidance can be found on the Councils' website.

For major sites and complex developments, Design Codes will need to be prepared in conjunction with the Council and local stakeholders to ensure appropriate character and high quality design is delivered throughout. The Council will require design to be addressed in the pre-application process on major developments and in connection with all heritage sites.'

5. Consultation

- 5.1. A wide ranging stakeholder consultation exercise was undertaken as part of the proposed scheme development. This enabled potential design, planning and other issues associated with the scheme to be discussed with key technical experts, service operators, local organisations, elected Members and representatives from other interest groups. The consultation was undertaken in accordance with the requirements of the Oxfordshire County Council SCI.
- 5.2. Four Stakeholder consultation events were undertaken; two at draft design stage and two at final design stage. The events were held as follows:

Draft Design Stage

- Workshop 1: Thursday 19th September 2013 (Oxfordshire County Council Offices, Oxford) 10:00-12.00; and
- Workshop 2: Thursday 19th September 2013 (Bicester Town Council Offices, Bicester) 13:30– 15:30.

Final Design Stage

- Workshop 1: Thursday 10th October 2013 (Oxfordshire County Council Offices, Oxford) 10:00-12.00; and
- Workshop 2: Thursday 10th October 2013 (Bicester Town Council Offices, Bicester) 13:30– 15:30.

- 5.3. The representatives listed in Tables 5-1 and 5-2 below were invited to each of the workshops:

Table 5-1 Stakeholder Workshop 1 Invitees (Thursday 19th September am & Thursday 10th October am 2013)

	Name	Organisation
1	Martin Sutton	Stagecoach
2	Phil Southall	Oxford Bus Company
3	John Holmes/David Clarkson	Bicester Shopping Village
4	Anthony Kirkwood	Oxfordshire County Council Road Safety
5	David Tole	Oxfordshire County Council Parking
6	Helen Crozier	Oxfordshire County Council Parking Enforcement
7	Gordon Hunt/Mike Smith	Oxfordshire County Council Drainage
8	Anthony Palman-Brown	Oxfordshire County Council Street Lighting
9	Tamsin Atley	Oxfordshire County Council Ecology
10	Richard Oram	Oxfordshire County Council Archaeology
11	David Taylor	Oxfordshire County Council Infrastructure Development

Table 5-2 Stakeholder Workshop 2 Invitees (Thursday 19th September pm & Thursday 10th October pm 2013)

	Name	Organisation
1	Sue Mackrell	Bicester Town Council
2	Philip Clarke	Chesterton Parish Council (Chairman)
3	Vic Keeble	Chesterton Parish Council (Clerk)
4	Kathy Sharp	Wendlebury Parish Council (Clerk)
5	Linda Griffiths	Cherwell District Council Development Management
6	Adrian Colwell	Cherwell District Council Strategic Planning & Economy
7	Chris Welsh	English Heritage
8	Placi O'Neill-Espejo	Bicester Vision
9	Steve Price/Stuart Morton	Countryside Properties/DPP for Countryside Properties
10	Ben Jackson	Bicester Chamber of Commerce
11	Representative	Bicester Avenue
12	Patrick Blake	Highways Agency
13	John Croxton	Thames Valley Police
14	Michael Waine	Oxfordshire County Councillor (Bicester Town)
15	Lawrie Stratford	Oxfordshire County Councillor (Bicester North)
16	Les Sibley	Oxfordshire County Councillor (Bicester West)
17	Catherine Fulljames	Oxfordshire County Councillor (Ploughley)
18	Timothy Hallchurch	Oxfordshire County Councillor (Otmoor)

- 5.4. As a result of the consultation undertaken, a number of scheme design changes and other issues were investigated and addressed as appropriate by OCC in developing the final scheme design. Full details of the consultation undertaken, the issues considered and subsequent amendments to the final design are set out within the SCI which has been produced in support of the planning application and accompanies this DAS.

6. Context Appraisal

- 6.1. The context appraisal below sets out the key elements of the scheme in relation to design and access.

