

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

ATKINS

Statement of Community Involvement

October 2013

Plan Design Enable

Notice

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

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This document has 20 pages including the cover.

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1 Introduction

- 1.1 This Statement of Community Involvement (SCI) has been prepared by Atkins Limited (Atkins) in support of a planning application submitted by Oxfordshire County Council Highways & Transport Services (OCCHTS) for the construction of a remote park and ride facility on land to the north-west of the A41, Bicester, Oxfordshire.
- 1.2 This Statement forms one of a series of documents prepared in support of the planning application and should be read in conjunction with the Planning Supporting Statement (PSS) and Design and Access Statement (DAS). This Statement summarises the pre-application consultation that has been undertaken by OCCHTS in the development of the scheme proposals and details how the outcomes of that consultation have informed the final scheme design.

2. Form of Consultation Undertaken

The Requirement to Consult

- 2.1 The National Planning Policy Framework (NPPF) was published in March 2012. It is a key part of the Coalition Government's reforms which aim to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. Paragraphs 188-195 of the NPPF consider the need for 'pre-application consultation' and 'frontloading'. The guidance advises that:

'Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.'

- 2.2 The NPPF advises that Local Planning Authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them or others before submitting a planning application, but they should encourage take-up of any pre-application services they do offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community before submitting their applications. The more issues that can be resolved at pre-application stage, the greater the benefits.

Local Level Consultation Requirements

- 2.3 The Oxfordshire Statement of Community Involvement (SCI) was adopted on 7th November 2006 and deals primarily with consultation in respect of minerals and waste related development. This is because the primary function of the County Council's Development Control team is to oversee these matters in respect of planning. The SCI details how the County Council will consult with the community in producing minerals and waste plans and when dealing with minerals and waste applications. It also addresses other County Applications such as highways, schools and Regulation 3 applications.

- 2.4 Paragraph 5.13 of Section 5 of the SCI 'Community Involvement in Planning Applications' addresses the types of consultation which should be considered for all planning proposals for County matters development at the pre-submission stage. The SCI recognises that:

'Involving local people, living adjacent or close to the proposed site, and stakeholders before an application is made allows them the opportunity to influence developments as they are being designed, helping to deal with matters which have the potential to develop into unnecessary objections.'

- 2.5 It is not mandatory to carry out pre-application consultation, but through the SCI the County Council seeks to encourage the following:

- Developers to contact the County Council as early as possible in designing their proposals; and
- Developers with large or controversial applications to engage with all relevant District Councils, Town and Parish Councils, elected Members and local community and action groups as soon as possible.

- 2.6 The SCI continues by advising that such involvement could include ad hoc meetings, attendance at Town and Parish Council meetings, site visits, giving presentations and asking for feedback. The appropriateness of the consultation undertaken should be based on the scale, nature and location of a specific proposal and the sensitivity of impacts on the local community.

Form of Consultation Undertaken

2.7 After undertaking an appraisal of the nature and location of the scheme, the key potential issues and likely impact/interest groups and individuals, it was decided that the most appropriate form of consultation would be to hold two rounds of stakeholder consultation events; one at draft design stage and one at final design stage. Given that there are no residential properties immediately adjoining or surrounding the Site, it was not considered appropriate to contact local residents direct but to allow their inputs to the scheme through their local elected Members.

2.8 Stakeholder workshops were set up for the following dates, times and locations:

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.

2.9 The following groups and individuals were invited to both the draft design and final design stage workshops:

Table 2/1: Stakeholder Workshop 1 Invitees

	Name	Organisation
1	Martin Sutton	Stagecoach
2	Phil Southall	Oxford Bus Company
3	John Holmes	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	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

Table 2/2: Stakeholder Workshop 2 Invitees

	Name	Organisation
1	Sue Mackrell	Bicester Town Council
2	Philip Clarke	Chesterton Parish Council (Chairman)
3	Kathy Sharp	Wendlebury Parish Council (Clerk)
4	Linda Griffiths	Cherwell District Council Development Management
5	Adrian Colwell	Cherwell District Council Strategic Planning & Economy
6	Chris Welsh	English Heritage
7	Placi O'Neill-Espejo	Bicester Vision
8	Steve Price	Countryside Properties

	Name	Organisation
9	Ben Jackson	Bicester Chamber of Commerce
10	Representative	Bicester Avenue
11	Patrick Blake	Highways Agency
12	John Croxton	Thames Valley Police
13	Michael Waine	Oxfordshire County Councillor (Bicester Town)
14	Lawrie Stratford	Oxfordshire County Councillor (Bicester North)
15	Les Sibley	Oxfordshire County Councillor (Bicester West)
16	Catherine Fulljames	Oxfordshire County Councillor (Ploughley)
17	Timothy Hallchurch	Oxfordshire County Councillor (Otmoor)

- 2.10 Each workshop was set up as an informal 'round table' discussion with a short introduction to the scheme and presentation of the proposals given at the start of the workshops followed by a discussion on the various elements of the scheme, the opportunity to ask questions, request amendments etc. The first workshops addressed a 'first draft' scheme, whilst the second workshops looked at a more finalised scheme which took into account the comments received in the first workshop. Comments received from the second workshop were then taken forward to inform the final scheme design.

