Catalyst Bicester

Transport Assessment

24th December 2019

LPA References: 19/01740/HYBRID & 19/01746/OUT

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Transport Assessment

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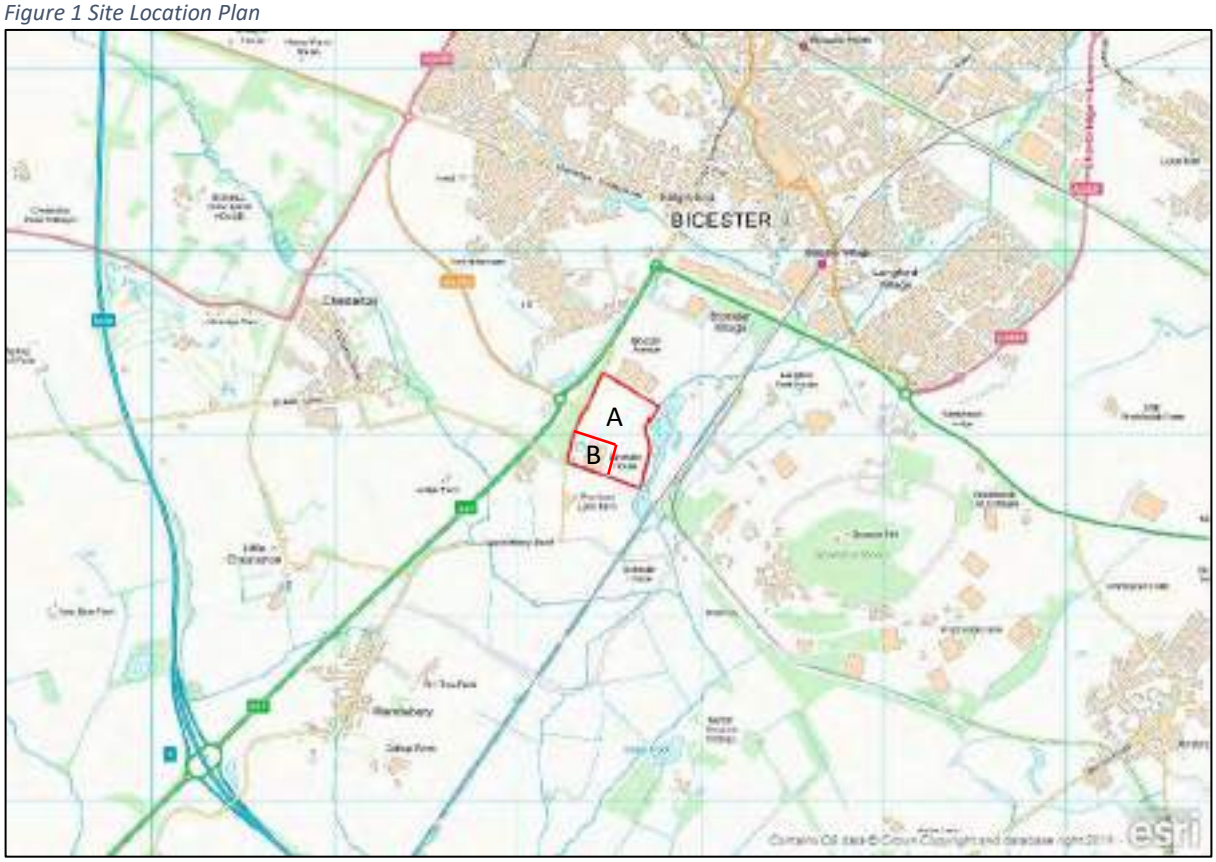
1. INTRODUCTION

1.1 Significant growth is planned for Bicester as set out in the Cherwell Local Plan 2016-2031. Within the Local Plan, the Catalyst Bicester site is allocated for employment use as part of the Bicester 10 allocation. This allocation, however, is not within a single ownership and part of the site (adjacent to A41) has already been brought forward for development promoted by Bloombridge. The Bloombridge scheme effectively formed a first phase of development which includes a hotel, currently under construction, and B1 employment use (outline consent only with all matters reserved including access).

1.2 This appraisal relates to additional development promoted by Albion Land (the Applicant) on the remaining portion of the Bicester 10 allocation site (Site A) and also an enlarged site (Site B) which allows for the redevelopment of an existing chicken farm on land adjacent to the Site A. The locations of these sites are shown on **Figure 1**.

Figure 1 Site Location Plan



1.3 David Tucker Associates has been commissioned by Albion Land to advise them on the access and transport implications of their proposed development.

1.4 There were originally 4 sceanrios tested but the hybrid application has been amended and now only two scenarios are possible. This is reflected in the changes that have been made throughout the rest of the document. As such there are now two B1 employment led development scenarios that are considered through this appraisal. These are:

Scenario 2: *B1 development (16,800m²) and Health & Racquet Club across Site A; and,*

Scenario 4: *B1 development (27,000m²) and Health & Racquet Club across Site A and B.*

1.5 These respond to site constraints including flood risk which prevent the amount of development that was assumed within the Local Plan coming forward.

1.6 Indicative masterplans for the above development scenarios are attached in **Appendix A**. Two applications have been submitted. The two planning applications are:

LPA Reference 19/01740/HYBRID: Hybrid application for Racquets Club (D2) and highway works (full) and B1 floorspace (outline) on Site A.

LPA Reference 19/01746/OUT: Outline application for B1 floorspace on Site B.

1.7 This appraisal has been informed by discussions with Oxfordshire County Council (OCC) as the local highway authority within a formal pre-application process including Scoping Notes, consultation responses and meeting note. This report has been further updated to respond to consultation responses and reflect amendments agreed with Oxfordshire County Council.

1.8 The development has been tested against OCC future year traffic forecasts as produced by their strategic highway modelling tools.

1.9 Reference is made within this report to Motion and their Transport Assessment for the Bicester 4 site (LPA reference 17/02534/OUT).

1.10 Reference is also made to PBA and their Transport Assessment for the Bicester 10 Phase 1 site (LPA reference 16/02586/OUT).

1.11 Ultimately the appropriateness of a proposal is contingent upon compliance with prevailing development policies where these relate to transport. These include policies set out in the National Planning Policy Framework (NPPF) 2018, from which the

principle tests in transport planning terms are at paragraph 108 and 109 relating to sustainable travel, access and transport impact.

1.12 The site is well located to contribute to the development of sustainable travel patterns within Bicester providing local employment for residents in the new housing areas currently being built out thereby helping to reduce out-commuting.

1.13 The site is integrated with existing pedestrian, cycle and public transport routes, but these will be further enhanced as detailed within this appraisal. This includes the provision of an enhanced off-road pedestrian – cycle route which will run along Wendlebury Road from the site access north of the A41 and up to the Toucan crossing at the junction with Pioneer Way. This links with the Kingsmere development and also with works required by the Bicester 4 office development to widen the existing path up to their site access. For the employment development cycle (and car) parking will be provided in accordance with the prevailing standards at the reserved matters stages.

1.14 The vehicular site accesses have been designed in accordance with prevailing design guidance and no departures from standard have been identified. The accesses have been subject to an independent road safety audit and the recommendations of the auditors have been fully taken on board. Overall it is considered that safe and suitable access to the site for all road users is provided with the arrangements conforming to contemporary design and best practice guidance.

1.15 The development of employment opportunities at this location will contribute to the balancing of journey to work trips within Bicester and reduce the need for out commuting. Currently the local journey to work Census data shows that there is significant out commuting but that a significant proportion (50%) of local employment opportunities are taken up by local residents. This is a significant level of internalisation of trips such that the net effect of employment development is neutral i.e. that the inbound commuting into Bicester as a result of employment development is balanced by a reduction in outbound commuting. There is an added benefit that there is greater potential to encourage the use of sustainable modes for local trips and any reduction in outbound trips is reducing the peak direction of travel demand whereas the increase in inbound trips counter-tidal.

1.16 At the request of OCC the journey to work origin destination matrices have not been balanced and the development demand has been assumed to be wholly new. As such within the technical approval that follows there has been no reflection of the reduction in the out-commuting rate on key routes such as the A41. This is a consistent approach with other employment sites within Bicester and is a very conservative approach to appraisal (i.e. represents higher demand on the A41 than is likely to materialise).

1.17 The relative change in traffic demand on the A41 is small and will not have a material impact on the operation of the local road network. Notwithstanding this a proportionate contribution will be made to the development of strategic transport schemes in line with the requirements of the Local Plan allocation.

1.18 Finally in terms of traffic impact the development will make a proportionate contribution to measures that will enhance the road safety performance of the A41 corridor in particular the A41 Vendee Drive roundabout. This is a highly trafficked corridor which in part is reflected in the number of accidents on the route. Notwithstanding this there are concerns about the severity of such incidents and therefore measures are planned by OCC to better manage speeds. At the time of writing the detailed proposals have not been published by OCC.

2. TRANSPORT PLANNING CONTEXT & GUIDANCE

2.1 National Planning Policy

National Planning Policy Framework

2.1.1 In February 2019, the government published a revised National Planning Policy Framework (NPPF). This report should therefore be read in the context of the NPPF.

2.1.2 Paragraph 109 of the NPPF is clear that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".*

2.1.3 Within this context, the NPPF identifies in Paragraph 110 that applications for development should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.1.4 Paragraph 111 of the NPPF goes on to state that: *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".*

2.1.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is *"...a presumption in favour of sustainable development".*

2.2 Local Planning Policy

Oxfordshire Local Transport Plan

2.2.1 The Local Transport Plan was adopted by OCC in September 2015, following public consultation on the draft plan earlier in the year. The Plan was updated in 2016 to strengthen the emphasis on improving air quality and making better provision for walking and cycling.

2.2.2 The LTP includes an Area Strategy for Bicester with a plan to reduce the pressure on transport networks as the population grows, and minimise emissions and other environmental damage from transport. The LTP encourages residents and visitors to travel sustainably as well as supporting the use of more sustainable public and private vehicles. The priority for Bicester is to provide the transport infrastructure which supports the aspirations set out in the Local Plan and the initiatives for their implementation.

2.2.3 Policy BIC1 in the Bicester Area Strategy states:

"BIC1 – Improve access and connections between key employment and residential sites and the strategic transport system by:

- *Continuing to work with Highways England to improve connectivity to the strategic highway. We will continue to work in partnership on the A34 and A43 strategies, as well as Junctions 9 and 10 of the M40 to relieve congestion*
- *Delivering effective peripheral routes around the town.*

Southern peripheral corridor: provide a South East Perimeter Road to support the significant housing and employment growth in Bicester. In the longer term, link capacity issues along Boundary Way are assessed as being a major transport issue for the town. Land is safeguarded at Graven Hill for the section of road to the south of this site, joining the A41 at the Pioneer Road junction – this prevents development on the land that would be required, but does not remove the need for full assessment, justification and planning processes to be undertaken. This will need extending westwards to join the A41 north of M40 Junction 9. The preferred alignment for this extension has been approved as a connection from the Little Chesterton junction across to Graven Hill. The solution will also include a new link through the South East Bicester development site from the A41 Pioneer Road junction up to Wretchwick Way, providing connectivity through the site, in particular for buses."

2.2.4 Policy BIC 2 states:

"BIC2 – We will work to reduce the proportion of journeys made by private car through implementing the Sustainable Transport Strategy by: Improving Bicester's bus services along key routes and providing improved public transport infrastructure considering requirements for and integrating strategic development sites.

Bus connectivity improvements may be required at anticipated pinch points within the town as future developments come forward. This will include connections between North West Bicester and the town centre and consider the need for bus lanes along the A41 to connect with the Park and Ride scheme."

Cherwell Local Plan 2016-2031

2.2.5 The Cherwell Local Plan was adopted in July 2015 and sets out the long-term spatial vision for the District and contains policies to help deliver that vision.

2.2.6 The Local Plan seeks to use this potential to deliver jobs-led growth, supported by housing, with 138.5 ha of employment land, and approximately 10,000 new homes are planned for Bicester. The Local Plan also sets out an ambition for Bicester to become a greener more pleasant place to live, work and visit.

2.2.7 Within the Local Plan the site allocated for employment use within the 'Bicester 10' allocation. This is a strategic site which will help 'reduce the number of people out commuting to Oxford and London'. The wording of the transport related sections of the allocation is as follows.

Policy Bicester 10: Bicester Gateway

Development Area: 18 hectares

Development Description: Knowledge economy employment development to the south of the existing retail area (Wyevale Garden Centre), adjacent to the A41.

Infrastructure Needs

- *Access and Movement – M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks, including safeguarding land for future highway improvements to peripheral routes on this side of the town.*

Key site specific design and place shaping principles:

- *Provision and encouragement for sustainable travel options as the preferred modes of transport rather than the private car, and provision of a Travel Plan. Good accessibility to public transport services should be provided for.*
- *The provision of a detailed transport assessment tailored to assess in detail the impact of the proposed use class and floorspace on the strategic road network.*
- *Provision for safe pedestrian and cyclist access from the A41 including facilitating the provision and upgrading of footpaths and cycleways that link with existing networks to improve connectivity generally, to maximise walking and cycling links between this site and nearby development sites and the town centre.*
- *Accommodation of bus stops to link the development to the wider town.*
- *Maximisation of walking and cycling links to the adjoining mixed use development at South West Bicester as well as the garden centre to the north.*
- *Contribution to the creation of a footpath network around Bicester.*

- *A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities.*

2.2.8 The allocation is in two ownerships. A thin strip alongside the A41 has already been promoted by Bloombridge for a hotel and B1 uses for which outline planning permission has been granted. A detailed application for the hotel has subsequently been granted (LPA reference 16/02586/OUT). The remaining larger part of the allocation is to the rear and is the focus of this report. This site is currently accessed via the Vendee Drive Link, or to the north or south via Wendlebury Road.

DfT Circular 02/2013

2.2.9 Highways England are responsible for the operation of the strategic road network. In the context of the Site the nearest parts of the SRN are the A34 and M40.

2.2.10 The circular sets out how Highways England will engage with the planning system. In general, as set out in para 21, *'where development proposals are consistent with an adopted Local Plan, the Highways Agency does not anticipate the need for engagement in a full assessment process at the planning applications stage'.*

2.2.11 At para 28, *'the preparation and implementation of a robust travel plan that promotes use of sustainable transport modes such as walking, cycling and public transport is an effective means of managing the impact of development on the road network, and reducing the need for major transport infrastructure'.*

2.3 Technical Guidance

2.3.1 The following technical guidance is relevant to the development:

Planning Practice Guidance (2014)

- Travel Plans, Transport Assessments and Statements (2014)
- Transport evidence bases in plan making and decision taking (2015)

Manual for Streets (DfT, 2007)

Manual for Streets 2 (CIHT, 2010)

Design Manual for Roads and Bridges (DfT, 2019)

- CD 109 Highway link design;
- CD 123 Geometric design of at-grade priority and signal controlled junctions;
- CD 116 Geometric design of roundabouts;

Guidance on Transport Assessments (DfT, 2007 – withdrawn)

Planning for Public Transport in Developments (IHT, 1999)

Providing for Journeys on Foot (IHT, 2000)

3. EXISTING CONDITIONS

3.1 Site Location

3.1.1 The development site has been subdivided into two sites. Site A is the area of land wholly within the Bicester 10 allocation. Site B is an enlarged area which includes the existing chicken farm.

3.1.2 The sites are located approximately 2.5km north-east of the M40 Junction 9, on the A41 southern approach to Bicester centre.

3.1.3 The sites are located to the east of Wendlebury Road which forms the western site boundary. The site is bounded to the north by an access road into the Thames Water treatment works. The treatment works itself is located to the east of the site adjacent to the north-south railway lines. Immediately to the north of this access road is the Bicester Avenue garden centre and retail park. To the south of the site is farmland which is also designated as a scheduled ancient monument.

3.1.4 Wendlebury Road runs east of and parallel to the A41. There is a link from the A41 to Wendlebury Road connecting to a relatively recently constructed roundabout junction where the A41 meets Vendee Drive (southwest Bicester perimeter road).

3.1.5 Between A41 and Wendlebury Road are two small parcels of land which comprise the Bloombridge development and part of the Bicester 10 allocation. In the northernmost parcel a hotel is currently under construction. On the southernmost parcel, which extends south of the allocation in line with the southern boundary of the chicken farm, outline planning permission has been granted for office development.

3.2 Adjacent Highway Network

3.2.1 The local road network is shown on **Figure 2** below. Wendlebury Road is a single carriageway road and is approximately 5.5m wide on the Site frontage (western edge), is unlit and subject to National speed limit. The Bloombridge Bicester 10 Phase 1 scheme promoted a reduction in speed limit to 40mph. It is not known when this change will occur. Approximately central to the western site boundary, Wendlebury Road forms a T-junction with the Vendee Drive Link. There are no footways on Wendlebury Road to the south of the T-junction, but it does form part of the National Cycle Network Route 51. To the north, a footway/cycleway on the western side of the carriageway falls just short of the Bicester Avenue Garden Centre. This continues to

be part NCN51. Beyond the garden centre, this continues on carriageway to the junction between Wendlebury Road and the A41, before reverting to an off carriageway facility adjacent to the A41 as it heads towards Bicester town centre.

Figure 2 Local Road Network

3.2.2 The T-junction with the Vendee Drive Link is the subject of a consented scheme to implement a mini-roundabout identified as part of the employment component of consent on Bicester 10 Phase 1 (see LPA reference 16/02586/OUT) to the west of Wendlebury Road.

3.2.3 The Vendee Drive Link which connects Wendlebury Road to the A41 is an unlit 7m wide single carriageway. It comprises a northern sided footway.

3.2.4 The Vendee Drive Link joins a 5 arm roundabout (Location 1 in **Figure 2**) with the A41, Vendee Drive to the west and the Bicester Park and Ride site. The roundabout has a diameter of approximately 65-70m.

3.2.5 The Bicester Park and Ride site comprises 580 parking bays, with bus services between Bicester and Oxford.

3.2.6 The A41 was formerly part of the strategic road network. In the vicinity of the site it is a dual two lane all-purpose (D2AP) road. To the south of the Vendee Drive roundabout the road remains a limited access road with a pair of left-in left-out junctions north of Wendlebury and Chesterton only up to the gyratory M40 Junction 9.

3.2.7 Vendee Drive forms a southwest perimeter road for Bicester and joins the A41 at a large at grade priority roundabout. Vendee Drive is a 7.3m wide distributor road which provides access to the west of Bicester and the site of the future eco-town developments.

3.2.8 To the north of the roundabout, signal controlled all-movements junctions have been created to access Kingsmere developments (Location 2 in **Figure 2**) and Bicester 4 development (Location 3 in **Figure 2**). Both of these junctions have two ahead lanes in both directions with additional lanes to accommodate the turning movements. Both junctions include controlled pedestrian crossings

3.2.9 North of the Bicester 4 site the A41 turns east at the Oxford Road roundabout (Location 4 in **Figure 2**). This is a four armed roundabout with two arms serving the A41 approaches, a third arm with runs in toward Bicester town centre and a fourth arm serving the road service area (petrol filling station and restaurant). This has recently been signalised with a south to east cut through lane between the A41 arms. The A41 from this point is a modern single carriageway (S2) road.

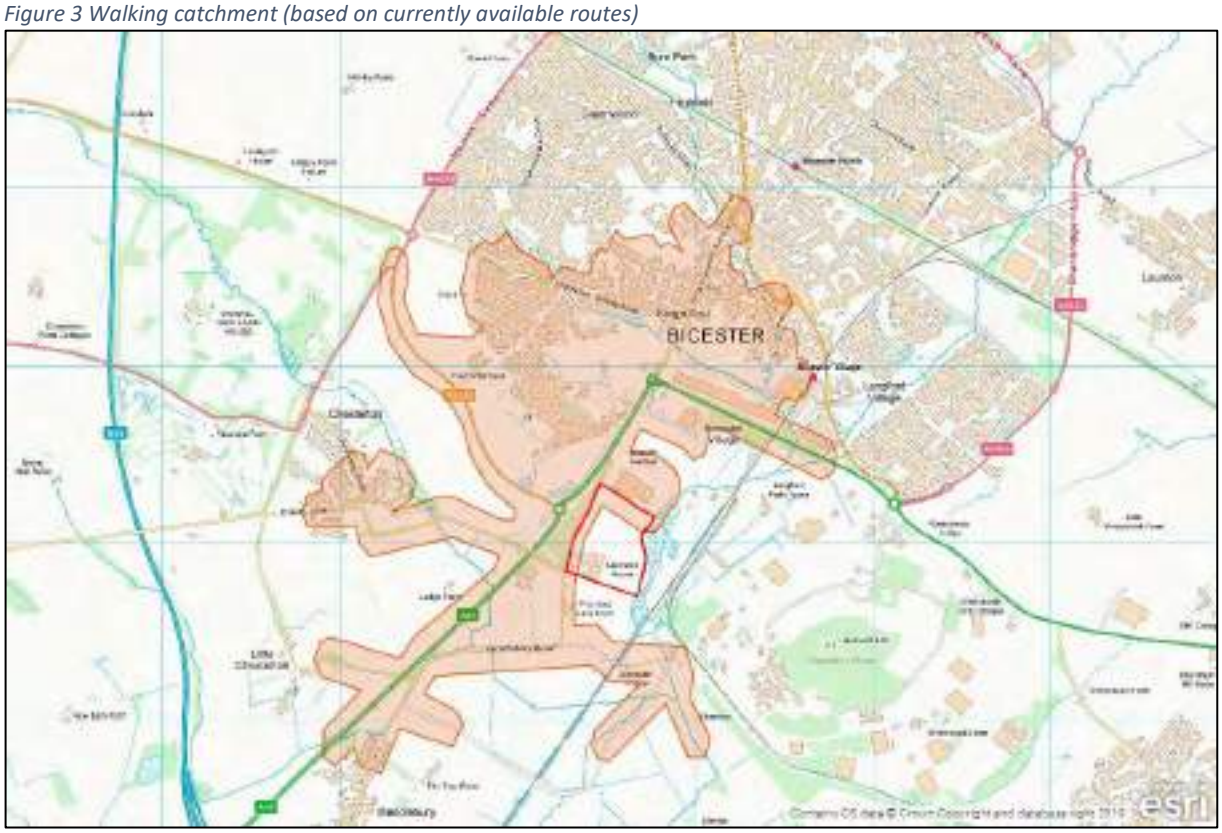
3.2.10 North of the Oxford Road roundabout, the Oxford Road continues north at a dual carriageway standard the short distance up to the entrance to the Bicester Village retail park (Location 5 in **Figure 2**). This is a three arm signal controlled junction which was recently upgraded (formerly a roundabout junction). The layout has however been developed to maximises the right turn capacity from Oxford Road south to Pingle Drive; the two inbound lanes have a circa 40m centreline radius, as well as the left turn out capacity from Pingle Drive to Oxford Road south.

3.2.11 North of Pingle Drive the Oxford Road drops to a single carriageway road but with two northbound lanes for circa 150m up to the mini-roundabout junction with Middleton Stoney Road (Location 6 in **Figure 2**). All arms at this junction have single lane exits and hence the two lane entries on Oxford Road and Middleton Stoney Road have designated destinations. North of this junction Oxford Road becomes Kings End.

3.3 Walking

3.3.1 Walking is a convenient mode for most people for trips up to around 2.0km in length which translates into approximately 20 minutes of walking. This walking catchment for the site is shown on **Figure 3**. As can be seen from this plan the site is well located with respect to nearby existing and planned residential areas. The key linkages are the routes to the north and west. At present there is a discontinuous footway on the western side of the carriageway on Wendlebury Road but there is an existing connection along the northern side of Vendee Drive connecting to the existing north – south provision on the A41. As part of the adjacent Bloomsbridge development a new controlled pedestrian crossing will be provided on A41 linking into the Kingsmere residential development and associated walking and cycling routes.

Figure 3 Walking catchment (based on currently available routes)



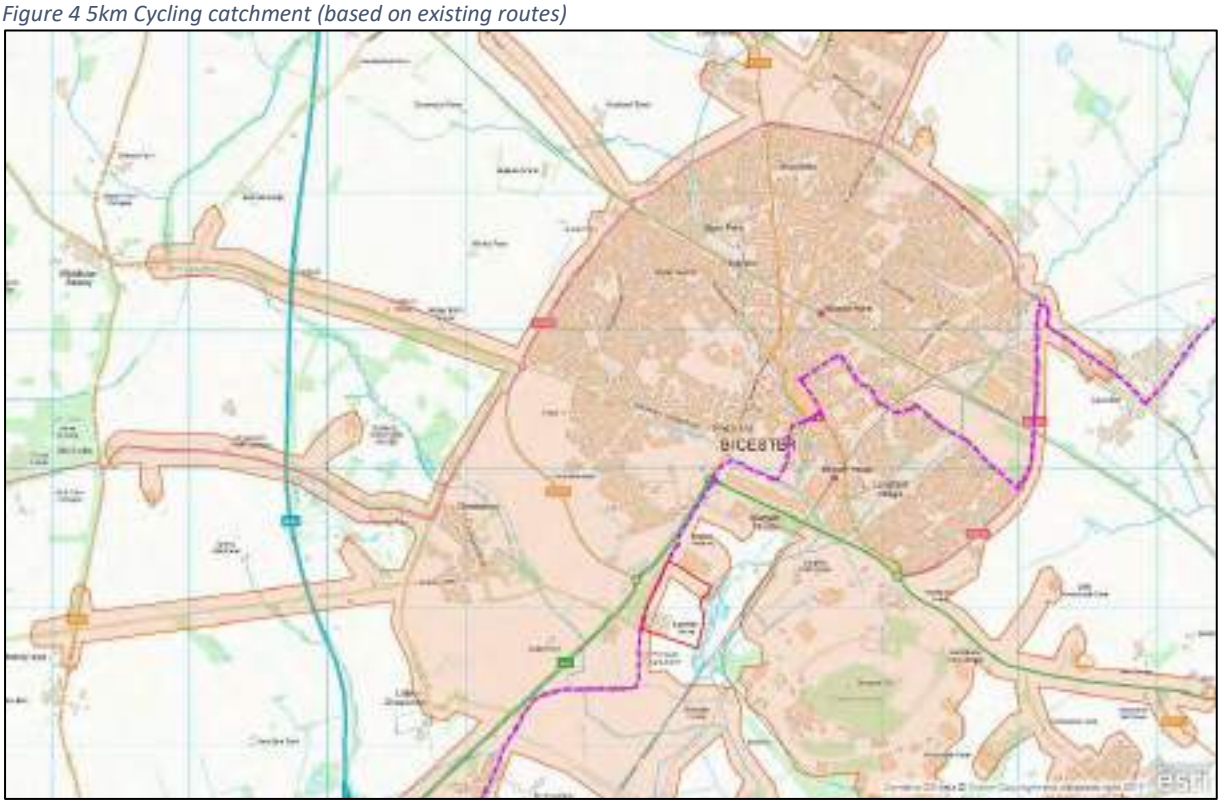
Note that Langford lane has been diverted (to the south) to provide a grade separated crossing but this is not reflected within the above isochrones plot.

3.4 Cycling

3.4.1 Cycling is a convenient mode for most people for trips up to around 5km in length which equates to a 20-minute journey time in an urban environment. This wider catchment areas is also shown on **Figure 4**. This catchment covers Bicester and many

of the surrounding villages in the immediately hinterland. In practice there will be many people for whom trips well in excess of 5km is feasible.

Figure 4 5km Cycling catchment (based on existing routes)



3.4.2 In towns many cyclists will choose to use the local road network. In Bicester, however, there is a developing network of dedicated cycle routes, including around the orbital routes such as Vendee Drive, that will be future expanded as the new residential suburbs are developed i.e. the eco-town etc. Furthermore, within these new residential areas, homes will generally be provided with cycle storage to current requirements. The level of cycle use reported within the 2011 Census is therefore unlikely to reflect travel characteristics for developments that have taken place since that time.

3.4.3 There are also regional cycle routes. The National Cycle Network is a network of signed paths and routes for walking and cycling. This includes some on-street running section such as along Wendlebury Road in the vicinity of the site. Wendlebury Road forms part of NCN 51 (dashed purple line in **Figure 4**), the Varsity Way Cycle Route from Oxford to Cambridge. In practice cyclists also have a choice to use the existing dedicated pedestrian/cycleway which runs along the side of the southbound carriageway of the A41.

3.5 Public Transport

3.5.1 Bicester is a well-connected area in terms of public transport provision with regular bus and train services providing connections to various local and national locations.

Bus Network

3.5.2 The primary bus operator within Bicester is Stagecoach who provide three key services which run to and from the vicinity of the proposed development site. These services are the 26, S5 and NS5 and a summary of their routes and frequencies are shown in **Table 1** below.

Table 1 - Summary of Bus Services and Frequency from Chesterton Turn North

Service No.	Route	Frequency		
		Mon-Fri	Sat	Sun
26	Bicester - Kingsmere - Bicester	30mins	30mins	~
S5	Oxford - Gosfrod - Bicester - Glory Farm - Launton	15mins	15mins	30mins
NS5	Oxford - Gosford - Bicester - Glory Farm	One Service (night)	4 x hourly service to Bicester, 2 services to Oxford (night)	4 x hourly service to Bicester, 2 services to Oxford (night)

3.5.3 The nearest bus stop to the site is known as Chesterton Turn North and is located on the A41, approximately 250m west of the site. Pedestrian access to this bus stop from the site will be greatly improved by plans to establish a traffic signal-controlled pedestrian crossing from the consented hotel site across the A41. This crossing would benefit safe travel to and from the site and the bus stop.

3.5.4 The S5/NS5/26 services travelling in the north-eastbound direction run into Bicester town centre and beyond calling at Launton, Ambrosden and Arncott. The 26 runs between the proposed site and the Bicester North Railway Station providing a connection allowing for longer journeys to be feasibly undertaken using public transport.

3.5.5 The S5 service which provides a regular connection to Oxford city centre, Glory Farm and Bicester north has a total journey time to Oxford centre of 31 minutes and Bicester town centre of 8 minutes. Furthermore, the S5 service also runs south westbound, the location of this stop is at the Park and Ride site which is approximately 400m from the site (on the A41 – Vendee Drive roundabout).

3.5.6 The S5 route connects Bicester to Oxford providing a convenient link across the 'Knowledge Spine' which locates the proposed development site within this identified growth area.

3.5.7 Stagecoach also operates an 'express service' between Oxford, Buckingham, Milton Keynes, Bedford and Cambridge. This service stops at Bicester Village, located approximately 1.5km north of the proposed site, every half an hour throughout the day (Monday to Sunday).

3.5.8 Details of the bus services are attached at **Appendix B**.

Rail Network

3.5.9 There are two train station facilities within a convenient distance from the proposed site.

3.5.10 The first is Bicester Village Station approximately 2.0km on foot/bicycle to the north east of the site, which is located on the Oxford spur from the Chiltern Mainline with services to Oxford and London.

3.5.11 The second is Bicester North approximately 2.5km by cycle to north of the site, on the Chiltern Mainline with services to Birmingham and London.

Bicester Village Station

3.5.12 Bicester Village railway station (previously named Bicester Town) is operated by Chiltern Railways. The station was redeveloped as part of the works to provide a new chord linking the Bicester – Oxford railway line to the Chiltern Mainline to the east of Bicester. Following these works passenger numbers using the station have increased tenfold (Bicester Town numbers have reduced somewhat but overall there has been a 50% increase in rail passengers).

3.5.13 The station is located in a highly accessible location around a walking/ cycling time of 25 minutes and 8 minutes respectively and also accessible by bus. The station provides half hourly services to and from Oxford Parkway, and half hourly services to and from London Marylebone. The journey time to Oxford Parkway from Bicester is 10 minutes. The proximity of the site to this station provides convenient commute options to both major destinations. The key services, their frequency and journey time are summarised in **Table 2** below.

Table 2 - Summary of Train Services at Bicester Village Station

Destination	Frequency	Journey Time
London Marylebone	Half Hourly	50 mins
High Wycombe	Half Hourly	25 mins
Oxford	Half Hourly	15-20 mins

3.5.14 The station benefits from sheltered cycle storage which can accommodate for up to 50 bicycles, this high level of provision encourages linked commuting trips.

Bicester North

3.5.15 Bicester North station is located north of the site. The cycle journey time to the station is approximately 10 minutes and is also accessible by bus. Bicester North is also operated by Chiltern Railways and is the primary train station for the town, providing regular services to local and national destinations. The key services, their frequency and journey time are summarised in **Table 3** below.

Table 3 Summary of Train Services at Bicester North Station

Destination	Frequency	Journey Time
London Marylebone	Half Hourly	45min – 1hr 10 min
Birmingham Snowhill	Hourly	1hr 15-30mins
Banbury	Half Hourly	12/17 mins
Warwick	Hourly	36/52 mins
Leamington Spa	Hourly/ Half Hourly	30 - 40mins

3.5.16 The station benefits from cycle parking provision for up to 80 bicycles which will encourage linked commuting.

3.6 Park and Ride Scheme

3.6.1 The Bicester Park and Ride site forms part of the Oxfordshire County Council Park and Ride scheme which comprises 5 sites throughout Oxfordshire's ring roads and provide regular bus services into the city centre from the car parks.

3.6.2 The Bicester Park and Ride is located off the A41 on B4030 Vendee Drive roundabout, Kingsmere close to Bicester Shopping Village and approximately 600m south west of the proposed Promised Land Farm site.