Scheme Design Rationale

- 6.2. The design of the scheme has been constrained to a degree by the area and shape of the land available at the Site and the technical requirements of a park and ride facility (i.e. bus tracking, parking and turning areas for a minimum of 3 bus services). Another key constraint to the design of the scheme was the need to maximise car parking provision and future proof the Site.
- 6.3. Three different scheme layouts have been considered for the park and ride facility, all three options sought to locate the bus gyratory, car parking areas and attenuation pond in the same location and all three options proposed access to the Site from the dedicated Site access of the A41/Vendee Drive roundabout. These were the key fixed elements of the scheme which were not variable due to site size, shape and highway safety.
- 6.4. The first scheme layout, Scheme Layout One, (presented at the first stakeholder workshops in September 2013), sought to provide for 510 car parking spaces (497 standard spaces and 13 disabled spaces), 50 cycle parking spaces and no motor cycle parking spaces. The scheme included for two smaller bus shelters and the alignment of the bus stops one behind the other in a linear form. It also included for smaller, 2.4m wide standard car parking spaces, a larger bus stop waiting area and both north/south and east/west pedestrian walkways within the car park. The scheme proposed wider roadways within the car park and did not include for a one-way car park system. At this stage in the design, the closure of the Site at night using overnight gates was also considered. The scheme did not include for access to the adjacent Community Woodland.
- 6.5. The second scheme layout (presented at the second stakeholder workshops in October 2013) incorporated a number of changes to Scheme Layout One. Scheme Layout Two proposed 560 car parking spaces (545 standard spaces and 15 disabled spaces), 60 cycle spaces and 36 motor cycle spaces (if required). The three bus stops were still laid out in a linear style but one larger bus shelter was proposed and the bus stop waiting area reduced to allow improved movement on the bus gyratory. The roadways within the car park were reduced in width, a one-way system introduced and the car park pedestrian walkways reduced in number from three, north/south and one east/west walkways to two east/west walkways. A raised pedestrian crossing was incorporated into the scheme along with a car park entry speed hump and car park entry and exit height restriction barriers. The overnight gates were removed from the scheme as it was decided that there was no requirement to close the Site at night. Two pedestrian accesses to the proposed adjoining Community Woodland were also added to the scheme.
- 6.6. The third scheme, Scheme Layout Three, for which consent is now sought, makes some small amendments to Scheme Layout Two. These amendments have been made to ensure that the park and ride facility operates as efficiently and effectively as possible, provides maximum car parking provision, safe and secure access for all users, minimal environmental impacts and allows for flexibility in the future. The key changes to the final scheme were the re-alignment of the bus stops in a 'saw tooth' arrangement and the provision of a bus 'lay over' area for waiting.
- 6.7. The final scheme, Scheme Layout Three is shown on Drawing 5124607.BIC.FEA.010. Scheme Layout One and Scheme Layout Two are provided as Drawings 5124607.BIC.FEA.003 and 004 at Appendix 1 and 2 respectively.

Use

- 6.8. The development proposed would change the land use at the Site. The park and ride facility would be constructed on land where the last previous use was for agricultural purposes. The approximate area of agricultural land to be lost as a result is 2.03ha (20,300m²). This land is classified as Grade 4 agricultural land (poor quality) and is not currently used for either arable or pastoral farming. It would not therefore result in the loss of the best and most versatile agricultural land (Grades 1 and 2). The development would result in the provision of a facility which seeks to reduce the reliance on the private car, reduce congestion on the local road network and reduce carbon emissions.

Amount, Layout & Scale

- 6.9. The proposed park and ride facility would cover an area of approximately 2.54ha (25,400m²). This includes the proposed highway drainage ditch. The development would allow for the provision of the following key features:

- A total of 580 car parking spaces, 566 standard parking spaces and 14 disabled parking spaces;
- 60 cycle parking spaces;
- Provision for 36 motor cycle spaces (interchangeable with car parking spaces dependant on motor cycle demand);
- Three 'saw tooth' arrangement bus stops;
- One continuous bus shelter to serve all three bus stops;
- One bus 'lay over' area;
- Two pedestrian walkways running in an east to west direction;
- Two height restriction barriers;
- One speed hump and one raised pedestrian crossing;
- 28 lighting columns; and
- One drainage attenuation pond.

