

# REPORT

## Parcel R, Kingsmere, Bicester

### Transport Statement

Client: Preferred Homes Bicester Ltd & Countryside (Bicester)  
Ltd

Reference: PC5143-RHD-ZZ-XX-RP-R-0002

Status: Final/1

Date: 26 October 2023

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## 1 Introduction

### 1.1 Preface

1.1.1 This Transport Statement (TS) has been prepared by Royal HaskoningDHV (RHDHV) on behalf of Preferred Homes Bicester Ltd & Countryside (Bicester) Ltd (the 'applicant'), in association with a proposed 82 no. apartment extra care development and 14 residential market dwellings at Parcel R, Kingsmere, Bicester ('the Site'). The highway authority for the Site is Oxfordshire County Council, and the local authority is Cherwell District Council.

1.1.2 This TS assesses the potential travel demand of the proposed development and provides review of the development proposal in the context of national and local transport and land use planning policy and guidance.

### 1.2 Proposed Development Overview

1.2.1 This TS has been prepared in association with a hybrid application comprising:

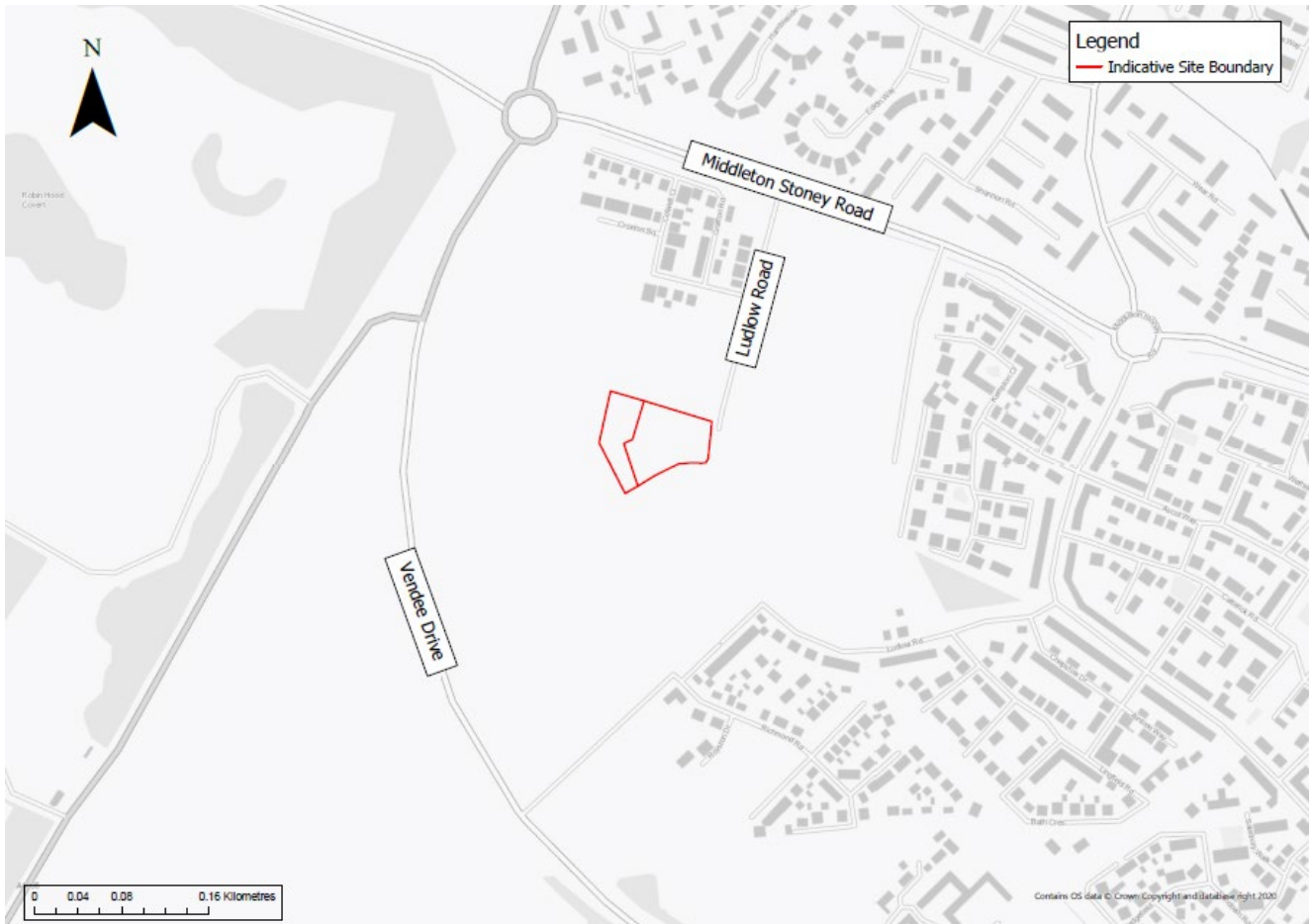
- (i) *"in FULL, the construction of an 82 no. apartment affordable extra care home (class C2) with associated bistro, open space, landscaping, car/cycle parking, service infrastructure (drainage, highway, lighting), engineering operations, creation of new vehicular access and re-instatement of existing access to footpath, and*
- (ii) *in OUTLINE, the construction of a maximum of 14 market residential dwellings (class C3), on land known as Parcel R, Kingsmere, Bicester."*