3.6.3 The Park and Ride provides car parking spaces for 580 vehicles with an additional 14 disabled bays and a covered cycle stand. The park is free of charge for 24 hours and the number S5, Bicester to Oxford service, runs regularly.

3.7 Bloombridge Application

3.7.1 Bloombridge promoted Phase 1A hotel development and Phase 1B B1 employment development within the Bicester 10 allocated site. Outline planning permission was granted (LPA Reference 16/02586/OUT). The TA was prepared by PBA. In broad terms Phase 1A development requires works to improve pedestrian and public transport connectivity. Phase 1B development requires works to improve access and road capacity. These include a flare on the A41 roundabout and upgrade the Wendlebury Road T-junction to a mini-roundabout.

3.7.2 A reserved matters application for the construction of the hotel has been submitted and approved (LPA Reference 16/02586/OUT). The hotel is currently being constructed.

3.8 Future Year Scenarios

3.8.1 Oxfordshire County Council commissioned a traffic assignment model for Bicester to forecast future travel demand patterns arising from planned developments within the Bicester Area.

3.8.2 These forecasts include the travel demand from a significant amount of planned and committed developments. The uncertainty log is attached at **Appendix D** and this sets out the planning assumptions including the development locations and the anticipated delivery.

3.8.3 Baseline traffic forecasts were extracted from this model for the following scenarios:

- 2026;
- 2031 without the south east perimeter road; and,
- 2031 with the south east perimeter road.

3.8.4 This data is summarised in **Figures 5, 6 and 7** and attached in full at **Appendix E**.

3.8.5 There are two 2031 scenarios with and without the South East Perimeter Road (SEPR). SEPR is a road scheme promoted by Oxfordshire County Council. In 2015 OCC consulted on the route of the SEPR in 2015 with two options being considered. Option 1 ran through the Bicester 10 allocation from the Vendee Roundabout, across the railway line and around the Graven Hill site to rejoin the A41 to the east of Bicester. Option 2 ran from the left-in left out junction to the north of Wendlebury, across the

railway line and around the Graven Hill site to the A41 to the east of Bicester. The function of the route in both instances would be the same, i.e. to remove the through A41 traffic from the local Bicester traffic as well as enhancing accessibility of sites to the east of Bicester. Following on from the consultation the Option 2 route was adopted by OCC as the preferred route.

3.8.6 These flow forecasts include comprehensive committed developments from a large number of sites, including Bicester 10 Phase 1 (LPA reference 16/02586/OUT) and Bicester 4 (LPA reference 17/02534/OUT) and committed infrastructure but do not make any allowance for the development site itself.

3.9 Existing Road Safety Performance

3.9.1 The existing road safety performance has been assessed with reference to the most recent available personal injury accident data for the last 5 years obtained from Oxfordshire County Council. An extensive study area was obtained including the A41 corridor from south of the Vendee Drive roundabout up to the Oxford Road roundabout extending north up Queen's Avenue to the Bucknall Road junction on Buckingham Road. Only a small proportion of this study area would experience a change in travel demand that could have a bearing on road safety performance.

3.9.2 Within the study area as a whole there were 70 reported incidents in the sixty month period from 1st January 2014 to 31st December 2018. 8 incidents were classified as serious including 3 incidents involving cyclists and 1 incident involving a pedestrian. Details are attached in **Appendix F**. The remaining 62 incidents were classified as slight including 5 incidents involving cyclists and 5 incidents involving pedestrians.

3.9.3 There have been no reported incidents on Wendlebury Road.

3.9.4 The A41 – Vendee Drive roundabout is a busy five arm at grade roundabout junction with dual carriageway approaches on the A41 arms. The junction currently carries around 11 million vehicle movements/year which is likely to increase to around 14 milion movements/year by 2036. The majority of these occur without incident. In the last five years there have been eleven reported accidents at the roundabout, an average of 2.2 incidents/year. Nine incidents were classified as slight and two as serious. Eight occurred at the A41 South entry including the two serious incidents, however five of the incidents involved drivers medically impaired (including by alcohol or drugs) or where the vehicle was involved in the course of crime. DMRB TD16/07

"Geometric Design of Roundabouts" reports that the average 5 arm roundabout with dual carriageway approaches had 3.8 accidents per year of which 7.1% are fatal or serious. The junction is therefore statistically performing better than average in terms of frequency of incident but the severity rate is high.

3.9.5 More recently it is understood that a fatal accident occurred during week beginning 17th June 2019, for which detailed circumstances are not available at the time of writing.

3.9.6 The highway authority has previously advised that it was undertaking studies of the safety record at the roundabout. There is no published information available in this regard.

3.9.7 The A41 – Oxford Road (Bicester Bypass) roundabout is a large at grade roundabout which has been recently remodelled as a signalised roundabout with a cut-through. In the last five years there have been eight reported incidents at this location including one serious incident. TD16/07 reports that the average 4 arm roundabout with dual carriageway approaches had 2.65 accidents per year of which 7.1% are fatal or serious. This junction is also performing better than average. The serious incident involved a cyclist crossing at the puffin crossing on the eastern arm. The contributory factors however were not related to the layout. There was an incident involving a pedestrian but it was reported that this was preceded by an argument hence not related to the layout. A further incident took place during roadworks and hence atypical.

3.9.8 Overall it is considered that the local road network is performing better than expectations given the volume of vehicular traffic demand carried.

3.10 Conclusions

3.10.1 Drawing from the evidence discussed above, it can be concluded that the proposed development site benefits from excellent connectivity and accessibility by non-car transport modes which can also be integrated together allowing for linked commute trips. This connectivity is provided by the following:

- Excellent bus connections into Bicester Town Centre, other local destinations and Oxford City Centre;

- The newly recently established Park and Ride Scheme which provides direct bus travel to and from Oxford;
- Excellent rail connectivity provided by the two nearby train stations, Bicester Village and Bicester North both of which provide regular services to local and national destinations;
- Excellent pedestrian and cycle links into and around Bicester town centre and public transport services which are within a reasonable walking or cycling distance from the site.

4. PROPOSED DEVELOPMENT

4.1 Planning Application

4.1.1 Two applications are to be submitted. The two planning applications are:

Application A: Hybrid application for Racquets Club and highway works (full) and B1 floorspace (outline) on Site A.

Application B: Outline application for B1 floorspace on Site B.

4.1.2 Two development scenarios are considered:

Scenario 2: B1 development (16,800m²) and Health & Racquet Club across Site A;

Scenario 4: B1 development (27,000m²) and Health & Racquet Club across Site A and B.

4.1.3 In all cases, the maximum quantum of B1a office floorspace is capped at 35% of the gross B1 floorspace to be delivered. **Table 4** sets out the maximum amount of B1a floorspace for each Scenario. This will be controlled by planning condition.

Table 4 – Floorspace Schedule (maximum B1a office component)

Scenario	Floorspace Maximum Office
Scenario 2	5,880 m²
Scenario 4	9,450 m²

4.1.4 Two of the new development scenarios include a Health & Racquet Club on a 1.65 Hectare plot within the site. This is a D2 leisure use, but a use that has a clear synergy in transport terms with the adjacent planned employment and hotel uses both within the Bicester 10 allocation but also at Bicester 4. This is considered in greater detail at Section 4.4 below.

4.1.5 It is envisaged that construction would commence in 2020 and could last 3 years.

4.2 Trip Generation

4.2.1 As set out above there are two development scenarios which vary whether based on the Local Plan allocation site only or the enlarged site including the current poultry farm.

4.2.2 In light of the policy aspiration for knowledge industries, two employment outcomes are evaluated within this report:

i) Knowledge Industry comprising office (35%) & production/light industrial (65%); and,

ii) Science Park.

4.2.3 These two options represent the worst case in terms of trip generation reflecting the maximum level of offices sought by the applicant or a comprehensive Science Park therefore not including B1c floorspace with lower traffic generation potential. The trip generation is greatest in the AM peak for the Science Park scenario but in the PM peak for the Knowledge Industry scenario.

4.2.4 The B1 trip rates are presented by PBA and Motion in their TAs for adjacent sites are typical for a B1 office site although the underlying data has not been published. The rates are however summarised in **Table 5** below. These have been agreed with OCC.

Table 5 Office B1(a) Trip Rates per 100m² (as per PBA & Motion TAs)

Time Period	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	1.53	0.14	1.67	0.00	0.00	0.00
PM Peak (17:00-18:00)	0.11	1.60	1.71	0.00	0.00	0.00
12 Hour (07:00 – 19:00)	6.00	6.00	12.00	0.03	0.03	0.05

#12 Hour flows were not quoted by PBA or Motion and these have been estimated from TRICS

4.2.5 The TRICS database has been used as the primary reference point for estimating the travel demand that would be generated by the proposed development. TRICS is a traffic generation database of a wide range of land use classes classified by key characteristics that may affect trip generation.

4.2.6 There are limited sites within the TRICS database which fall predominantly in the B1b use class. This may in part be due to the way in which businesses are classified. As noted within the HCA Employment Density Guide 2015, B1b use was not included within the 2010 Guide. In the 2015 Guide however B1b is included with an

employment density range of 40-60m²/employee. For B1a/B1b incubator units this range extends to 30-60m²/employee (depending on B1a content). These are similar to the B1c density at 47m²/employee but significantly lower than B1a office density at 12m²/employee.

4.2.7 The Science Park trip rates have been estimated based on the Cambridge Science Park data from the TRICS database. There were 92 companies registered at the site at the time of the survey. These were classified as 50% B1(a) and 50% B1(b). The employment density is in line (@34m²/employee) with expected levels of this type of use. The resulting rates are summarised in **Table 6** below. The TRICS report for this site is attached at **Appendix G**.

Table 6 Science Park Trip Rates per 100m²

Time Period	Person trips		
	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	1.309	0.230	1.539
PM Peak (17:00-18:00)	0.109	0.953	1.062
12 Hour (07:00 – 19:00)	3.731	3.546	7.277

Time Period	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	0.837	0.104	0.941	0.001	0.000	0.001
PM Peak (17:00-18:00)	0.034	0.547	0.581	0.000	0.001	0.001
12 Hour (07:00 – 19:00)	1.903	1.837	3.740	0.011	0.009	0.020

4.2.8 As can be seen from the above table around 61% trips in the AM peak period are car driver trips. This also aligns closely with the existing travel to work for Cherwell 015 MSOA which is also 61% car driver mode share. OCC has expressed concerns however that the level of car use in Bicester would be higher than in Cambridge. A further sensitivity test has therefore been undertaken to increase the above rates by 10% i.e. assume that there is an effective car driver mode share of 67%. Note that the Travel Plan will seek to achieve a 10% reduction in single occupancy vehicles within 5 years of occupancy against the unadjusted figures (subject to the initial baseline travel survey).

4.2.9 As further corroboration of the above rates, the trip rates summarised in **Table 7** below at the Begbroke Science Park were recently agreed (LPA reference 18/00803/OUT) with OCC by the applicant there. The AM peak rates were lower whereas the PM peak directly comparable. OCC note that there is a free minibus

service which runs between the University and the site. This may contribute to the slightly reduced AM demand.

Table 7 Begbroke Science Park

Time Period	All vehicles		
	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	0.634	0.085	0.718
PM Peak (17:00-18:00)	0.070	0.549	0.620

4.2.10 Overall therefore the Cambridge TRICS rates have been adopted with the 10% sensitivity test as agreed with OCC and set out in **Table 8** below.

Table 8 Science Park Trip Rates per 100m²

Time Period	Person trips		
	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	1.309	0.230	1.539
PM Peak (17:00-18:00)	0.109	0.953	1.062
12 Hour (07:00 – 19:00)	3.731	3.546	7.277

Time Period	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	0.921	0.114	1.035	0.001	0.000	0.001
PM Peak (17:00-18:00)	0.037	0.602	0.639	0.000	0.001	0.001
12 Hour (07:00 – 19:00)	2.093	2.021	4.114	0.012	0.010	0.022

4.2.11 The B1(c) trip rates are based on the Industrial Unit category within TRICS. The rates have been agreed with OCC and are summarised in **Table 9** below.

Table 9 B1(c) Trip Rates per 100m²

Time Period	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	0.382	0.066	0.448	0.018	0.014	0.032
PM Peak (17:00-18:00)	0.066	0.315	0.381	0.014	0.014	0.029
12 Hour (07:00 – 19:00)	1.568	1.689	3.257	0.153	0.142	0.295

4.2.12 The TRICS report for these sites is attached at **Appendix G**.

4.2.13 The proportion of B1(a) office on the site would be up to 35% which is higher than would typically be expected within a B1(c), manufacturing and production, development.

4.2.14 Typically, circa 10% of the buildings would be office ancillary to the principle land use. To allow flexibility for up to 35% office element the trip estimates have been calculated based on a ratio of 27.8:72.2 B1(a) to B1(c) (i.e. the 72.2% B1(c) includes 7.2%

ancillary office which when added to 27.8% B1(a) = 35% overall). The net trip rates are summarised in **Table 10**.

Table 10 Net trip rates for Knowledge Industry

Time Period	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	0.694	0.086	0.780	0.013	0.010	0.023
PM Peak (17:00-18:00)	0.078	0.665	0.742	0.010	0.010	0.021
12 Hour (07:00 – 19:00)	2.774	2.862	5.635	0.120	0.112	0.228

4.2.15 The masterplan allows for flexibility to include two different potential land use scenarios as defined at para 4.1.2.

4.2.15 In **Table 11** the trip generation from Scenario 2 is summarised for the Science Park and Knowledge Industry options. Note that the Health & Racquet Club traffic is additional and is considered further below.

Table 11 Scenario 2 (employment generation only)

Science Park	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	141	17	158	0	0	0
PM Peak (17:00-18:00)	6	92	98	0	0	0
12 Hour (07:00 – 19:00)	320	309	628	2	2	3
Science Park (Sensitivity)	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	155	19	174	0	0	0
PM Peak (17:00-18:00)	7	101	108	0	0	0
12 Hour (07:00 – 19:00)	352	340	691	2	2	3
Knowledge Industry	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	117	14	131	2	2	4
PM Peak (17:00-18:00)	13	112	125	2	2	4
12 Hour (07:00 – 19:00)	466	481	947	20	19	38

4.2.16 In **Table 12** the trip generation from Scenario 4 is summarised for the Science Park and Knowledge Industry options. Note that the Health & Racquet Club traffic is additional and is considered further below.

Table 12 Scenario 4 (employment generation only)

Science Park	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	226	28	254	0	0	0
PM Peak (17:00-18:00)	9	148	157	0	0	0
12 Hour (07:00 – 19:00)	514	496	1010	3	2	5
Science Park	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	249	31	279	0	0	0
PM Peak (17:00-18:00)	10	163	173	0	0	0
12 Hour (07:00 – 19:00)	565	546	1111	3	2	6
Knowledge Industry	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	187	23	211	4	3	6
PM Peak (17:00-18:00)	21	179	200	3	3	6
12 Hour (07:00 – 19:00)	749	772	1521	32	30	62

Health and Racquet Club

4.2.17 The travel demands generated by the proposed Health & Racquet Club have been estimated using the TRICS (v7.6.1 and updated v7.6.3) online database. Within the database a number of parameters were selected including: All regions, site area between 0.8 and 2.0 Hectares, survey date range between 01/01/01 to 21/05/14 and survey locations to include 'Edge of town centre', 'Suburban area' and 'Edge of Town', i.e. excluding town centre sites.

4.2.18 OCC has queried the inclusion of sites in metropolitan areas (1) and sites located within residential areas (1). As a result the underlying data has been reviewed in detail.

4.2.19 NT-07-K-02 is a Virgin Active site in Nottingham with a population of 500k within 5km. The site is busy with high levels of car demand observed. Removal of this site would reduce the forecast demand.

4.2.20 WY-07-K-03 is a Pure Gyms site in Leeds with a population of 500k within 5km. This is a new site within TRICS that was not available at the time of preparation of the original TA. The site is busy with trip rates which are slightly higher but within 10% of the average (mean). Inclusion of this data would not significantly alter the trip rates.

4.2.21 SH-07-K-01 is classified as being within a residential area. The site is however located adjacent to the A49 on the edge of Shrewbury. To the East of the site is countryside whilst to the south is the River Severn. The number of dwellings within a convenient walking distance is relatively low. This is reflected in the trip rates which are slightly lower but within 10% of the average. Inclusion of this data does not significantly alter the trip rates.

4.2.22 LE-07-K-01 was not included within the original group as it was marginally larger at 2.2Ha. It is also classified as being within a residential area. It is located on the campus of Santander Bank. Access is from the dual carriageway to the south. Bird fly distance though there are no houses within 500m. This is reflected in the trip rates which are slightly lower within 10% of the average. Inclusion of this data would not significantly alter the trip rates.

4.2.23 Overall, the removal of the sites in metropolitan or residential areas would reduce the trip generation estimates by circa 10%. Inclusion of sites which were not previously available or selections would still result in a reduction albeit by less than 10%.

4.2.24 It is therefore proposed to retain the more robust trip rates based on the original four sites. The resulting trip rates have been calculated based on trips per Ha and these are summarised in **Table 13** below.

4.2.25 The use of the overall site area rather than the building area was adopted to pick up elements such as the tennis courts although in practice given that the comparison sites were all fairly similar the overall trip generation estimates are broadly consistent with the equivalent GFA based rates. The TRICS output information is included at **Appendix G**.

Table 13 Leisure/Fitness Club per Ha

Time Period	Person trips		
	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	24.6	29.2	53.8
PM Peak (17:00-18:00)	70.7	38.9	109.5
12 Hour (07:00 – 19:00)	561.4	547.2	1108.6

Time Period	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	20.5	15.8	39.0	0.142	0.142	0.284
PM Peak (17:00-18:00)	51.7	26.5	78.2	0.000	0.000	0.000
12 Hour (07:00 – 19:00)	411.1	410.1	821.3	1.423	1.423	2.845

4.2.26 The resulting trip estimates based on the proposed 1.65Ha site area are summarised in **Table 14** below. This includes the network peak periods whereas in practice the development peak is 18:00 – 19:00.

Table 14 Health and Racquet Club Trip Estimates

Time Period	Person trips					
	Arrive	Depart	Total			
AM Peak (08:00 – 09:00)	41	48	89			
PM Peak (17:00 – 18:00)	117	64	181			
PM Peak (18:00 – 19:00)	88	97	186			
Daily	926	903	1829			
Time Period	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	34	42	76	0	0	1
PM Peak (17:00 – 18:00)	85	44	129	0	0	0
PM Peak (18:00 – 19:00)	56	72	128	0	0	0
Daily	678	677	1355	2	2	5

4.3 Development Forecasts

4.3.1 These Health and Racquet Club trips have been added onto those Science Park and Knowledge Industry trips summarised above and combined where appropriate with the employment trip generation estimates. These are summarised in **Table 14** and **Table 15** below. Note that no allowance has been included within these estimates for internalisation which is considered in more detail below.

Table 15 Scenario 2 Trip Generation (garden gate)

Science Park	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	175	59	234	0	0	1
PM Peak (17:00-18:00)	91	136	227	0	0	0
12 Hour (07:00 – 19:00)	998	986	1983	4	4	8
Science Park (sensitivity)	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	189	61	250	0	0	1
PM Peak (17:00-18:00)	92	145	237	0	0	0
12 Hour (07:00 – 19:00)	1030	1017	2046	4	4	8
Knowledge Industry	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	151	56	207	2	2	5
PM Peak (17:00-18:00)	98	156	254	2	2	4
12 Hour (07:00 – 19:00)	1144	1158	2302	22	21	43

Table 16 Scenario 4 Trip Generation (garden gate)

Science Park	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	260	70	330	0	0	1
PM Peak (17:00-18:00)	94	192	286	0	0	0
12 Hour (07:00 – 19:00)	1192	1173	2365	5	4	10
Science Park (sensitivity)	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	283	73	355	0	0	1
PM Peak (17:00-18:00)	95	207	302	0	0	0
12 Hour (07:00 – 19:00)	1243	1223	2466	5	4	11
Knowledge Industry	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	221	65	287	4	3	7
PM Peak (17:00-18:00)	106	223	329	3	3	6
12 Hour (07:00 – 19:00)	1427	1449	2876	34	32	67

4.4 Distribution of Traffic

4.4.1 The Local Plan provides a balance between the employment and housing within Bicester. At present around 35% residents within Bicester work within Bicester (Source 2011 Census journey to work data). At present 50% of employees, however, specifically those that drive to work, originate within the town. There is, therefore, a net outflow in the AM peak and corresponding inflow in the PM peak as there are more residents than jobs.

4.4.2 This is significant as if the employment sites within the Local Plan do not come forward in a timely manner relative to the housing sites, then the net external additional residential trips will be greater than or equal to the net external additional employment trips. This is not tested directly within this study as the baseline network flows have the forecast trips associated with the site removed from the model trip matrices. Removing these trips will suppress the forecast trip generation from residential areas within Bicester in the do-nothing scenario.

4.4.3 The employment traffic distribution methodology is as adopted on adjacent sites (Bicester 10 Phase 1 and Bicester 4). These were based on analysis of Census 2011 journey to work data for the middle super output area (see **Appendix H**) with the

trips distributed pro-rata to the existing reported pattern. As such the trips are constrained at the work trip end only i.e. not at the residential trip end. As set out above however this is allowed for within the base flow forecasts.

4.4.4 The distribution of traffic is summarised in **Figure 9** and below in **Table 17**.

Table 17 Employment distribution

Route	Proportion
M40 N	2.90%
M40 S	6.30%
A34	18.80%
Vendee Drive	28.20%
A41 Oxford Road	18.10%
Bicester Town Centre	25.70%
Total	100%

4.4.5 At the scoping stage OCC queried the assignment of HGV traffic in particular the initial assumption that 90% would route directly to the Strategic Road Network via M40 Junction 9, i.e. directly onto A34 or M40. DTA reviewed the traffic movements on the local network to understand the split between the A41 and M40/A34 corridor.

4.4.6 The development will generate around 10 HGV movements in the peak hour which is relatively small in the context of the local traffic demand on the A41. It is therefore considered that the development is not particularly sensitive. For the purposes of assessment therefore the HGV traffic has been split 50:50 north and south on the A41.

Health & Racquet Club

4.4.7 The trips related to the Health & Racquet Club will include home based trips but potentially a significant proportion of secondary trips, i.e. trips which are already on the local road network. Previous Transport Assessment Reports that have been agreed for Health & Racquet Clubs elsewhere estimated that the proportion of secondary trips would be around 50% however the underlying survey data on which this was based was not available for review. It was therefore agreed with the Council that a new survey would be undertaken of David Lloyd clubs in Colchester, Enfield, Exeter, Milton Keynes, Oxford, Raynes Park, Ringwood, Southampton, Swindon and Worcester. This survey was sent to members attending the clubs during January and June.

4.4.8 **Table 18** below summarises the number of visitors by time of day and the proportion of trips followed by a trip home. As can be seen from this data the majority of members return home after visiting the gym (75%) however there are significant variations by time of day. The most significant variation as would be expected is at the start of the day where members visit the gym before work. Such linked trips account for 59% trips between 06:00 and 07:00 and 51% trips between 07:00 and 08:00.

4.4.9 Note that the hours within the table relate to the arrival period rather than departure period and therefore the impact of this behaviour would affect the network AM peak period. For each secondary trip, a home-work trip on the local network will be replaced by a home-gym trip (prior to the peak) followed by a gym-work trip (during the peak). Where the home-work trip is already on the immediate network the change in traffic will be neutral.

4.4.10 **Table 19** below summarises the number of visitors by time of day and proportion of trips that were preceded by a trip from home. As can be seen from this data the majority of members travel from home before visiting the gym (82%) however again there is significant variation by time of day. The most significant variation as would be expected is the end of the working day where members visit the gym after work. Such linked trips account for 39% trips between 17:00 and 18:00 and 32% trips between 18:00 and 19:00. For each secondary trip, a work-home trip on the local network will be replaced by a work-gym trip (during the peak) followed by a gym-home trip (after the peak). Where the work-home trip is already on the immediate network the change in traffic will be neutral.

Table 18 David Lloyd Survey - Destination after visit

2019 David Lloyd Member Travel Survey – Destination after visit to Club									
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	5-day total	7-day total
6am to 7am	223	20	25	17	42	2	1	327	330
Home	86	9	14	7	18	1	1	134	136
%primary	39%	45%	56%	41%	43%	50%	100%	41%	41%
7am to 8am	84	3	12	14	27	52	53	140	245
Home	43	1	7	5	12	38	39	68	145
%primary	51%	33%	58%	36%	44%	73%	74%	49%	59%
8am to 9am	163	11	11	22	38	106	99	245	450
Home	103	7	9	18	21	82	85	158	325
9am to 10am	376	20	40	70	107	150	197	613	960
Home	262	15	25	48	78	127	154	428	709
10am to 11am	242	18	21	51	95	129	169	427	725
Home	165	12	16	32	71	99	136	296	531
11am to 12pm	48	22	38	48	78	64	116	234	414
Home	36	12	27	37	58	49	99	170	318
12pm to 1pm	27	18	24	32	65	48	79	166	293
Home	17	16	20	21	53	40	59	127	226
1pm to 2pm	27	12	22	27	44	55	70	132	257
Home	19	8	12	15	27	42	51	81	174
2pm to 3pm	9	11	24	26	46	58	92	116	266
Home	7	9	20	20	41	51	78	97	226
3pm to 4pm	15	19	12	31	42	57	104	119	280
Home	9	17	10	27	29	41	86	92	219
4pm to 5pm	18	25	25	33	60	44	104	161	309
Home	16	22	24	28	55	37	92	145	274
5pm to 6pm	27	25	57	80	104	41	93	293	427
Home	24	21	52	70	91	27	79	258	364
6pm to 7pm	32	35	57	50	64	31	78	238	347
Home	29	32	49	46	58	24	69	214	307
7pm to 8pm	22	31	36	41	28	16	44	158	218
Home	20	28	35	36	25	14	34	144	192
8pm to 9pm	11	13	9	21	17	4	17	71	92
Home	10	10	8	18	16	4	16	62	82
9pm to 10pm	2	3	3	5	6	1	4	19	24
Home	2	2	1	4	6	1	4	15	20
10pm to 11pm	1					1		1	2
Home	1					1		1	2
Grand Total	1327	286	416	568	863	859	1320	3460	5639
	849	221	329	432	659	678	1082	2490	4250
	64%	77%	79%	76%	76%	79%	82%	72%	75%

Table 19 David Lloyd Survey – Origin before visit

2019 David Lloyd Member Travel Survey – Origin of visit to Club									
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	5-day totals	7-day totals
6am to 7am	223	20	25	17	42	2	1	327	330
Home	200	17	24	15	36	1	1	292	294
7am to 8am	84	3	12	14	27	52	53	140	245
Home	78	3	10	14	21	44	42	126	212
8am to 9am	163	11	11	22	38	106	99	245	450
Home	132	10	10	20	34	86	85	206	377
9am to 10am	376	20	40	70	107	150	197	613	960
Home	311	17	37	57	100	129	165	522	816
10am to 11am	242	18	21	51	95	129	169	427	725
Home	229	16	20	50	86	104	136	401	641
11am to 12pm	48	22	38	48	78	64	116	234	414
Home	44	20	37	43	69	53	87	213	353
12pm to 1pm	27	18	24	32	65	48	79	166	293
Home	23	15	18	28	55	34	62	139	235
1pm to 2pm	27	12	22	27	44	55	70	132	257
Home	20	8	19	19	37	40	55	103	198
2pm to 3pm	9	11	24	26	46	58	92	116	266
Home	7	10	20	18	40	41	74	95	210
3pm to 4pm	15	19	12	31	42	57	104	119	280
Home	11	11	8	19	28	46	77	77	200
4pm to 5pm	18	25	25	33	60	44	104	161	309
Home	13	20	16	22	39	36	82	110	228
5pm to 6pm	27	25	57	80	104	41	93	293	427
Home	16	19	34	51	60	32	76	180	288
%primary	59%	76%	60%	64%	58%	78%	82%	61%	67%
6pm to 7pm	32	35	57	50	64	31	78	238	347
Home	19	22	39	36	47	28	62	163	253
%primary	59%	63%	68%	72%	73%	90%	79%	68%	73%
7pm to 8pm	22	31	36	41	28	16	44	158	218
Home	18	29	26	36	20	13	39	129	181
8pm to 9pm	11	13	9	21	17	4	17	71	92
Home	10	11	7	20	14	4	13	62	79
9pm to 10pm	2	3	3	5	6	1	4	19	24
Home	2	3	3	4	6		4	18	22
10pm to 11pm	1					1		1	2
Home	1					1		1	2
Grand Total	1327	286	416	568	863	859	1320	3460	5639
Home	1134	231	328	452	692	692	1060	2837	4589
%primary	85%	81%	79%	80%	80%	81%	80%	82%	81%

4.4.11 The data provides a more nuanced picture of the trip patterns associated with Health & Racquet Clubs than the broad brush assumptions applied elsewhere. For this location it would be reasonable to assume that 50% trips and 36% trips in the AM and PM peaks respectively would be secondary trips. The replaced trips are equivalent to 45 vehicles per hour in the AM peak and 51 vehicles per hour in the PM peak. Of these trips it is estimated that 9 vehicles per hour would internalised within the allocation site in the AM peak and 14 vehicles per hour in the PM peak. In operational appraisal terms these differences are very small and so in the capacity/operational appraisals these deductions have not been included.

4.4.12 Given that there is an existing David Lloyd club in Oxford and a Bannatyne club in Banbury it is likely that the catchment for the Health and Racquet Club will be focused on Bicester and its immediate environs. As such **Table 20** summarises the projected planning assumptions within from the national trip end model (TEMPRO). It has been assumed that the home trip ends would be distributed pro-rata to resident population (16-74). It has been assumed that the work trip ends would be distributed pro-rata to the number of jobs.

Table 20 TEMPRO 2031 Planning Assumptions

Name	< 16	16 to 74	75+	Total	HHs	Jobs	Workers
Cherwell 011	2,488	8,355 (19%)	1,033	11,876	4,858	4,602 (16%)	6,157
Cherwell 012	2,070	6,409 (14%)	531	9,010	3,903	1,345 (5%)	5,025
Cherwell 013	1,854	7,135 (16%)	882	9,871	4,294	6,783 (24%)	5,210
Cherwell 014	2,334	8,705 (19%)	1,284	12,323	5,135	2,207 (8%)	6,149
Cherwell 015	1,961	6,599 (15%)	937	9,497	4,562	7,295 (26%)	5,086
Cherwell 016	2,091	7,903 (18%)	1,398	11,392	4,880	5,841 (21%)	5,355

4.4.13 In terms of the proportion of trips that would be linked to other uses on the site, the site is located within the Bicester 10 allocation which taking into account the site constraints is still likely to provide circa 10% employment (the LP envisaged 12.5% employment) within the Bicester Area (Cherwell 011-016). At scoping stage OCC queried whether members would drive between their workplace and the Club. This is unlikely but if such trips do occur they would have very little impact on the operation

of the wider network. The resulting distribution of trips shown on **Figure 8** and is set out in **Table 21**.

Table 21 Health & Racquet Club Assignment

	Distribution		AM		PM	
	Resi	Emp	inbound	outbound	inbound	outbound
A41 South	10%	11%	10%	10%	10%	10%
Wendlebury/Chesterton	3%	0%	3%	2%	2%	3%
Vendee Drive	37%	17%	37%	29%	30%	37%
Middleton Stoney Road	9%	4%	9%	7%	7%	9%
A41 East	33%	31%	33%	32%	32%	33%
Bicester Town Centre	8%	12%	8%	10%	9%	8%
Bicester 4	0%	15%	0%	6%	5%	0%
Bicester 10	0%	10%	0%	4%	4%	0%
	100%	100%	100%	100%	100%	100%

4.5 Study Area

4.5.1 The percentage impact at each junction (percentage change in daily demand) within the study area has been calculated for the base year scenarios provided by OCC. The percentage change relative to the 2026 forecast base flows at each location is shown in **Table 22** for the two development scenarios. As can be seen from this data the only location where there is a percentage change in excess of 5% is Junction 11, A41 – Vendee Drive roundabout. Full details are attached in **Appendix I**.

Table 22 2026 Materiality Test (Knowledge Industry)

Jn Ref	Description	Scenario 2	Scenario 4
8	A41 / Oxford Road /Services roundabout	2.5%	3.3%
9	Oxford Road / Pingle Drive roundabout	1.9%	2.7%
10	Oxford Road/ Kings End/Middleton Stoney Road	2.2%	2.8%
11	A41 Oxford Road / Vendee Drive roundabout	5.0%	6.7%
12	M40 Junction 9	0.8%	1.1%
22	A41 Oxford Road/ Tescos	2.7%	3.4%
23	A41 Oxford Road/ Premier Inn	3.6%	4.7%
24	A41 Oxford Road/ Wendlebury Road	3.7%	4.9%
25	B4100/St John's Street/Queens Avenue	1.7%	2.4%

4.5.2 The percentage change relative to the 2031 forecast base flows at each location is shown in **Table 23** for the two development scenarios. As would be expected the percentage changes are less than with the 2026 flows.

4.5.3 The percentage change relative to the 2031 with SEPR forecast base flows at each location is shown in **Table 24** for the two development scenarios. As would be

expected the percentage changes are higher than the without SEPR as the effect of the perimeter road is to reduce the ahead flows on the A41.