- 6.10. Further layout and scale details on each of these key features are set out below:

Standard Car Parking Spaces

- 6.11. Each of the 566 standard car parking spaces would measure approximately 2.5m wide by approximately 5m long (12.5m²). The majority of the car parking spaces would be arranged in ten north-easterly to south-westerly aligned rows (eight rows of 47 spaces within the central section of the Site, one row of 51 spaces along the north-western boundary and one row of 24 adjacent to the bus stops and pedestrian waiting area). The remainder of the standard parking spaces would be located along the south-west (45 spaces) and north-east (28 spaces) car park boundaries and within the south-eastern corner of the site (42 spaces). A one-way system would operate within the car park area to ensure ease of movement and prevent vehicle conflict.

Disabled Car Parking Spaces

- 6.12. Each of the 14 disabled car parking spaces would measure approximately 4.3m wide by approximately 6.5m long (27.95m²). These spaces would be located in a single row adjacent to the bus stops and pedestrian waiting areas on the eastern edge of the car parking area.

Cycle Parking Spaces

- 6.13. Cycle parking would be provided for 60 cycles over an area of approximately 55m² within the north eastern corner of the Site. The cycle parking area would be covered and located adjacent to the cycle and pedestrian entrance to the Site. It would be linked to the bus stops and

pedestrian waiting area by a raised pedestrian crossing. There is scope to expand the cycle parking provision and/or include cycle lockers if demand is high enough.

Motor Cycle Spaces

- 6.14. An area of standard parking spaces has been reserved for 36 motor cycle parking spaces within the south-eastern section of the Site. This would provide an area of approximately 110m² for motor cycle parking should there be sufficient demand for it.

Bus Stops

- 6.15. Three bus stops would be provided on Site. These would be arranged in a 'saw tooth' layout within the eastern section of the Site on the western side of the bus gyratory. Each bus stop/bay would measure approximately 3m wide by approximately 15.5m long (46.5m²).

Bus Shelter

- 6.16. One continuous bus shelter would be provided to serve all three proposed bus stops. The bus shelter would measure approximately 60m long by 4.5m wide by a maximum of 3.5m high. The bus shelter would be enclosed on the front and rear elevations and located in a broadly north-east/south-west alignment immediately adjacent to the proposed bus stops.

Bus 'Lay Over' Area

- 6.17. A bus 'lay over' area would be provided to the east of the proposed bus stops in the centre of the bus gyratory. This area could be used for bus waiting if necessary at busy times and converted to an additional bus stop in the future if demand was to arise. The 'lay over' would have any area of approximately 145m².

Pedestrian Walkways

- 6.18. Two pedestrian walkways would be provided within the main car parking area. Each of the two walkways would run in a broadly east to west direction across the car park. The walkways would have a length of approximately 80m and would be approximately 2.5m wide. The walkways would not be covered. Five pedestrian crossing points would be provided at intervals along each of the two pedestrian walkways to allow pedestrians to safely cross the car park roads. Bollards would be provided at appropriate points along either side of both walkways to provide a physical and visual barrier between the walkways and adjacent parking spaces. The pedestrian walkways would terminate at the bus stops/pedestrian waiting areas and at the north-western boundary of the parking area.

Height Restriction Barriers

- 6.19. Two height restriction barriers would be located at the entrance and exit to the car park. The barriers would have a height of approximately 2.3m high. The barriers would be used to restrict any large vehicles entering the Site. Emergency service vehicles and breakdown vehicles would be provided with access to the car park through a key system.