### 1.3 The Site

1.3.1 The Site is located within Kingsmere Phase 2 development, which comprises up to 709 homes, 2 primary schools, a small convenience store and various open spaces, including parks and children's play areas. Kingsmere Phase 2 is located on land west of the A41 and south of Middleton Stoney Road and planning permission for the development was secured in outline, in planning application reference 13/00847/OUT. The outline application was approved in 2017.

1.3.2 The Site is located in the south-west of Bicester, and the Site location is indicated in **Insert 1.1**.

Insert 1.1 Site Location



## 1.4 Planning History and Wider Kingsmere Masterplan

- 1.4.1 Outline planning permission for the Kingsmere masterplan was granted in May 2017 under application number 13/00847/OUT. In 2018 reserved matters were brought forward for the strategic infrastructure including the primary streets/spine road and strategic open space and with a few exceptions, these have now been delivered by the developer, Countryside.
- 1.4.2 In the vicinity of the Site, parcels of land that have been sold to residential housebuilders will continue to be delivered over the next few years. At present, work has commenced for delivery of the proposed primary school on Phase 2 opposite Parcel R.

## 1.5 Pre-Application Discussions

- 1.5.1 A pre-application Technical Note (dated 9<sup>th</sup> December 2021) was submitted to Oxfordshire County Council (OCC). The note provided an overview of the Site's location, the proposed development and the Site's proposed trip generation.
- 1.5.2 A written response was received from OCC dated 16<sup>th</sup> December 2021 which included the following comments:
- *Development needs to align with the wider Kingsmere development site.*

- *Information provided in the scoping note relating to car parking is appreciated, it would be useful to have more information on staff numbers/expected mode of transport etc but also any data available on daily average visitor trips to fully assess parking numbers.*
- *Cycle parking should be provided in line with the Oxfordshire Cycling Design Standards. For the care home, again it would be useful to know staff numbers to decide how many spaces should be provided. Cycle parking for staff and residents should be covered whilst visitor spaces should be provided close to the entrance for convenience.*
- *Pedestrian and cycle links to the surrounding area and local amenities should be provided, these should be clear and obvious to users. It is expected that wayfinding will be provided as part of the access works via a S278 agreement, sustainable/active travel S106 contributions will also be requested.*

1.5.3 A full copy of the pre-application response received is provided in **Appendix 1**.

1.5.4 While the OCC comments refer to a 'care home', it should be recognised that the development would provide 'extra care' apartments, which would provide residents with both independent living and access to care and support services. It is understood that Site residents will have an average age of above 75 years, and due to their age and demographic residents are unlikely to own or maintain a car on-site. It is similarly noted that due to the anticipated average age of residents, cycle ownership will be limited and cycle parking provisions for the extra care use of the scheme are proposed primarily with consideration of extra care staff and visitors.

## 1.6 Guidance

1.6.1 In addition to pre-application advice discussed above, this TS has been prepared with reference to published OCC guidance "*Implementing 'Decide & Provide': Requirements for Transport Assessments*" (2022).

1.6.2 Additionally, this TS has been prepared with consideration of the requirements set out by the Building Research Establishment's Environmental Assessment Method (BREEAM), with specific focus on guidance relating to achieving compliance in respect of transport.

## 1.7 Report Structure

1.7.1 This TS is structured as follows:

- **Section 2** provides a review of transport-related policy in relation to the proposed development;
- **Section 3** describes the local highway network and provides a review of personal injury road traffic collision data recorded in the vicinity of the Site;
- **Section 4** describes the sustainable and active transport links associated with the Site;
- **Section 5** describes the development proposals;
- **Section 6** provides the likely trip generation of the proposed development; and
- **Section 7** provides a summary and conclusion to the report.



## 2 Policy Review

### 2.1 Preface

2.1.1 This section provides an overview of the national, regional and local policy requirements relevant to the proposed development.

### 2.2 National Policy

#### *National Planning Policy Framework (July 2021)*

2.2.1 The National Planning Policy Framework (NPPF) was updated in July 2021 by the Department for Communities and Local Government and is the primary source of national planning guidance in England.