Table 23 2031 Materiality Test (Knowledge Industry)

Jn Ref	Description	Scenario 2	Scenario 4
8	A41 / Oxford Road /Services roundabout	2.3%	3.1%
9	Oxford Road / Pingle Drive roundabout	1.7%	2.4%
10	Oxford Road/ Kings End/Middleton Stoney Road	2.2%	2.7%
11	A41 Oxford Road / Vendee Drive roundabout	4.5%	6.2%
12	M40 Junction 9	0.7%	1.1%
22	A41 Oxford Road/ Tescos	2.5%	3.2%
23	A41 Oxford Road/ Premier Inn	3.3%	4.3%
24	A41 Oxford Road/ Wendlebury Road	3.3%	4.5%
25	B4100/St John's Street/Queens Avenue	1.6%	2.3%

Table 24 2031 with SEPR Materiality Test (Knowledge Industry)

Jn Ref	Description	Scenario 2	Scenario 4
8	A41 / Oxford Road /Services roundabout	2.7%	3.6%
9	Oxford Road / Pingle Drive roundabout	1.8%	2.5%
10	Oxford Road/ Kings End/Middleton Stoney Road	2.2%	2.7%
11	A41 Oxford Road / Vendee Drive roundabout	5.4%	7.4%
12	M40 Junction 9	0.7%	1.0%
22	A41 Oxford Road/ Tescos	2.9%	3.7%
23	A41 Oxford Road/ Premier Inn	4.2%	5.5%
24	A41 Oxford Road/ Wendlebury Road	4.6%	6.2%
25	B4100/St John's Street/Queens Avenue	1.6%	2.3%

4.6 Construction Traffic

4.6.1 Based on similar sites the construction phase is expect to generate a maximum of 28 HGV movements per day (14 arrivals and 14 departures), if both the employment and the Health and Racquet club are built at the same time. Assuming that 10% trips take place in the peak hours then this is equivalent to 3 movements per hour or 1 HGV movement every 20 minutes.

4.6.2 There are existing HGV restrictions on vehicle routeing through Wendlebury. The Site will be subject to a Construction Traffic Management Plan. This will be used to prohibit HGV movements from arriving and leaving via Wendlebury Road to the south and to strongly deter any HGV movements along Wendlebury Road from the north.

4.6.3 Parking for construction staff will be accommodated on site.

5. ACCESS STRATEGY

5.1 Pedestrian and Cycle Access

5.1.1 Wendlebury Road is a Sustrans cycle route. This will not be affected by the proposals however given that there will be an increase in vehicular and cyclist demand in Wendlebury Road in the southbound direction it is proposed to provide an off-line alternative for cyclists.

5.1.2 It is proposed that there would be a combined foot-cycleway 3.0m wide (narrowed to 2.5m minimum where highway boundary constraints dictate) which would run from south of the site access roundabout along the eastern side of Wendlebury Road and join into the existing foot-cycleway at the A41 – Pioneer Way junction (as shown in **Appendix J**). This will join a widened foot-cycleway north to the Bicester 4 site (which is a commitment under the office park consent).

5.1.3 Where the foot-cycleway crosses the accesses to the Thames Water site and Bicester Avenue appropriate crossing details will be provided including dropped kerbs, tactile paving and appropriate signage (detail subject to detailed design).

5.1.4 To connect to the new signal controlled toucan crossing on A41, to be implemented as part of the Bloombridge hotel development, for the northern part of the Catalyst Bicester site it is proposed to provide a link north of the Bloombridge site within publicly adopted highway land (as shown in **Appendix J**). This will provide more direct access to the residential development at Kingsmere as well as pedestrian access to longer distance bus services on the A41 corridor.

5.1.5 The employment site access roundabout splitter islands across Wendlebury Road and the site access have been widened to allow cyclists to cross. These crossing points will be provided with dropped kerbs, tactile paving and appropriate signage. In line with the strategy agreed by OCC with Bloombridge, it is not proposed to provide a footway on the southern side of the Vendee Drive link road. This does not relate to any pedestrian/cycle desireline that is not already served by a parallel route (i.e. the northern side of Vendee Drive link road).

5.1.6 The internal road network will be developed to include appropriate footways along the development access roads. Further pedestrian paths will be developed where appropriate at the detailed design stage.

5.1.7 Secure and convenient cycle parking for employment units will be provided on site in accordance with prevailing parking standards. These are as set out in Oxfordshire County Council's Walking and Cycling Design Standards and summarised in **Table 24** below.

Table 25 Cycle Parking Standards

	Office	General Industry
Long stay/employee	1 stand per 150m²	1 stand per 350m²
Visitor	1 stand per 500m²	1 stand per 500m²

5.1.8 It is proposed to provide 20 cycle spaces for the Health and Racquets Club in line with the anticipated demand.

5.2 Public Transport Access

5.2.1 There are existing frequent services on the A41 as set out in Section 3.3 above. This includes longer distance routes including the S5 service to Oxford every 15 minutes. The Bloombridge proposals made provision for enhancing access to these services via the provision of laybys and a signal controlled pedestrian crossing on A41. It is proposed to build on this by providing connectivity to the existing footway on the north side of the Vendee Drive link road as well as establishing a new link to the north of the Bloombridge hotel site within highway land. Overall it is considered that the site benefits from excellent bus services.

5.2.2 In their response to consultation OCC recommended that consideration should be given to the extension of a local bus service into the site. This comment was raised in the context of walking distances from stops on the A41 to locations on the eastern side of the site. It is understood that provision for such a service could come forward in conjunction with other development sites within Bicester. The OCC recommendation suggests that the new stop should be provided on the Vendee Drive link road, on the southern side. There is no existing footway in this location, a principle agreed between OCC and Bloombridge as set out above. Whilst this location does not lend itself to a stop it is considered that there are more suitable locations on Wendlebury Road which could be served by a clockwise running local service which would also serve the Bicester Avenue site. The OCC consultation response sets out a S106 contribution figure to be put towards extension of a local bus service. This is acceptable as set out

in that response. The development does therefore enable direct servicing by public bus services.

5.3 Vehicle Access

5.3.1 The pre-application scoping note looked at the potential to form a staggered crossroad at the site interface with Wendlebury Road. For masterplanning reasons, a roundabout is preferred at this location and it is understood that this would be preferred by the Cherwell District Council (CDC) in any event. The proposed roundabout has a diameter (ICD) of 36m and capacity testing has confirmed this size provides an appropriate level of capacity. Vehicle tracking drawings are attached at **Appendix L**.

5.4 Site Access

5.4.1 The main site access (employment) would be via a new roundabout on Wendlebury Road. This will replace the existing simple priority junction if the Bloombridge Phase 1b has not been implemented or replace the mini-roundabout junction if the Bloombridge Phase 1b has been implemented.

5.4.2 Wendlebury Road and the Vendee Drive Link Road are currently derestricted, i.e. subject to national 60mph speed limit. The Bloombridge Phase 1 application proposed that the speed limit should be reduced to 40mph (PBA TA para 5.5.3). If the mini-roundabout junction were implemented it was proposed that the speed limit should be further reduced to 30mph. It is considered that the general rationale for the change in speed limit to 40mph is sound as the character of these roads will change as a result of this development and those already consented.

5.4.3 The junction will be a four arm roundabout with a 36m inscribed circular diameter. There will be single lane entries and exits on all arms. The junction has been designed in accordance with the DMRB CD 116 Geometric Design of Roundabouts. No departures from standard have been identified at this stage.

5.4.4 The roundabout will be constructed largely off-line and the existing Wendlebury Road approaches diverted to the junction. Where appropriate splitter islands have been provided to tie into existing or proposed pedestrian/cycle paths.

5.4.5 Scenarios 2 and 4 include a Health & Racquet Club which will take direct access from Wendlebury Road to the north of the main site access roundabout. Geometrically this will be a simple priority junction. There is ample visibility in both directions at this

location. The splays shown on the access drawing at **Appendix J** measure 120m from a 2.4m setback commensurate with the requirements for a 40mph design speed. This reflects the agreed position with respect to the Phase 1 development promoted by Bloombridge. At the time of writing Wendlebury Road is derestricted but in practice 60mph splays would similarly be deliverable.

5.5 Road Safety Audit

5.5.1 An independent Stage 1 Road Safety Audit was commissioned to appraise the safe implications of the proposed site access arrangements and the pedestrian and cycle improvements on Wendlebury Road. The Road Safety Audit was undertaken by Mott MacDonald in accordance with the requirements of DMRB GG119. The Safety Audit report is attached at **Appendix M**.

5.5.2 There were two issues identified within the audit.

Problem 1.01

Location: Southern side of Wendlebury Road.

Summary: Drop at back of footway may present a hazard to pedestrians.

A new 2.5m footway / cycleway is proposed along the southern side of Wendlebury Road. There is an overgrown ditch running the length of Wendlebury Road throughout the scheme, with a noticeable level difference from the carriageway level to the bottom of the ditch. Provision of a footway at this location will result in drop at the back of the footway, which may present a hazard to pedestrians or cyclists should they leave the paved surface. This may result in falls resulting in personal injury.

Recommendation

It is recommended that a fence or guardrail is provided at the back of the footway wherever a drop to surrounding surface levels is present. Alternatively, ground at the back of the footway should be graded to avoid a steep drop.

5.5.3 Designer's Response: Agree, a fence of guardrail will be provided at the back of the footway where a drop to in levels is present or the ground graded as appropriate.

2.2 Problem 1.02

Location: Wendlebury Road – western extent of scheme.

Summary: Unclear end of footway / cycleway.

A new 2.5m footway / cycleway is proposed along the southern side of Wendlebury Road. It is proposed that this will continue to the west of the proposed roundabout, but there are no existing footway / cycleway provisions on this side of the junction. It is unclear if there will be a demand in this

direction and therefore the continuation of the footway / cycleway may encourage users continuing to the west to enter the carriageway increasing their vulnerability to being struck.

Recommendation

It is recommended that appropriate tie-ins with surrounding facilities are provided. If no pedestrian / cyclist demand is anticipated in this direction, the footway / cycleway to the west of the roundabout should be omitted from the scheme.

5.5.4 Designer's Response: OCC has requested that the cycleway should be extended part way along Wendlebury Road south of the roundabout so that cyclists are able to merge back onto the carriageway beyond the splitter island. This amended detail is shown on the scheme drawings.

5.5.5 The audit drawings are included within the RSA report. The site access drawings in **Appendix J** have been updated to reflect the above issues.

5.6 Car Parking

5.6.1 For the employment units it is anticipated that sufficient parking will be provided on site to accommodate the residual parking demand after travel management policies have been taken into account. In practice a significant consideration in this regard will be the nature of individual end users on the site. The precise parking level will therefore be determined at the reserved matters stage but will be provided in general accordance with prevailing parking standards.

5.6.2 For the Leisure and Racquet Club there will be a total of 246 parking spaces including 10 disabled parking spaces and 6 parent and child spaces. This level of parking will accommodate the demand from the Club internally to the site.

5.7 Travel Plan

5.7.1 The development will be supported by a Framework Travel Plan for the employment element and a draft Travel Plan for the Racquets Club. The Framework Travel Plan will establish the principles of the travel policies that future occupiers on the site will develop to encourage the development of sustainable travel patterns by staff and visitors to the site. This will include measures to encourage walking and cycling trips to the site, particularly for employees who live within Bicester. Other measures will encourage car sharing including a car share database and parking priority for car sharers.

5.7.2 The Framework Travel Plan is attached at **Appendix N1**. The Health & Racquets Club Travel Plan is attached at **Appendix N2**.

6. TRAFFIC IMPACT

6.1 Operational Appraisal

6.1.1 The operation of individual junctions has been tested using industry standard modelling tools including TRL Junctions and JCT's LINSIG programmes.

6.1.2 JUNCTIONS models the performance of priority junctions and roundabouts in isolation from other junctions within the network. The arrival pattern is normally profiled using the ODTAB to replicate unconstrained demand although in practice where the individual junctions are within an urban network external constraints may make this unrealistic.

6.1.3 There are three key performance metrics which are output from Junctions modelling. These are the forecast queue length (in vehicles), the average delay (in seconds) and the ratio of flow to capacity (RFC). Convention is that the modelled period is sub-divided into 15 minute time segments and the highest (worst) results during the modelled period are reported.

6.1.4 There are three key performance metrics which are output from the LINSIG modelling. These are the forecast queue length (in vehicles), the average delay (in seconds) and the degree of saturation (DoS). Convention is that the modelled period with a flat profile over a one hour period.

6.2 Critical Flow Scenarios

6.2.1 There are a significant number of permutations in terms of the base flow scenarios, development options, and use mixes. Not all of these combinations are critical. The employment generations are set out below in **Table 26**.

Table 26 Site Access Road forecast traffic

SCENARIO 2 – Science Park	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	141	17	158	0	0	0
PM Peak (17:00-18:00)	6	92	98	0	0	0
12 Hour (07:00 – 19:00)	320	309	628	2	2	3
SCENARIO 4 – Science Park	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	226	28	254	0	0	0
PM Peak (17:00-18:00)	9	148	157	0	0	0
12 Hour (07:00 – 19:00)	514	496	1010	3	2	5
SCENARIO 2 – Science Park – Sensitivity Test	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	155	19	174	0	0	0
PM Peak (17:00-18:00)	7	101	108	0	0	0
12 Hour (07:00 – 19:00)	352	340	691	2	2	3
SCENARIO 4 – Science Park – Sensitivity Test	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	249	31	279	0	0	0
PM Peak (17:00-18:00)	10	163	173	0	0	0
12 Hour (07:00 – 19:00)	565	546	1111	3	2	6
SCENARIO 2 – Knowledge Industry	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	117	14	131	2	2	4
PM Peak (17:00-18:00)	13	112	125	2	2	4
12 Hour (07:00 – 19:00)	466	481	947	20	19	38
SCENARIO 4 – Knowledge Industry	All vehicles			OGV		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	187	23	211	4	3	6
PM Peak (17:00-18:00)	21	179	200	3	3	6
12 Hour (07:00 – 19:00)	749	772	1521	32	30	62

6.2.2 The assignment of the above flows is summarised on **Figures 10-13**.

6.2.3 In the AM peak the Science Park scenario generates more demand. In the PM peak the Knowledge Industry scenario generates more demand. When the Health & Racquet Club traffic is also factored in the highest overall demand is generated by Scenario 4. Again in the AM peak the Science Park scenario generates more demand and in the PM peak the Knowledge Industry generates more demand.

6.3 Health & Racquet Club Access

6.3.1 The Health & Racquet Club will take direct access from Wendlebury Road to the north of the main site access roundabout. Geometrically this will be a simple priority junction.

6.3.2 The structure of the Bicester traffic model is such that is not possible to disaggregate the Bicester Avenue Garden Centre traffic from the Wendlebury Road, including Bicester 10 Phase 1, traffic. Given that this location is not considered to be particularly sensitive a robust assumption has been adopted whereby there is no reduction in traffic at the Health & Racquet Club access notwithstanding that the accesses to Bicester Avenue Garden Centre are upstream.

6.3.3 There are not significant differences in the demand on Wendlebury Road across the OCC traffic scenarios, notwithstanding which all three have been tested. The Health & Racquet Club development is identical in development Scenarios 2 and 4. Scenario 4 however includes a greater quantum of employment development which results in slightly higher ahead flows on Wendlebury Road. Of the possible land use mixes, the Science Park scenario generates the highest demand and so the access has been tested with the Scenario 4 – Science Park traffic. The results are summarised in **Table 27**.

Table 27 Health & Racquet Club Access

2026	AM Peak			PM Peak		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
Site Access	0.1	6.58	0.06	0.2	7.66	0.17
Wendlebury Road S	0.1	6.38	0.04	0.1	6.49	0.05
2031 no SEPR	AM Peak			PM Peak		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
Site Access	0.1	6.84	0.07	0.2	7.41	0.16
Wendlebury Road S	0.1	6.59	0.05	0.1	6.31	0.05
2031 with SEPR	AM Peak			PM Peak		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
Site Access	0.1	6.67	0.06	0.2	7.46	0.16
Wendlebury Road S	0.1	6.45	0.04	0.1	6.34	0.05

6.3.4 This shows that the access will operate with ample capacity in all of the scenarios. The full model report is attached at **Appendix O**. Note that the visibility splays reported in PICADY adopt a different convention to the splays provided to ensure the safe operation of the junction; the PICADY splays relate primarily to operational

considerations and are therefore measured from a 10m minor arm setback. The splays input assume that the hedgerow loss will be minimised.

6.4 Site Access Roundabout

6.4.1 As with the Health & Racquet Club Site Access the structure of the Bicester traffic model is such that it is not possible to fully disaggregate the Bicester Avenue Garden Centre traffic from the Wendlebury Road, including Bicester 10 Phase 1, traffic. The forecast base flows have therefore been estimated from the model flows for the A41-Wendlebury Road junction and A41 – Vendee Drive roundabout arms.

6.4.2 The operation of the site access roundabout has been assessed using ARCADY module within the Junctions software for the scenarios set out in 6.2.3 and summarised in **Table 28**.

6.4.3 As this roundabout junction does not currently exist, the model has been utilised to provide the 'with development' scenario for Scenario 2 and 4.

6.4.4 Scenario 4 is the highest development demand as this includes the Health & Racquet Club. This traffic is loaded onto the local road network at two separate points. As such this is not the highest demand on the employment site access although the opposing flows are higher. As can be seen from the summary in tables all scenarios work efficiently.

6.4.5 The AM scenarios have been modelled using the flows from the Science Park as the arrivals are higher for this development than the Knowledge Industry. In the PM, the flows utilised are from the Knowledge Industry as these are higher than the Science Park. Therefore, in both peak periods, the worst case scenario has been assessed.

Table 28 Scenario 2

2026 Base + Dev	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Wendlebury Rd N	0.3	4.23	0.2	0	3.1	0.01
Site Access	0	3.58	0.02	0.1	3.45	0.1
Wendlebury Rd S	0.1	3.4	0.12	0.4	4.27	0.27
Vendee Link Rd	0.3	3.47	0.2	0.1	3.06	0.06
2031 Base + Dev	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Wendlebury Rd N	0.4	4.68	0.28	0	3.09	0.01
Site Access	0	3.74	0.02	0.1	3.43	0.1
Wendlebury Rd S	0.2	3.64	0.18	0.5	4.56	0.31

Vendee Link Rd	0.3	3.47	0.2	0.1	3.03	0.05
2031 SEPR Base + Dev	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Wendlebury Rd N	0.3	4.38	0.23	0	3.09	0.01
Site Access	0	3.64	0.02	0.1	3.44	0.1
Wendlebury Rd S	0.2	3.5	0.14	0.4	4.37	0.28
Vendee Link Rd	0.2	3.45	0.19	0.1	3.04	0.06

6.4.6 It is evident from Tables 28 that the site access junction works within capacity in Scenario 2 in the forecast years of 2026 and 2031 with and without the SEPR.

Table 29 Scenario 4 Site Access Roundabout

2026 Base + Dev	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Wendlebury Rd N	0.3	4.61	0.25	0	3.12	0.02
Site Access	0	3.62	0.03	0.2	3.69	0.16
Wendlebury Rd S	0.1	3.42	0.12	0.4	4.49	0.28
Vendee Link Rd	0.3	3.69	0.24	0.1	3.09	0.07
2031 Base + Dev	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Wendlebury Rd N	0.5	5.14	0.32	0	3.11	0.02
Site Access	0	3.78	0.03	0.2	3.67	0.16
Wendlebury Rd S	0.2	3.66	0.18	0.5	4.82	0.33
Vendee Link Rd	0.3	3.69	0.24	0.1	3.07	0.06
2031 SEPR Base + Dev	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Wendlebury Rd N	0.4	4.78	0.27	0	3.11	0.02
Site Access	0	3.66	0.03	0.2	3.68	0.16
Wendlebury Rd S	0.2	3.53	0.14	0.5	4.82	0.33
Vendee Link Rd	0.3	3.69	0.24	0.1	3.07	0.06

6.4.7 It is evident from Table 29 that the site access junction works within capacity in Scenario 4 in the forecast years of 2026 and 2031 with and without the SEPR.

6.5 A41 – Vendee Drive Roundabout

6.5.1 The operation of the A41 – Vendee Drive roundabout has been assessed using the ARCADY module within the Junctions software. The parameters are unchanged from those used by Motion in their Transport Assessment for the Bicester 4 site.

6.5.2 The junction has been assessed according to both Science Park land use and also B1c/B1a land use. The results for these assessments are summarised in **Tables 29 – 32** below.

Table 28 Scenario 2 Science Park ARCADY Results

2026 Base	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.9	2.42	0.45	1	2.31	0.48
Vendee Drive (East)	0.1	3.42	0.12	0.2	3.45	0.15
A41 South	1.5	3.15	0.58	1.9	3.76	0.64
Park and Ride	0	4.95	0.01	0	6.23	0.01
Vendee Drive (West)	1.9	7.9	0.63	0.7	4.42	0.4
2026 Base + Dev	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.9	2.53	0.46	1	2.35	0.49
Vendee Drive (East)	0.2	3.61	0.17	0.4	3.97	0.28
A41 South	1.6	3.33	0.59	2.1	4.12	0.67
Park and Ride	0	5.24	0.01	0	6.92	0.02
Vendee Drive (West)	2.4	9.58	0.69	0.8	4.83	0.44
2031 Base	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	1	2.59	0.49	1.2	2.59	0.54
Vendee Drive (East)	0.2	3.9	0.18	0.3	4.13	0.21
A41 South	1.7	3.5	0.61	2.2	4.31	0.68
Park and Ride	0	5.43	0.02	0	6.64	0.01
Vendee Drive (West)	2.7	10.52	0.71	0.9	4.97	0.46
2031 Base + Dev	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	1.1	3.73	0.5	1.3	2.65	0.55
Vendee Drive (East)	0.3	4.15	0.23	0.5	4.89	0.33
A41 South	1.9	3.76	0.64	2.5	4.8	0.71
Park and Ride	0	6.48	0.02	0	7.43	0.02
Vendee Drive (West)	3.9	14.62	0.78	1	5.49	0.5

2031 Base + Dev Sensitivity	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	1.1	2.74	0.5	1.3	2.65	0.55
Vendee Drive (East)	0.3	4.15	0.23	0.5	4.96	0.34
A41 South	1.9	3.77	0.64	2.5	4.83	0.71
Park and Ride	0	6.5	0.02	0	7.48	0.02
Vendee Drive (West)	4	15	0.79	1	5.52	0.5
2031 SEPR Base	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.5	1.9	0.3	0.7	1.95	0.4
Vendee Drive (East)	0.1	2.77	0.11	0.2	3.07	0.15
A41 South	1.2	2.8	0.53	1.7	3.6	0.62
Park and Ride	0	4.52	0.01	0	5.85	0.01
Vendee Drive (West)	1.9	7.46	0.64	0.7	4.17	0.41
2031 SEPR Base + Dev	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.5	1.96	0.31	0.7	1.98	0.4
Vendee Drive (East)	0.2	2.9	0.14	0.4	3.55	0.26
A41 South	1.3	2.95	0.55	1.9	4	0.65
Park and Ride	0	4.77	0.01	0	6.56	0.01
Vendee Drive (West)	2.5	8.97	0.69	0.8	4.59	0.45

Table 29 Scenario 4 Science Park ARCADY Results

2026 Base	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.9	2.42	0.45	1	2.31	0.48
Vendee Drive (East)	0.1	3.42	0.12	0.2	3.45	0.15
A41 South	1.5	3.15	0.58	1.9	3.76	0.64
Park and Ride	0	4.95	0.01	0	6.23	0.01
Vendee Drive (West)	1.9	7.9	0.63	0.7	4.42	0.4
2026 Base + Dev	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	1	2.6	0.47	1	2.35	0.49
Vendee Drive (East)	0.2	3.65	0.18	0.4	4.23	0.3
A41 South	1.7	3.44	0.61	2.1	4.27	0.67
Park and Ride	0	5.4	0.01	0	7.2	0.02
Vendee Drive (West)	2.8	10.96	0.72	0.8	4.94	0.44
2031 Base	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	1	2.59	0.49	1.2	2.59	0.54
Vendee Drive (East)	0.2	3.9	0.18	0.3	4.13	0.21
A41 South	1.7	3.5	0.61	2.2	4.31	0.68
Park and Ride	0	5.43	0.02	0	6.64	0.01
Vendee Drive (West)	2.7	10.52	0.71	0.9	4.97	0.46

2031 Base + Dev	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	1.1	2.8	0.51	1.3	2.65	0.55
Vendee Drive (East)	0.3	4.2	0.24	0.6	5.29	0.38
A41 South	2.0	3.87	0.64	2.6	4.99	0.71
Park and Ride	0	6.65	0.02	0	7.76	0.02
Vendee Drive (West)	4.7	17.22	0.81	1	5.63	0.5
2031 Base + Dev Sensitivity	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	1.1	2.82	0.51	1.4	2.87	0.57
Vendee Drive (East)	0.3	4.22	0.25	0.4	4.52	0.28
A41 South	2	3.9	0.65	2.7	5.02	0.72
Park and Ride	0	6.71	0.02	0	7.62	0.02
Vendee Drive (West)	5	18.19	1.3	1.3	6.38	0.56
2031 SEPR Base	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.5	1.9	0.3	0.7	1.95	0.4
Vendee Drive (East)	0.1	2.77	0.11	0.2	3.07	0.15
A41 South	1.2	2.8	0.53	1.7	3.6	0.62
Park and Ride	0	4.52	0.01	0	5.85	0.01
Vendee Drive (West)	1.9	7.46	0.64	0.7	4.17	0.41
2031 SEPR Base + Dev	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.5	2.01	0.32	0.7	1.98	0.4
Vendee Drive (East)	0.2	2.93	0.15	0.4	3.67	0.28
A41 South	1.3	3.03	0.56	1.9	4.08	0.65
Park and Ride	0	4.9	0.01	0	6.7	0.01
Vendee Drive (West)	2.8	10.18	0.73	0.8	4.63	0.45

Table 30 Scenario 2 Knowledge Industry Results

2026 Base	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.9	2.42	0.45	1	2.31	0.48
Vendee Drive (East)	0.1	3.42	0.12	0.2	3.45	0.15
A41 South	1.5	3.15	0.58	1.9	3.76	0.64
Park and Ride	0	4.95	0.01	0	6.23	0.01
Vendee Drive (West)	1.9	7.9	0.63	0.7	4.42	0.4
2026 Base + Dev	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.9	2.53	0.46	1	2.36	0.49
Vendee Drive (East)	0.2	3.61	0.17	0.4	4.07	0.28
A41 South	1.6	3.33	0.59	2.1	4.19	0.67
Park and Ride	0	5.24	0.01	0	7.04	0.02
Vendee Drive (West)	2.4	9.58	0.69	0.8	4.89	0.44
2031 Base	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	1	2.59	0.49	1.2	2.59	0.54
Vendee Drive (East)	0.2	3.9	0.18	0.3	4.13	0.21
A41 South	1.7	3.5	0.61	2.2	4.31	0.68
Park and Ride	0	5.43	0.02	0	6.64	0.01
Vendee Drive (West)	2.7	10.52	0.71	0.9	4.97	0.46
2031 Base + Dev	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	1.1	2.71	0.5	1.3	2.66	0.55
Vendee Drive (East)	0.3	4.14	0.23	0.5	5.05	0.35
A41 South	1.9	3.73	0.63	2.5	4.88	0.71
Park and Ride	0	6.44	0.02	0	7.57	0.02
Vendee Drive (West)	3.7	14.12	0.77	1	5.57	0.5
2031 SEPR Base	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.5	1.9	0.3	0.7	1.95	0.4
Vendee Drive (East)	0.1	2.77	0.11	0.2	3.07	0.15
A41 South	1.2	2.8	0.53	1.7	3.6	0.62
Park and Ride	0	4.52	0.01	0	5.85	0.01
Vendee Drive (West)	1.9	7.46	0.64	0.7	4.17	0.41
2031 SEPR Base + Dev	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.5	1.96	0.31	0.7	1.98	0.4
Vendee Drive (East)	0.2	2.9	0.14	0.4	3.55	0.26
A41 South	1.3	2.95	1.9	1.9	4	0.65
Park and Ride	0	4.77	0	0	6.56	0.01
Vendee Drive (West)	2.4	8.97	0.69	0.8	4.59	0.45

Table 31 Scenario 4 Knowledge Industry Results

2026 Base	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.9	2.42	0.45	1	2.31	0.48
Vendee Drive (East)	0.1	3.42	0.12	0.2	3.45	0.15
A41 South	1.5	3.15	0.58	1.9	3.76	0.64
Park and Ride	0	4.95	0.01	0	6.23	0.01
Vendee Drive (West)	1.9	7.9	0.63	0.7	4.42	0.4
2026 Base + Dev	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	1	2.58	0.46	1	2.36	0.49
Vendee Drive (East)	0.2	3.64	0.17	0.5	4.41	0.33
A41 South	1.6	3.4	0.6	2.2	4.38	0.68
Park and Ride	0	5.35	0.01	0	7.42	0.02
Vendee Drive (West)	2.6	10.47	0.71	0.8	5.04	0.45
2031 Base	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	1	2.59	0.49	1.2	2.59	0.54
Vendee Drive (East)	0.2	3.9	0.18	0.3	4.13	0.21
A41 South	1.7	3.5	0.61	2.2	4.31	0.68
Park and Ride	0	5.43	0.02	0	6.64	0.01
Vendee Drive (West)	2.7	10.52	0.71	0.9	4.97	0.46
2031 Base + Dev	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	1.1	2.77	0.5	1.3	2.67	0.55
Vendee Drive (East)	0.3	4.19	0.24	0.7	5.58	0.41
A41 South	1.9	3.82	0.64	2.7	5.15	0.72
Park and Ride	0	6.58	0.02	0	8.01	0.02
Vendee Drive (West)	4.3	16.07	0.8	1.1	5.77	0.51
2031 SEPR Base	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.5	1.9	0.3	0.7	1.95	0.4
Vendee Drive (East)	0.1	2.77	0.11	0.2	3.07	0.15
A41 South	1.2	2.8	0.53	1.7	3.6	0.62
Park and Ride	0	4.52	0.01	0	5.85	0.01
Vendee Drive (West)	1.9	7.46	0.64	0.7	4.17	0.41
2031 SEPR Base + Dev	AM Peak			PM Peak		
	Queue	Delay (s)	Max RFC	Queue	Delay (s)	Max RFC
A41 North	0.5	1.99	0.32	0.7	1.99	0.4
Vendee Drive (East)	0.2	2.92	0.15	0.5	3.81	0.31
A41 South	1.3	3.01	0.56	2	4.18	0.66
Park and Ride	0	4.86	0.01	0	6.89	0.02
Vendee Drive (West)	2.7	9.75	0.72	0.8	4.72	0.45

6.5.3 As can be seen from the above results the junction is generally operating well within capacity for the modelled scenarios. Queue lengths on Vendee Drive (East) are modest for all scenarios and as such there will be no direct interaction with the site access roundabout.

6.5.4 The model output reports are attached at **Appendix P**.

6.6 A41 Corridor

6.6.1 There are a number of closely spaced junctions on the A41 corridor to the north of the Vendee Drive roundabout, the majority of which are now traffic signal controlled. Reflecting the approach adopted for other appraisals, such as the Bicester 4 assessment, these junctions have been modelled together.

6.6.2 The results are summarised in **Table 33** below. The base scenario shows that at the Pingle Drive junction the southbound entry is approaching capacity on Oxford Road north.

Table 32 Base traffic scenario

2026	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	86.7%	25.6	86.2%	96.3
J2: Pringle Drive	90.3%	10.7	86.2%	38.3
J3: Tesco & Bicester 4 Access	77.7%	15.1	83.8%	12.0
J4: Premier Inn	74.1%	13.1	75.3%	22.0
J5: Wendlebury Road	21.0%	0.2	72.4%	16.4
J10: Middleton Stoney Road	68.2%	2.7	0.0%	0.0
2031	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	95.2%	40.5	85.4%	42.3
J2: Pringle Drive	97.8%	20.7	83.0%	14.4
J3: Tesco & Bicester 4 Access	87.2%	24.9	84.7%	26.5
J4: Premier Inn	86.9%	22.6	75.3%	18.2
J5: Wendlebury Road	25.7%	0.2	34.3%	0.4
J10: Middleton Stoney Road	78.9%	4.6	85.0%	7.5
2031 with SEPR	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	83.9%	27.3	85.3%	29.3
J2: Pringle Drive	95.0%	16.2	80.4%	14.3
J3: Tesco & Bicester 4 Access	83.7%	19.0	76.9%	21.2
J4: Premier Inn	73.6%	14.8	70.2%	14.2
J5: Wendlebury Road	20.3%	0.1	27.4%	0.2
J10: Middleton Stoney Road	76.6%	4.3	82.2%	6.1

6.6.3 Under Scenario 2, summarised in **Table 44**, the overall operation of the network is largely in line with the base scenarios. There remains some stress at Pingle Drive in the AM peak at the southbound entry from the north and some street on the A41E approach to the A41 – Oxford Road roundabout. Growth and development traffic result in further stress but there is some modest relief from the construction of the SEPR. The Science Park scenario is summarised in **Table 45** below but these results are not materially different from the Knowledge Industry results in **Table 44**.