Speed Hump & Raised Pedestrian Crossing

- 6.20. One speed hump would be provided at the entrance to the car park to reduce vehicle speeds as they reach the area where cars are likely to be moving at slower speeds, reversing etc and where pedestrian activity may occur within the roads. A raised pedestrian crossing would be provided at the car park exit, where the pedestrian and cycle access joins the bus waiting area, to allow priority crossing of pedestrians to the bus stops and waiting area.

Lighting Columns

- 6.21. A total of 28 lighting columns would be provided across the Site to provide adequate and safe lighting and would be in accordance with the relevant British Standards for such a scheme. The columns would have a height of approximately 8m and would include appropriate down-lighters.

Drainage Attenuation Pond

- 6.22. A drainage attenuation pond would be provided in the eastern corner of the Site. The pond would have an area of approximately 900m² and an approximately depth of 1m. The pond would include for perimeter planting and fencing to prevent access and improve on-site biodiversity (see Landscaping below). The pond would discharge surface water run-off to an existing highway verge ditch to the south-east of the park and ride.
- 6.23. The general layout of the proposed park and ride scheme is shown on Drawing 5124607.BIC.FEA.010.

Appearance

- 6.24. The main palette of materials proposed for the park and ride scheme is summarised below:
- Car parking spaces: porous paving;
 - Roadways between car parking spaces: non-porous bituminous finish;
 - Bus gyratory: non-porous bituminous finish;
 - Bus stop and pedestrian areas: non-porous bituminous finish;
 - Cycle parking: stainless steel Sheffield cycle stands;
 - Bespoke bus shelter: stainless steel and safety glass;
 - Pedestrian walkways within the car park: material or colour contrasting surfacing with a porous bituminous finish;
 - Pedestrian walkway bollards: stainless steel;
 - Boundary and attenuation pond fencing: timber post and rail fencing or similar;
 - Community Woodland access gates: timber;
 - Landscape planting: native species;
 - Lighting columns: steel, galvanised and painted to match those on adjacent roundabout; and
 - Height barriers: steel.

Landscaping

- 6.25. A circa 2.5m landscaping strip has been retained around all Site boundaries and the existing boundary planting would be enhanced through the provision of new native species planting. A timber post and rail fence or similar would be erected along the site boundaries to provide a formal Site boundary. This is expected to have a height of approximately 1 to 1.5m or similar. In addition, bird boxes would be erected on Site to provide enhanced biodiversity and off-set the loss of the Site's current status as agricultural land.
- 6.26. The proposed attenuation pond would also be fenced using a timber post and rail fence or similar with a height of approximately 1 to 1.5m. This fencing would serve as security fencing to the pond for safety reasons. The edges of the attenuation pond would also be planted with native species to provide additional biodiversity value to the Site and further discourage access.
- 6.27. It is proposed within the planning application that an appropriate planning condition be attached to the planning consent requiring the submission to, and agreement by OCC Planning, a detailed landscaping scheme for the Site. This scheme would need to be agreed in writing with OCC prior to the commencement of construction works on Site.