2.2.2 The NPPF sets the Government's strategies for economic, environmental and social planning policies in England and it is designed to be a single, tightly focused document.

2.2.3 At the heart of the NPPF is a "*presumption in favour of sustainable development*", which for decision making means:

- "*approving development proposals that accord with the development plan without delay*"; and
- *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*

(i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

(ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

2.2.4 In terms of transport, the NPPF states in paragraph 111;

"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."

2.2.5 In paragraph 112, the document goes on to say that planning 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”

## 2.3 Regional Policy

### *Oxfordshire Local Transport and Connectivity Plan (LTCP, July 2022)*

- 2.3.1 The overall vision of the plan is for “an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the country to thrive”. The plan aims to achieve this through “reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice”.
- 2.3.2 The maximum and minimum parking standards for Oxfordshire are set out in Parking Standards for New Developments (2022), a supplementary planning document to the LTCP. Parking standards relevant to the development are set out in **Table 2.1**. The development comprises of both C2 and C3 land uses, and the parking standards for both land uses have been summarised in **Table 2.1**.

*Table 2.1 Car Parking Standards for Oxfordshire (Based on Table 2, Table 4(a) and Table 5 of the OCC Parking Standards)*

Parking Standards	C2 Residential Institutions	C3 Residential
Maximum Car Parking	1 space per 2 residents' rooms plus 1 space per 2 staff	1-2 bedroom dwelling – up to 1 space per dwelling 3+ bedroom dwelling – up to 2 spaces per dwelling
Visitor Car Parking		1 space per 5 dwellings
Motorcycle and Two-Wheeled Parking Spaces	1 space per 5 dwellings	
Minimum Cycle Parking	0.5 spaces per bedroom available to residents, visitors and staff	Houses of Multiple Occupation – 1 space per bedroom All other dwellings – 2 spaces per bedroom

- 2.3.3 The Oxfordshire Electric Vehicle Infrastructure Strategy states the following required provision of electric vehicle charging facilities:
- *“Provision is made for EV charging points for each residential unit with an allocated parking space; and*
  - *Non-allocated spaces are provided with at least 25% (with a minimum of 2) having electric charging points installed”.*

## 2.4 Local Policy

### *Adopted Cherwell Local Plan 2011-2031 (July 2015)*

- 2.4.1 The Local Plan sets out the long-term vision for the district of Cherwell. The plan contains policies that will help to deliver the vision.

2.4.2 Policy SLE 4 relates to transport development within the area, and states:

“The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth”.

2.4.3 Policy Bicester 3: South West Bicester Phase 2, identifies the 28 hectares of land in the west of Bicester for development of new homes, services and facilities. The Site is located within the Phase 2 development area.

### ***Cherwell Parking Standards (December 2011)***

2.4.4 Parking standards published for Cherwell in December 2011 for residential developments are set out below.

*Table 2.2 Cherwell Parking Standards*

Number of bedrooms per dwelling	Maximum number of allocated spaces	Maximum number of spaces when two allocated spaces per dwelling is provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		Allocated spaces	Unallocated spaces	Allocated spaces	Unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.8	1.6
3	2	2	0.4	1	0.9	1.8
¾	2	2	0.5	1	1.1	2.1
4+	2	2	0.6	1	1.5	2.4

2.4.5 During pre-application stages, it was advised that the updated OCC Parking Standards (reference **Table 2.1**) were applicable to the application.

## **2.5 Summary**

2.5.1 This Section has presented a review of national, regional, and local policy and provides the policy context within which the proposed development will be assessed for the remainder of this TS.

## 3 Site and Surroundings

### 3.1 Preface

3.1.1 This Section describes the location of the Site in relation to the local highway network and provides a contextual basis for the remainder of the TS.

### 3.2 Site Description

3.2.1 The Site comprises Parcel R of the Kingsmere Phase 2 development and is located on undeveloped land to the west of Ludlow Road, approximately 210 metres (m) south of the junction between Middleton Stoney Road and Ludlow Road.

3.2.2 The area surrounding the Site is currently predominantly undeveloped or under construction as part of the Kingsmere Phase 2 development, with construction of some buildings completed in proximity of the junction of Ludlow Road and Middleton Stoney Road. To the southeast of the site Alchester Park Play Area has been recently constructed. A shared footway and cycle path linking Ludlow Road to the east with Vendee Drive to the west is provided to the north of the proposed application site. The footpath connects to the footway/cycleway on Vendee Drive and has low-level lighting along its extent.

3.2.3 The Site is located in the west of Bicester, 3.5 kilometres (km) from Bicester station and 4.5km east of Junction 9 of the M40.