Table 33 Scenario 2 - Knowledge Industries

2026	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	90.4%	27.9	85.1%	39.4
J2: Pringle Drive	93.3%	12.7	85.7%	13.3
J3: Tesco & Bicester 4 Access	74.3%	15.4	74.7%	23.0
J4: Premier Inn	74.1%	13.5	76.5%	17.3
J5: Wendlebury Road	21.7%	0.2	32.4%	0.3
J10: Middleton Stoney Road	69.8%	2.9	81.3%	5.4
2031	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	90.9%	37.4	85.3%	44.0
J2: Pringle Drive	100.8%	31.2	84.4%	15.8
J3: Tesco & Bicester 4 Access	84.6%	24.9	82.3%	27.7
J4: Premier Inn	86.4%	22.9	75.3%	19.0
J5: Wendlebury Road	26.7%	0.2	35.3%	0.4
J10: Middleton Stoney Road	80.0%	5.0	87.2%	7.7
2031 with SEPR	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	82.9%	28.2	89.1%	30.9
J2: Pringle Drive	98.1%	21.8	81.3%	14.8
J3: Tesco & Bicester 4 Access	83.1%	19.7	77.1%	22.1
J4: Premier Inn	77.9%	15.3	70.2%	14.8
J5: Wendlebury Road	21.1%	0.1	28.0%	0.2
J10: Middleton Stoney Road	77.8%	4.8	84.5%	7.1

Table 34 Scenario 2 - Science Park

2026	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	90.9%	28.3	85.1%	36.0
J2: Pringle Drive	93.7%	13.0	85.6%	14.0
J3: Tesco & Bicester 4 Access	77.7%	15.5	74.7%	23.1
J4: Premier Inn	74.1%	13.5	76.5%	17.1
J5: Wendlebury Road	21.8%	0.2	32.3%	0.3
J10: Middleton Stoney Road	70.1%	3.0	80.9%	6.0
2031	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	94.4%	39.2	87.6%	44.4
J2: Pringle Drive	101.0%	32.3	84.4%	15.4
J3: Tesco & Bicester 4 Access	87.8%	26.0	85.0%	27.3
J4: Premier Inn	86.1%	22.8	75.3%	18.8
J5: Wendlebury Road	26.7%	0.2	35.1%	0.4
J10: Middleton Stoney Road	80.2%	5.1	86.4%	8.5
2031 with SEPR	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	82.7%	28.2	88.4%	30.6
J2: Pringle Drive	98.6%	22.9	81.5%	14.7
J3: Tesco & Bicester 4 Access	83.7%	19.9	76.7%	22.0
J4: Premier Inn	77.9%	15.3	70.2%	14.7
J5: Wendlebury Road	21.1%	0.1	27.9%	0.2
J10: Middleton Stoney Road	78.0%	4.8	83.7%	6.8

6.6.4 Under Scenario 4, summarised in **Table 35**, the overall operation of the network is largely in line with the base scenarios. As expected there is some stress at Pingle Drive in the AM peak at the southbound entry from the north. Growth and development traffic result in further stress but there is some modest relief from the construction of the SEPR. The Science Park scenario is summarised in **Table 36** below but these results are not materially different from the knowledge industry scenario.

Table 35 Scenario 4 - Knowledge Industries

2026	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	90.8%	28.5	85.1%	39.7
J2: Pringle Drive	94.9%	14.5	85.8%	13.5
J3: Tesco & Bicester 4 Access	77.8%	15.7	74.7%	23.4
J4: Premier Inn	74.1%	13.6	76.5%	17.5
J5: Wendlebury Road	22.1%	0.2	32.5%	0.3
J10: Middleton Stoney Road	71.4%	3.1	82.3%	5.6
2031	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	91.8%	37.9	88.4%	40.8
J2: Pringle Drive	102.2%	37.7	84.2%	15.8
J3: Tesco & Bicester 4 Access	87.8%	25.6	82.3%	28.0
J4: Premier Inn	86.5%	23.0	75.3%	19.3
J5: Wendlebury Road	27.1%	0.2	35.3%	0.4
J10: Middleton Stoney Road	81.6%	5.3	87.6%	9.0
2031 with SEPR	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	84.4%	29.0	89.5%	31.2
J2: Pringle Drive	99.4%	25.2	81.4%	15.0
J3: Tesco & Bicester 4 Access	86.2%	20.2	75.1%	22.1
J4: Premier Inn	77.9%	15.4	74.9%	15.1
J5: Wendlebury Road	21.4%	0.1	28.0%	0.2
J10: Middleton Stoney Road	79.4%	5.0	85.4%	7.6

Table 36 Scenario 4 - Science Park

2026	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	92.0%	29.3	85.1%	39.2
J2: Pringle Drive	95.2%	14.6	85.7%	13.3
J3: Tesco & Bicester 4 Access	77.7%	15.6	74.7%	22.8
J4: Premier Inn	74.1%	13.6	76.5%	17.3
J5: Wendlebury Road	22.1%	0.2	32.3%	0.3
J10: Middleton Stoney Road	71.8%	3.1	81.5%	6.4
2031	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	92.2%	38.4	88.4%	44.4
J2: Pringle Drive	102.4%	39.1	84.5%	15.7
J3: Tesco & Bicester 4 Access	87.8%	25.3	85.0%	27.5
J4: Premier Inn	86.2%	22.9	75.3%	19.0
J5: Wendlebury Road	27.2%	0.2	35.2%	0.4
J10: Middleton Stoney Road	82.1%	5.5	86.7%	8.6
2031 with SEPR	AM Peak		PM Peak	
	Deg Sat (%)	Total Delay (pcuHr)	Deg Sat (%)	Total Delay (pcuHr)
J1: A41/Oxford Road/Services	80.4%	28.3	83.3%	30.1
J2: Pringle Drive	99.7%	26.2	81.5%	14.9
J3: Tesco & Bicester 4 Access	86.2%	20.2	76.7%	21.9
J4: Premier Inn	77.9%	15.4	70.2%	14.8
J5: Wendlebury Road	21.5%	0.1	27.9%	0.2
J10: Middleton Stoney Road	79.8%	5.1	84.6%	7.2

6.6.5 Overall it is clear that the impact on the wider road network is modest and there are no significant differences in the future year performance of the road network between the different B1 uses and the different development scenarios. For the Health and Racquets club, a proportion of the traffic will be secondary, existing trips that are already on the local road network, and therefore the actual performance will be better than forecast albeit again the differences will be small.

6.6.6 The model output report is attached at **Appendix R**.

6.7 Request for Contributions

6.7.1 It is anticipated that Oxfordshire County Council will request the following contributions:

- Strategic infrastructure contribution in accordance with Cherwell Local Plan Policy Bicester 10 calculated based on the peak hour traffic generation of the site. A contribution of £874.86/peak hour (vehicle) trip;

- Public transport contribution of £375,000 indexed from October 2019 using RPI-x to extend a local bus service to/from the site during the major peak times which are assumed to be 07:00 – 10:00 and 16:00 – 19:00 Mondays to Fridays over a period of 5 years.
- Public Transport infrastructure contribution of £10,000 indexed from October 2019 using Baxter index for a bus shelter including a standard flag pole and information case.
- Workplace travel plan monitoring fee of £3,280 indexed from October 2019 using RPI-x towards the monitoring of the employment and David Lloyd club Travel Plans.

7. CONCLUSIONS

7.1 This updated Transport Assessment has appraised the transport implications of the Bicester Catalyst development proposals and takes into account application consultation response feedback received from OCC Highways. The site is allocated for B1 led employment use within the Cherwell Local Plan as part of the Bicester 10 allocation.

7.2 The site is already well integrated with the pedestrian and cycle networks with additional linkages being delivered by the Bloombridge site to meet the requirements of the allocation. These will be further enhanced with an off-road cycle path (combined path to be shared with pedestrians) along the eastern side of Wendlebury Road and the A41 up to the junction with Pioneer Way. An appropriate level of cycle parking will be provided.

7.3 The site is very well located within Bicester with respect to public transport with the key bus routes operating along the A41 corridor providing inter-urban and local accessibility. These can be improved and provision is planned to integrate the site with emerging town based bus services. A S106 contribution will be made to assist with that delivery. The site layout makes provision for services to operate along Wendlebury Road and thereby brought closer to the site

7.4 There are two development scenarios which test the permutations with respect to the inclusion of the adjacent chicken farm site within the development scheme. In terms of direct impact there is only modest difference between the two development scenarios on the operation of the local road network. The development will result in a relatively small change in demand on the A41 corridor, the greatest change is predicted to occur on A41 – Vendee Drive roundabout. There is an appropriate level of capacity at this location to meet the forecast demand.

7.5 Access to the site has been subject to an independent Stage 1 Road Safety Audit. Each recommendation from this audit has been taken on board.

7.6 Detailed consideration has been given to the existing performance of the local road network including the A41 – Vendee Drive roundabout. This location has been identified during discussions with OCC as a potential accident cluster. Overall, the junction is performing better than expected given the volume of traffic carried. Notwithstanding this, taken in isolation there is a higher accident occurrence recorded

specifically on the A41 southern approach. The records provided by OCC however predominantly illustrate over-riding contributory factors other than junction geometry or traffic volume. Discussions with OCC are underway to establish a proportionate contribution to measures that will enhance the road safety performance of the A41 corridor in particular the A41/Vendee Drive roundabout.

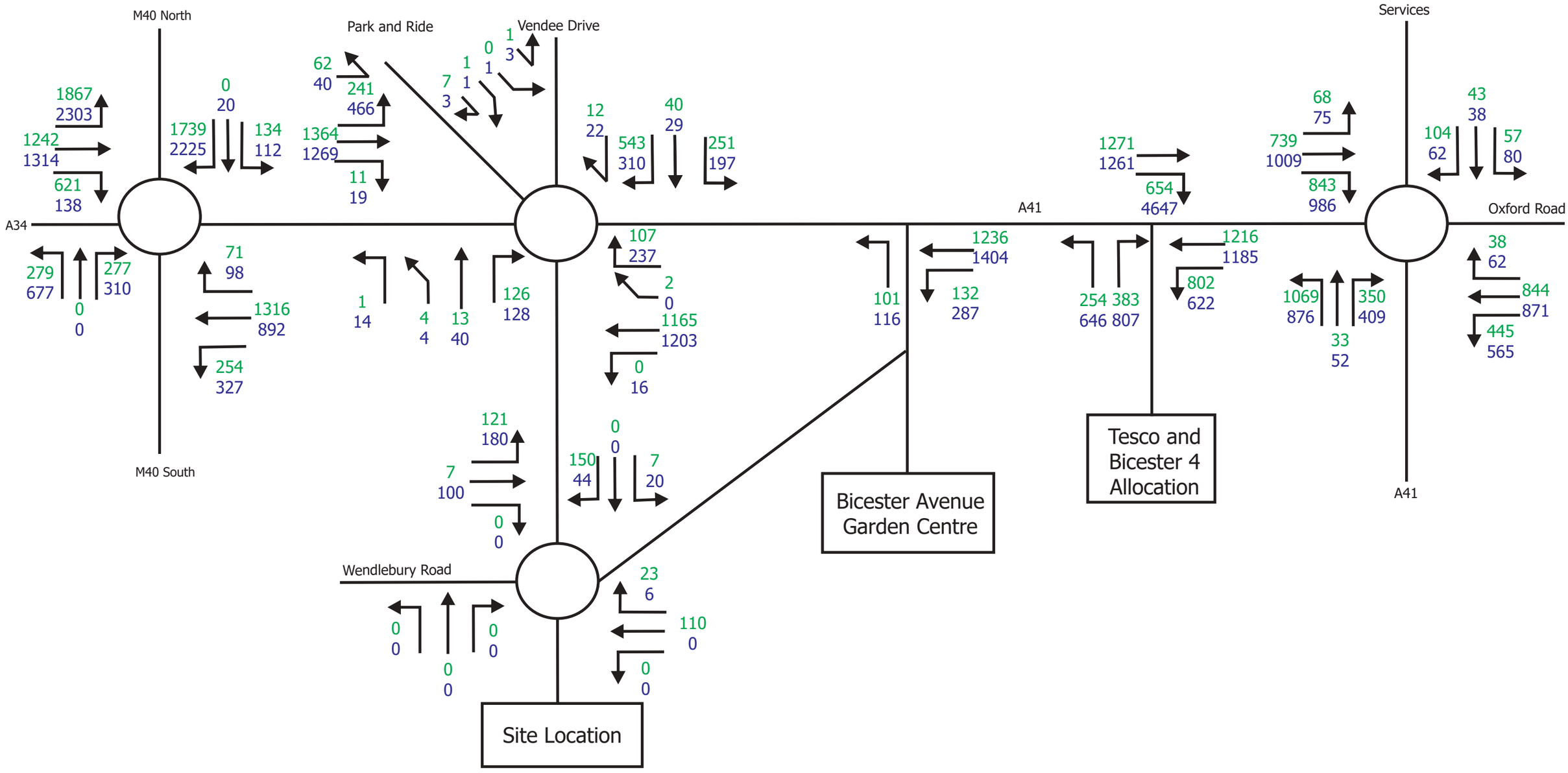
7.7 It is anticipated that the development will make a contribution to the strategic transport infrastructure in accordance with the calculation agreed for the Bicester 4 development.

7.8 It is also proposed that the development will be supported by Travel Planning documents. These will establish the principles of the travel policies that future occupiers on the site will develop to encourage the development of sustainable travel patterns by staff and visitors to the site.

7.9 Overall it is concluded that the development accords with the transport related requirements of national and local policy and there are no transport related reasons why planning permission should not be granted.

19539-04j Catalyst Bicester TA
24th December 2019

FIGURES



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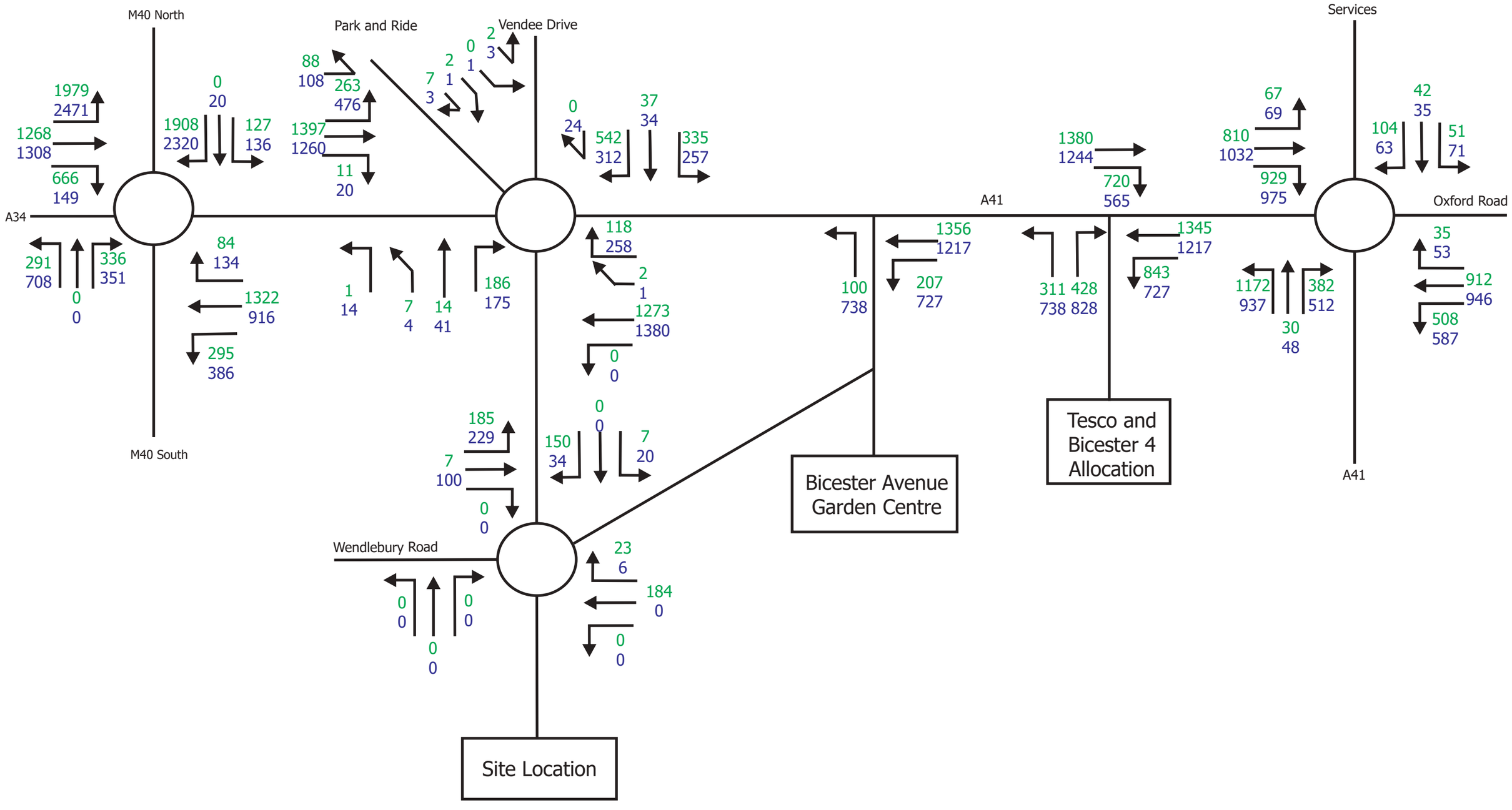
Notes:
AM Peak
PM Peak

Figure 5
Drawing Title 2026 Base Flows
Job Title Bicester Gateway
Client Albion Land

Scale : NTS

NORTH



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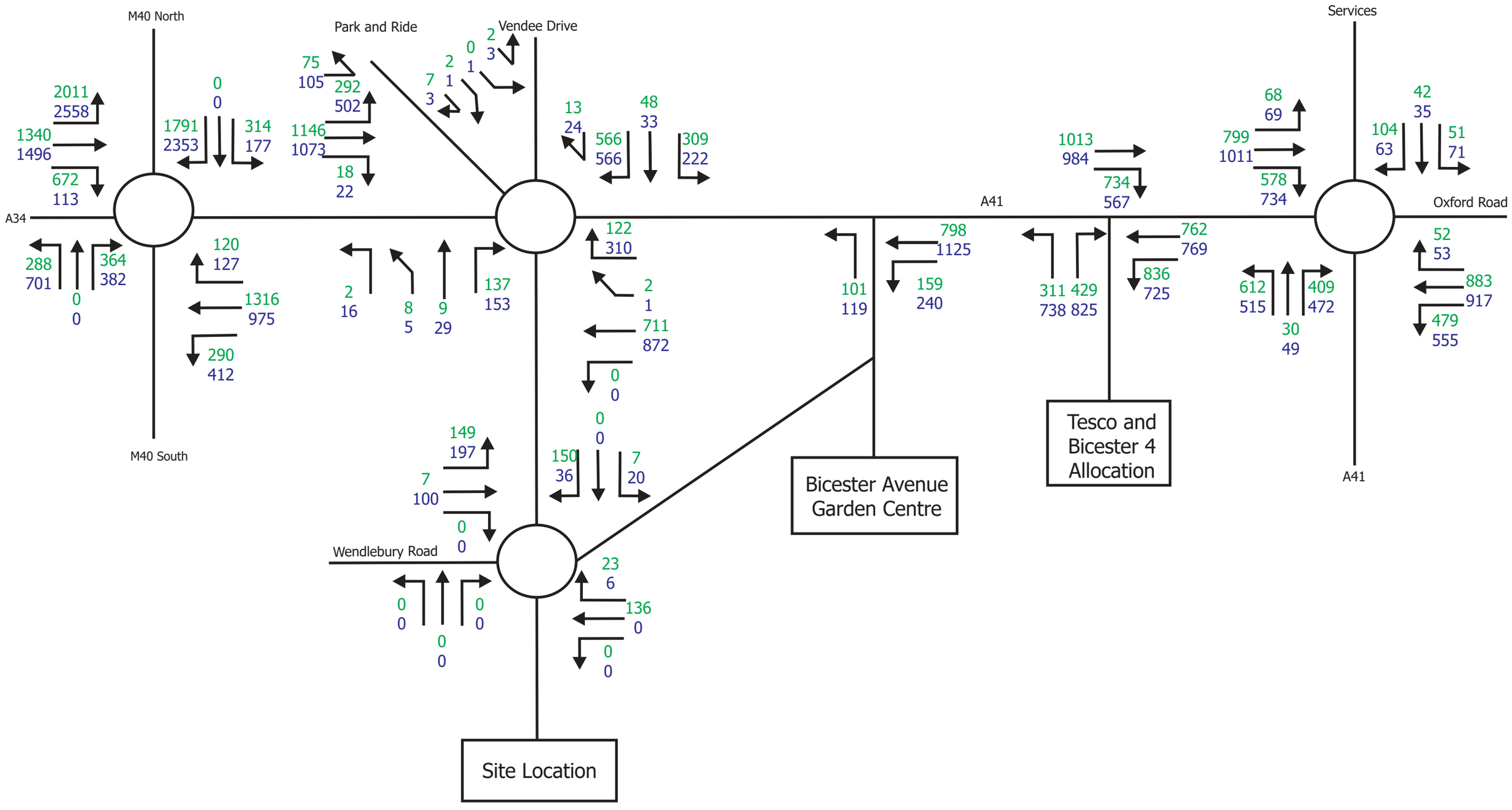
Notes:
AM Peak
PM Peak

Figure 6
Drawing Title: 2031 Base Flows without SEPR
Job Title: Bicester Gateway
Client: Albion Land

Scale : NTS

NORTH



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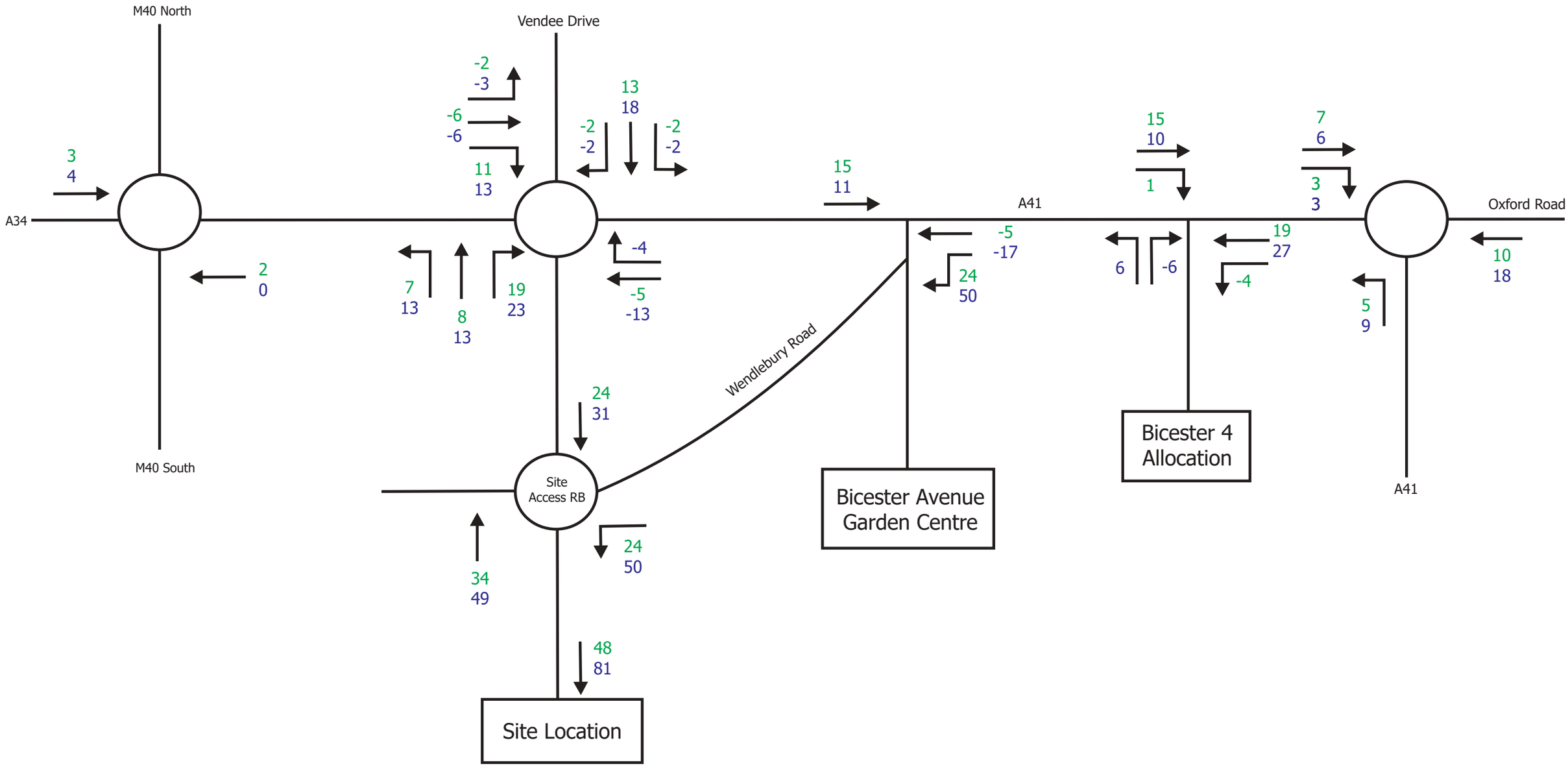
Notes:
AM Peak
PM Peak

Figure 7
Drawing Title 2031 with SEPR
Job Title Bicester Gateway
Client Albion Land

Scale : NTS

NORTH



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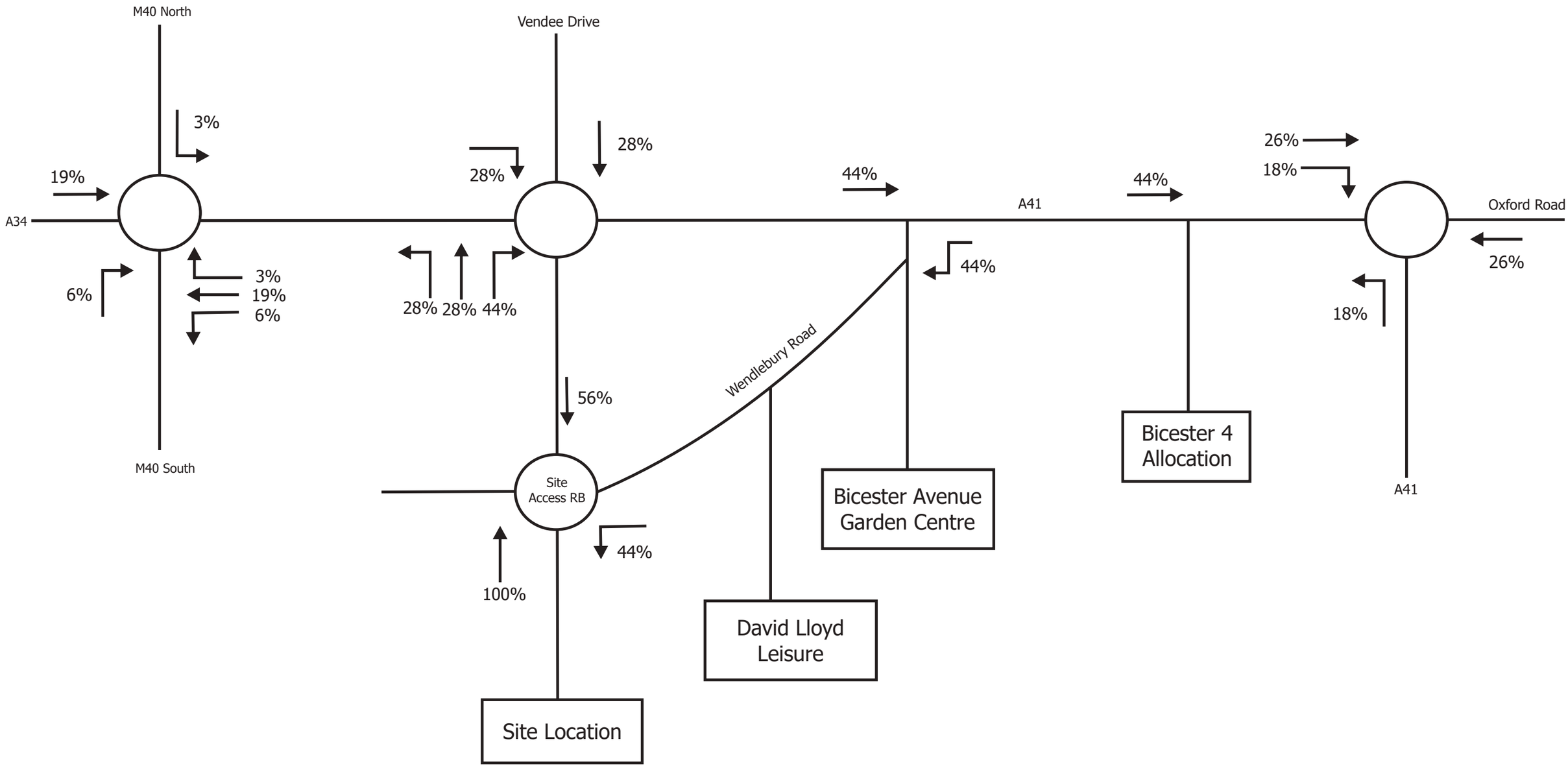
Notes:
AM Peak
PM Peak

Figure 8
Drawing Title: David Lloyd Assignment
Job Title: Bicester Gateway
Client: Albion Land

Scale : NTS

NORTH



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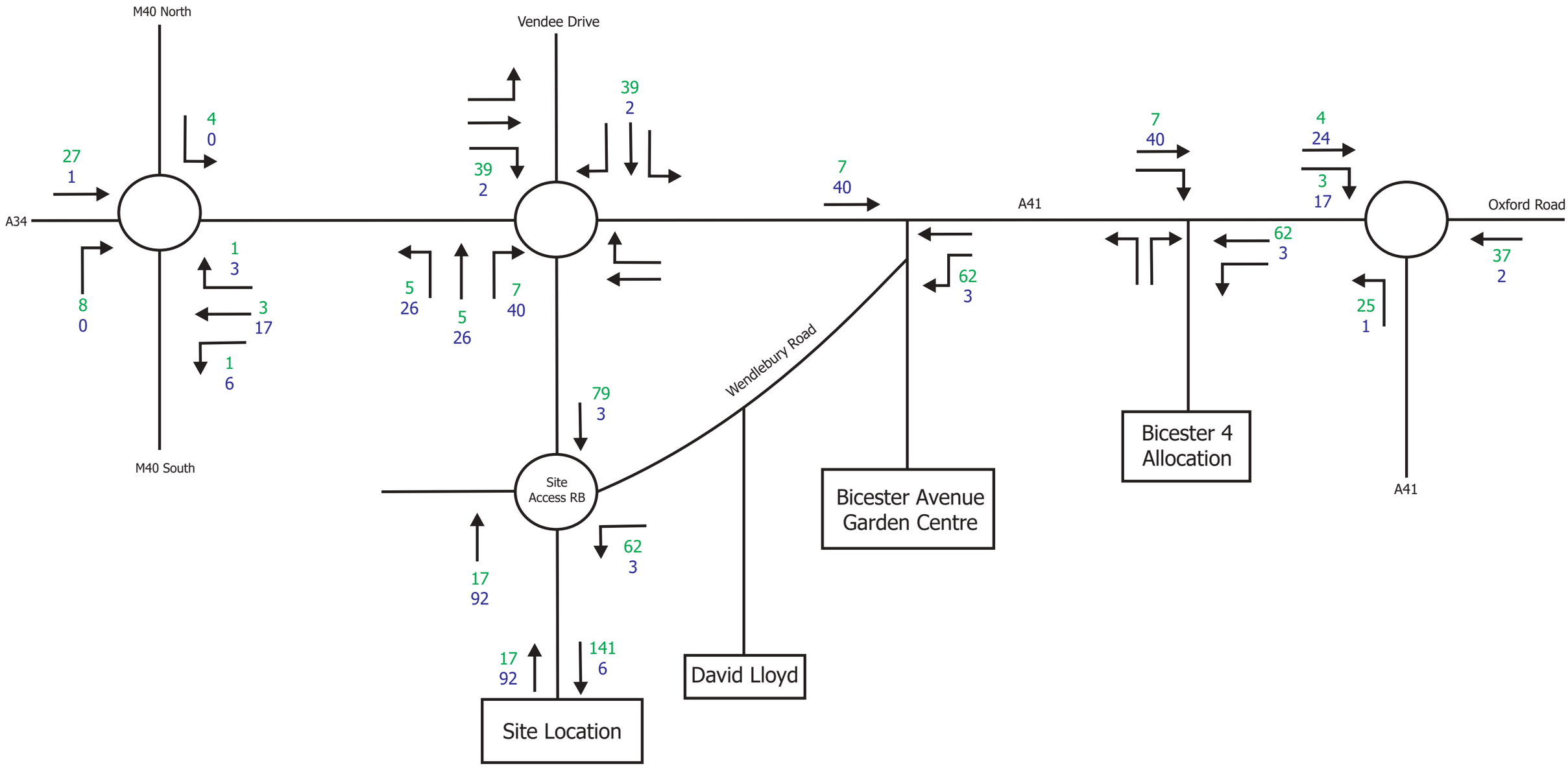
Notes:

Figure 9
Drawing Title Employment Distribustion
Job Title Bicester Gateway
Client Albion Land