3. Actions Resulting From Consultation

Draft Design Stage

- 3.1 The attendees at each of the two Stakeholder Workshops held Thursday 19th September 2013 are detailed in Tables 3/1 and 3/2 below. Underneath each of tables is a summary of the comments received at each workshop on the draft scheme. Under each comment in *italics* is a response to that comment which either provides an answer to a question and/or details of how this issue will be addressed in the final scheme, or justification as to why the comment is not an issue for this scheme or cannot be addressed in the manner requested.

Table 3/1: Workshop 1: Thursday 19th September 2013 Morning Session - Attendees

Name	Representing	Attended (-/X)
Martin Sutton	Stagecoach	√
Phil Southall	Oxford Bus Company	√
John Holmes	Bicester Village	√
Anthony Kirkwood	Oxfordshire County Council Road Safety	X
David Tole	Oxfordshire County Council Parking	√
Helen Crozier	Oxfordshire County Council Parking Enforcement	√
Gordon Hunt	Oxfordshire County Council Drainage	√
Anthony Palman-Brown	Oxfordshire County Council Street Lighting	√
Tamsin Atley	Oxfordshire County Council Ecology	√
Richard Oram	Oxfordshire County Council Archaeology	√

Design Specific Comments

- Need to include 'Parent and Child' spaces – these are included at other P&R locations within Oxfordshire, e.g. Thornhill. These could be combined with the disabled spaces, e.g. designated disabled spaces, designated parent and child spaces and disabled or parent and child spaces. Need to consider including motorbike parking spaces. *To be amended in the final design. In respect of parent and child spaces, OCC have recently removed these spaces from the Thornhill Park and Ride due to the difficulties of enforcement and abuse.*
- Agreed that there was no current need to provide for electric vehicle charging spaces. *No action required.*
- Shelter length is to be increased as it was felt that the shelter should run along the whole length of the waiting area and should also run alongside the frontage of the waiting area. *To be amended in the final design.*
- The shelters should have backs to them to protect passengers from wind and rain Disabled access must also be taken into consideration when designing the protective shelter backs. *To be amended in the final design.*
- Seating should be provided in the bus shelters – this should be perched seating to ensure that it is not used for sleeping etc. *To be amended in the final design.*
- Electronic real time bus information should be provided. *This would be provided and would be the responsibility of OCC to provide in agreement with Stagecoach and Bicester Village*
- Requested that changes are made to the walkways – 2 wider vertical walkways should be provided and the linear walkways removed. This would free up more space for parking and provide better, more attractive and direct walkways for users. *To be amended in the final design.*
- Down lighters should be used on all lighting to prevent any detrimental ecological impacts that may result from light spillage. *The lighting scheme which will accompany the planning application will include the use of down-lighters on all lighting poles.*

- It was suggested that an average of 5 LUX lighting would be quite low for a car park and should be revisited. The colour of the lighting also needs to be considered to ensure that the lighting feels warm and safe and not cold. *The 5 LUX is an average across the site, the LUX levels on site vary from between 1 LUX and 20 LUX but the average is 5 LUX. The colour of the lighting will be considered as part of the lighting scheme for the Site. Further discussions to be undertaken between Atkins and OCC Street Lighting to ensure that the overall scheme is acceptable.*
- The attenuation pond would need to include some edge planting to ensure that access to it is restricted. *To be annotated as part of the final design. The planting specifics would be subject to a detailed landscaping scheme which it is expected could be a condition of the planning consent.*