3.2.4 Existing vehicular access to the Site is via an access road from Ludlow Road.

### 3.3 Local Highway Network

#### *Ludlow Road*

3.3.1 Ludlow Road is a two-way road that is constructed as part of the Kingsmere Phase 2 development north of the Site. Ludlow Road extends between Middleton Stoney Road at the north of the Kingsmere development and Whiteland's Way east of the Kingsmere development.

3.3.2 Ludlow Road acts as a through road through the Kingsmere Phase 2 development site.

3.3.3 Ludlow Road is subject to a 30mph speed limit. There are street lights and a wide footway on the eastern side of the road.

#### *Middleton Stoney Road*

3.3.4 Middleton Stoney Road extends on an east-west alignment between Hownes Lane/B4030 roundabout and Kings End/Oxford Road.

3.3.5 In the vicinity of the Site, Middleton Stoney Road is a two-way road with one lane of traffic in each direction. East of the junction with Ludlow Road, there is a footway on the northern side of the carriageway. West of the junction with Ludlow Road, there are footways on both sides of the carriageway, and the southern footway is set back from the carriageway with a green verge separating pedestrians from motor vehicles. West of the Site, there is a cycleway on the southern side of the carriageway.

3.3.6 Middleton Stoney Road is under a 30mph speed limit and there is street lighting present. An uncontrolled pedestrian crossing with a pedestrian island is located east of the junction with Ludlow Road.

#### ***Vendee Drive***

3.3.7 Vendee Drive (B4030) extends between Hownes Lane/Middleton Stoney Road roundabout and the A41 in South Bicester.

3.3.8 Vendee Drive is a two-way road with one lane of traffic in each direction. Vendee Drive has a cycleway / footway on the east side of the carriageway, which can be access from the Site via a footpath,

3.3.9 In the vicinity of the footpath connection to the Site, Vendee Drive is subject to a 40mph speed limit and there is street lighting present.

#### ***Strategic Road Network***

3.3.10 The A41 is accessible via an approximate 3 minute drive (2.4 km) from the Site via Middleton Stoney Road and Vendee Drive. The A41 extends between London and Birkenhead in the west of England, passing through Watford, Wolverhampton and Chester.

3.3.11 Junction 9 of the M40 is accessible a 5 minute drive (4.5km) from the Site via Vendee Drive and the A41/Oxford Road. The M40 motorway connects London and Birmingham via Oxford.

3.3.12 The Site has good connections to the strategic road network, providing highway connections to London, Birmingham and other towns and cities.

### **3.4 Collision Data**

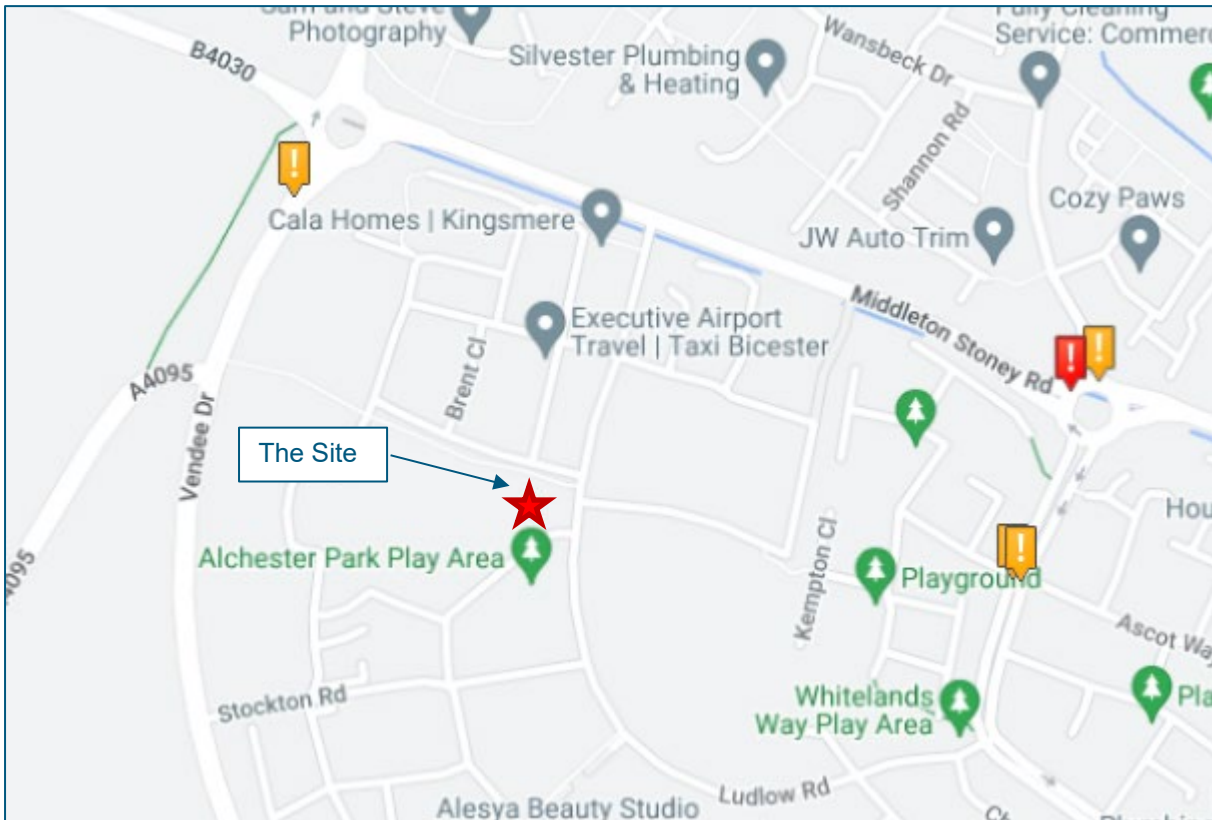
3.4.1 To establish whether there are any inherent safety concerns on the local transport network a review of Personal Injury Collisions (PICs) data has been undertaken with reference to information published through Crash Map (<https://www.crashmap.co.uk>).