Scale : NTS

NORTH



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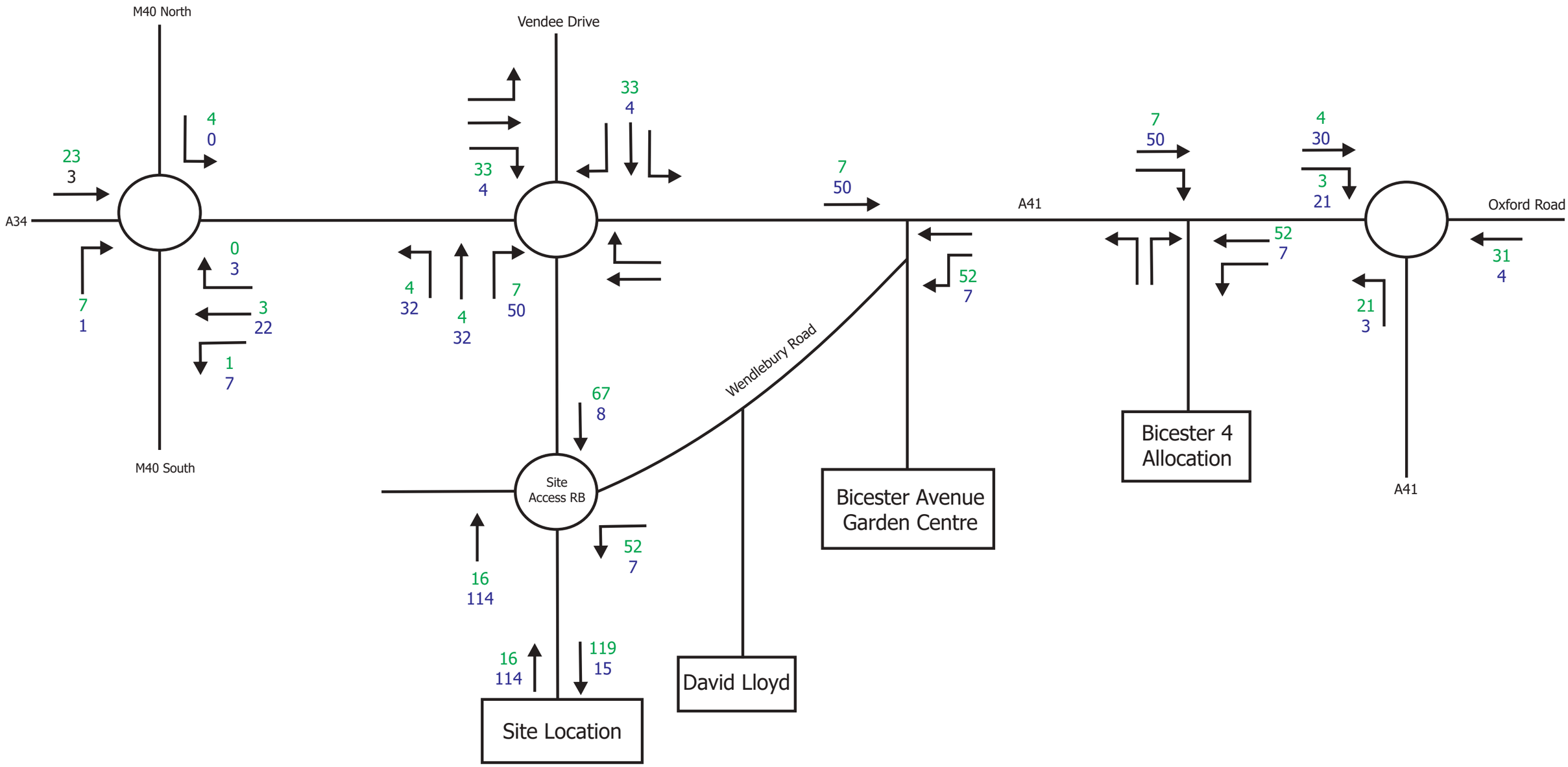
Notes:
AM Peak
PM Peak

Figure 10
Drawing Title: Assignment Scenario 2 - Science Park
Job Title: Bicester Gateway
Client: Albion Land
Scale : NTS
NORTH



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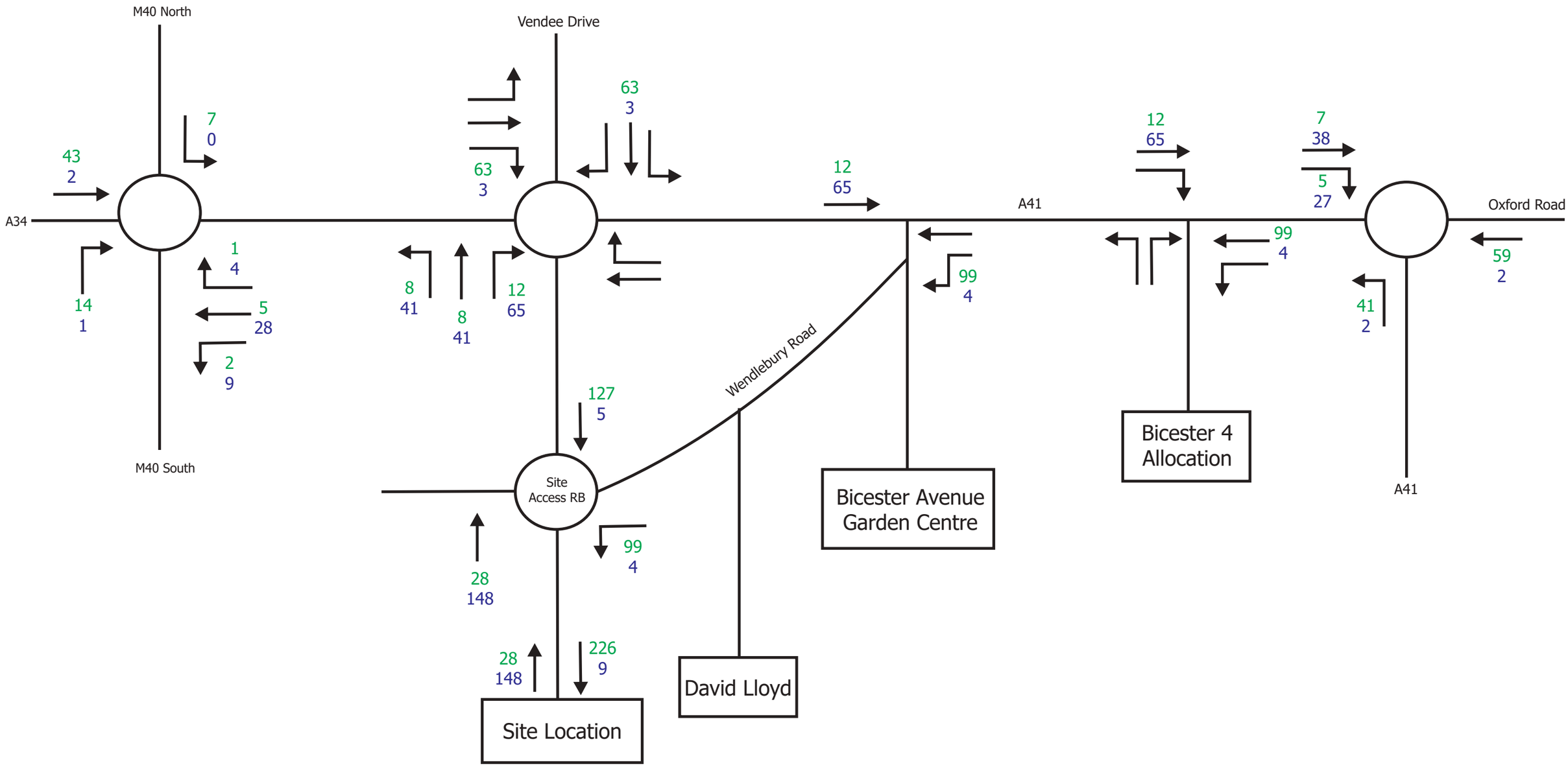
Notes:
AM Peak
PM Peak

Figure 11
Drawing Title: Assignment Scenario 2 - Knowledge Industry
Job Title: Bicester Gateway
Client: Albion Land
Scale : NTS
NORTH



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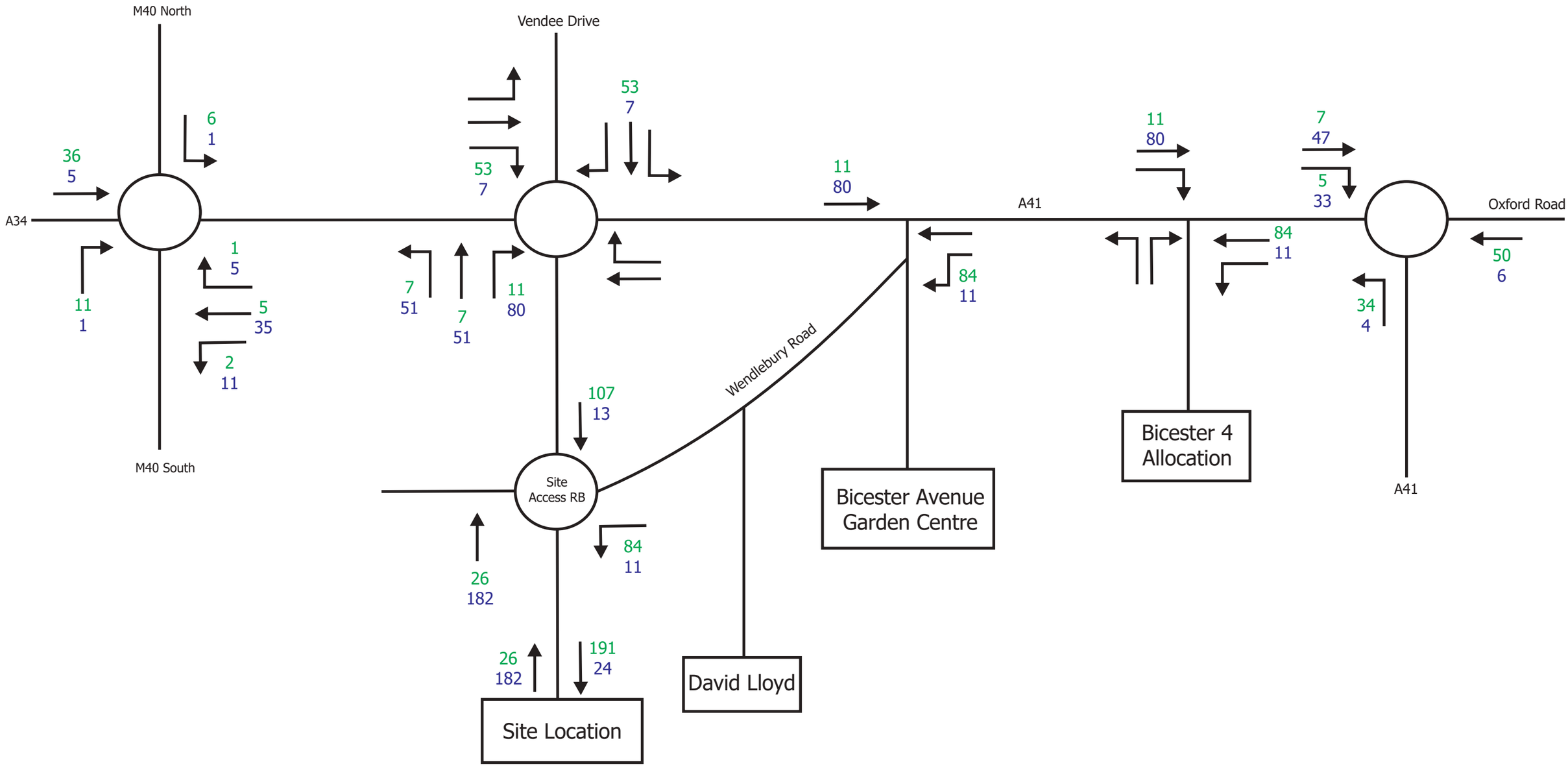
Notes:
AM Peak
PM Peak

Figure 12
Drawing Title: Assignment Scenario 4 - Science Park
Job Title: Bicester Gateway
Client: Albion Land
Scale : NTS
NORTH



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Notes:
AM Peak
PM Peak

Figure 13
Drawing Title: Assignment Scenario 4 - Knowledge Industry
Job Title: Bicester Gateway
Client: Albion Land
Scale : NTS
NORTH

APPENDIX A

Site Masterplans

FOR DISCUSSION

Schedule of approximate areas GIA						
UNIT	Ground Floor	First	Total sm	Total sf	Unit parking	Total parking
1	1085	362	1447	15572	43	
2	637	212	849	9142	26	95
3	630	210	840	9042	26	
4	1230	410	1640	17653	46	102
5	1460	487	1947	20954	56	
6	1581	527	2108	22691	65	
7	1666	555	2221	23910	79	
8	2156	719	2875	30943	80	160
9	2156	719	2875	30943	80	
Totals			**16801**	**180850**	**501**	
Total Development area: 17.4 acres		Parking @ approximately 1:35				

NOTES

Do not scale. Work only to figured dimensions.

Subject to Statutory Approvals.

Subject to survey

Subject to design development

Where applicable this drawing is to be read in conjunction with other consultants drawings and with the specification.

N

Planning Boundary

Rev	Description	Chk	Date
D	DL site revised, unit 6 relocated 500mm south accordingly	RC	23.05.19
C	Roundabout layout amended. DL updated	RC	21.05.19
B	Landscaping added.	HS	13.03.19
A	General tidying	RC	27.02.19

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RIBA Chartered Practice

cornisharchitects

Project Title.

CATALYST
BICESTER

Drawing Title.

TECH SCHEME OPTION 7

Drawing Status.

PRELIMINARY

0 10 metres 80

Drawn By.	Scale.	Date.	Chk'd By.
R C	1:1000 @ A1	26/02/2019	C S

Drawing No. 18022 - SK - 024 Rev. D

NOTES

Do not scale. Work only to figured dimensions.

Subject to Statutory Approvals.

Subject to survey

Subject to design development

Where applicable this drawing is to be read in conjunction with other consultants drawings and with the specification.

All dimensions to be checked on site prior to commencement of work.

Subject to Rights of Light Approval.

Schedule of approximate areas										
UNIT	Use Class	Approx Site Area (acres)	Ground Floor GIA sm	Ground Floor GIA sf	First Floor GIA sm	First Floor GIA sf	Total Unit GIA sm	Total Unit GIA sf	Sub totals GIA sm	Sub totals GIA sf
David Lloyd Centre	D2	4.96						NA		
1	B1c		2056	22131	685.3	7377	2741.3	29508		
2	B1c		2994.3	32231	998.1	10744	3992.4	42974		
3	B1c		1429.1	15383	476.4	5128	1905.5	20510		
4	B1c		2606.8	28060	868.9	9353	3475.7	37413		
5	B1c		2606.8	28060	868.9	9353	3475.7	37413	15591	167818
6	B1c, B2, B8	11.13	2147.1	23111	238.6	2568	2385.7	25679		
7	B1c, B2, B8		1713.9	18448	190.4	2050	1904.3	20498		
8	B1c, B2, B8		2147.1	23111	238.6	2568	2385.7	25679		
9	B1c, B2, B8		4454	47943	494.9	5327	4948.9	53270		
10	B1c, B2, B8		3550	38212	394.4	4246	3944.4	42458		
11	B1c, B2, B8		5126	55176	569.6	6131	5695.6	61307	21264.6	228892
Total GIA excluding David Lloyd Centre							**36855.2**	**396710**		
Approx Site Area		sm	Acres	Density %						
David Lloyd Centre		20066.7	4.96	N/A						
B1c		39235	9.70	39.74						
B1c, B2, B8		47568	11.75	44.70						
Total Developable area		106869.7	26.41							

Rev	Description	Chk	Date

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RIBA Chartered Practice

cornisharchitects

Project Title.

BICESTER GATEWAY

Drawing Title.

Proposed Master Plan Site Layout

Drawing Status.

PRELIMINARY

0 10 metres 80

Drawn By.	Scale.	Date.	Chk'd By.
R C	1:1000 @ A1	02/10/2018	C S

A development by ALBION LAND

Drawing No. 18022 - SK - 002 Rev.

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

N

BICESTER AVENUE RETAIL CENTRE

M41

Vendee Drive

PHASE IA

Hotel

Vendee Drive

Wendlebury Road

Office Unit 1

PHASE IB

Office Unit 2

Office Unit 3

Office Unit 4

Proposed Phase II Roundabout
For Illustrative Purposes
(Not part of the Phase I Planning Application)

Future Phase II
Not Part of the Phase I Planning Application

Wendlebury Road

25m

SCALE 1:1250

SCHEDULE OF ACCOMMODATION

PHASE IA	- 2.56 Acres (1.043 Ha)
PHASE IA Land to be Retained for Future Phase II Road Widening	- 0.02 Acres (0.01 Ha)
Total Area PHASE IA	- 2.58 Acres (1.044 Ha)
PHASE IB	- 6.56 Acres (2.65 Ha)
PHASE IB Land to be Retained for Future Phase II Road Widening	- .25 Acres (0.10 Ha)
Total Area PHASE IB	- 6.81 Acres (2.75 Ha)
TOTAL AREA	- 9.39 Acres (3.794 Ha)
AREA PHASE II	- 37.6 Acres (15.22 Ha)

BOUNDARY

LAND TO BE RETAINED FOR PHASE II ROAD WIDENING

Land Retained For the Future Phase II Road Widening - 1.84Acres

Not Part of Phase I Planning Application

rev	amendments	by	ckd	date

Bicester Gateway, Bicester

Masterplan - Phase 1&2

Bloombridge
Development Partners

umc architects
Newark Beacon Innovation Centre, Cafferata Way, Newark, Nottinghamshire NG24 2TN
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Drawing Status:	Planning
Drawn / Checked:	GW / GMc
Date:	12.12.2016
Scale:	1:1250 @ A1
Drawing no:	Revision:
16084 P103	P2

APPENDIX B

Public Transport Information

Frequent Bicester bus services

To Buckingham, Milton Keynes, Bedford, and Cambridge

N

E1

X5

Southwold

Glory Farm

Bure Park

21

Highfield

To Middleton Stoney, Upper and Lower Heyford, Kirtlington, and Oxford

25A

Bicester North Railway Station

S5

Launton

Town centre (Manorsfield Road)

26

Kingsmere

Bicester Village Railway Station

Langford Village

Chesterton

X5

Bicester Park & Ride

S5

To Wendlebury, Kidlington, and Oxford

To Ambrosden, Upper and Lower Arncott

Legend

- S5
- S5 (peak only)
- X5
- 25A
- E1
- E1 (peak only)
- 21
- 26
- Bus stops

APPENDIX C

Pre-application Advice from OCC

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

Location: Land at Promised Land Farm, Wendlebury Rd, Bicester OX25 2PA.
Proposal: To discuss the access strategy and transport appraisal of the emerging development proposals for Land at Promised Land Farm, Bicester

Response date: ***9th January 2019***

Application no: 18/CH0010/Preapp
Location: Land at Promised Land Farm, Wendlebury Rd, Bicester OX25 2PA.

Officer's Name: Jacqui Cox
Officer's Title: Infrastructure Locality Lead Cherwell & West
Date: 09 January 2019

Application no: 18/CH0010/Preapp
Location: Land at Promised Land Farm, Wendlebury Rd, Bicester OX25 2PA.

Transport Development Control

As you may be aware, Oxfordshire County Council is a consultee of the local planning authority and provides advice on the likely transport and highways impact of development where necessary.

It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless, the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

At this stage in the process, I set out the main issues/information that will need to be considered with the proposal, and these are:

Legal agreement required to secure:

An agreement will be required under Section 106 of the Town and County Planning Act 1990 to:

- Mitigate the developments local highway impact under Section 278 of the Highways Act 1980 to enable completion of off-site highway improvements.
- Provide infrastructure and contributions in line with Bicester Policy 10
- Make payment towards a workplace travel plan monitoring fees of £1240

Informatives:

Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. For guidance and information on road adoptions etc. please email the County's Road Agreements Team at roadagreements@oxfordshire.gov.uk

Detailed Comments:

Comments below are in response to both the transport pre-application enquiry made directly to OCC and the CDC pre-application (Ref: 18/00287/PREAPP).

Policy
In the Cherwell Local Plan under Policy Bicester 10: Bicester Gateway it states:

“Infrastructure Needs…
Access and Movement – M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks, including safeguarding land for future highway improvements to peripheral routes on this side of the town.”

Under Key site-specific design and place shaping principles it states:

- “Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the north, and, further to the north, Bicester Village retail outlet and Bicester town centre.
- Provision and encouragement for sustainable travel options as the preferred modes of transport rather than the private car, and provision of a Travel Plan. Good accessibility to public transport services should be provided for.
- Provision for safe pedestrian and cyclist access from the A41 including facilitating the provision and upgrading of footpaths and cycleways that link with existing networks to improve connectivity generally, to maximise walking and cycling links between this site and nearby development sites and the town centre.
- Accommodation of bus stops to link the development to the wider town.
- Maximisation of walking and cycling links to the adjoining mixed-use development at South West Bicester as well as the garden centre to the north.
- Contribution to the creation of a footpath network around Bicester.
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities.”

In Oxfordshire County Council’s Local Transport Plan 4, Policy BIC1 in the Bicester Area Strategy states:

“BIC1 – Improve access and connections between key employment and residential sites and the strategic transport system by:

- Continuing to work with Highways England to improve connectivity to the strategic highway. We will continue to work in partnership on the A34 and A43 strategies, as well as Junctions 9 and 10 of the M40 to relieve congestion
- Delivering effective peripheral routes around the town.

Southern peripheral corridor: provide a South East Perimeter Road to support the significant housing and employment growth in Bicester. In the longer term, link capacity issues along Boundary Way are assessed as being a major transport issue for the town. Land is safeguarded at Graven Hill for the section of road to the south of this site, joining the A41 at the Pioneer Road junction – this prevents development on the land that would be required, but does not remove the need for full assessment, justification and planning processes to be undertaken. This will need extending westwards to join the A41 north of M40 Junction 9. The preferred alignment for this extension has been approved as a connection from the Little Chesterton junction across to Graven Hill. The solution will also include a new link through the South East

Bicester development site from the A41 Pioneer Road junction up to Wretchwick Way, providing connectivity through the site, in particular for buses."

At present the western section of the proposed South East Perimeter Road is not fully funded and so contributions towards this are required for mitigating Bicester Gateway's proposals. Other future developments in the area would also be expected to contribute, as did Phase 1 (16/02586/OUT) of development at Bicester 10. The contribution amount will be determined following guidance in the Cherwell Developer Contributions SPD (February 2018)

In terms of provision for Public Transport, Policy BIC 2 states:

"BIC2 – We will work to reduce the proportion of journeys made by private car through implementing the Sustainable Transport Strategy by: Improving Bicester's bus services along key routes and providing improved public transport infrastructure considering requirements for and integrating strategic development sites.

Bus connectivity improvements may be required at anticipated pinch points within the town as future developments come forward. This will include connections between North West Bicester and the town centre and consider the need for bus lanes along the A41 to connect with the Park and Ride scheme."

Access and connectivity

Vehicular and principal pedestrian/cycle access is proposed to come off Wendlebury Road with a formation of a new 4-arm roundabout. The new roundabout would serve the Wendlebury Road (North and South arms), site access and the Vendee Drive roundabout link will form the east and west arms respectively.

The proposed Master Plan Site Layout illustrated by Drwg no. ***18022-SK-002 Rev B***, which is indicative only shows footpaths alongside the development internal roads right up to the site access and frontage of the site along Wendlebury Road. Details of the infrastructure such as crossing points will be required at subsequent applications.

Although provision has been provided for those walking immediately out and into the site, the application needs to provide continuous pedestrian facilities/routes from the existing highway: directly towards the bus stops on the A41, and northwards along Wendlebury Road to its junction with the A41.

Wendlebury Road is a Sustrans cycle route (NCN51) and consideration will need to be given to how the development proposals would tie into the existing cycle and pedestrian infrastructure without compromising safety and operation of the NCN51, taking into account the increased volume of traffic. I suggest that the application considers a cycle infrastructure provision along the site frontage to mitigate for the increased traffic. A cycle and pedestrian link should also be provided directly into the proposed John Lloyd centre from Wendlebury Road, to minimise walking and cycling distance for users and staff, thereby encouraging sustainable travel.

For more information about the layout of developments, please see Oxfordshire County Council's Walking and Cycling Design Standards which can be accessed at: https://www.oxfordshire.gov.uk/cms/content/transport-development-control-tdc

Conveniently located and secure cycle parking, catering for both staff and customers, should be incorporated into the design: These should be in accordance with OCC cycle parking standards for the different class uses as shown below.

Table 2 Cycle Parking Standards - Minimum Levels

	Residential	Food Retail	Non Food Retail	A2 - Banks and Professional	B1 -Offices	B2 - General Industry	B8 Warehousing	D2 Assembly and Leisure	Cinema & Conference	Hotel and Guest Hse	Ho
Long stay/ employee/ resident	1 bed - 1 space; 2+ beds - 2 Spaces ***	1 stand per 12 staff *	1 stand per 6 staff *	1 stand per 12 staff **	1 stand per 150 sqm	1 stand per 350 sqm	1 stand per 500 sqm	1 stand per 12 staff **	1 stand per 12 staff **	1 stand per 12 staff **	1 s per sta
Visitor	1 stand per 2 units where more than 4 units	1 stand per 200sqm	1 stand per 200sqm	1 stand per 100sqm	1 stand per 500 sqm	1 stand per 500 sqm	1 stand per 1000 sqm	1 stand per 20 sqm	1 stand per 20 sqm	1 stand per 10 beds	on

Notes

a) where number of staff is not known :-
* 1 staff per 50 sqm
** 1 staff per 7 sqm

*** b) Garages should be designed to allow space for car plus storage of cycles in line with the District Council's design guides where appropriate

c) 1 stand = 2 spaces : The number of stands to be provided from the calculations to be rounded upwards. The preferred stand is of the 'Sheffield' type

Traffic Impact

The scale of the proposed development will require a full transport assessment and travel plan to accompany any outline or full application. The traffic impact on the local network should be assessed within a full Transport Assessment, considering travel by all modes. Guidance on what to include in this can be found in Oxfordshire County Council's guide "Transport for new Developments: Transport Assessments and Travel Plans," that can be found in the following link: https://www.oxfordshire.gov.uk/cms/content/travel-plans-statements-and-advice.

A Transport Assessment Scoping Note – Additional Information (TASN-AI) document has been submitted in support of this pre-application. The TASN-AI aims to provide a forecast of the developments traffic on the local highway network where assessment is undertaken to predict trip generation and distribution, including access strategy.

TASN-AI

Paragraph 3.1 of the TASN-AI estimates the development to cover 37,000 sqm of employment floor area. It is reasonable to assume that 25 percent of the floorspace would be office ancillary to the principle use. However, I have failed to understand how this section has derived the 34,500 sqm and 2,500 sqm of B1(c) and B1(a) respectively from the initial 37,000 sqm. Clarification on this is required.

Table 1 is a summary of trip rates obtained after TRICS interrogation and Table 2 is the corresponding vehicular trip generation based on 35,000 sqm floor space. I am nonetheless concerned by the absence of the TRICS output in the appendix where the tables referenced above have been derived.

Cross references to Tables 7 and 8 need to be checked as they have been applied incorrectly in Para 3.7 and 5.1 of the TASN-AI.

Also, the trip generation has not given an estimation of the modal split of trips to the development site. This needs to be done, taken from 2011 Census journey to work data for workers of MSOA (Cherwell 015). It is agreeable to use census data for trip distribution for the site and we would suggest that the same is applied to the David Lloyds development for consistency especially if the argument of linked trips, diverted and pass-by trips is upheld.

Para 5.3 refers to a survey undertaken on similar David Lloyds establishments for which we shall require supporting evidence to be submitted. More clarity is also sought for the basis of assumptions made in Para 5.4.

- I do not think that 10 per cent of people would rather drive from within Bicester 10 allocation to yet again park at David Lloyds rather than leave their vehicles parked at work and walk if it is nearby.
- Also, the assumption that 14% of trips would be diverted from Bicester 4 allocation needs justification – as these would be additional trips onto Vendee Drive roundabout
- Is this 25% of the 54% mentioned in para 5.3? This would need to correlate with the distribution in terms of the origin of trips to work at the site. If 25% of all trips this is really high, as I expect a large proportion of people would be coming from Bicester itself.

Para 8.4 suggests that the proposed roundabout that would form access onto Wendlebury Road has already been capacity tested which has confirmed that traffic can be accommodated at the roundabout. Modelling results are hence required for this roundabout.

Scoping note

The pre-application planning report by Quod describes the development as provision of circa 37,000sqm of employment (Use Classes B1/B2/B8) floorspace, comprising circa 16,000 sqm of Use Class B1 floorspace. This is at odds with the Transport Scoping note, which describes it as 34,500m² B1(c) with ancillary office and 2,500m² B1(a). It must be shown in the Transport Assessment that a robust worst case for traffic generation can be accommodated on the network.

Wendlebury Road is part of the local rural road network and so access along it for traffic generated should be carefully investigated. The model appears to be utilising the A41 junction with Wendlebury Road for access to the site from traffic from the north via the LILO junction, past Bicester Avenue. Wendlebury Road from the A41 does not appear suitable to accommodate likely trips generated by this scale of development due to its width and apparent construction. For this to be acceptable, an upgrade of Wendlebury Road will be required between the A41/Wendlebury junction and the proposed site access. The upgrade shall be required to make it suitable for the increased traffic and also provision for pedestrian and cycle access.

The A41 from which the site is accessed is heavily trafficked. This was recognised by Bicester Village in their application for Phase 4 of their development, where they have proposed major highway improvements at and between the Esso roundabout and Pingle Drive junctions, as well as the provision of a Bicester Park and Ride facility.

Vendee Drive junction with A41 is nearing, if not at capacity, and so will be a key junction to assess and provide appropriate mitigation for. A stage 3 safety audit has recently been carried out for the junction now that the P&R is operational. Indeed, there have been a number of accidents at the A41/Vendee Drive roundabout in the last 5 years, mainly minor and near misses. Northbound vehicles appear to occasionally fail to give way to vehicles on the roundabout circulatory. Bicester Gateway is likely to generate up to 3,500 jobs, putting further pressure on this junction. The proposals for this phase are to deliver up to circa 1,070 jobs, in addition to the employment opportunities generated by the health and fitness centre, and so it is unclear whether there will be any further phases in the future, which will need to be clarified.

At our meeting on 14th December, we sought that the TA should have 2031 as the assessment year, with modelling scenarios to include an interim year as 2026. This would make us understand the situation in 2026 because it could be that some level of mitigation shall be required prior to the 2031 assessment year.

For 2031, OCC has provided traffic flows and turning movements from the recently updated Bicester highway model excluding Bicester 10 phase 2. This scenario does not include the SEPR and Eastern Perimeter dualling. (Previous versions did have 2031 scenario with SEPR/EPR dualling in place but they are not up to date).

It is also thought that using traffic flows and turning movements from a 2031 scenario that does include the SEPR and Eastern perimeter dualling should also be explored. For both of these scenarios, a model run without Bicester 10 phase 2 would need to be run, to produce traffic flows and turning movements for you to add your own traffic onto.

Depending on the site layout and position of buildings, it is likely that some part of the development shall be beyond the recommended walking distance to bus stops from new developments. The development will have to consider provision of a bus stop so that it can be served by a new bus service (preferably as an extension/link with the proposed new bus service to serve Bicester Office Park. This would only be possible if a single bus layby can be created on the southern side of the link road between the Vendee Drive/A41 roundabout and the proposed roundabout from which access shall be taken.

Other comments based on the indicative layout are:

- Vehicle swept path analysis will be required to demonstrate that delivery vehicles can enter and exit each individual unit in forward gear.
- Sufficient car parking will need to be provided to ensure that there is no overspill parking onto the adjacent roads or inappropriate parking into the Park and Ride site.
- The size of the parking spaces should be 2.5m x 5m. There should be 6m between rows of parking. There is no indication of circulation direction for larger units – there needs to be sufficient space for vehicles to pass one another.
- The proposals have not made any reference to the provision of cycle parking facilities. This must be included in subsequent applications in recognition of the potential for sustainable travel.

- The layout cannot be confirmed as acceptable until the drainage strategy is established, and therefore the size of any SUDS areas can be confirmed as acceptable. The site must not drain onto highway land.

Drainage

Oxfordshire County Council as the Lead Local Flood Authority (LLFA) would strongly object to the proposals if they were submitted as part of a full or outline application.

The majority of the site is shown to be in flood zone 3 and is also shown to be at risk of surface water flooding. A scheme to provide flood compensation is proposed which will need approval from the Environment Agency.

However the LLFA have significant concerns to the proposals as the compensation is being provided by significantly lowering the existing ground levels which are likely to be below existing groundwater levels.

Sustainable Drainage Systems (SuDS) are a requirement from the National Planning Policy Framework (NPPF) where proposed development is located in an area at risk of flooding; Development must only be considered in areas at risk of flooding if *"it gives priority to the use of sustainable drainage systems"* (NPPF Paragraph 103)

Therefore we will expect a surface water management strategy to be submitted to support the application which gives priority to an adequate sustainable drainage scheme in line with the CIRIA SuDS Manual C753.

To maximise the benefits of SuDS, C753 expects surface water management to be considered from the beginning of the development planning process and throughout – influencing site layout and design. The proposed drainage solution should not be limited by the proposed site layout and design.

Wherever possible, runoff should be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required. The proposed drainage should mimic the existing drainage regime of the site. Therefore we will expect existing drainage features on the site to be retained and they should be utilised and enhanced wherever possible.

The current proposals show existing ditches and an existing well established pond to be removed. The LLFA cannot support the removal of these features. The ditch that flows west to east through the site from the Wendlebury Road is likely to provide a drainage function for the highway drainage and potentially other offsite land. The existing drainage regime needs to be fully understood.