Access

- 6.28. Vehicular access to the Site for all motorised vehicles would be taken from a dedicated arm off the A41/Vendee Drive roundabout. On entry to the Site, vehicles would be split into two lanes, with one lane for use by buses only. Cars would be directed around the car park using a one way system. There would be one entrance and one exit only to the main car park area. 2.3m height restriction barriers would prevent over height vehicles entering the main car park area. Buses would be directed around the main bus gyratory providing access to three dedicated bus stops and a 'lay over' area for waiting if required. This layout would provide safe and clear, segregated access to and egress from the Site.
- 6.29. A separate dedicated pedestrian and cycle access to the park and ride would be provided in the north-eastern part of the Site which would link to the existing footways on Vendee Drive and the A41. This access would lead direct to the cycle parking area and the bus stops and bus waiting area, which would be accessed via a raised pedestrian crossing over the car park exit. This would ensure for pedestrian and cycle priority on arrival at the Site and prevent pedestrian/vehicle conflict.
- 6.30. Two pedestrian walkways, running in a broadly east to west direction would link the car parking spaces with the bus stops/waiting area. These walkways have been included to provide dedicated and safe pedestrian routes through the Site and to direct pedestrians away from cars. The surface of these walkways would be demarked differently to the car park itself and steel bollards would provide physical and visual definition between the car parking and walkways to provide extra security for pedestrians.
- 6.31. Provision has been made for 14 disabled parking spaces within the Site. In the absence of best practice guidance for disabled parking ratios in park and ride schemes, the ratios applied at the recent Thornhill Park and Ride extension in Oxfordshire have also been applied to this scheme. The disabled parking bays have been located adjacent to the pedestrianised bus stops/waiting area to allow ease of access and minimise travel distance. The parking bays would be level with the waiting area/bus stops. This provision would ensure inclusive access to the Site for the disabled and those with mobility impairments.
- 6.32. Two gated accesses have been provided along the north-western boundary of the Site to allow pedestrian access to the adjoining land which is reserved for a Community Woodland. These are located at the western ends of the two pedestrian walkways within the Site to allow for safe pedestrian access. These accesses have been provided to allow the park and ride scheme to include an extra community benefit in terms of local access within its design.





7. Conclusions

- 7.1. The proposed park and ride facility would act as a 'remote' park and ride for Oxford and a 'local' park and ride for the Bicester Shopping Village. The scheme would encourage the use of public transport for commuters, shoppers and visitors travelling between Oxford and Bicester, thereby reducing reliance on the private car, reduce congestion on the A41/A34 and in the city and town centres and therefore Co2 emissions. The scheme would also assist in the smoother operation of Bicester Village at weekends and during busy periods (e.g. Christmas) reducing traffic congestion within Bicester town centre, improving access to other local businesses and improving the overall environment for local residents.
- 7.2. The park and ride scheme has been designed and developed using modern design standards, materials and construction techniques to provide a safe and functional facility for vehicles, cyclists and pedestrians whilst minimising impacts on the existing landscape and wider environment.
- 7.3. This DAS has outlined the design rationale, philosophy and access arrangements for the proposed park and ride facility. The scheme responds to the Site's context in terms of the existing highway network, vehicular, cyclist and pedestrian movements, the existing surrounding development and the character and appearance of the natural environment. The proposed scheme would provide a development which is of a design, scale, layout and appearance appropriate to its required function and which provides an attractive, safe and legible environment which is accessible to all users.

Appendices

Appendix 1:

Alternative Scheme One

- KEY**
-  AREA IDENTIFIED FOR PARK AND RIDE
 -  PROPOSED PEDESTRIAN WALKWAY
 -  PROPOSED GRASS VERGE
 -  PROPOSED ATTENUATION POND

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	30/10/13	FOR INFORMATION	CW	AL	SRH