Other General Comments

- Clarification was sought on the size of each car parking space provided. *Information provided on all dimensions set out within the scheme as per the scale drawings. All dimensions meet appropriate standards.*
- Clarification was sought on the surface materials to be used to ensure adequate drainage – parking spaces should be constructed using a porous material such as gravel. Gravel may result in long term maintenance issues. Porous tarmac would be difficult to clean. Porous block paving would be more expensive to install but would cost less to maintain over the longer term. *Consideration to be given to the specific material to be used but surface materials will be porous. The proposed attenuation pond has been designed for a 1:100 year storm plus 30% and would be 1m deep. This is not large enough to fully attenuate the site and therefore porous surfaces are required on Site to attenuate the remaining surface water. A permeable block paving system is being considered for the Scheme (e.g. a product supplied by Marshalls). The porous sub-base of the block paving system will be used as part of the storage volume.*
- Clarification was sought on the details of the proposed attenuation pond and it was suggested that this could be extended onto the adjacent land to the north-east of the Site, should OCC have control over this land. It was suggested that the drainage ditch to the east of the Site along the A41 could be used as an overflow ditch, although it would need to be cleared and re-graded first. *This land cannot be used as OCC does not have control over the land. The use of the drainage ditch will be considered as part of the final design.*
- Clarification was sought on how the site would be monitored in terms of security. It was assumed that OCC and Bicester Village would provide for CCTV and Automatic Number Plate Recognition (ANPR). Bicester Village currently undertakes 24 hour monitoring and could extend this to the P&R. It was considered that no further fencing would be needed at the site as the CCTV would provide enough security. *CCTV would be provided as part of the scheme. A management plan would be put in place by OCC, which would include for site security. There is no requirement to consider this in any further detail for the purposes of the planning application. The details of management and security would be discussed with Bicester Village and Stagecoach.*
- Does the proposed layout allow for additional bus services to use the P&R, should they wish to in the future? *The scheme has been designed to be as flexible as possible and space is provided for further bus services if necessary (3 in total). Any additions to the facility would be dealt with as necessary, through further planning applications at a later date. It should be noted that it would be difficult to physically provide more space for additional bus services without significant changes to the layout. The bus drop-off area is long enough for three 15m long coaches stopping at the same time.*
- Stagecoach may wish to store buses on the site overnight. This would mean the storage of up to 12 buses on site. They would prefer to store them at the front of the site rather than on the car parking area. It would not be possible in the current design to store all 12 buses at the front of the site. Storing buses at the rear of the site on the car parking area is likely to create issues in terms of maintenance of the car parking surface. This would also require the use of different construction methods in order for the car parking area to accommodate the extra vehicle weight. *Stagecoach to consider further and provide further feedback on whether they would like this requirement to be realised by end of September 2013. This will then be taken into account in the*

final design. Parking buses within the car park would require alteration to the layout to accommodate the bus turning movements. This will reduce the number of car park spaces. The layout change would be less significant with the removal of the 'secondary' footways (north/south footways).

- How will rescue and emergency vehicles enter the site given that height barriers are to be included as part of the scheme? *They will be provided with skeleton keys to unlock the barriers allowing them access at all times.*
- How will the site be lit? Will the lighting be dimmed during the evening? This is important from amenity, energy and ecological perspectives. *The lighting will be programmable, allowing it to be dimmed on a timer or switched off in part or full as required. It is likely that the lighting will be dimmed to ensure a uniform lighting pattern which would not have any detrimental impacts on residential amenity, highway safety or ecological receptors. The lighting scheme for the Site will consider this further.*
- It is not considered likely that Stagecoach or Oxfordshire Bus Company will ever use 22m buses in the future – these are not considered appropriate for Oxford, therefore there is no requirement for the proposed P&R to accommodate them. *No further action required.*
- What landscaping would be proposed for the Site? *There would be some native planting around the site. Given the existing, recently planted boundary treatments, it is not considered likely that this would be significant. The detail of the landscaping would be agreed at a later stage and could be a condition of the planning application.*

Table 3/2: Workshop 1: Thursday 19th September 2013 Afternoon Session - Attendees

Name	Representing	Attended (Y/N)
Sue Mackrell	Bicester Town Council	√
Philip Clarke	Chesterton Parish Council	X
Kathy Sharp	Wendlebury Parish Council	X
Linda Griffiths	Cherwell District Council Development Management	√
Adrian Colwell	Cherwell District Council Strategic Planning & Economy	X
Chris Welch	English Heritage	X
Placi O'Neill-Espejo	Bicester Vision	√
Stuart Morton	WSP for Countryside Properties	√
Ben Jackson	Bicester Chamber of Commerce	X
Bicester Avenue	Bicester Avenue	X
Patrick Blake	Highways Agency	X
John Croxton	Thames Valley Police	X
Michael Waine	Oxfordshire County Councillor (Bicester Town)	√
Lawrie Stratford	Oxfordshire County Councillor (Bicester North)	√
Les Sibley	Oxfordshire County Councillor (Bicester West)	√
Catherine Fulljames	Oxfordshire County Councillor (Ploughley)	X
Timothy Hallchurch	Oxfordshire County Councillor (Otmoor)	X

Design Specific Comments

- Community Woodland is proposed to the north-west of the site, will access be provided to this from the rear of the P&R site? *A secondary, pedestrian only access to this land will to be considered in the final design. People wishing to use the woodland could use the P&R car park if they wished, although it is considered more appropriate for the woodland to provide its own*

formal access, waste bins, information boards etc in whichever area is designated as its formal entrance when it is planted.