3.4.2 PIC data for the period from 1<sup>st</sup> January 2017 to 31<sup>st</sup> December 2021 has been reviewed. PICs in the vicinity of the Site are shown in **Insert 3.1**.

3.4.3 A review of the 5 most recent years of collision data has identified 5 collisions recorded in the local area. 4 of the collisions in the vicinity of the Site were recorded as 'Slight' and 1 was recorded as 'Serious'. 2 collisions were recorded on the Shakespeare Drive / Middleton Stoney Road / Whiteland's Way roundabout. 1 collision was recorded on Vendee Drive. There are no clusters of 3 or more collisions observed in the data.

- 3.4.4 Given that the highway network in the immediate vicinity of the Site is currently under construction, there is no existing collision data for the roads adjacent to the Site.

Insert 3.1: Five Year Local Collision Data (01/01/2017 – 31/12/2021)



## 3.5 Summary

- 3.5.1 The Site comprises Parcel R of the Kingsmere Phase 2 development and is located on undeveloped land to the west of Ludlow Road, approximately 210m south of the junction between Middleton Stoney Road and Ludlow Road.
- 3.5.2 The area surrounding the Site is currently predominantly undeveloped or under construction as part of the Kingsmere Phase 2 development, with construction of some buildings completed in proximity of the junction of Ludlow Road and Middleton Stoney Road.
- 3.5.3 A review of personal injury accident data contained at [www.crashmap.co.uk](http://www.crashmap.co.uk) indicates that for the most recent 5 years of records there have been no incidents recorded in vicinity of the site. A review of the 5 most recent years of collision data has identified 5 collisions recorded in the local area. Given that the highway network in the immediate vicinity of the Site is currently under construction, there is no existing collision data for the roads adjacent to the Site. As such, the data suggests that there are no observable road safety issues that can be exacerbated from trips arising from the access to/from the proposed scheme.

## 4 Site Accessibility by Non-Car Modes of Travel

### 4.1 Preface

4.1.1 This Section of the TA provides a review of the accessibility of the Site via active and sustainable forms of travel.

### 4.2 Site Accessibility on Foot

4.2.1 The local pedestrian network provides connections to local amenities and residential streets, providing good opportunities for Site residents, staff and visitors to travel to and from the Site on foot.

4.2.2 There is a network of pedestrian routes and recently installed pedestrian infrastructure in the vicinity of the Site, with footways provided on Ludlow Road, Vendee Drive and Middleton Stoney Road and a footpath connecting into the north of the Site providing access to Vendee Drive.

4.2.3 It is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2 kilometres (km). In this case, the Site is located within walking distance of a number of facilities and amenities.

4.2.4 **Table 4.1** provides a summary of the location of facilities with respect of the Site. Facilities that are located within the Village Centre or Commercial Centre associated with Kingsmere Phase 1 development are highlighted as bold below.