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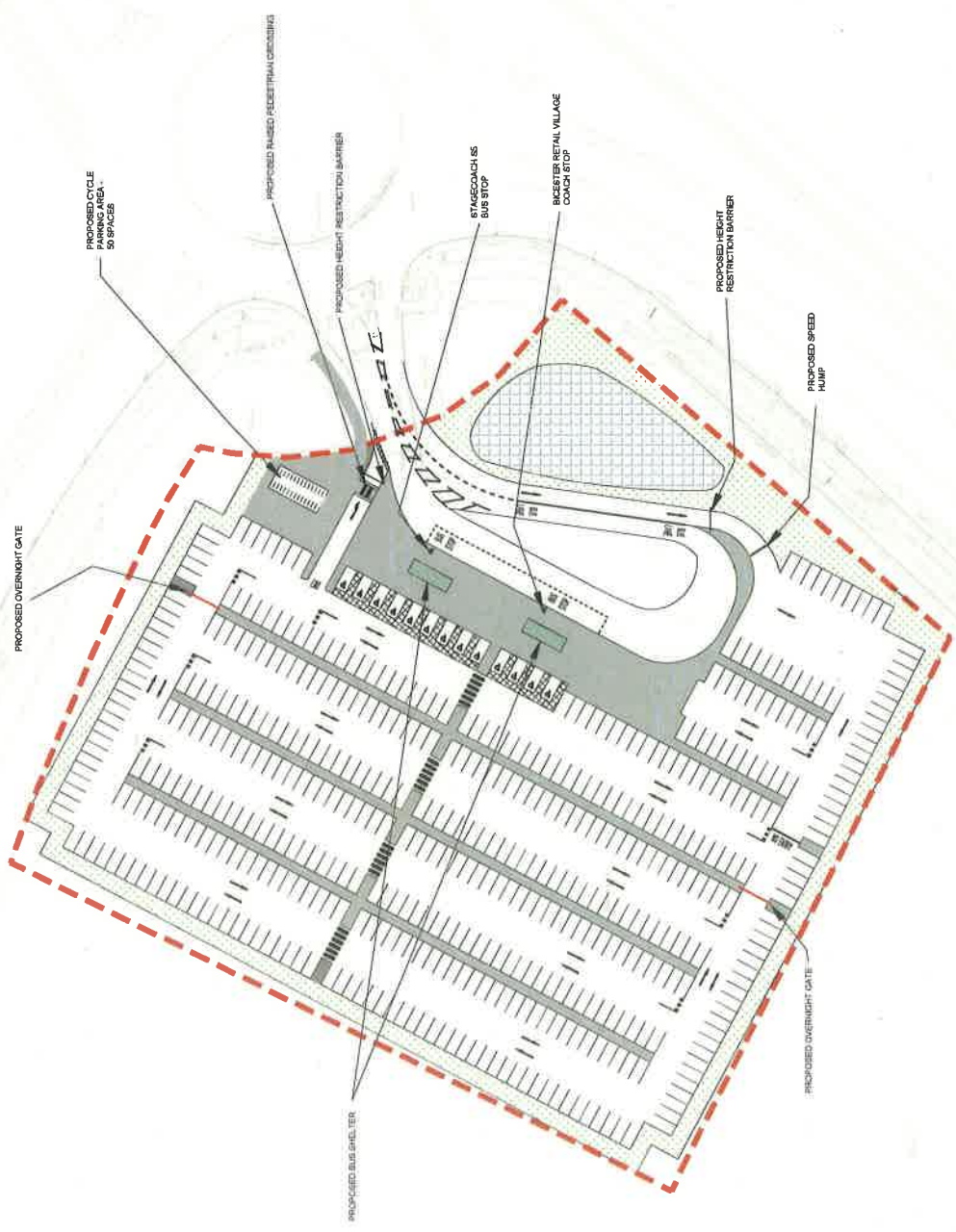
Project title
 BICESTER REMOTE
 PARK AND RIDE

Drawing title
 STAKEHOLDER CONSULTATION EVENT 1
 DISCUSSION DRAWING

Drawing Status

FEASIBILITY			
Scale @ A1	Drawn by	Checked by	Approved by
1:500	CW	AL	SRH
	Date drawn	Date checked	Date approved
	17/09/13	30/10/13	30/10/13

Oxfordshire Project No. & File Ref: 5124607



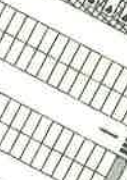
Appendix 2:

Alternative Scheme Two

- KEY
-  AREA IDENTIFIED FOR PARK AND RIDE
 -  PEDESTRIAN WALKWAY
 -  SOFT LANDSCAPING
 -  ATTENUATION POND
 -  PERMEABLE BLOCK PAVING

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1	31/01/13	FOR INFORMATION	RP	AL SRH