- *Would it be appropriate to provide a separate pedestrian/cycle access from Vendee Drive, into the north-western corner of the P&R Site? This would allow pedestrians to walk through the Site rather than having to walk along Vendee Drive to the main pedestrian/cycle entrance? Although it is recognised that such a route may be informally used as a desire line by pedestrians and cyclists who may make their own route through the boundary planting, it is considered that this should be discouraged to prevent pedestrian/cyclist conflict with vehicles using the Site. The use of the formal pedestrian/cycle access into the Site (which brings pedestrians and cyclists directly to the cycle racks and bus shelters) should be encouraged as a primary option. Informal routes can be discouraged with planting. This area of landscaping is not highway land and is therefore outside OCC's control.*
- *Are the proposed overnight gates needed if buses are not stored on the car parking areas? Do we really need to close off parts of the car park? The need for these gates will largely be dependent on whether Stagecoach wishes to store buses on the rear of the Site at night. This will be determined prior to final design. OCC would like to be able to close off parts of the car park to direct parking to specific areas when the P&R is not being used to full capacity and therefore the overnight gates would assist in this purpose.*

Other Comments

- *What is the rationale for the size of the scheme? The scale of the scheme is informed by anticipated P&R demand in this location and also constrained to an extent by land availability. It is not expected that the P&R will be fully utilised during the week initially as the service to Bicester and Oxford will need to grow over time. It is expected that the site will be heavily used at weekends, by traffic generated by Bicester Village. The use of the facility at the weekend for this purpose will in turn reduce traffic impacts on Bicester Town Centre. The P&R is being developed to its full potential at the outset to allow for flexibility and growth in the future. Any extensions to the P&R would require further planning applications in the future.*
- *Clarification was sought on site run-off levels. This would be restricted to existing Greenfield levels.*
- *Will there be a charge for parking at the P&R? Parking will initially be free, those passengers using the Stagecoach route will pay their normal fare on the bus, and passengers using the Bicester Village shuttle buses will receive complimentary travel from Bicester Village.*
- *Will bus fares remain the same on the S5 route? This is not an issue for the planning application and would be at the discretion of Stagecoach. It is not understood that any price increases are proposed at present.*
- *Countryside Properties advised that they have an agreement with Stagecoach to divert the S5 service through the Kingsmere development during peak times. Is this going to be affected by the proposal for the P&R? The S5 will divert into the P&R which is the subject of the planning application, any other variations to the scheme would need to be discussed between Stagecoach and Countryside Properties.*
- *How will the lighting for the scheme work? Will timings and phasing be used? Need to ensure that there is no overspill from an amenity and ecological perspective. The lighting will be programmable, allowing it to be dimmed on a timer or switched off in part or full as required. It is likely that the lighting will be dimmed to ensure a uniform lighting pattern which would not have any detrimental impacts on residential amenity, highway safety or ecological receptors. The lighting scheme for the Site will consider this further.*
- *There have already been complaints about the lack of street lighting in this area. As part of this scheme, could lighting be extended and cats eyes provided in the surrounding area? Such issues are not relevant to this scheme and would need to be considered separately by OCC Highways. Additional lighting provision to other areas in Bicester would not be addressed by this scheme.*
- *Should footpath links from the site to other parts of Bicester (and not just Kingsmere) be considered as part of this scheme, e.g. Hoyles Lane? How about Bicester Gateway and the*

Masterplan for Growth, how will these link into the Site. *Links to the Site from any new development which comes forward in the future would need to be considered as part of the proposals for that new development. Links to other parts of Bicester from this P&R are a wider issue for consideration by OCC and are not relevant to this planning application.*

- Have any plans been put in place to allow bus priority measures on the A41? *No.*
- Full, real time signage would be needed on the A41 to advise visitors to Bicester Village that they should use the P&R site. The P&R should also be clearly advertised on Bicester Village's website to encourage shoppers to use it. *This will be investigated as part of the detailed design*
- Will there be any landscaping within the P&R site, will there be any fencing and can it be assumed that the boundary landscaping will be appropriate (e.g. thorny bushes) etc to keep people from walking through it? *There would be no security fencing on the site but a landscaping scheme would be developed which would incorporate appropriate planting. It is not considered likely that there would be significant planting within the actual P&R itself, landscaping is likely to be confined to the boundaries with some limited amenity planting to the bus waiting areas. It is considered that the development of an appropriate landscaping scheme could be a condition of the planning consent.*

Final Design Stage

- 3.2 The attendees at each of the two Stakeholder Workshops held on Thursday 10th October 2013 are detailed in Tables 3/3 and 3/4 below. Underneath each table is a summary of the comments received at each workshop on the final scheme. Under each comment in *italics* is a response to that comment which either provides an answer to a question and/or details of how this issue will be addressed in the submission version of the scheme, or justification as to why the comment is not an issue for this scheme or cannot be addressed in the manner requested.