With the removal of the existing pond and ditches there will be a significant loss of existing biodiversity habitat which cannot be supported.

We will expect source control measures to be incorporated within the development wherever possible. The current proposals are proposing limited source control features and the attenuation is mainly being provided by a deep swale adjacent to the proposed flood plain. The proposed level is significantly below exiting flood levels and therefore will not be acceptable.

As well as addressing the above, the Surface Water Management Strategy will need to be developed in line with the Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire which can be found at the following link;

https://www.oxfordshirefloodtoolkit.com/wp-content/uploads/2018/12/LOCAL-STANDARDS-AND-GUIDANCE-FOR-SURFACE-WATER-DRAINAGE-ON-MAJOR-DEVELOPMENT-IN-OXFORDSHIRE.pdf

However, we cannot support the application until an adequate flood compensation scheme has been provided and approved by the Environment Agency, which demonstrates the development and proposed attenuation will be outside of the proposed flood plain and will not be compromised by the fluvial flood levels.

Officer's Name: Rashid Bbosa
Officer's Title: Senior Transport Planner
Date: 07 January 2019

OXFORDSHIRE COUNTY COUNCIL'S PRE APPLICATION ADVICE ON THE RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell
Application No: 19/00069/PREAPP
Proposal: Follow UP Outline for Employment development (Use Classes B1/B2/B8) and Leisure Club (use class D2)
Location: Land Adj to promised Land farm Wendlebury rd Chesterton

Response date: 17th April 2019

Purpose of document

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a strategic response (if appropriate) and technical team response(s).

Where possible these comments contain:

- **Advice on the feasibility of the location.**
- **Advice on what to include in a full application.**
- **Advice on the need for any pre-application surveying to be undertaken.**

Disclaimer

Please note this advice represents the opinion of an Officer(s) of the Council only, which is given entirely without prejudice to the formal consideration of any planning application which may be submitted.

Transport Development Control

As you may be aware, Oxfordshire County Council is a consultee of the local planning authority and provides advice on the likely transport and highways impact of development where necessary.

It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

At this stage in the process, I set out the main issues/information that will need to be considered with the proposal, and these are:

Legal agreement required to secure:

An agreement will be required under Section 106 of the Town and County Planning Act 1990 to:

- Mitigate the developments local highway impact under Section 278 of the Highways Act 1980 to enable completion of off-site highway improvements.
- Provide infrastructure and contributions in line with Bicester Policy 10
- Make payment towards a workplace travel plan monitoring fees of £1240

An agreement under Section 278 of the Highways Act 1980 would be required to enable the applicant to complete off-site highway works relating to the above mitigation measures.

Should the applicant wish to offer the access road leading from its junction with the A41 Oxford Road into the proposed car park for adoption as public highway, an agreement will be required under Section 38 of the Highways Act 1980 to enable the Local Highway Authority to adopt the access road.

Conditions:

Suitable planning conditions would be attached to subsequent planning applications which relate to the following areas:

- Vehicular and pedestrian access
- Drainage
- Accesses, layout, turning area and vehicular parking
- Turning area for service vehicles
- Cycle parking
- Travel plan

Detailed comments:

Access and connectivity

The site is accessed off Wendlebury Road which in turn is accessed via a left turn only in and out junction from the A41 Oxford Road, a strategic distributor road connecting Bicester with the A34 and M40.

A new 4-arm roundabout was agreed as part of the Bicester Gateway Phase 1 development and will form the main site access for both vehicles and pedestrians. Development of the new roundabout would however be carried out by Phase 2 development. Being mindful that this roundabout shall play an important role in gaining access to Phase 2 (as part of the access arrangement), its detailed layout and design must be agreed to prior to considering the development layout at outline application.

The new roundabout would serve the Wendlebury Road (North and South arms), site access and the Vendee Drive roundabout link will form the east and west arms respectively.

Wendlebury Road is a Sustrans cycle route (NCN51) and consideration will need to be given to how the development proposals would tie into the existing cycle and pedestrian infrastructure without compromising safety and operation of the NCN51, taking into account the increased volume of traffic. Development shall be expected to consider provision of cycle infrastructure along the site frontage to mitigate increased traffic. A cycle and pedestrian link should also be provided directly into the proposed John Lloyd centre from Wendlebury Road, to minimise walking and cycling distance for users and staff, thereby encouraging sustainable travel.

Options 7 and 8 have seen an introduction of another access off Wendlebury Road, to the north of the site to serve only the David Lloyd centre. This access has not made provision for pedestrians and none has been suggested other than expecting pedestrians wishing to visit/work at the facility to walk across the car park. It is suggested that a direct and safe walking facility is created off Wendlebury Road, between the DDA parking spaces and the racquet courts west of the centre.

For more information about the walking and cycling facilities within developments, please see Oxfordshire County Council's Walking and Cycling Design Standards which can be accessed at: https://www.oxfordshire.gov.uk/cms/content/transport-development-control-tdc

In summary, the following are required to provide safe and suitable access to the development:

- Detail of the roundabout including Wendlebury Road realignment bust be agreed to prior to approving site layout.
- Upgrading of Wendlebury Road along the Bicester Avenue Garden centre frontage northwards. The carriageway narrows and there is no footway. The upgrading needs to include the following:
  - Carriageway strengthening and widening which currently is not suitable for the volume of traffic, even without HGV's.
  - Provision of continuous shared pedestrian /cycle infrastructure along Wendlebury Road as mitigation for the increased traffic impact on the national cycle routes.
- Public Transport – Agreement to contribute towards provision of a bus service to serve the site which shall include provision of a bus stop along the southern side of Vendee Drive (between Wendlebury Road and Vendee Drive roundabout)
- Parking restrictions on Wendlebury Road – signed S278 agreement prior to commencement, delivery prior to occupation of any part of the development.

- A direct pedestrian link between the DL site and Wendlebury Road

Other comments based on the indicative layouts are:

- Vehicle swept path analysis will be required to demonstrate that delivery vehicles can enter and exit each individual unit in forward gear.
- Careful balance in parking provision will have to be shown, between ensuring that the development has sufficient car parking so as not to overspill onto adjacent roads and provision of the right amount so as discourage car usage. Guidance of our parking standards must be utilised for the respective land uses.
- The size of the parking spaces should be 2.5m x 5m. There should be 6m between rows of parking. There is no indication of circulation direction for larger units – there needs to be sufficient space for vehicles to pass one another.
- The proposals have not made any reference to the provision of cycle parking facilities. This must be included in subsequent applications in recognition of the potential for sustainable travel.

Public Transport

Although the site access does not appear far from the nearest bus stop along the A41, it is thought that the lack of direct walking route would take parts of the site to distances beyond which are recommended. Demand for travel to/from work on-site can be expected to be almost entirely in the morning and peak hours.

It is thus thought that a need to extend a local bus service to/from this site during the major peak times is reasonable to which a contribution towards the service shall be sought. The additional service would directly benefit employees and visitors by providing direct bus services from parts of Bicester closer to the site. Contributions are therefore required to cover the estimated cost of extending a local bus service from at least one residential area (for example from the North West) to/from this site
during the main journey to work times.

To make the service sufficiently attractive, a single bus stop is considered necessary to be positioned along the southern side of Vendee Drive (between the proposed new roundabout and Vendee Drive roundabout).

Transport Assessment

The scale of the proposed development will require a full transport assessment and travel plan to accompany any outline or full application. The traffic impact on the local network should be assessed within a full Transport Assessment, considering travel by all modes. Guidance on what to include in this can be found in Oxfordshire County Council's guide "Transport for new Developments: Transport Assessments and Travel Plans," that can be found in the following link: https://www.oxfordshire.gov.uk/cms/content/travel-plans-statements-and-advice.

For robustness, OCC's preference would have been that a single TA for the full site (Bic 10 allocation site including the additional land currently occupied by the poultry farm) is carried out to consider the traffic impacts of the entire site rather than assessing them separately. However, should application for development on the poultry farm site be presented separately and at a later date, then a Full Transport Assessment shall be required to accompany its application and will have to consider the Bic 10 site as committed development.

The proposed mix of B1 uses on site, with or without the class use D2 facility will give rise to a range of traffic generation scenarios based on the preferred option which shall be reviewed at outline/full application.

Should the application consider options that include the D2 facility, then the access to David Lloyds from Wendlebury Road shall require capacity assessment too.

Policy
The development falls within the policy area of Bicester Policy 10 within Cherwell District Council's Local Plan, which states, relative to this site:

"Infrastructure Needs…
Access and Movement – M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks, including safeguarding land for future highway improvements to peripheral routes on this side of the town."

Under Key site-specific design and place shaping principles it states:

- "Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the north, and, further to the north, Bicester Village retail outlet and Bicester town centre.
- Provision and encouragement for sustainable travel options as the preferred modes of transport rather than the private car, and provision of a Travel Plan. Good accessibility to public transport services should be provided for.
- Provision for safe pedestrian and cyclist access from the A41 including facilitating the provision and upgrading of footpaths and cycleways that link with existing networks to improve connectivity generally, to maximise walking and cycling links between this site and nearby development sites and the town centre.
- Accommodation of bus stops to link the development to the wider town.
- Maximisation of walking and cycling links to the adjoining mixed-use development at South West Bicester as well as the garden centre to the north.
- Contribution to the creation of a footpath network around Bicester.
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities."

In Oxfordshire County Council's Local Transport Plan 4, Policy BIC1 in the Bicester Area Strategy states:
"BIC1 – Improve access and connections between key employment and residential sites and the strategic transport system by:

- Continuing to work with Highways England to improve connectivity to the strategic highway. We will continue to work in partnership on the A34 and A43 strategies, as well as Junctions 9 and 10 of the M40 to relieve congestion
- Delivering effective peripheral routes around the town.

Southern peripheral corridor: provide a South East Perimeter Road to support the significant housing and employment growth in Bicester. In the longer term, link capacity issues along Boundary Way are assessed as being a major transport issue for the town. Land is safeguarded at Graven Hill for the section of road to the south of this site, joining the A41 at the Pioneer Road junction – this prevents development on the land that would be required, but does not remove the need for full assessment, justification and planning processes to be undertaken. This will need extending westwards to join the A41 north of M40 Junction 9. The preferred alignment for this extension has been approved as a connection from the Little Chesterton junction across to Graven Hill. The solution will also include a new link through the South East Bicester development site from the A41 Pioneer Road junction up to Wretchwick Way, providing connectivity through the site, in particular for buses."

At present the western section of the proposed South East Perimeter Road is not fully funded and so contributions towards this are required for mitigating Bicester Gateway's proposals. Other future developments in the area would also be expected to contribute, as did Phase 1 (16/02586/OUT) of development at Bicester 10. The contribution amount will be determined following guidance in the Cherwell Developer Contributions SPD (February 2018)

In terms of provision for Public Transport, Policy BIC 2 states:

"BIC2 – We will work to reduce the proportion of journeys made by private car through implementing the Sustainable Transport Strategy by: Improving Bicester's bus services along key routes and providing improved public transport infrastructure considering requirements for and integrating strategic development sites.

Bus connectivity improvements may be required at anticipated pinch points within the town as future developments come forward. This will include connections between North West Bicester and the town centre and consider the need for bus lanes along the A41 to connect with the Park and Ride scheme."

Officer's Name: Rashid Bbosa
Officer's Title: Senior Transport Planner
Date: 4th April 2019

Application no: 19/00069/PREAPP
Location: Land Adj to promised Land farm Wendlebury rd Chesterton

Archaeology Schedule

Recommendation:

Comments

Comments:

The site is located in an area of considerable archaeological interest immediately north of the scheduled monument of Alcester Roman Town (SM18). The line of the Roman Road heading north out of the Roman Town towards Towcester (Margaery Road 160a, forms the western boundary of the proposed site. An area of Middle Iron Age through to Roman settlement was recorded 80m west of the site during roadworks for the A41 in the 1990s. Further evidence of Iron Age and Roman settlement was recorded immediately west of the proposed development site during an archaeological evaluation ahead of Phase 1 of this project. This area of settlement has been preserved in situ.

An archaeological evaluation was undertaken ahead of the construction of the Chicken Farm which recorded a series of Roman drainage ditches. These deposits were waterlogged and contained well preserved organic remains including rare preserved wooded artefacts. A series of earthworks identified across the site from aerial photographs and Environment Agency Lidar images follow the alignment of these Roman ditches and could therefore be of Roman date.

We previously gave archaeological advice for an earlier pre-application request for this site under the reference number 18/00287/Preapp where we recommended that an archaeological evaluation would be required ahead of the determination of any planning application. This archaeological evaluation has now been undertaken for the site which did record a number of archaeological deposits. This evaluation was however constrained by the ingress of ground water. The results of this evaluation have only just been submitted to us for our comments.

Once agreed the report should be incorporated into a desk based assessment which will need to examine the significance of these archaeological features identified on the site and in context of features recorded within its environs. The desk based assessment will also need to assess the impact of this development on the significance of these assets and on the setting of the scheduled monument.

Both of these reports will need to be submitted along with any planning application for the site in order that the significance of any impact on surviving heritage assets can be assessed as set out in the National Planning Policy Framework (2018).

Officer's Name: Richard Oram
Officer's Title: Planning Archaeologist
Date: 15 April 2019

Application no: 19/00069/PREAPP
Location: Land Adj to promised Land farm Wendlebury rd Chesterton

Minerals & Waste Planning Schedule

Recommendation:

No Objection but the following comments should be taken into account.

Comments:

This site is within 400m of Bicester Sewage Treatment Works (STW). This is a safeguarded waste management site in the adopted Oxfordshire Minerals and Waste Local Plan: Part 1 Core Strategy, 2017 (policy W11 and Appendix 2). This safeguarding should be taken into account in the preparation and determination of any planning application for the proposed development, to ensure that the operation of and any further waste management development at the existing sewage treatment works are not prejudiced by the proposed development. This is also in accordance with the NPPF, paragraph 182 regarding new development that could have a significant adverse effect on an existing business or community facility.

Planning Conditions:
In the event that permission is to be given, the following planning conditions should be attached: None

Officer's Name: Peter Day
Officer's Title: Principal Minerals & Waste Policy Officer
Date: 27 March 2019

COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell District Council
Application No: 19/01740/HYBRID
Proposal: This application comprises a 'hybrid' planning application comprising: - Outline planning permission (all matters reserved except for access) for up to 23,400sq.m of B1 development (Use Classes B1a and/or B1b and/or B1c); highway works (including provision of a new roundabout at the junction between Vendee Drive and Wendlebury Road); creation of a wetland and landscaped areas; and associated infrastructure works. - Full planning permission for a health and racquets club, associated access and car parking, outdoor tennis courts, air dome, outdoor swimming pool, spa garden and terrace, and associated landscaping.
Location: Land Adj To Promised Land Farm, Wendlebury Road, Chesterton

Response date: ***23rd October 2019***

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application No: 19/01740/HYBRID
Location: Land Adj To Promised Land Farm, Wendlebury Road, Chesterton

General Information and Advice

Recommendations for approval contrary to OCC objection:
IF within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweigh OCC's objections, and given an opportunity to make further representations.

Outline applications and contributions
The number and type of dwellings and/or the floor space may be set by the developer at the time of application, or if not stated in the application, a policy compliant mix will be used for assessment of the impact and mitigation in the form of s106 contributions. These are set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by the developer a matrix (if appropriate) will be applied to assess any increase in contributions payable. The matrix will be based on an assumed policy compliant mix as if not agreed during the s106 negotiations.

Where unit mix is established prior to commencement of development, the matrix sum can be fixed based on the supplied mix (with scope for higher contribution if there is a revised reserved matters approval).

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of s106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.

- **Security of payment for deferred contributions** – An approved **bond** will be required to secure payments where the payment of S106 contributions (in aggregate) have been agreed to be deferred to post implementation and the total County contributions for the development exceed £1m (after indexation).

- **Administration and Monitoring Fee -** TBC
  This is an estimate of the amount required to cover the extra monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will adjusted to take account of the number of obligations and the complexity of the S106 agreement.

- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether an s106 agreement is completed or not.

Application no: 19/01740/HYBRID
Location: Land Adj To Promised Land Farm, Wendlebury Road, Chesterton

Transport Schedule

Recommendation:

Objection

The information provided is insufficient to determine the traffic impact of the development:

- There are some queries with the methodology of the TA; a scenario reflecting the development covered by this application has not been modelled.
- Provisions made for pedestrian and cycle access are not considered sufficient to ensure that opportunities to promote sustainable transport modes can be taken up and that priority is given first to pedestrian and cycle movements (NPPF Paras 108 and 110)

If despite OCC's objection permission is proposed to be granted, then OCC requires prior to the issuing of planning permission a S106 agreement including an obligation to enter into a S278 agreement to mitigate the impact of the development plus planning conditions and informatives as detailed below.

S106 Contributions

Contribution	**Amount £**	**Price base**	**Index**	**Towards** (details)
Highway works	**TBC**	**TBC**	Baxter	The South East Link Road – To be confirmed as the number of trips generated by the site is not agreed.
Public transport services	£375,000	October 2019	RPI-x	Towards bus service enhancements to extend a local bus service to/from this site during the major peak times – which are assumed to be 0700-1000 and 1600-1900 Mondays to Fridays over a period of 5 years
Public transport infrastructure (*if not dealt with under S278/S38 agreement*)	£10,000	October 2019	Baxter	A bus Shelter including a standard flag pole and information case on the Vendee Drive link Road east of the Vendee Drive roundabout.

Travel Plan Monitoring	£3,280	October 2019	RPI-x	Travel plan monitoring fees of £3,280 for the B1 employment floorspace and Health and Racquet club.
Total				

Key points:

- Clarification is required where the application presents conflicting information with respect to the scenarios to be assessed and also the scale of development with respect to the site. A scenario reflecting the development covered by this application needs to be assessed.
- Improvements to pedestrian and cycle accessibility in the local and wider context to allow and encourage walking and cycling to the site
- Provision of a suitable location for a bus stop along Vendee Drive in order to facilitate an extended bus service closer to the site.
- We are not convinced that a robust trip generation assessment has been undertaken to satisfactorily lead to an accurate assessment of the impact on the network.

Comments:

Scope of Development
This application (referred to in the application documents as Application 1) is submitted in hybrid form seeking outline planning permission for up to 23,400 sqm of employment floorspace (B1 Use Classes) and full permission for a Health and Racquets Club. Application 2 (19/01746/OUT) seeks outline planning permission (with all matters reserved excluding access) for up to 10,200sqm of B1 development (B1a and/or B1b and/or B1c);

The TA assesses 4 different development scenarios:

- Scenario 1: B1 development (23,400sqm) across all of Site A;
- Scenario 2: B1 development (16,800sqm) across most of Site A, with the Racquets Club on the remainder of Site A;
- Scenario 3: B1 development (33,600sqm) across Site B; and
- Scenario 4: B1 development (27,000sqm) and Health & Racquet Club across Site A and B.

None of the above scenarios assess the development proposed by this application (**reason for objection**).

There should also be a scenario that considers both applications together should they both be given permission. For robustness this should be 33,600 square metres

of B1a development and 5,869 square metres of Assembly and Leisure. None of the scenarios are therefore sufficient to cover this.

Accessibility

Vehicular Access – The site is located along the eastern front of Wendlebury Road to which access shall be acquired. Wendlebury Road is a single carriageway road and is approximately 5.5m wide on the Site frontage, is unlit and currently subject to National speed limit. Wendlebury Road has a left in left out only junction with the A41 Oxford Road which is a strategic distributor road connecting Bicester with the A34 and M40.

The site is bounded to the north by an access road into the Thames Water treatment works which treatment works form the eastern frontage of the site. To the south of the site is a farmland.

A new 4-arm mini roundabout was agreed as part of the Bicester Gateway Phase 1 development and will form the principal site access to the B1 development on phase 1 (Phase 1b). The access for this application would require a new standard roundabout at approximately the same location, as the mini roundabout would not provide sufficient capacity. (The new roundabout would serve the Wendlebury Road (North and South arms), site access and the Vendee Drive roundabout link will form the east and west arms respectively.

Whilst this new roundabout was consented as a mini-roundabout (in Bicester Gateway Phase 1 development) as mentioned in para 3.2.2 of the Transport Assessment (TA), in order to make accessibility for traffic associated with Bicester Gateway Phase 2, it was considered appropriate for this to be upgraded to a standard /conventional roundabout. This arrangement may require the development to dedicate some of the land to highways in order to realign Wendlebury Road and also accommodate the new roundabout.

Walking and Cycling – The site benefits from a number of amenities within walking distance such as the Bicester Park and Ride and the Tesco supermarket. It also has the potential to be within reasonable walking and cycling reach of Bicester Village retail, Bicester Village train station and further into town subject to improvements being made to walking and cycling infrastructure.

These improvements would be in line with Bicester 10 Policy that states: "*provision for safe pedestrian and cyclist access from the A41 including facilitating the provision and upgrading of footpaths and cycleways that link with existing networks to improve connectivity generally, to maximise walking and cycling links between this site and nearby development sites and the town centre*". The connection of the business park to the wider areas is not sufficient to ensure significant active travel, given the size of the development.

Paragraph 3.3.1 acknowledges discontinuity in the footway along Wendlebury Road but has limited the appraisal to this. Beyond Wendlebury Road, i.e. along the A41, the existing shared use footway/ cycleway on the eastern side is not suitably wide

enough to encourage and maximise use. The section of this shared use between the A41 signalised crossing towards Pioneer Way and Lakeview Drive is intended to be widened to 3m as part of the Bicester Office development application. This development is similarly required to make such improvements on the remainder of the stretch up to Wendlebury Road.

Wendlebury Road is a Sustrans cycle route (NCN51) without a dedicated cycleway in the vicinity of the site. The development here intends to provide a shared use facility for both cyclists and pedestrians (illustrated by Drawing No. 19539-13-01 Rev A) along the southern side of Wendlebury Road. Whilst this provision is welcomed, the 2.5m wide facility is however questioned especially where a significant amount of two-way cycling is expected. A width of 3m should generally be regarded as the preferred minimum on an unsegregated route, although in areas with contraflow cycling a wider facility should suffice.

This section of Wendlebury Road benefits from sufficient highway verges on both sides. For purposes of maintaining the standard footway/cycleway facilities, the applicant may explore widening of the carriageway given the resulting increase in traffic due to this development. This would in turn address Problem 1.01 as identified by the independent Road Safety Audit undertaken by Mott MacDonald.

The application claims to improve cycling provision. Paragraph 5.1.2 states that, "*where the foot-cycleway crosses the accesses to the Thames Water site and Bicester Avenue appropriate crossing details will be provided including dropped kerbs, tactile paving and appropriate signage*." Drawing No. 19539-11-01 Rev A appended to the TA illustrates the intended arrangement of the foot-cycleway crossings. OCC do not approve of the proposed crossings and instead require that raised table treatments are utilised to create a more convenient and safer environment that prioritises non car travel. This should also include the health club access.

On a separate drawing, (Drawing No. 19539-11-02 Rev A) the termination of the shared use facility raises safety concern particularly for southbound cyclists and/ or pedestrians running past the roundabout towards Wendlebury. These shall be forced to abruptly re-join the carriageway while still within the roundabout envelope – which is not considered safe. It is thus recommended that termination of this shared use facility should extend a safe distance away from the roundabout (as shown in the RSA Stage1 report) for the entire frontage of the development, west of the access. This is partly due to the changing character of Wendlebury Road to an urban form.

Failure to provide a safe and suitable access for these users would be contrary to NPPF (safe and suitable access AND opportunities for sustainable travel).

The Active & Healthy Travel Strategy within OCC's Connecting Oxfordshire: Local Transport Plan 2015-2031 states that (paragraph 3.28, p.12):

> "Developers must demonstrate through master planning how their site has been planned to make cycling convenient and safe, for cyclists travelling to and from major residential, employment, education, shopping and leisure sites within 5-10 miles, and also within and through the site."

Further to this, the Bicester Area Strategy refers to the Bicester Sustainable Transport Strategy, which recommends pedestrian and cycling improvement schemes for the town.

Any walking and cycling schemes developed should follow guidelines in the Oxfordshire Walking and Cycling Design Standards and Residential Road Design Guide.

Public Transport – OCC's overarching concern with this site in terms of its impact on public transport is the peak travel demand by car which will create severe pressure on the A41, especially on the Vendee Drive roundabout affecting access to the Park and Ride site.

This type of development tends to have significant peak car demand, matching start and finish times. Modifications will be required to the A41 and the roundabout to ensure that the trunk bus route can continue to flow through the peak demand period, including the egress from the Park and Ride site.

The s5 bus route operates four times per hour between Oxford and Bicester and must be considered the main alternative to the car, since the site is a considerable walking distance from the rail stations. However, people will only be encouraged to use public transport if the buses stop within a convenient walking distance.

Increased accessibility to the S5 bus can be provided by creating a bus stop on either side of the link road between Vendee Drive roundabout and the site access roundabout on Wendlebury Road. On each side, a single bus stop (on-carriageway) with a shelter is considered sufficient.

The bus company may be prepared to divert certain work-related s5 journeys along this link road, instead of diverting into the Park and Ride site. The s5 bus route would give reasonably good access from central and north Oxford and from Gosford. This route passes Oxford Parkway rail station.

However, in addition to this, the site would need to be served by a local bus service where contributions have already been sought from Bicester Business Park, to the north. In principle, the additional bus journeys to and from the Bicester Business Park could be extended to the proposed new stop on the link road between the roundabouts. Currently, the Bicester Business Park service is conceived as a morning and afternoon peak service, which would be cross-linked to one of the new Bicester residential areas. Depending on the exact mix of uses on this site, then shift-change buses will be required at certain times outside the standard morning and afternoon peak times. These could be provided either by the proposed local service bus, or by additional journeys on route s5.

Parking

The number of parking spaces intended to be allocated within the outline application has not been specified, but we would expect parking levels to be suitably justified so as to prevent the likelihood of overspill parking either onto Wendlebury Road and

neighbouring parking facilities such as the Bicester Park and Ride site or Bicester Avenue's car park.

However, it is proposed to provide 246 car parking spaces for The David Lloyd club without any justification. The application has not provided the gross floor area from which we can match this to parking standards. However, taking a comparative approach to the David Lloyd in Oxford which has a provision of 190 parking spaces, I am inclined to consider this parking level to be appropriate with respect to the setting.

Trip Generation and Distribution

In order to derive the trip rates for the proposed development, the TRICS database has been interrogated. In addition to this, the trip generation for the B1 use is the same as recently agreed on the adjacent planning applications for B1use, which I think is reasonable as shown in Table 5 of the TA.

The TA assumes that only 35% of the gross B1 floorspace to be delivered would be B1a (office floorspace). This would be acceptable if the applicant is willing to accept a condition limiting the quantum of B1a (office) floorspace of the development to 35% to comply with the underlying traffic impact assessment. Otherwise, an assessment of the worst-case scenario for traffic generation must be undertaken.

The trip rates for the technology/ science park element of the site have been derived primarily from TRICS database for a survey on the Cambridge Science Park. These were then compared to the Begbroke Science Park trip rates for corroboration. The peak hour trips were then applied to the total development gross floor in order to acquire a trip rate for the site (as presented in Table 6).

I do not consider that the vehicle trip rates from either Begbroke or Cambridge sites are appropriate to apply at this site.

The Cambridge Science park is in a setting that is not comparable to the setting and context of this development in Bicester. The Cambridge park abuts a guided busway across which lies a residential zone where a proportion of residents are likely to be employed within the 90+ companies on the science park and likely to walk/cycle due to the proximity. As a whole this science park is equipped with unrivalled amenities such as a full-time nursery for employees on site, a health club, two centres for conferences, trainings and exhibitions etc., hairdressers, places to eat amongst others. These amenities are likely to retain employees on site after the normal working hours. Besides that, there are transport initiatives aimed at promoting sustainable travel such as free taxi service for commuters using the Cambridge North Station, provision of shared bicycles between the site and train stations.

Begbroke science park is wholly owned and managed by the Oxford University with organisations on site promoting research led employment to university students. This science park offers free and frequent minibus service for members and staff on site, including visitors.

In this regard, I feel there has been an unrealistic comparison in trips in the process. I therefore conclude that a robust and satisfactory assessment has not been done of the impact the associated vehicle trips will have in the future on the network. **(Reason for objection)**

In deriving trip rates for the Health and Racquet club, TRICS database was again utilised. However, it is questionable where the following parameters have been applied, which I feel should are not representative of the development site. These are;

- Under primary filtering, Residential Zones should have been deselected as this development does not lie in or is close to a residential zone.
- Under secondary filtering, surveys carried out in areas with populations of over 500,001 or more within 5miles of the site does not represent Bicester. So that too should have been deselected.

I therefore consider that the vehicle trip rate proposed for the Health and Racquet club in the TA using the industry standard TRICS database could have been reached with unrealistic survey categories which should be revisited. In this regard, I conclude that a robust and satisfactory assessment has not been done of the impact the associated vehicle trips will have in the future on the network. **(Reason for objection)**

50% in the AM peak traffic is assumed to be linked/ secondary trips. This is based on a survey undertaken from other David Lloyd establishments as shown in the TA. However, looking at Table 21, I am more concerned about the weekday peaks than weekend peaks where it shows that the average linked trips amount to about 44%. Nevertheless, I am less inclined to agree to this as the David Lloyd Survey only provides a percentage of linked trips by journey types but fails to draw into perspective the location of the origin/destination with respect to the site i.e. shops, homes, workplace. Even if these were linked trips, these could still be new trips to the immediate highway.

Paragraph 4.4.6 asserts that the development would generate about 10 HGV movements in the peak hour, but it is not clear how this number has been derived.

Besides the Health and Racquet club trip assignment in Table 24, the TA has not demonstrated how trips are distributed and assigned from the rest of the development, which it is assumed that the B1 element shall likely have a bigger impact on the network. No explanation is given for the trip assignment presented under Table 24.

It is unclear what distribution of development traffic has been assumed at the proposed new roundabout between Wendlebury Road and the link to Vendee Drive junction. It is feared that a significant proportion of flows could be routed via Wendlebury Road which allows an overly optimistic distribution of traffic flows and inappropriate route selection. It is reasonable to assume that the majority of employees during the PM peak time shall distribute via the Vendee Drive roundabout rather before they disperse to Vendee Drive, A41 south and A41 north. Only when this access becomes highly congested would drivers choose to use the left-in/left-out junction. As such, this traffic along this section of link road between the two

roundabouts is likely to be overly congested as reflected in the first phase application, which assumed that the link between Vendee Drive junction and the proposed Wendlebury Road Roundabout would require dualling of that link for stacking. Notwithstanding this, demand for all development traffic should be assumed through Vendee Drive junction and so that is what the development should be designing for to mitigate the impact.

Diagrams showing development traffic distribution throughout the network must be provided for all development scenarios and time periods assessed. **(Reason for objection).** It is not clear from the current assessment what the distribution of traffic to and from the development is along the Wendlebury Road and whether the development traffic from the left turn out on to the A41 is being considered when it routes back through the Vendee Drive/A41 junction in the Vendee Drive junction assessment Wendlebury Road is part of the local rural road network and so access along it for traffic generated should be discouraged through measures to this effect.

Impact on Local Transport Network

Junctions have been modelled using appropriate industry standard software where assessment is undertaken for 2026 and 2031. However, we consider the flows informing this assessment including the movements/distribution on the network to be insufficient as already mentioned above. Modelling assessment is further classified into base scenarios with and without development and the SEPR.

Junction Capacity Assessment

Modelling output summaries for Scenarios 1, 2 and 4 are presented in Table 32 for 2026 and 2031 assessment years at the site access junction/roundabout. The junction assessments conclude that the junction shall still operate within its capacity under the development scenarios. However, OCC wish to raise the following issues with respect to capacity assessment on this junction.

As detailed in the section above titled ‘Scope of the Development’ The impact of the development on the highway network has been assessed on scenarios that are not ascribed to the development proposals. Although the applicant has assumed the critical flows, they in turn are unrepresentative of the development in question. A scenario reflecting the development covered by this application has not been modelled. **(Reason for objection)**

The TA’s assessment of traffic beyond the access roundabout, particularly for traffic heading to Vendee Drive roundabout (which the majority would be) does not take into account proximity of the Vendee Drive junction. Instead the modelling assumes that all the traffic that shall be discharged from this access roundabout would be equally be dissipated away which shall not be the case as there is likelihood that this traffic shall be held at the Vendee Drive roundabout.

There is a risk of the Vendee Drive Link Road becoming over capacity during peak times owing to its limited length between the roundabouts where queues shall likely extend back to the Vendee Drive roundabout in the AM peak and into the site during the PM peak which would be a safety issue.

Notwithstanding the above points, the modelling scenario outputs indicate that on the A41/ Vendee Drive certain arms of the junction would be just below capacity in 2031 when the development is factored in. The necessity of the SEPR is demonstrated where significant junction operation improvements are observed between scenarios without and with the SEPR, as such the 2031 modelling should only be used to show that the SEPR is necessary and provides benefit to the development. The 2026 modelling without the SEPR is required to demonstrate the development's impact on the local road network and develop mitigation to demonstrate safe and suitable access.

As such, the A41/ Wendlebury Road junction has been modelled together with other junctions along the A41 corridor. Considering that operation of this access is critical to the proposed development in both AM and PM peaks, OCC would like to see its review carried out in isolation of the rest of the A41 corridor.