Project title
**BICESTER REMOTE
PARK AND RIDE**

Drawing title
**STAKEHOLDER CONSULTATION EVENT 2
DISCUSSION DRAWING**

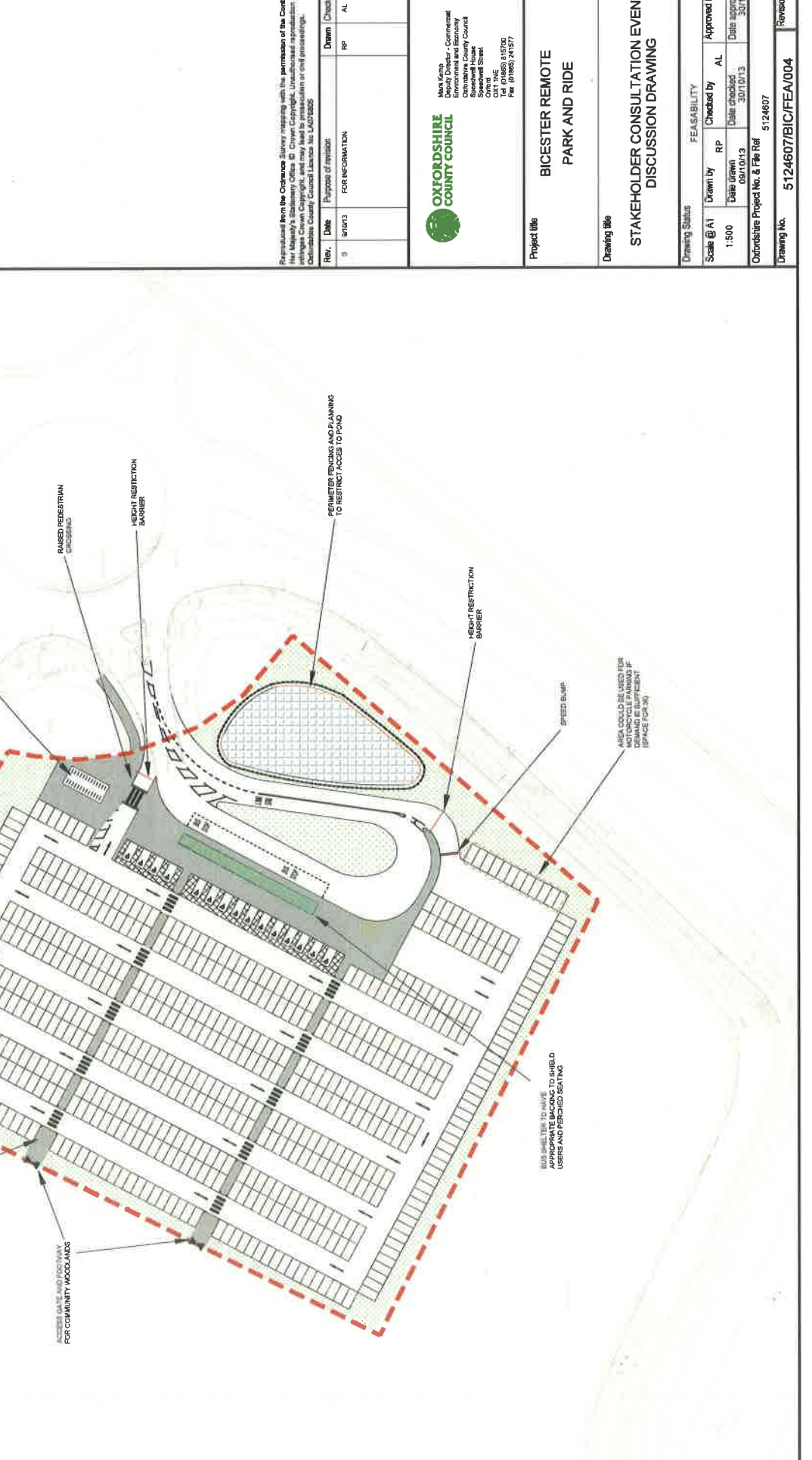
Drawing Status

FEASIBILITY

Scale @ A1	Drawn by	Checked by	Approved by
1:500	RP	AL	SRH

Date checked: 30/10/13
Date approved: 30/10/13

Oxfordshire Project No. & File Ref: 5124607



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