Table 4.1 Summary of Facilities and Amenities

Service Type	Service Name	Address	Approximate Walk Distance (m)
Food Outlet – Restaurant/Takeaway	The Two Sisters	5 Bowmont Sq, Bicester OX26 2GJ	900
	<b>The Finest Catch</b>	<b>Kingsmere, Unit 4 Whitelands Way, Bicester OX26 1EG</b>	<b>950</b>
	The Shakespeare Pub and Kitchen	The Shakespeare Pub, Bowmont Sq, Bicester OX26 2GJ	1000
	The Brasserie at the Chesterton Hotel	Chesterton, nr Green, Bicester OX26 1UE	1000
Food Outlet – Shopping	Tesco Express	1-3 Bowmont Sq, Shakespeare Dr, Bicester OX26 2GJ	900
	<b>Co-Operative Food</b>	<b>Unit 1 Whitelands Way, Kingsmere, Bicester OX26 1EG</b>	<b>900</b>
	Morrisons Daily	58 Villiers Rd, Bicester OX26 2BB	1600
Access to Cash	Tesco Bank ATM	Tesco Express, Bowmont Sq, Shakespeare Dr, Bicester OX26 2NL	850
	Morrisons Daily ATM	58 Villiers Rd, Bicester OX26 2BB	1600
	Spar ATM	Oxford Rd, Bicester OX26 1BT	1700

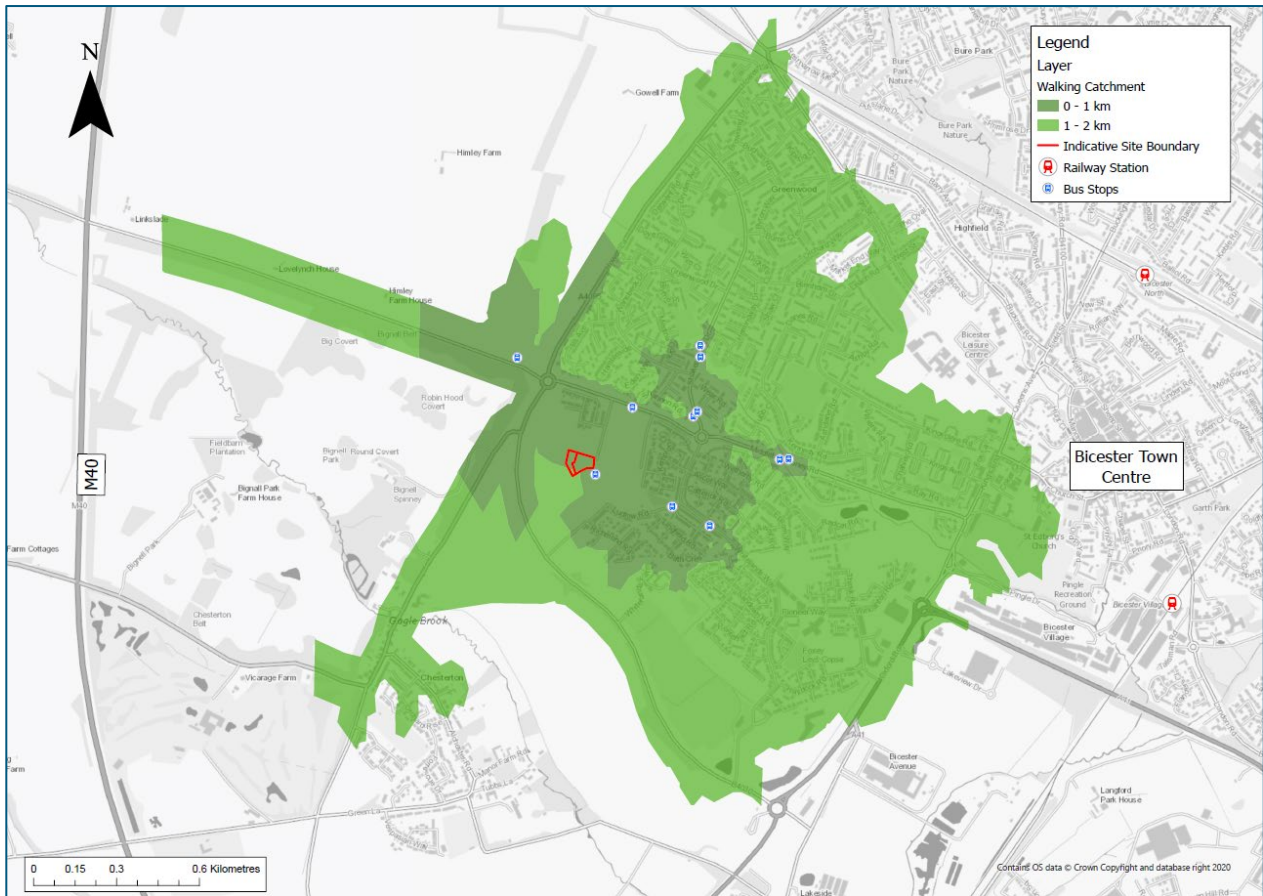
Service Type	Service Name	Address	Approximate Walk Distance (m)
Access to Outdoor Space	Pingle Brook Open Space	Redcar Rd, Bicester OX26 1AA	1200
Access to Recreation/Leisure Facilities	<b>PureGym Bicester</b>	<b>Shopping Park, Oxford Rd, Bicester OX26 1BT</b>	<b>1300</b>
	Kea Social Club and Sports Field	Queens Ave, Bicester OX26 2NR	1500
Access to Postal Services	Villiers Road Post Office	58 Villiers Rd, Bicester OX26 2BB	1600
Access to Community Pharmacy	<b>Boots</b>	<b>Unit A, Shopping Park, Kelso Road, Bicester OX26 1ES</b>	<b>1400</b>
Access to Doctor's Surgery	Dr G C Moncrieff & Partners	Health Centre, Coker Cl, Bicester OX26 6AT	1400
	Bicester Community Hospital	Piggy Ln, Bicester OX26 6HT	1800
Childcare Facility or School	<b>Busy Bees at Bicester Kingsmere</b>	<b>Kingsmere, Whitelands Way, Bicester OX26 1EG</b>	<b>1100</b>
	<b>St Edburg's CE Primary School</b>	<b>Pioneer Way, Bicester OX26 1BF</b>	<b>1100</b>
	Impact Montessori nursery	Bric, Queens Ave, Bicester OX26 2NR	1900