As part of the consented development proposals for Kingsmere Retail, Bicester 4 Office Development and Bicester Village Phase 4 a package of highway works is/shall be implemented covering the following junctions:

- Oxford Road / Pingle Drive roundabout;
- A41 Oxford Road / Oxford Road signalised roundabout (Esso roundabout);
- A41 Oxford Road (A41) / Lakeview Drive signalised junction;
- A41 Oxford Road (A41) / Kingsmere signalised junction;

As such, it is not clear whether junction capacity assessments along the A41 corridor have taken the above highway improvements into account. The appendices of the A41 corridor modelling work have not included a network diagram that shows how the lanes and junctions are linked across this corridor. OCC would like corridor modelling to include the associated network diagram.

Bicester Gateway (Bicester 10) is expected to generate up to 3,500 jobs, as per the Cherwell Local Plan. A masterplan and comprehensive studies illustrating the relationship of this application with the potential development in the remaining area (land within the allocation but not currently proposed for development) is considered key to ensuring that the impact of the site in its totality has been considered in full.

It is again unclear whether any future phases at Bicester 10 will be proposed subsequent to the development outlined in this planning application, but the traffic impact of the full allocation should have been assessed, to understand the cumulative impact of the incremental planning applications. Proportionate and appropriate levels of contribution and direct mitigation to be delivered through this planning application could then be established.

An assessment of the full allocation would likely demonstrate the need for a more substantial mitigation package greater than if applications are assessed piecemeal, such as signalisation/reconfiguration of the A41/Vendee Drive roundabout, for example.

The A41 from which the site is accessed is heavily trafficked. This was recognised by Bicester Village in their application for Phase 4 of their development, where they have proposed major highway improvements at and between the Esso roundabout

and Pingle Drive junctions, as well as the provision of a Bicester Park and Ride facility. Bicester 4 and Kingsmere Retail will also be delivering substantial mitigation schemes.

A Stage 3 safety audit has recently been carried out at the junction now that the P&R is operational. There have been a number of accidents at the A41/Vendee Drive roundabout in the last 5 years, mainly minor and near misses, but a double fatality more recently that is currently being investigated. Northbound vehicles appear to occasionally fail to give way to vehicles on the roundabout circulatory. Additional vehicles through the junction generated by the development proposal will only exacerbate any risk.

Required measures from this development allocation are likely to include speed reduction measures on the A41 southern arm, with longer term measures such as relocation of the Park & Ride access, signalisation of the junction and/or changing the geometry of the junction. Any mitigation requirement should be considered a direct local mitigation requirement and separate from the strategic mitigation contribution required for relief to the A41 by 2031. It is not a case of one or the other, due in part to the development opening year likely being in advance of the strategic scheme.

Consideration also needs to be given as to how the highway works on A41 secured through Phase 1 (16/02586/OUT) will be integrated any further mitigation proposals. A crossing of A41 and bus stop provision will need to be retained in the design. A more holistic approach to reducing congestion on this corridor is therefore required. These junctions will be sensitive to relatively low-level increases in traffic flow and so a full assessment is required of each junction, as opposed to the summary presented. Appropriate mitigation measures can then be developed to reduce this allocation's impact."

The assessment of the A41 junctions to the north of Vendee Drive junction clearly shows these junctions to be nearing, at or over capacity in the 2026 opening year. A more holistic approach to reducing congestion on this corridor is therefore required. These junctions will be sensitive to relatively low-level increases in traffic flow and so a full assessment is required of each junction, as opposed to the summary presented. Appropriate mitigation measures can then be developed to reduce this allocation's impact; a sustainable transport strategy for the corridor incorporating measures such as bus lane (s), bus priority measures, and cycling facilities segregated from footways is likely to be required.

Even for the level of development proposed, the assessment makes some suggestions for improving the corridor. However, the assessment also shows a reliance on the delivery of the SEPR, when it should be focusing on the 2026 opening year, as the impact of the development will be experienced in advance of this strategic infrastructure.

In view that this application has been submitted alongside another for similar B1 development on adjacent land (also referenced as Site B) it is OCC's view that there should be a scenario that considers both applications together should they both be granted. For robustness this should be 33,600 square metres of B1a development

and 5869 square metres of Assembly and Leisure. None of the scenarios are therefore sufficient to cover this. **(Reason for objection)**

The interaction of car parking with Bicester Park and Ride does not appear to have been considered. How will overspill parking from the development be prevented from using the P&R site? A robust car parking management plan must be included in the Travel Plan.

Transport Strategy
Policy

National Planning Policy Framework (NPPF)
Revised NPPF para 108:
"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: …
c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

Revised NPPF para 109:
"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Revised NPPF para 111:
"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

Cherwell District
Cherwell Local Plan Policy SLE 4: Improved Transport and Connections:
"The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections… New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development."

It should be noted that Site B extends beyond the area allocated for Bicester 10 to include the chicken farm to the south, but in this context should be regarded as an extension of the allocation. In the Cherwell Local Plan under Policy Bicester 10: Bicester Gateway it states:

“Infrastructure Needs…
Access and Movement – M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks, including safeguarding land for future highway improvements to peripheral routes on this side of the town.”

However, M40 Phase 2 improvements to Junction 9 have now been completed.

Under Key site-specific design and place shaping principles it states:

- “Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed-use urban extension at South West Bicester to the west, the garden centre to the north, and, further to the north, Bicester Village retail outlet and Bicester town centre.
- Provision and encouragement for sustainable travel options as the preferred modes of transport rather than the private car, and provision of a Travel Plan. Good accessibility to public transport services should be provided for.
- Provision for safe pedestrian and cyclist access from the A41 including facilitating the provision and upgrading of footpaths and cycleways that link with existing networks to improve connectivity generally, to maximise walking and cycling links between this site and nearby development sites and the town centre.
- Accommodation of bus stops to link the development to the wider town.
- Maximisation of walking and cycling links to the adjoining mixed-use development at South West Bicester as well as the garden centre to the north.
- Contribution to the creation of a footpath network around Bicester.
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities.”

Oxfordshire Local Transport Plan 4 (LTP4)
In Oxfordshire County Council’s Local Transport Plan 4, Policy BIC1 in the Bicester Area Strategy states:

“BIC1 – Improve access and connections between key employment and residential sites and the strategic transport system by:

- Continuing to work with Highways England to improve connectivity to the strategic highway. We will continue to work in partnership on the A34 and A43 strategies, as well as Junctions 9 and 10 of the M40 to relieve congestion
- Delivering effective peripheral routes around the town.

Southern peripheral corridor: provide a South East Perimeter Road to support the significant housing and employment growth in Bicester. In the longer term, link capacity issues along Boundary Way are assessed as being a major transport issue for the town. Land is safeguarded at Graven Hill for the section of road to the south of this site, joining the A41 at the Pioneer Road junction – this prevents development on the land that would be required, but does not remove the need for full assessment, justification and planning processes to be undertaken. This will need extending westwards to join the A41 north of M40 Junction 9. The preferred alignment for this extension has been approved as a connection from the Little

Chesterton junction across to Graven Hill. The solution will also include a new link through the South East Bicester development site from the A41 Pioneer Road junction up to Wretchwick Way, providing connectivity through the site, in particular for buses."

The cumulative impact of Local Plan growth development in Bicester will be severe if appropriate contributions are not secured from all development sites towards the strategic transport infrastructure required to mitigate the increase in transport movements.

Strategic transport modelling demonstrates the benefits that the South East Perimeter Road (SEPR) will bring to the A41 /Oxford Road:

- The A41 Oxford Road is a key corridor in Bicester where junctions along its length are impacted significantly as a result of the growth of Bicester, including Bicester 10. The Application Site will increase the proportion of peak hour traffic through this corridor.
- The SEPR has been identified as a key piece of strategic infrastructure that will bring direct relief to the A41 corridor, thereby facilitating improved operation of junctions directly impacted by Bicester 10.
- Modelling has demonstrated the benefits that the SEPR would bring to the A41. In the AM peak:

    - Over 1000 vehicles (pcu's) that would otherwise use the A41 Oxford Rd northbound through Vendee Drive would route via SEPR (eastbound)

    - Around 930 vehicles (pcu's) that would otherwise use A41 Boundary Way and turn left on A41 Oxford Rd southbound past Bicester 4, would route via SEPR (westbound)

    - Therefore, over 1930 vehicles (pcu's) would use the SEPR that would otherwise route along A41 past the Bicester 10 site.

It is acknowledged however that the capacity released on the A41 by the SEPR will itself encourage some traffic that might otherwise choose NOT to use the A41, to divert along the corridor. When taking diverted traffic into account, the net reduction in traffic on the A41 would be around 1130 pcu's.

At present the western section of the proposed SEPR is not fully funded and so contributions towards this are required for mitigating Bicester Gateway's proposals. Other future developments in the area would also be expected to contribute, as did Phase 1 (16/02586/OUT) of development at Bicester 10. The required contribution has been determined in accordance with the Cherwell Developer Contributions SPD (February 2018) using a formula that has been used to negotiate with Bicester 4 developers.

<u>SEPR Western Section</u>
X = £21.3m (October 2015 cost estimate) for SEPR Western Section
Y = £2,362,842.83 (estimated held or secured s106 contributions)
Z = £14,185,800 (notional 66.6% match funding)

E = Bic 10 (remaining) and Wretchwick Green, amounting to 5431 peak hour trips in total (Wretchwick Green = 1773 and Bicester 10 (remaining) = 3658 based on floor space compared with Bicester 4).

The cost estimate was taken from the "Preliminary ecological appraisal, planning advice and engineering feasibility for the South East Perimeter Road" document that can be downloaded from the County Council's website here.

Under section 8.2, the costing for the preferred southern alignment (option 2) is estimated at £15m engineering (structures cost) and £6.3m new highway costs.

Contribution per unit trip that should be made towards relief to the A41 is therefore = £874.86. This contribution rate shall be applied to the peak hour trips when an agreed trip generation assessment has been reached.

In terms of provision for Public Transport, Policy BIC 2 states:

"BIC2 – We will work to reduce the proportion of journeys made by private car through implementing the Sustainable Transport Strategy by: Improving Bicester's bus services along key routes and providing improved public transport infrastructure considering requirements for and integrating strategic development sites.

Bus connectivity improvements may be required at anticipated pinch points within the town as future developments come forward. This will include connections between North West Bicester and the town centre and consider the need for bus lanes along the A41 to connect with the Park and Ride scheme."

Consideration for bus lanes connecting with the Bicester Park and Ride have not been considered by these development proposals to improve sustainable access to the site but could be instrumental in providing relief to the A41.

Bicester Area Strategy Policy Bic 4:
"To mitigate the cumulative impact of development within Bicester and to implement the measures identified in the Bicester area transport strategy we will secure strategic transport infrastructure contributions from all new development"

Travel Plan
Two travel plans have been submitted with this application, a framework travel plan for the employment floorspace which is being proposed for the site and a travel plan for the David Lloyd Sports and Racquet Club. They have both been checked against our approved guidance. Our comments on the submitted travel plans are included below.

The TA states that "Application 2 will not come forward unless the development proposed by Application 1." Any site occupiers of this additional employment floorspace in application 2 who are above travel plan thresholds will also be required to develop their own travel plans which are based on and in accord with the site wide framework travel plan targets and objectives.

N.B. Please provide answers to any questions that require a response. A failure to do this will inevitably lead to delays.

Framework travel plan comments
As a framework travel plan has already been produced to cover the site that this proposed development will occupy it will just need to be updated to include this additional employment floorspace which is being proposed as part of this application.

Any site occupiers of this additional employment floorspace who are above travel plan thresholds will also be required to develop their own travel plans which are based on and in accord with the site wide framework travel plan targets and objectives.

- Once the makeup of the site has been decided the framework travel plan will be updated to include this information. This will include details of cycle parking, car parking etc. A site plan will be added to the framework travel plan.
- Para 4.1 The aim of this travel plan is to reduce single occupancy vehicle (SOV) trips made to and from the site. As car share may be one way of achieving this aim this should be changed from private car to reflect this.
- Para 5.2 Targets, a target needs to be specified for all modes for each year in which a survey will take place, usually years 1, 3 and 5, these should be given in both percentages and actual numbers. Please also specify a target for reducing SOV trips made to and from the site.
- Para 6.1.2 Each individual unit that is required to produce a travel plan should do so within three months of occupation this include carrying out their own baseline survey.

A link to our guidance is included below.

https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/TravelAssessmentsandTravelPlans.pdf

Construction Travel Management Plan (CTMP)
A CTMP will be needed for this development, given the traffic sensitive nature of the potential approach routes on the wider strategic road network e.g. A41. We would normally expect the CTMP to incorporate the following in detail:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.

- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak hours.

The development shall be constructed in accordance with the approved plan.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£TBC Highway Works Contribution indexed from XX using Baxter Index. Towards the South East Link Road – to be confirmed as the number of trips generated by the site is not agreed. See further details above.

£375,000 Public Transport Service Contribution indexed from October 2019 using RPI-x

Towards:
Bus service enhancements to extend a local bus service to/from this site during the major peak times – which are assumed to be 0700-1000 and 1600-1900 Mondays to Fridays over a period of 5 years

Justification:
Whilst the development appears to be close to the Park and Ride and also to the bus stops along the A41, much of the development is far from these facilities if the actual walking route is put into perspective, particularly where there is need to cross the A41 to the northbound bus stop or the Park and Ride.

The provision of a guaranteed bus service closer to the site at journey-to/from-work times provides employees with some certainty of departure times, especially after work. The walking distance from the site to the northbound bus stop on the A41 is not only in excess of the recommended 400 metres from much of the site, but it also requires both carriageways of the A41 to be crossed on foot. In addition, the arrival times of buses on the main road service from Oxford cannot be predicted with any degree of reliability due to variable traffic congestion.

Demand for travel to/from work on-site can be expected to be almost entirely in the morning and peak hours. Contributions are therefore required to cover the estimated cost of extending a local bus service to/from this site during the main journey to work times. Contributions have already been sought from the nearby Bicester Business Park, to the north of this site and it is expected that, the additional service shall be extended to serve this development with provision of a new suitable bus stop on either side of the Vendee Drive link road between the roundabouts. This is requested over a period of 5 years as this is estimated as the length of time for it to become commercially viable.

The provision of an on-site bus service is seen as being a much more attractive proposition than the long walk, across a busy dual carriageway road to a bus stop with a highly variable bus service. The Council wishes to encourage the use of modes other than the car for journeys to work in the Bicester area.

Calculation:
Similar to contributions requested from other developments, calculations are based on £50 per bus-hour. Six morning arrivals on Mondays to Fridays and six departures in the evening equates to £300 per working day (3 hours am and 3 hours pm) or £75,000 per annum. The cost for five years would be £375,000.

£10,000 Public Transport Infrastructure Contribution indexed from October 2019 using Baxter Index

Towards:
A bus Shelter including a standard flag pole and information case on the Vendee Drive link Road east of the Vendee Drive roundabout.

Calculation:
The £10,000 is the procured cost of a 3-bay bus shelter to include a flag pole and information case, installation and commuted sums for maintenance.

£3,280 Travel Plan Monitoring Fee indexed from October 2019 using RPI-x

Towards:
Travel Plan Monitoring Contribution for both the framework travel plan as part of the outline site and a separate Travel Plan David Lloyd club development for a period of 5 years after the occupation of the site.

Justification:
The travel plan is a document that is bespoke to the individual development, reflecting the site's current and predicted travel patterns, opportunities for sustainable travel, and targets for improving the proportion of sustainable travel associated with the site.

NPPF Paragraph 36 states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

The travel plan aims to encourage and promote more sustainable modes of transport with the objective of reducing dependence upon private motor car travel and so reducing the environmental impact and traffic congestion. A travel plan is required to make this development acceptable in planning terms and is to be secured by condition.

Therefore, the monitoring that will be charged for will be specific and relevant to this site alone.

Calculation:
The fees charged are for the work required by Oxfordshire County Council to monitor travel plans related solely to this development site. They are based on an estimate of the officer time required to carry out the following activities:

- review the survey data produced by the developer
- compare it to the progress against the targets in the approved travel plan and census or national travel survey data sets
- agree any changes in an updated actions or future targets in an updated travel plan.

Oxfordshire County Council guidance – 'Transport for new developments: Transport Assessments and Travel Plans' sets out fees according to the size of the development.

The estimate is based on three monitoring and feedback stages (to be undertaken at years 1, 3 & 5 following first occupation), which would require an expected 51 hours of officer time at £40 per hour for the outline site. Total £2040. Similarly, the Health and Racquet club would require an expected 31 hours of officer time at £40 per hour for the outline site. Total £1240

Note that this is considered a fair rate, set to include staff salary and overheads alone.

S278 works
The following are required to provide safe and suitable access to the development:

- Vehicular access onto site – signed S278 agreement prior to commencement, delivery prior to occupation

- Shared use cycle/footway on Wendlebury Road and along A41 north of its junction with Wendlebury Road – To be agreed and signed S278 agreement prior to commencement, delivery prior to occupation
- Realignment of Wendlebury Road to form a standard roundabout between Vendee Drive link road and Wendlebury Road which shall also form access to the development - signed S278 agreement prior to commencement, delivery prior to occupation
- A new single bus stop on a suitable location including shelter along Vendee Drive

Planning Conditions:
In the event that permission is to be given, the following planning conditions should be attached:

1. Condition to Cap the B1a floorspace quantum of development to 35%
2. Condition for detailed site access
3. CTMP
4. Cycle parking
5. electric vehicle charging?
6. Estate roads, parking and turning areas

Officer's Name: Rashid Bbosa
Officer's Title: Senior Transport Planner
Date: 22 October 2019

Application no: 19/01740/HYBRID
Location: Land Adj To Promised Land Farm, Wendlebury Road, Chesterton

Drainage

Recommendation:

Objection

Key issues:

Insufficient drainage, flood risk, SuDS usage provided to enable a full technical assessment and audit of the proposal.

Detailed comments:

The Sustainable Drainage Systems (SuDS) Policy, which came into force on the 6th April 2015 requires the use of sustainable drainage systems to manage runoff on all applications relating to major development. As well as dealing with surface water runoff, they are required to provide water quality, biodiversity and amenity benefits in line with National Guidance. The Sustainable Drainage Systems (SuDS) Policy also implemented changes to the Town and Country Planning (Development Management Procedure) (England) Order 2010 to make the Lead Local Flood Authority (LLFA) a statutory Consultee for Major Applications in relation to surface water drainage. This was implemented in place of the SuDS Approval Bodies (SAB's) proposed in Schedule 3 of the Flood and Water Management Act 2010.

All full and outline planning applications for Major Development must be submitted with a Surface Water Management Strategy. A site-specific Flood Risk Assessment (FRA) is also required for developments of 1 hectare or greater in Flood Zone 1; all developments in Flood Zones 2 and 3 or in an area within Flood Zone 1 notified as having critical drainage problems; and where development or a change of use to a more vulnerable class may be subject to other sources of flooding.

Further information on flood risk in Oxfordshire, which includes access to view the existing fluvial and surface water flood maps, can be found on the Oxfordshire flood tool kit website. The site also includes specific flood risk information for developers and Planners.

The National Planning Policy Framework (NPPF), which was updated in February 2019 provides specific principles on flood risk (Section 14, from page 45). National Planning Practice Guidance (NPPG) provides further advice to ensure new development will come forward in line with the NPPF.

Paragraph 155 states; "*Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether*

existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere."

As stated in Paragraph 158 of the NPPF, we will expect a sequential approach to be used in areas known to be at risk now or in the future from any form of flooding.

The Non-statutory technical Standards for sustainable drainage systems were produced to provide initial principles to ensure developments provide SuDS in line with the NPPF and NPPG. Oxfordshire County Council have published the "Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.

The SuDS philosophy and concepts within the Oxfordshire guidance are based upon and derived from the CIRIA SuDS Manual (C753), and we expect all development to come forward in line with these principles.

In line with the above guidance, surface water management must be considered from the beginning of the development planning process and throughout – influencing site layout and design. The proposed drainage solution should not be limited by the proposed site layout and design.

Wherever possible, runoff must be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required. The proposed drainage should mimic the existing drainage regime of the site. Therefore, we will expect existing drainage features on the site to be retained and they should be utilised and enhanced wherever possible.

Although we acknowledge it will be hard to determine all the detail of source control attenuation and conveyance features at concept stage, we will expect the Surface Water Management Strategy to set parameters for each parcel/phase to ensure these are included when these parcels/phases come forward. Space must be made for shallow conveyance features throughout the site and by also retaining existing drainage features and flood flow routes, this will ensure that the existing drainage regime is maintained, and flood risk can be managed appropriately.

By the end of the Concept Stage evaluation and initial design/investigations Flows and Volumes should be known. Therefore, we ask that the following Pro-Forma is completed and returned as soon as possible:

Officer's Name: Adam Littler
Officer's Title: Drainage Engineer
Date: 15 November 2019

Application no: 19/01740/HYBRID
Location: Land Adj To Promised Land Farm, Wendlebury Road, Chesterton

Archaeology Schedule

Recommendation:

Objection for the following reason/s:

Comments:

We have previously provided archaeological advice on pre application consultations for this scheme. In December 2018 we advised that an archaeological evaluation would be required ahead of the determination of any planning application for the site (18/00287/Preapp). This archaeological evaluation, consisting of a geophysical survey and a trenched evaluation, has now been undertaken.

Following the agreement of these evaluation reports, we were then consulted on a further pre application consultation for the site in April 2019 (19/00069/PREAPP) where we recommended that the results of these investigations would need to be incorporated into the desk based assessment '*which will need to examine the significance of these archaeological features identified on the site and in context of features recorded within its environs*.' We also advised that the desk based assessment would need to assess the impact of any development on these identified heritage assets and on the setting of the scheduled monument.

This has not been undertaken and neither the evaluation report itself or the desk based assessment attempts to assess the significance of the identified archaeological features on the site within the context of the wider environs.

There has also been no archaeological investigation of the area of the current farm and lakeside cottages and as such the significance of any archaeological deposits on this site has not been assessed. It is therefore important that the assessment considers the identified archaeological deposits within their wider context to be able to assess the potential for significant archaeological deposits being present on this currently un-investigated section of the site.

The site is located immediately north of the scheduled monument of Alchester Roman Town (SM?) and the impact of this development on the setting of this designated site will need to be adequately assessed in line with the NPPF (2019). This development has a potentially significant impact on a designated site and an appropriate assessment of the impact, along with the impact on the below ground archaeological deposits, will need to be included in the desk based assessment.

The Heritage Statement submitted with this application does contain a section on the setting of the scheduled Roman Town, but this was undertaken ahead of the evaluation works and without specific reference to the detailed plans and proposals included in the application. This section concludes that further investigation would

need to be undertaken to confirm any association between the features on the site and the scheduled monument but does not attempt any assessment of the potential setting issues at the time of its production.

These investigations have now been completed and the assessment will need to be updated to address this and to include a full assessment of the impact of this development upon the setting of the monument.

Any consideration of the cultural heritage and the setting of the designated Roman Town that forms the southern boundary of the application area has been scoped out of the EIA. We would not agree with this approach for the assessment of the cultural heritage. The applicant's documentation states that no scoping opinion was sought for this development and we therefore have had no opportunity to highlight this prior to the submission of this application.

We would therefore recommend before any planning permission can be granted for this application that the desk based assessment should be updated, as we have previously advised, to incorporate the results of the archaeological evaluation and assess the significance of the identified deposits within the wider archaeological context.

This updated desk based assessment should then be used to inform a cultural heritage chapter within the EIA. Once this EIA has been updated then we will be able to provide further archaeological advice on the impacts of this proposed development.

As this development directly affects the setting of a scheduled monument then the advice of Historic England should be sought as we would strongly support their advice on this proposed development.

Officer's Name: Richard Oram
Officer's Title: Planning Archaeologist
Date: 2nd October 2019

COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell District Council
Application No: 19/01746/OUT
Proposal: Outline planning permission (with all matters reserved excluding access) for up to 10,200sqm of B1 development (B1a and/or B1b and/or B1c); access and associated landscaping and infrastructure works
Location: Land Adj To Promised Land Farm, Wendlebury Road, Chesterton

Response date: ***23rd October 2019***

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application no: 19/01746/OUT
Location: Land Adj To Promised Land Farm, Wendlebury Road, Chesterton

General Information and Advice

Recommendations for approval contrary to OCC objection:
IF within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweigh OCC's objections, and given an opportunity to make further representations.

Outline applications and contributions
The number and type of dwellings and/or the floor space may be set by the developer at the time of application, or if not stated in the application, a policy compliant mix will be used for assessment of the impact and mitigation in the form of s106 contributions. These are set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by the developer a matrix (if appropriate) will be applied to assess any increase in contributions payable. The matrix will be based on an assumed policy compliant mix as if not agreed during the s106 negotiations.

Where unit mix is established prior to commencement of development, the matrix sum can be fixed based on the supplied mix (with scope for higher contribution if there is a revised reserved matters approval).

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of s106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.

- **Security of payment for deferred contributions** – An approved **bond** will be required to secure payments where the payment of S106 contributions (in aggregate) have been agreed to be deferred to post implementation and the total County contributions for the development exceed £1m (after indexation).

- **Administration and Monitoring Fee -** TBC
  This is an estimate of the amount required to cover the extra monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will adjusted to take account of the number of obligations and the complexity of the S106 agreement.

- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether an s106 agreement is completed or not.

Application no: 19/01746/OUT
Location: Land Adj To Promised Land Farm, Wendlebury Road, Chesterton

Transport Schedule

Recommendation:

Objection

The information provided is insufficient to determine the traffic impact of the development:

- Insufficient access details; it appears that access to the site is reliant on proposals covered by a separate application (19/01740/HYBRID) outside the redline area of this application
- Assessment of the impact of the development has been carried out on scenarios other than that stated in the application description of 10,200sqm of B1 development.
- There are some queries with the methodology of the TA
- Provisions made for pedestrian and cycle access are not considered sufficient to ensure that opportunities to promote sustainable transport modes can be taken up and that priority is given first to pedestrian and cycle movements (NPPF Paras 108 and 110)

If despite OCC's objection permission is proposed to be granted, then OCC requires prior to the issuing of planning permission a S106 agreement including an obligation to enter into a S278 agreement to mitigate the impact of the development plus planning conditions and informatives as detailed below.

S106 Contributions

Contribution	**Amount £**	**Price base**	**Index**	**Towards** (details)
Highway works	**TBC**	**TBC**	Baxter	The South East Link Road – To be confirmed as the number of trips generated by the site is not agreed.
Public transport services	£375,000	October 2019	RPI-x	Towards bus service enhancements to extend a local bus service to/from this site during the major peak times – which are assumed to be 0700-1000 and 1600-1900 Mondays to Fridays over a period of 5 years
Public transport infrastructure (*if*	£10,000	October 2019	Baxter	A bus Shelter including a standard flag pole and

not dealt with under S278/S38 agreement)				information case on the Vendee Drive link Road east of the Vendee Drive roundabout.
Travel Plan Monitoring	£2,040	October 2019	RPI-x	Travel plan monitoring fees of £2,040 for the B1 employment floorspace.
Total				

Key points:

- Access to this development site cannot be achieved independently. It shall rely on another site coming forward.
- Clarification is required where the application presents conflicting information with respect to the scenarios to be assessed and also the scale of development with respect to Site B/Scenario 3.
- Improvements to pedestrian and cycle accessibility in the local and wider context to allow and encourage walking and cycling to the site
- Provision of a suitable location for a bus stop along Vendee Drive in order to facilitate an extended bus service closer to the site.
- We are not convinced that a robust trip generation assessment has been undertaken to satisfactorily lead to an accurate assessment of the impact on the network.

Comments:

This application, which is also referenced as Application 2 is submitted in outline and seeks permission for up to 10,200 sqm of employment floorspace on Site B which is currently a chicken farm. This land is adjacent to an allocated site, herein referred to as Site A. Applications to develop both sites have been made simultaneously.

The TA assesses 4 different development scenarios as stated in paragraph 1.3. The application proposes B1 use development on local plan allocated land for employment together with another adjacent parcel of land. The 4 scenarios are;

- Scenario 1: B1 development (23,400sqm) across all of Site A;
- Scenario 2: B1 development (16,800sqm) across most of Site A, with the Racquets Club on the remainder of Site A;
- Scenario 3: B1 development (33,600sqm) across Site B; and
- Scenario 4: B1 development (27,000sqm) and Health & Racquet Club across Site A and B.

None of the above scenarios assess the development proposed by this application (**Reason for objection**).

As well as a scenario reflecting the development proposed by this application, there should also be a scenario that considers both applications together should they both be given permission. For robustness this should be 33,600 square metres of B1a development and 5,869 square metres of Assembly and Leisure. None of the scenarios are therefore sufficient to cover this.

Again, the “Application 2” site redline shown in the Site Location Plan (Drwg no. 18022-TP-111) does not corroborate with any of the development scenarios shown above. These contradictions need to be addressed for a robust assessment of the development’s transport impacts on the local highway network

Accessibility

Vehicular Access – The site is located along the eastern front of Wendlebury Road to which access shall be acquired. Wendlebury Road is a single carriageway road and is approximately 5.5m wide on the Site frontage, is unlit and currently subject to National speed limit. Wendlebury Road has a left in left out only junction with the A41 Oxford Road which is a strategic distributor road connecting Bicester with the A34 and M40.

The site is bounded to the north by an access road into the Thames Water treatment works which treatment works form the eastern frontage of the site. To the south of the site is a farmland.

A new 4-arm mini roundabout was agreed as part of the Bicester Gateway Phase 1 development and will form the principle site access to the B1 development on phase 1 (Phase 1b). The access for this application would require a new standard roundabout at approximately the same location, as the mini roundabout would not provide sufficient capacity. (The new roundabout would serve the Wendlebury Road (North and South arms), site access and the Vendee Drive roundabout link will form the east and west arms respectively.

Whilst this new roundabout was consented as a mini-roundabout (in Bicester Gateway Phase 1 development) as mentioned in para 3.2.2 of the Transport Assessment (TA), in order to make accessibility for traffic associated with Bicester Gateway Phase 2, it was considered appropriate for this to be upgraded to a standard /conventional roundabout. This arrangement may require the development to dedicate some of the land to highways in order to realign Wendlebury Road and also accommodate the new roundabout.

It is observed through supporting documents that the application site redline does not extend to cover all of the land required for the new roundabout and realignment of Wendlebury Road should this application be considered independently. The TA suggests that the new roundabout (including realignment of Wendlebury Road) shall be required for all scenarios (See below). It raises concern how this application site (Site B) shall be accessed through Site A if brought forward on its own? This would surely need to be in the context of an agreed masterplan. **(Reason for objection)**

Walking and Cycling – The site benefits from a number of amenities within walking distance such as the Bicester Park and Ride and the Tesco supermarket. It also has the potential to be within reasonable walking and cycling reach of Bicester Village retail, Bicester Village train station and further into town subject to improvements being made to walking and cycling infrastructure.

These improvements would be in line with Bicester 10 Policy that states: "*provision for safe pedestrian and cyclist access from the A41 including facilitating the provision and upgrading of footpaths and cycleways that link with existing networks to improve connectivity generally, to maximise walking and cycling links between this site and nearby development sites and the town centre*". The connection of the business park to the wider areas is not sufficient to ensure significant active travel, given the size of the development.

Paragraph 3.3.1 acknowledges discontinuity in the footway along Wendlebury Road but has limited the appraisal to this. Beyond Wendlebury Road, i.e. along the A41, the existing shared use footway/ cycleway on the eastern side is not suitably wide enough to encourage and maximise use. The section of this shared use between the A41 signalised crossing towards Pioneer Way and Lakeview Drive is intended to be widened to 3m as part of the Bicester Office development application. This development is similarly required to make such improvements on the remainder of the stretch up to Wendlebury Road.

Wendlebury Road is a Sustrans cycle route (NCN51) without a dedicated cycleway in the vicinity of the site. The development here intends to provide a shared use facility for both cyclists and pedestrians (illustrated by Drawing No. 19539-13-01 Rev A) along the southern side of Wendlebury Road. Whilst this provision is welcomed, the 2.5m wide facility is however questioned especially where a significant amount of two-way cycling is expected. A width of 3m should generally be regarded as the preferred minimum on an unsegregated route, although in areas with contraflow cycling a wider facility should suffice.

This section of Wendlebury Road benefits from sufficient highway verges on both sides. For purposes of maintaining the standard footway/cycleway facilities, the applicant may explore widening of the carriageway given the resulting increase in traffic due to this development. This would in turn address Problem 1.01 as identified by the independent Road Safety Audit undertaken by Mott MacDonald.

The application claims to improve cycling provision. Paragraph 5.1.2 states that, "*where the foot-cycleway crosses the accesses to the Thames Water site and Bicester Avenue appropriate crossing details will be provided including dropped kerbs, tactile paving and appropriate signage*." Drawing No. 19539-11-01 Rev A appended to the TA illustrates the intended arrangement of the foot-cycleway crossings. OCC do not approve of the proposed crossings and instead require that raised table treatments are utilised to create a more convenient and safer environment that prioritises non car travel. This should also include the health club access.

On a separate drawing, (Drawing No. 19539-11-02 Rev A) the termination of the shared use facility raises safety concern particularly for southbound cyclists running past the roundabout towards Wendlebury. These shall be forced to abruptly re-join the carriageway while still in the envelope of the roundabout where it is not as safe. It is thus suggested that the termination of this shared use facility should extend a safe distance away from the roundabout (as shown in the RSA Stage1 report) for the frontage of the development. However, as an improvement to that shown in the RSA report, the termination of the shared foot-cycle path should come as safe transition to allow users re-join the carriageway safely in reflection to the rural nature of the road here from.