Table 3/3: Workshop 2: Thursday 10th October 2013 Morning Session - Attendees

Name	Representing	Attended (-/X)
Martin Sutton	Stagecoach	√
Phil Southall	Oxford Bus Company	√
David Clarkson	Bicester Village	√
Anthony Kirkwood	Oxfordshire County Council Road Safety	X
David Tole	Oxfordshire County Council Parking	X
Helen Crozier	Oxfordshire County Council Parking Enforcement	X
Mike Smith	Oxfordshire County Council Drainage	√
Anthony Palman-Brown	Oxfordshire County Council Street Lighting	X
Tamsin Atley	Oxfordshire County Council Ecology	X
Richard Oram	Oxfordshire County Council Archaeology	X
David Taylor	Oxfordshire County Council Infrastructure Development (Public Transport)	√

Design Specific Comments

- Agreed that the car parking spaces should be 2.5m wide. These are much more accessible and efficient than 2.4m wide spaces given the nature of modern cars. Agreed that there should be no end islands in the car parking layout which will provide for 560 car parking spaces in total of which 15 spaces will be disabled spaces. *To be included in final scheme, no further changes necessary.*

- Agreed that covered walkways would not work on site as emergency vehicles could not pass under them and therefore their deletion from the scheme was considered to be acceptable. *Final scheme to show level, tactile colour contrasted flush walkways as these will provide a consistent and continuous walkway with no trip hazards. Strategically placed bollards will offer protection to pedestrians from vehicles.*
- The bus shelters shown are 3m wide, can these be widened to 4.5m wide to provide more protection to the elements? *To be amended in final design.*
- Can the current apron be widened with the bus stops moved westwards towards the car parking area, to enable a potential future expansion area on the central island? *An area in the central island will be provided for buses to lay-over (a place for buses to wait without picking up/dropping-off).*
- The design shown may not be the most efficient in allowing for 3 buses to pull in at the site one behind another, can a 'saw tooth' approach to the bus pull-in area be investigated? Could a 'run over' area be provided in the central island? *A 'saw tooth' approach has been investigated and this is not possible without removing all the car parking spaces in the south-eastern corner (approximately 50 spaces). Given the requirement from stakeholders to maximise the number of spaces within the design, whilst providing larger than standard spaces, removing more spaces is not deemed acceptable. A lay-over area will be provided.*
- A question was raised over whether the attenuation pond is needed? *Yes, this is required to attenuate the surface water run-off from the site and enable full attenuation.*
- Can surface water from the site be pumped across the A41? If a pump is required for the attenuation pond what are the costs of this likely to be and how would it work? *Pumping under the A41 would require significant highways works and would not be cost effective. The pond would need to be pumped which would itself be triggered by a float leveller. In terms of cost, it is likely that the annual maintenance costs for the pump would be £5-600 per year and the cost of a replacement pump (expected once every 25 years) would be circa £10,000.*

Other Comments

- Bicester Village would be happy to link their 24 hour CCTV cameras at Bicester Village to the park and ride site. *This is considered to be a very good idea and would be picked up by the Management Plan for the Site, which it is expected would be a condition of the planning consent.*
- How do we discourage the use of the Site by people at night for racing cars around? Perhaps stopping them getting in would be the best approach? *It was agreed that the most appropriate way to deal with this would be to monitor the situation rather than include expensive barrier/electrical barrier equipment at this time. This could be dealt with using the CCTV monitoring so that the Police could be called immediately if necessary. Again this could be picked up by the Management Plan. It may be appropriate to include ducting at detailed design stage to allow for retro-fitting of electronic bollards etc at a later date if required.*
- How do we stop people driving in to drop passengers off and using the bus stop area for dropping off rather than the car parking area? *Appropriate signage would be used along with clear road markings. This is another issue which it is felt can be best dealt with through the Management Plan.*
- How do we prevent people parking their cars for free if they are not using the park and ride, but may be getting a lift with someone else from the A41 for example? *Automatic Number Plate Recognition (ANPR) would be used on Site to monitor its use and prevent unauthorised parking. Appropriate charging could then be introduced if this proves to be a prolific problem.*
- Bicester Village suggested that they could use mobile Vehicle Management Signage (VMS) on very busy days to direct traffic leaving the site along Vendee Drive and back to the M40 routes rather than it all travelling along the A41. *No further action required at this stage, this will be picked up under the Management Plan.*