4.2.5 A 1km and 2km walking catchments from the Site are shown in **Insert 4.1**, and at a higher resolution in **Appendix 2**.

4.2.6 A 1km catchment from the Site includes several bus stops, and a 2km catchment includes multiple amenities, including those set out in **Table 4.1**.



Insert 4.1 Walking Catchment



4.2.7 Many of the local amenities are located in areas of Bicester north and east of the Kingsmere Phase 2 development. There is a local centre within Kingsmere Phase 1 which provides for the immediate day-to-day needs of the Phase 2 residents.

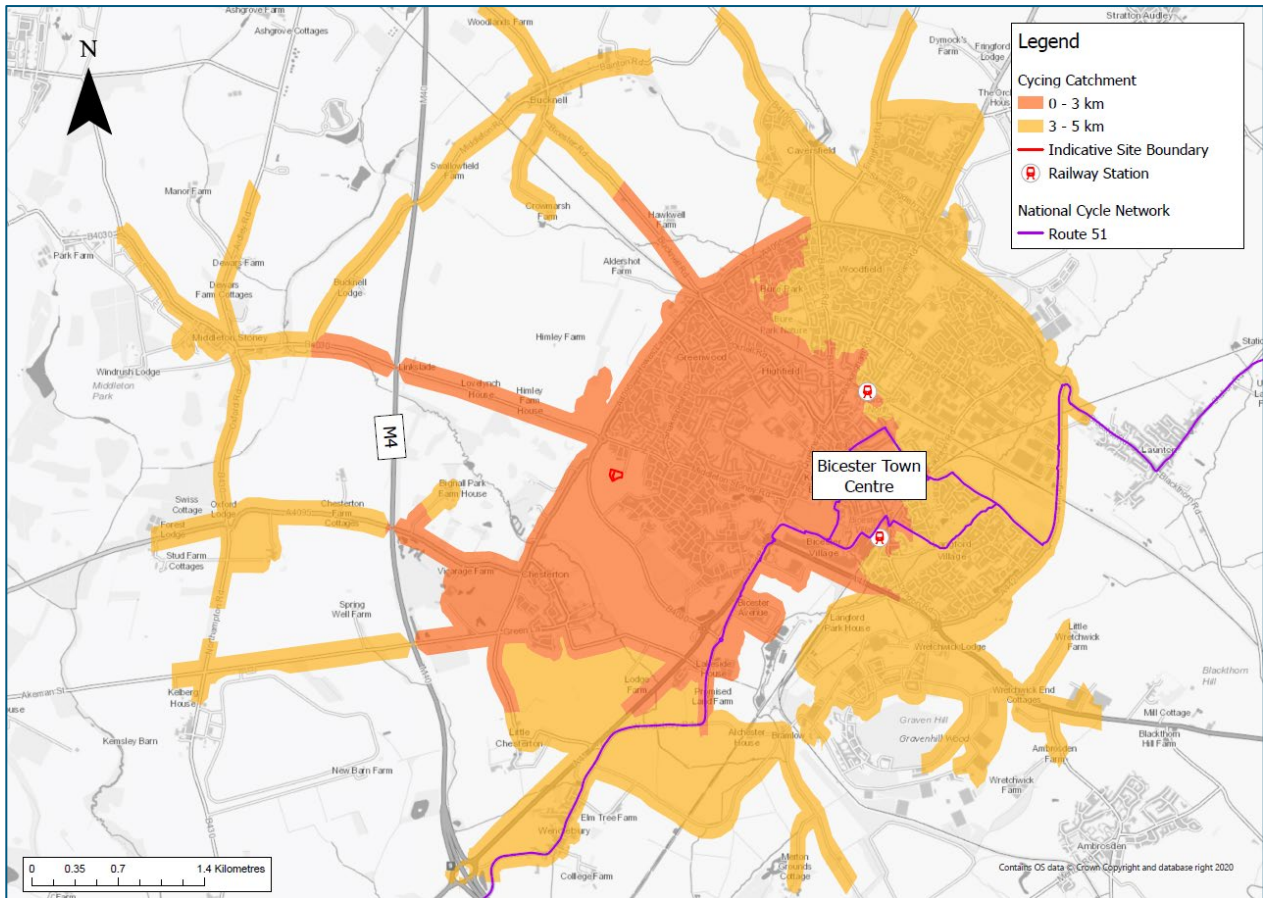
### 4.3 Site Accessibility by Cycling

4.3.1 There is cycle provision on Vendee Drive in the form of a footway / cycleway on the eastern side of the carriageway. There are also advisory on-carriageway cycle lanes in the vicinity of the Site, on Middleton Stoney Road. There is an additional shared use footway / cycleway running to the north of the Site which connects to Vendee Drive.

4.3.2 The Site is located close to National Cycle Network Route 51, which extends between Oxford and Felixstowe.

4.3.3 A cycling catchment from the Site is shown in **Insert 4.2**, and at a higher resolution in **Appendix 3**. Both Bicester railway stations are accessible within a 3km cycle from the Site, and the majority of Bicester Town is encompassed in a 5km cycle from the Site.

Insert 4.2 Cycling Catchment



## 4.4 Site Accessibility by Public Transport

- 4.4.1 The closest bus stop to the Site is located on Ludlow Road approximately 30m to the south of the Site. The bus stop is served by bus service 26 operated by Stagecoach. Route 26 operates at a frequency of 2 buses per hour from Kingsmere to Bicester town centre. The service operates 06:00 to 20:00, Mondays to Saturdays,
- 4.4.2 Whiteland's Way bus stop is located approximately 550m walk from the Site. From this bus stop, bus service S5 is operated by Stagecoach between Bicester and Oxford and provides up to 4 buses per hour. There are 6 departures in the morning from Kingsmere to Oxford and 6 return journeys in the PM.
- 4.4.3 Other bus services in proximity to the site include the X5 bus service operated by Stagecoach which provides an express bus service between Oxford – Bicester – Buckingham – Milton Keynes and Bedford which is approximately 1.6km from the site.