Failure to provide a safe and suitable access for these users would be contrary to NPPF (safe and suitable access AND opportunities for sustainable travel).

The Active & Healthy Travel Strategy within OCC's Connecting Oxfordshire: Local Transport Plan 2015-2031 states that (paragraph 3.28, p.12):

> "Developers must demonstrate through master planning how their site has been planned to make cycling convenient and safe, for cyclists travelling to and from major residential, employment, education, shopping and leisure sites within 5-10 miles, and also within and through the site."

Further to this, the Bicester Area Strategy refers to the Bicester Sustainable Transport Strategy, which recommends pedestrian and cycling improvement schemes for the town.

Any walking and cycling schemes developed should follow guidelines in the Oxfordshire Walking and Cycling Design Standards and Residential Road Design Guide.

Public Transport – OCC's overarching concern with this site in terms of its impact on public transport is the peak travel demand by car which will create severe pressure on the A41, especially on the Vendee Drive roundabout affecting access to the Park and Ride site.

This type of development tends to have significant peak car demand, matching start and finish times. Modifications will be required to the A41 and the roundabout to ensure that the trunk bus route can continue to flow through the peak demand period, including the egress from the Park and Ride site.

The s5 bus route operates four times per hour between Oxford and Bicester and must be considered the main alternative to the car, since the site is a considerable walking distance from the rail stations. However, people will only be encouraged to use public transport if the buses stop within a convenient walking distance.

Increased accessibility to the S5 bus can be provided by creating a bus stop on either side of the vendee Drive link road between the two roundabouts. A single bus stop (on-carriageway) with a shelter is considered sufficient.

The bus company may be prepared to divert certain work-related s5 journeys along this link road, instead of diverting into the Park and Ride site. The s5 bus route would give reasonably good access from central and north Oxford and from Gosford. This route passes Oxford Parkway rail station.

However, in addition to this, the site would need to be served by a local bus service where contributions have already been sought from Bicester Business Park, to the north. In principle, the additional bus journeys to and from the Bicester Business Park could be extended to the proposed new stop on the link road between the roundabouts. Currently, the Bicester Business Park service is conceived as a morning and afternoon peak service, which would be cross-linked to one of the new Bicester residential areas. Depending on the exact mix of uses on this site, then shift-change buses will be required at certain times outside the standard morning and afternoon peak times. These could be provided either by the proposed local service bus, or by additional journeys on route s5.

Parking

The number of parking spaces intended to be allocated within the outline application has not been specified, but we would expect parking levels to be suitably justified so as to prevent the likelihood of overspill parking either onto Wendlebury Road and neighbouring parking facilities such as the Bicester Park and Ride site or Bicester Avenue's car park.

Trip Generation and Distribution

In order to derive the trip rates for the proposed development, the TRICS database has been interrogated. In addition to this, the trip generation for the B1 use is the same as recently agreed on the adjacent planning applications for B1use, which I think is reasonable as shown in Table 5 of the TA.

The TA assumes that only 35% of the gross B1 floorspace to be delivered would be B1a (office floorspace). This would be acceptable if the applicant is willing to accept a condition limiting the quantum of B1a (office) floorspace of the development to 35% to comply with the underlying traffic impact assessment. Otherwise, an assessment of the worst-case scenario for traffic generation must be undertaken.

The trip rates for the technology/ science park element of the site have been derived primarily from TRICS database for a survey on the Cambridge Science Park. These were then compared to the Begbroke Science Park trip rates for corroboration. The peak hour trips were then applied to the total development gross floor in order to acquire a trip rate for the site (as presented in Table 6).

I do not consider that the vehicle trip rates from either Begbroke or Cambridge sites are appropriate to apply at this site.

The Cambridge Science park is in a setting that is not comparable to the setting and context of this development in Bicester. The Cambridge park abuts a guided busway across which lies a residential zone where a proportion of residents are likely to be employed within the 90+ companies on the science park and likely to walk/cycle due to the proximity. As a whole this science park is equipped with unrivalled amenities such as a full-time nursery for employees on site, a health club, two centres for conferences, trainings and exhibitions etc., hairdressers, places to eat amongst others. These amenities are likely to retain employees on site after the normal working hours. Besides that, there are transport initiatives aimed at promoting sustainable travel such as free taxi service for commuters using the Cambridge North Station, provision of shared bicycles between the site and train stations.

Begbroke science park is wholly owned and managed by the Oxford University with organisations on site promoting research led employment to university students. This science park offers free and frequent minibus service for members and staff on site, including visitors.

In this regard, I feel there has been an unrealistic comparison in trips in the process. I therefore conclude that a robust and satisfactory assessment has not been done of the impact the associated vehicle trips will have in the future on the network **(Reason for objection).**

Paragraph 4.4.6 asserts that the development would generate about 10 HGV movements in the peak hour, but it is not clear how this number has been derived.

Besides the Health and Racquet club trip assignment in Table 24, the TA has not provided an assignment of trips from the rest of the development, which it is my understanding that the B1 element shall likely have a bigger impact on the network. No assumptions have still been made behind the trip assignment presented under Table 24.

It is unclear what distribution of development traffic has been assumed at the proposed new roundabout between Wendlebury Road and the link to Vendee Drive junction. It is feared that a significant proportion of flows could be routed via Wendlebury Road which allows an overly optimistic distribution of traffic flows and inappropriate route selection. It is reasonable to assume that the majority of employees during the PM peak time shall distribute via the Vendee Drive roundabout rather before they disperse to Vendee Drive, A41 south and A41 north. Only when this access becomes highly congested would drivers choose to use the left-in/left-out junction. As such, this traffic along this section of link road between the two roundabouts is likely to be overly congested.

Most of the development traffic distribution in the TA should therefore be directly to and from the Vendee Drive junction for the site via the Vendee Drive link road. If this is not the case, what proportions have been assumed along the Wendlebury Road. Wendlebury Road is part of the local rural road network and so access along it for traffic generated should be discouraged through measures to this effect. **(Reason for objection)**

Additionally, diagrams showing development traffic distribution throughout the network must be provided for all development scenarios and time periods assessed.

Impact on Local Transport Network

Junctions have been modelled using appropriate industry standard software where assessment is undertaken for 2026 and 2031 which we already consider the flows informing this assessment including the movements/distribution on the network to be insufficient as already mentioned above. Modelling assessment is further classified into base scenarios with and without development and the SEPR.

The TA's assessment of traffic beyond the access roundabout, particularly for traffic heading to Vendee Drive roundabout (which the majority would be) does not take into account proximity of the Vendee Drive junction. Instead the modelling assumes that all the traffic that shall be discharged from this access roundabout would be equally be dissipated away which shall not be the case as there is likelihood that this traffic shall be held at the Vendee Drive roundabout. **(Reason for objection)**

There is a risk of the Vendee Drive Link Road becoming over capacity during peak times owing to its limited length between the roundabouts where queues shall likely extend back to the Vendee Drive roundabout in the AM peak and into the site during the PM peak which would be a safety issue.

Notwithstanding the issue that a scenario reflecting the development proposed by this application has not been modelled, review of the modelled scenario outputs on the A41/ Vendee Drive indicates that certain arms of the junction would be just below capacity in 2031 when the development is factored in. The necessity of the SEPR is demonstrated where significant junction operation improvements are observed between scenarios without and with the SEPR.

As such, the A41/ Wendlebury Road junction has been modelled together with other junctions along the A41 corridor. Considering that operation of this access is critical to the proposed development in both AM and PM peaks, OCC would like to see its review carried out in isolation of the rest of the A41 corridor.

As part of the consented development proposals for Kingsmere Retail, Bicester 4 Office Development and Bicester Village Phase 4 a package of highway works is/shall be implemented covering the following junctions:

- Oxford Road / Pingle Drive roundabout;
- A41 Oxford Road / Oxford Road signalised roundabout (Esso roundabout);
- A41 Oxford Road (A41) / Lakeview Drive signalised junction;
- A41 Oxford Road (A41) / Kingsmere signalised junction;

As such, it is not clear whether junction capacity assessments along the A41 corridor has taken the increased highway changes into perspective. The appendices of the A41 corridor modelling work has not included a network diagram that shows how the lanes and junctions are linked across this corridor. OCC would like corridor modelling to include the associated network diagram.

Bicester Gateway (Bicester 10) is expected to generate up to 3,500 jobs, as per the Cherwell Local Plan. A masterplan and comprehensive studies, illustrating the relationship of this application with the wider Bicester 10 site is considered key to ensuring that the impact of the site in its totality has been considered in full.

It is again unclear whether any future phases at Bicester 10 will be proposed subsequent to the development outlined in this planning application, but the traffic impact of the full allocation should have been assessed, to understand the cumulative impact of the incremental planning applications. Proportionate and appropriate levels of contribution and direct mitigation to be delivered through this planning application could then be established.

An assessment of the full allocation would likely demonstrate the need for a more substantial mitigation package greater than if applications are assessed piecemeal, such as signalisation/reconfiguration of the A41/Vendee Drive roundabout, for example.

The A41 from which the site is accessed is heavily trafficked. This was recognised by Bicester Village in their application for Phase 4 of their development, where they have proposed major highway improvements at and between the Esso roundabout and Pingle Drive junctions, as well as the provision of a Bicester Park and Ride facility. Bicester 4 and and Kingsmere Retail will also be delivering substantial mitigation schemes.

Vendee Drive junction with A41 is nearing, if not at capacity. This was made clear through the application for Bicester 10 phases 1A and 1B, where a requirement for capacity improvements was identified in the 2024 opening year assessment. It is therefore surprising that the 2026 opening year assessment made through this application does not show these further development proposals bringing the junction to or over capacity again (although it is shown as nearing capacity on the Vendee Drive arm).

A Stage 3 safety audit has recently been carried out at the junction now that the P&R is operational. There have been a number of accidents at the A41/Vendee Drive roundabout in the last 5 years, mainly minor and near misses, but a double fatality more recently that is currently being investigated. Northbound vehicles appear to occasionally fail to give way to vehicles on the roundabout circulatory. Additional vehicles through the junction generated by the development proposal will only exacerbate any risk.

Required measures from this development allocation are likely to include speed reduction measures on the A41 southern arm, with longer term measures such as relocation of the Park & Ride access, signalisation of the junction and/or changing the geometry of the junction. Any mitigation requirement should be considered a direct local mitigation requirement and separate from the strategic mitigation contribution required for relief to the A41 by 2031. It is not a case of one or the other, due in part to the development opening year likely being in advance of the strategic scheme.

Consideration also needs to be given as to how the highway works on A41 secured through Phase 1 (16/02586/OUT) will be integrated with any further mitigation proposals. A crossing of A41 and bus stop provision will need to be retained in the design.

The assessment of the A41 junctions to the north of Vendee Drive junction clearly shows these junctions to be nearing, at or over capacity in the 2026 opening year. A more holistic approach to reducing congestion on this corridor is therefore required. These junctions will be sensitive to relatively low-level increases in traffic flow and so a full assessment is required of each junction, as opposed to the summary presented. Appropriate mitigation measures can then be developed to reduce this allocation's impact; a sustainable transport strategy for the corridor incorporating measures such as bus lane (s), bus priority measures, and cycling facilities segregated from footways is likely to be required.

Even for the level of development proposed, the assessment makes some suggestions for improving the corridor. However, the assessment also shows a reliance on the delivery of the SEPR, when it should be focusing on the 2026 opening year, as the impact of the development will be experienced in advance of this strategic infrastructure.

In view that this application can only be implemented alongside development on the allocated site (Site A), it is OCC's view that there should be a scenario that considers both applications together should they both be granted. For robustness this should be 33,600 square metres of B1a development and 5869 square metres of Assembly and Leisure. None of the scenarios are therefore sufficient to cover this. **(Reason for objection)**

The interaction of car parking with Bicester Park and Ride does not appear to have been considered. How will overspill parking from the development be prevented from using the P&R site? A robust car parking management plan must be included in the Travel Plan.

Transport Strategy
Policy

National Planning Policy Framework (NPPF)
Revised NPPF para 108:
"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: …
c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

Revised NPPF para 109:
"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Revised NPPF para 111:
"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

Cherwell District
Cherwell Local Plan Policy SLE 4: Improved Transport and Connections:
"The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections… New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development."

It should be noted that Site B extends beyond the area allocated for Bicester 10 to include the chicken farm to the south, but in this context should be regarded as an extension of the allocation. In the Cherwell Local Plan under Policy Bicester 10: Bicester Gateway it states:

"Infrastructure Needs…
Access and Movement – M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks, including safeguarding land for future highway improvements to peripheral routes on this side of the town."

However, M40 Phase 2 improvements to Junction 9 have now been completed.

Under Key site-specific design and place shaping principles it states:

- "Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed-use urban extension at South West Bicester to the west, the garden centre to the north, and, further to the north, Bicester Village retail outlet and Bicester town centre.
- Provision and encouragement for sustainable travel options as the preferred modes of transport rather than the private car, and provision of a Travel Plan. Good accessibility to public transport services should be provided for.
- Provision for safe pedestrian and cyclist access from the A41 including facilitating the provision and upgrading of footpaths and cycleways that link with existing networks to improve connectivity generally, to maximise walking and cycling links between this site and nearby development sites and the town centre.
- Accommodation of bus stops to link the development to the wider town.
- Maximisation of walking and cycling links to the adjoining mixed-use development at South West Bicester as well as the garden centre to the north.
- Contribution to the creation of a footpath network around Bicester.
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities."

Oxfordshire Local Transport Plan 4 (LTP4)
In Oxfordshire County Council's Local Transport Plan 4, Policy BIC1 in the Bicester Area Strategy states:

"BIC1 – Improve access and connections between key employment and residential sites and the strategic transport system by:

- Continuing to work with Highways England to improve connectivity to the strategic highway. We will continue to work in partnership on the A34 and A43 strategies, as well as Junctions 9 and 10 of the M40 to relieve congestion
- Delivering effective peripheral routes around the town.

Southern peripheral corridor: provide a South East Perimeter Road to support the significant housing and employment growth in Bicester. In the longer term, link capacity issues along Boundary Way are assessed as being a major transport issue for the town. Land is safeguarded at Graven Hill for the section of road to the south of this site, joining the A41 at the Pioneer Road junction – this prevents development on the land that would be required, but does not remove the need for full assessment, justification and planning processes to be undertaken. This will need extending westwards to join the A41 north of M40 Junction 9. The preferred alignment for this extension has been approved as a connection from the Little Chesterton junction across to Graven Hill. The solution will also include a new link through the South East Bicester development site from the A41 Pioneer Road junction up to Wretchwick Way, providing connectivity through the site, in particular for buses."

The cumulative impact of Local Plan growth development in Bicester will be severe if appropriate contributions are not secured from all development sites towards the

strategic transport infrastructure required to mitigate the increase in transport movements.

Strategic transport modelling demonstrates the benefits that the South East Perimeter Road (SEPR) will bring to the A41 /Oxford Road:

- The A41 Oxford Road is a key corridor in Bicester where junctions along its length are impacted significantly as a result of the growth of Bicester, including Bicester 10. The Application Site will increase the proportion of peak hour traffic through this corridor.
- The SEPR has been identified as a key piece of strategic infrastructure that will bring direct relief to the A41 corridor, thereby facilitating improved operation of junctions directly impacted by Bicester 10.
- Modelling has demonstrated the benefits that the SEPR would bring to the A41. In the AM peak:

    - Over 1000 vehicles (pcu's) that would otherwise use the A41 Oxford Rd northbound through Vendee Drive would route via SEPR (eastbound)

    - Around 930 vehicles (pcu's) that would otherwise use A41 Boundary Way and turn left on A41 Oxford Rd southbound past Bicester 4, would route via SEPR (westbound)

    - Therefore, over 1930 vehicles (pcu's) would use the SEPR that would otherwise route along A41 past the Bicester 10 site.

It is acknowledged however that the capacity released on the A41 by the SEPR will itself encourage some traffic that might otherwise choose NOT to use the A41, to divert along the corridor. When taking diverted traffic into account, the net reduction in traffic on the A41 would be around 1130 pcu's.

At present the western section of the proposed SEPR is not fully funded and so contributions towards this are required for mitigating Bicester Gateway's proposals. Other future developments in the area would also be expected to contribute, as did Phase 1 (16/02586/OUT) of development at Bicester 10. The required contribution has been determined in accordance with the Cherwell Developer Contributions SPD (February 2018) using a formula that has been used to negotiate with Bicester 4 developers.

SEPR Western Section
X = £21.3m (October 2015 cost estimate) for SEPR Western Section
Y = £2,362,842.83 (estimated held or secured s106 contributions)
Z = £14,185,800 (notional 66.6% match funding)
E = Bic 10 (remaining) and Wretchwick Green, amounting to 5431 peak hour trips in total (Wretchwick Green = 1773 and Bicester 10 (remaining) = 3658 based on floor space compared with Bicester 4).

The cost estimate was taken from the "Preliminary ecological appraisal, planning advice and engineering feasibility for the South East Perimeter Road" document that can be downloaded from the County Council's website here.

Under section 8.2, the costing for the preferred southern alignment (option 2) is estimated at £15m engineering (structures cost) and £6.3m new highway costs.

Contribution per unit trip that should be made towards relief to the A41 is therefore = £874.86. This contribution rate shall be applied to the peak hour trips when an agreed trip generation assessment has been reached.

In terms of provision for Public Transport, Policy BIC 2 states:

"BIC2 – We will work to reduce the proportion of journeys made by private car through implementing the Sustainable Transport Strategy by: Improving Bicester's bus services along key routes and providing improved public transport infrastructure considering requirements for and integrating strategic development sites.

Bus connectivity improvements may be required at anticipated pinch points within the town as future developments come forward. This will include connections between North West Bicester and the town centre and consider the need for bus lanes along the A41 to connect with the Park and Ride scheme."

Consideration for bus lanes connecting with the Bicester Park and Ride have not been considered by these development proposals to improve sustainable access to the site but could be instrumental in providing relief to the A41.

Bicester Area Strategy Policy Bic 4:
"To mitigate the cumulative impact of development within Bicester and to implement the measures identified in the Bicester area transport strategy we will secure strategic transport infrastructure contributions from all new development"

Travel Plan
Two travel plans have been submitted with this application, a framework travel plan for the employment floorspace which is being proposed for the site and a travel plan for the David Lloyd Sports and Racquet Club. They have both been checked against our approved guidance. Our comments on the submitted travel plans are included below.

The TA states that "Application 2 will not come forward unless the development proposed by Application 1." Any site occupiers of this additional employment floorspace in application 2 who are above travel plan thresholds will also be required to develop their own travel plans which are based on and in accord with the site wide framework travel plan targets and objectives.

N.B. Please provide answers to any questions that require a response. A failure to do this will inevitably lead to delays.

Framework travel plan comments
As a framework travel plan has already been produced to cover the site that this proposed development will occupy it will just need to be updated to include this additional employment floorspace which is being proposed as part of this application.

Any site occupiers of this additional employment floorspace who are above travel plan thresholds will also be required to develop their own travel plans which are based on and in accord with the site wide framework travel plan targets and objectives.

- Once the makeup of the site has been decided the framework travel plan will be updated to include this information. This will include details of cycle parking, car parking etc. A site plan will be added to the framework travel plan.
- Para 4.1 The aim of this travel plan is to reduce single occupancy vehicle (SOV) trips made to and from the site. As car share may be one way of achieving this aim this should be changed from private car to reflect this.
- Para 5.2 Targets, a target needs to be specified for all modes for each year in which a survey will take place, usually years 1, 3 and 5, these should be given in both percentages and actual numbers. Please also specify a target for reducing SOV trips made to and from the site.
- Para 6.1.2 Each individual unit that is required to produce a travel plan should do so within three months of occupation this include carrying out their own baseline survey.

A link to our guidance is included below.

https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/TravelAssessmentsandTravelPlans.pdf

Construction Travel Management Plan (CTMP)
A CTMP will be needed for this development, given the traffic sensitive nature of the potential approach routes on the wider strategic road network e.g. A41. We would normally expect the CTMP to incorporate the following in detail:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.

- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak hours.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£TBC Highway Works Contribution indexed from XX using Baxter Index
Towards the South East Link Road – to be confirmed as the number of trips generated by the site is not agreed. See further details above.

£375,000 Public Transport Service Contribution indexed from October 2019 using RPI-x

Towards:
Bus service enhancements to extend a local bus service to/from this site during the major peak times – which are assumed to be 0700-1000 and 1600-1900 Mondays to Fridays over a period of 5 years

Justification:
Whilst the development appears to be close to the Park and Ride and also to the bus stops along the A41, much of the development is far from these facilities if the actual walking route is put into perspective, particularly where there is need to cross the A41 to the northbound bus stop or the Park and Ride.

The provision of a guaranteed bus service closer to the site at journey-to/from-work times provides employees with some certainty of departure times, especially after work. The walking distance from the site to the northbound bus stop on the A41 is not only in excess of the recommended 400 metres from much of the site, but it also requires both carriageways of the A41 to be crossed on foot. In addition, the arrival times of buses on the main road service from Oxford cannot be predicted with any degree of reliability due to variable traffic congestion.

Demand for travel to/from work on-site can be expected to be almost entirely in the morning and peak hours. Contributions are therefore required to cover the estimated cost of extending a local bus service to/from this site during the main journey to work times. Contributions have already been sought from the nearby Bicester Business Park, to the north of this site and it is expected that, the additional service shall be extended to serve this development with provision of a new suitable bus stop on either side of the Vendee Drive link road between the roundabouts. This is requested over a period of 5 years as this is estimated as the length of time for it to become commercially viable.

The provision of an on-site bus service is seen as being a much more attractive proposition than the long walk, across a busy dual carriageway road to a bus stop with a highly variable bus service. The Council wishes to encourage the use of modes other than the car for journeys to work in the Bicester area.

Calculation:
Similar to contributions requested from other developments, calculations are based on £50 per bus-hour. Six morning arrivals on Mondays to Fridays and six departures in the evening equates to £300 per working day (3 hours am and 3 hours pm) or £75,000 per annum. The cost for five years would be £375,000.

£10,000 Public Transport Infrastructure Contribution indexed from October 2019 using Baxter Index

Towards:
A bus Shelter including a standard flag pole and information case on the Vendee Drive link Road east of the Vendee Drive roundabout.

Calculation:
The £10,000 is the procured cost of a 3-bay bus shelter to include a flag pole and information case, installation and commuted sums for maintenance.

£2,040 Travel Plan Monitoring Fee indexed from October 2019 using RPI-x

Towards:
Travel Plan Monitoring Contribution for both the framework travel plan as part of the outline site and a separate Travel Plan David Lloyd club development for a period of 5 years after the occupation of the site.

Justification:
The travel plan is a document that is bespoke to the individual development, reflecting the site's current and predicted travel patterns, opportunities for sustainable travel, and targets for improving the proportion of sustainable travel associated with the site.

NPPF Paragraph 36 states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

The travel plan aims to encourage and promote more sustainable modes of transport with the objective of reducing dependence upon private motor car travel and so reducing the environmental impact and traffic congestion. A travel plan is required to make this development acceptable in planning terms and is to be secured by condition.

Therefore, the monitoring that will be charged for will be specific and relevant to this site alone.

Calculation:
The fees charged are for the work required by Oxfordshire County Council to monitor travel plans related solely to this development site. They are based on an estimate of the officer time required to carry out the following activities:

- review the survey data produced by the developer
- compare it to the progress against the targets in the approved travel plan and census or national travel survey data sets
- agree any changes in an updated actions or future targets in an updated travel plan.

Oxfordshire County Council guidance – 'Transport for new developments: Transport Assessments and Travel Plans' sets out fees according to the size of the development.

The estimate is based on three monitoring and feedback stages (to be undertaken at years 1, 3 & 5 following first occupation), which would require an expected 51 hours of officer time at £40 per hour for the outline site. Total £2040.

Note that this is considered a fair rate, set to include staff salary and overheads alone.

S278 works
The following are required to provide safe and suitable access to the development:

- Vehicular access onto site – signed S278 agreement prior to commencement, delivery prior to occupation
- Shared use cycle/footway on Wendlebury Road and along A41 north of its junction with Wendlebury Road – To be agreed and signed S278 agreement prior to commencement, delivery prior to occupation
- Realignment of Wendlebury Road to form a standard roundabout between Vendee Drive link road and Wendlebury Road which shall also form access to the development - signed S278 agreement prior to commencement, delivery prior to occupation
- A new single bus stop on a suitable location including shelter along Vendee Drive

Planning Conditions:
In the event that permission is to be given, the following planning conditions should be attached:

1. Condition to Cap the B1a floorspace quantum of development to 35%
2. Condition for detailed site access
3. CTMP
4. Cycle parking
5. electric vehicle charging?
6. Estate roads, parking and turning areas

Officer's Name: Rashid Bbosa
Officer's Title: Senior Transport Planner
Date: 22 October 2019

Application no: 19/01746/OUT
Location: Land Adj To Promised Land Farm, Wendlebury Road, Chesterton

Drainage

Recommendation:

Objection

Key issues:

Proposed development in Flood Zone 2/3 in part. No evidence of EA approval or comment. Inconsistencies in the calculations relating to Flow and Volume.

Detailed comments:

Suggested a meeting is scheduled with LLFA and LPA (as appropriate) to discuss the submitted information for the proposed development.

The Flows and Volumes pro-forma should be completed and returned at the earliest opportunity prior to any meeting.

Officer's Name: Adam Littler
Officer's Title: Drainage Engineer
Date: 25 September 2019

Application no: 19/01746/OUT
Location: Land Adj To Promised Land Farm, Wendlebury Road, Chesterton

Archaeology Schedule

Recommendation:

Objection for the following reason/s:

Comments:

We have previously provided archaeological advice on pre application consultations for this scheme. In December 2018 we advised that an archaeological evaluation would be required ahead of the determination of any planning application for the site (18/00287/Preapp). This archaeological evaluation, consisting of a geophysical survey and a trenched evaluation, has now been undertaken.

Following the agreement of these evaluation reports, we were then consulted on a further pre application consultation for the site in April 2019 (19/00069/PREAPP) where we recommended that the results of these investigations would need to be incorporated into the desk based assessment '*which will need to examine the significance of these archaeological features identified on the site and in context of features recorded within its environs*.' We also advised that the desk based assessment would need to assess the impact of any development on these identified heritage assets and on the setting of the scheduled monument.

This has not been undertaken and neither the evaluation report itself or the desk based assessment attempts to assess the significance of the identified archaeological features on the site within the context of the wider environs.

There has also been no archaeological investigation of the area of the current farm and lakeside cottages and as such the significance of any archaeological deposits on this site has not been assessed. It is therefore important that the assessment considers the identified archaeological deposits within their wider context to be able to assess the potential for significant archaeological deposits being present on this currently un-investigated section of the site.

The site is located immediately north of the scheduled monument of Alchester Roman Town (SM?) and the impact of this development on the setting of this designated site will need to be adequately assessed in line with the NPPF (2019). This development has a potentially significant impact on a designated site and an appropriate assessment of the impact, along with the impact on the below ground archaeological deposits, will need to be included in the desk based assessment.

The Heritage Statement submitted with this application does contain a section on the setting of the scheduled Roman Town, but this was undertaken ahead of the evaluation works and without specific reference to the detailed plans and proposals included in the application. This section concludes that further investigation would

need to be undertaken to confirm any association between the features on the site and the scheduled monument but does not attempt any assessment of the potential setting issues at the time of its production.

These investigations have now been completed and the assessment will need to be updated to address this and to include a full assessment of the impact of this development upon the setting of the monument.

Any consideration of the cultural heritage and the setting of the designated Roman Town that forms the southern boundary of the application area has been scoped out of the EIA. We would not agree with this approach for the assessment of the cultural heritage. The applicant's documentation states that no scoping opinion was sought for this development and we therefore have had no opportunity to highlight this prior to the submission of this application.

We would therefore recommend before any planning permission can be granted for this application that the desk based assessment should be updated, as we have previously advised, to incorporate the results of the archaeological evaluation and assess the significance of the identified deposits within the wider archaeological context.

This updated desk based assessment should then be used to inform a cultural heritage chapter within the EIA. Once this EIA has been updated then we will be able to provide further archaeological advice on the impacts of this proposed development.

As this development directly affects the setting of a scheduled monument then the advice of Historic England should be sought as we would strongly support their advice on this proposed development.

Officer's Name: Richard Oram
Officer's Title: Planning Archaeologist
Date: 2nd October 2019

Attendees: Bernadette Owens - CDC
Ben Smith - OCC
Rashid Bbosa - OCC
Kelvin Pearce – Albion Land
Emma Lancaster – Quod
Richard McCulloch - DTA
Simon Parfitt - DTA

1. Application Description/Content

1.1 Quod are in the process of formally amending the application as requested by CDC. In essence the revision removes Development Scenarios 1 and 3 as defined in the submitted applications, leaving Scenario 2 and Scenario 4 as the outcomes being progressed. In transport terms, Scenario 4 represented the "worst case" outcome – ie. B1 development (27,000sqm) and Health and Racquet Club.

1.2 Quod further reconfirmed that the B1a floorspace content would be capped at 35%. This would be controlled by planning condition.

1.3 OCC said they would review all of their consultation response comments in light of this clarification.

2. The Site

2.1 OCC confirmed that the red line only needed to abut the public highway and need not include any land within it.

2.2 OCC were content that the employment site access roundabout design was appropriate, but requested a little additional time to re-review detailed geometric design elements.

2.3 OCC confirmed that the Racquets Club site access design was agreed.

2.4 OCC had queried parking levels for the employment provision. The application TA stated that prevailing parking standards. It was reconfirmed by Quod that this would

be dealt with at the time of reserved matters application(s). OCC confirmed that was understood and appropriate.

3. Off-Site Pedestrian / Cyclist Infrastructure and Bus Infrastructure / Contribution

3.1 DTA confirmed that the public transport services S106 phased contribution of £375,000 sought by OCC was accepted.

3.2 DTA advised that the public transport element as drafted being delivered either by S106 contribution (£10,000) or S278 works would be acceptable, so long as the location description was extended to include Wendlebury Road as well as the Vendee Drive link road. OCC to consider, bearing in mind extent of highway land and other factors (including local bus routeing).

3.3 DTA advised that OCC's requirement for 3m footway/cycleways (as opposed to 2.5m) would be provided wherever highway boundary detail and design standards allowed, noting that ditches and hedges were not also available to amend, and it was acknowledged that 2.5m represented a permissible minimum width. DTA confirmed that this criterion would include a section alongside the A41 between Wendlebury Road and Pioneer Way.

3.4 OCC/CDC felt that the cycleway link along the Wendlebury Road carriageway to the south of the site access should be revised to include part or all of the site frontage. DTA to reconsider and revise.

3.5 OCC confirmed that there were no aspirations for any further cycling enhancements on the wider network as part of the site mitigation.

4. Site Trip Generation, Distribution, Assignment:

4.1 In addition to the B1a trip rates being agreed, OCC confirmed agreement of the B1c trip rates.

4.2 In response to OCC comments, DTA proposed that the Science/Technology trip rates were increased by 10% to respond to those concerns. OCC confirmed agreement.

4.3 DTA advised that queries raised in the OCC response regarding Racquet Club trip rates would see the rates being reduced, so it was agreed DTA would supply these to OCC and assuming this was demonstrated, it was agreed to leave them unchanged.

5. A41/Vendee Drive Roundabout Safety

5.1 OCC made reference to recent safety studies that they had undertaken or commissioned at the Vendee Drive roundabout in response to the safety record since the introduction of the Park and Ride access. DTA advised that Albion Land would consider assisting with their delivery of safety initiatives, but were unclear how OCC would demonstrate the extent of causation or a proportionate response in terms of mitigation. The applicant therefore required OCC to set out a clear means by which mitigation would be proportionate or commensurate with any impact from the site proposals. In the first instance OCC agreed to provided a costed "signing and lining" A41 corridor scheme. OCC to provide week commencing 16/12/19.

6. Traffic Impact

6.1 DTA clarified the assignment pattern of site traffic, with inbound traffic from the North accessing the site from Wendlebury Road. DTA explained that Wendlebury Road was entirely suitable to perform this function particularly in light of the proposed works being provided. Notwithstanding, DTA agreed to run a junction assessment sensitivity test with all site traffic using the A41/Vendee Drive roundabout.

6.2 DTA to provide traffic assignment flow diagrams.

6.3 DTA to check the application of OCC traffic model flows provided – in terms of whether Passenger Car Units (PCUs) or vehicle numbers had been included and if necessary, to amend relevant assessments.

6.4 DTA re-iterated that the direct need for the South East Perimeter Road (SEPR) was not demonstrated to be necessary to be in place for the site proposals to come forward. Nevertheless, DTA confirmed that a contribution would be made and that it would be calculated in accordance with the formula approach set out in the OCC consultation response.

6.5 DTA advised that the off-site highway appraisal process had been agreed at the scoping stage and that more detailed off-site junction assessments were not triggered as a consequence of the agreed threshold approach with OCC. No further assessments are necessary.

6.6 The Albion Land team were content for the SEPR contribution to be used for alternative measures than the link road itself should the need arise, but that there was no additional need for the proposals to fund additional interim measures.

6.7 OCC confirmed that much of their consultation responses had been prepared on an assumption that significant further Bicester 10 development would come forward in addition to the application. Having understood that was not the case, the main action was now for OCC to re-access the TA and their consultation response in that light.