Table 3/4: Workshop 2: Thursday 10th October 2013 Afternoon Session - Attendees

Name	Representing	Attended (Y/N)
Sue Mackrell	Bicester Town Council	√
Philip Clarke	Chesterton Parish Council (Chairman)	√
Vic Keeble	Chesterton Parish Council (Clerk)	√
Kathy Sharp	Wendlebury Parish Council	X
Linda Griffiths	Cherwell District Council Development Management	√
Adrian Colwell	Cherwell District Council Strategic Planning & Economy	X
Chris Welch	English Heritage	X
Placi O'Neill-Espejo	Bicester Vision	X
Steve Price	Countryside Properties	√
Ben Jackson	Bicester Chamber of Commerce	X
Bicester Avenue	Bicester Avenue	X
Patrick Blake	Highways Agency	X
John Croxton	Thames Valley Police	X
Michael Waine	Oxfordshire County Councillor (Bicester Town)	√
Lawrie Stratford	Oxfordshire County Councillor (Bicester North)	X
Les Sibley	Oxfordshire County Councillor (Bicester West)	√
Catherine Fulljames	Oxfordshire County Councillor (Ploughley)	√
Timothy Hallchurch	Oxfordshire County Councillor (Otmoor)	X

Design Specific Comments

- General agreement on the key design changes made to the draft design as a result of the previous stakeholder workshops including 560 no. 2.5m spaces, removal of north - south pedestrian footways, amendments to east-west footways, removal of overnight gates and pedestrian access to proposed community woodland to the rear of the site. *No further action required.*
- Countryside Properties advised that they have agreed with Stagecoach a bus route through the Kingsmere development, which is now up and running and that Stagecoach had advised that this would go into the new P&R site – have we considered this in our scheme design? *Stagecoach have not specifically asked for any route other than the S5 to serve the P&R site, however the scheme design would allow for this if required by Stagecoach/Countryside Properties. Countryside Properties to address this further themselves with Stagecoach.*
- Has the future use of the site by national coach operators been considered? What about the people using national coaches, how would they be charged for parking at the site for a long period of time? *Yes, the scheme design would allow for 15m coaches to access the Site should national operators show an interest in using the Site. No interest is shown at present. ANPR would be used at the site to limit stays without having to pay. If a national operator was to start to use the site, charging for longer stay parking would need to be considered at that time.*
- What is proposed in terms of landscaping? *A circa 3m wide landscaping strip is to be retained and enhanced around the edges of the site which would be planted using native species. Sufficient land has been retained around the attenuation pond to allow this to be fenced and planted accordingly and to restrict access to the pond. It is expected that submission to OCC and its agreement of a detailed landscaping scheme would be a requirement of any planning consent.*
- Has lighting spill been considered? *Yes as part of the lighting scheme for the Site. An update on the lighting scheme as presented at the first stakeholder meetings was given. This will be submitted with the planning application.*

Other Comments

- It was considered appropriate generally, that a condition should be attached to any planning consent which requires the agreement of a Management Plan prior to the construction/operation of the development. This is to ensure that all management issues are fully addressed. *Agreed and this will be set out within the planning application Planning Supporting Statement.*
- How do we discourage the use of the Site by people at night for racing cars around? *It was agreed that the most appropriate way to deal with this would be to monitor the situation rather than include expensive barrier/electrical barrier equipment at this time. This could be dealt with using the CCTV monitoring so that the Police could be called immediately if necessary. This could be picked up by the Management Plan. It may be appropriate to include ducting at detailed design stage to allow for retro-fitting of electronic bollards etc at a later date if required.*
- Concerns were raised regarding the safety of the access to the Site from the A41 roundabout. Attendees considered that people currently approach it at high speed. *It was explained that the existing roundabout was fully assessed for safety purposes when it was constructed and that the arm to serve the park and ride was always envisaged to be used for such a purpose. It was therefore assessed accordingly. A Transport Assessment has been carried out for the park and ride scheme which considers all highway matters including highway safety and will be submitted in support of the planning application.*
- Countryside Properties advised that it was likely to be circa 18 months until the land adjacent to the Site is transferred to Cherwell District Council (CDC) – would the landscaped areas of this land be transferred to OCC from CDC following the initial transfer? *It is not envisaged that the landscaped areas will be transferred to OCC following the initial transfer from Countryside Properties.*
- Do we need to provide toilet facilities if national coach services might stop here in the future? *No, such services offer on board toilet facilities.*
- Will attendees at the consultation events be given a record of the discussions, changes to the scheme etc? *Yes, the details of the events, the discussions held and the changes made to the scheme will be recorded in the Statement of Community Involvement which will accompany the planning application for the proposed development. This will therefore be a public document.*





4. Conclusions

- 4.1 Based on the nature and extent of the public consultation undertaken and described above, it is considered that OCCHTS have undertaken an appropriate level and type of consultation in relation to their plans for the construction of a remote park and ride facility on land to the north-west of the A41, Bicester, Oxfordshire, in accordance with OCC's Statement of Community Involvement. The information set out within this SCI demonstrates that OCCHTS have taken into account those comments and concerns raised by stakeholders and community groups and incorporated appropriate changes into the final scheme accordingly.

Appendices

Appendix 1: Stakeholder Consultation Event 1 – Discussion Drawing

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
0	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

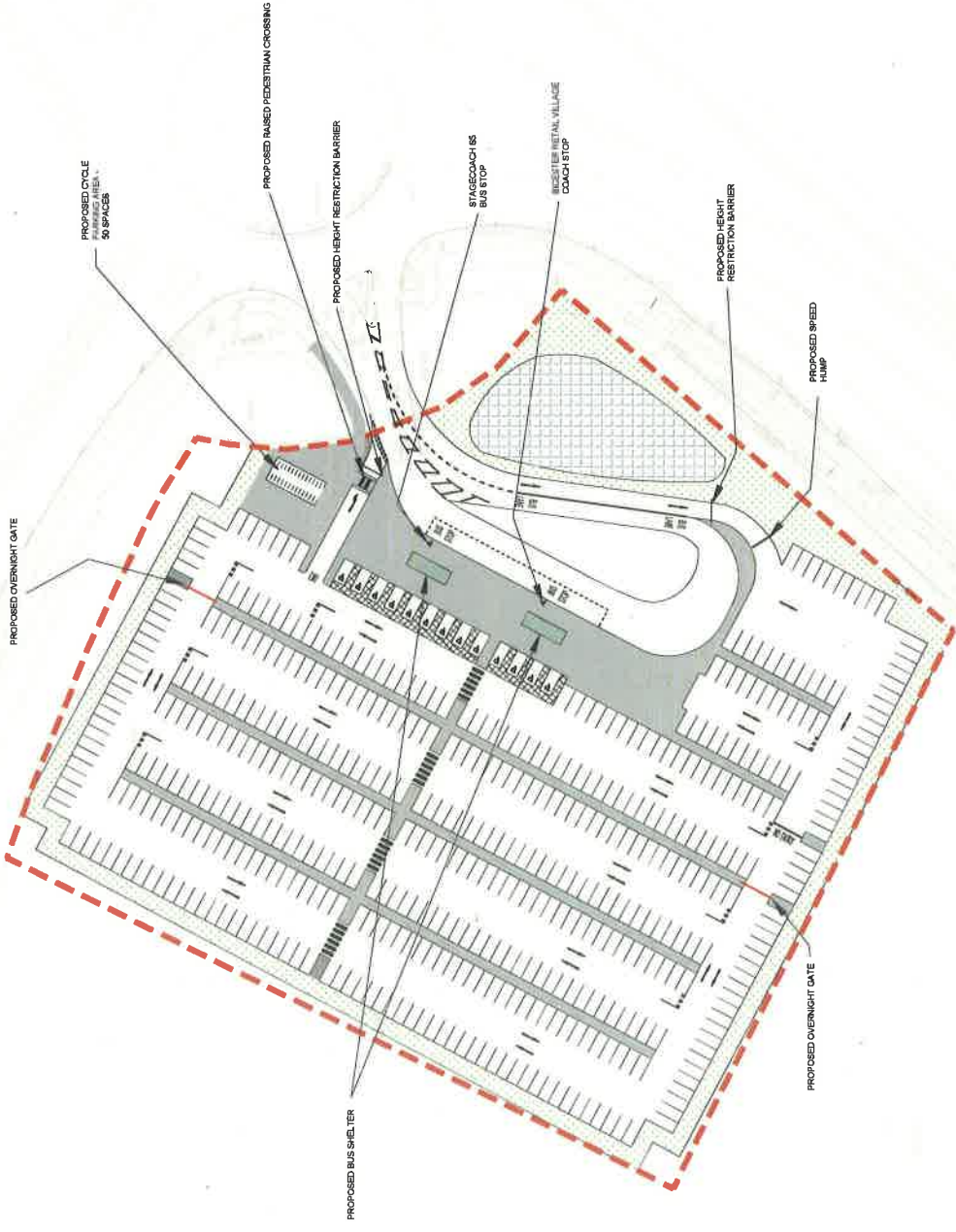
Scale @ A1	Drawn by	Checked by	Approved by
1:500	CW	AL	SRH

Date drawn 17/09/13
Date checked 30/10/13
Date approved 30/10/13

Oxfordshire Project No. & File Ref 5124607

Drawing No. 5124607/BIC/FEA/003

Revision 0



Appendix 2: Stakeholder Consultation Event 2 – Discussion Drawing

Drawing No. 5124607/BIC/FEA/004 Revision 0

KEY

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

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Project title
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 PARK AND RIDE**

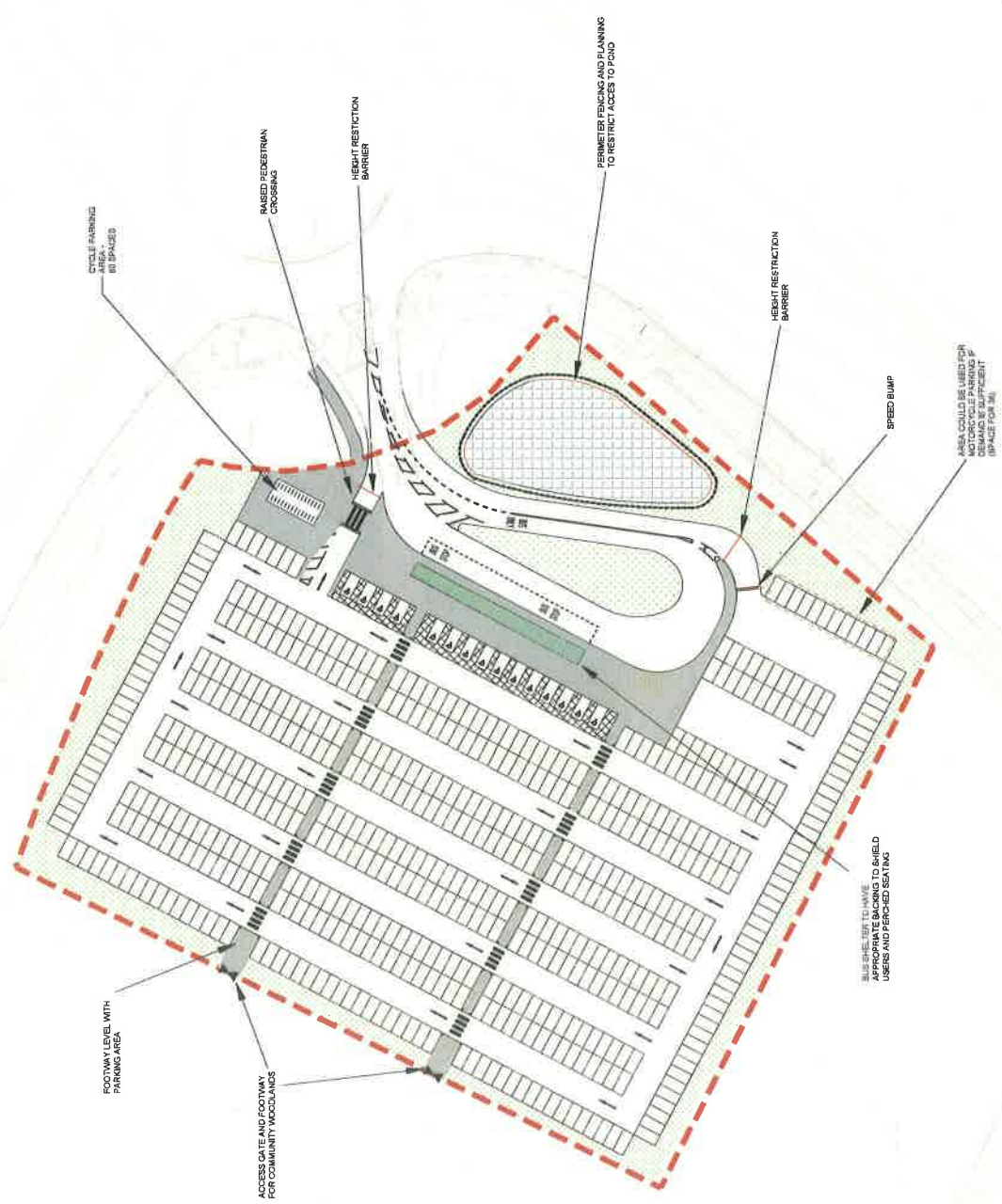
Drawing title
**STAKEHOLDER CONSULTATION EVENT 2
 DISCUSSION DRAWING**

Drawing Status
FEASIBILITY

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1:500	RP	AL	SRH
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