- 4.4.4 Bus services are provided as part of the Kingsmere Phase 2 development, and 2 additional bus stops have been provided on the eastern side of Central Square and Alchester Play Area, some 50-70m east of the Site.

4.4.5 The nearest railway stations to the site are Bicester Village and Bicester North, both of which are served by Chiltern Railways. Bicester Village railway station is 2.6km from the site and is served by 2 trains per hour between Oxford and London Marylebone. Bicester North railway station is 2.7km from the site and is served by hourly trains between London Marylebone, Banbury and Birmingham Snow Hill.

## 4.5 Accessibility Index

4.5.1 The BREEAM accessibility calculator has been used to calculate the accessibility index for the Site. The calculation is included in **Appendix 4**.

4.5.2 The accessibility index for the Site was calculated to be 4.52. However, the Site is currently located within an undeveloped master plan, and it is expected that the public transport accessibility of the Site could increase with the development of the surrounding land.

## 4.6 Age-related/Disability Accessibility

4.6.1 Infrastructure is provided locally to support sustainable travel patterns for both older and younger generations.

4.6.2 The nearest bus stop on Ludlow Road is provided with a bus shelter and seating. It is noted that other bus stops on Whiteland's Way and Middleton Stoney Road do not have shelter or seating provided.

4.6.3 Footways with a smooth and level surface are present on Ludlow Road, Middleton Stoney Road and Vendee Drive.

4.6.4 Informal crossings are provided at Middleton Stoney Road and at Howes Lane / Middleton Stoney Road / Vendee Drive / B4030 roundabout, which are defined by tactile paving and dropped kerbs. The crossing at Middleton Stoney Road is defined by bollard protection for pedestrians, and there are traffic calming measures in the form of speed bumps to reduce vehicle speeds.

4.6.5 Footways on Vendee Drive and Middleton Stoney Road are set back from carriageway, with green verge separating pedestrians from motorised vehicles, giving some level of protection to vulnerable pedestrians.

4.6.6 Street lighting is present on the highway in the vicinity of the Site.

4.6.7 The development will be supported by 3 on-site car parking spaces dedicated for use by blue badge holders only.

## 4.7 Summary

4.7.1 A review of the Site's accessibility by 'non-car' modes of travel indicates that there are existing opportunities for access by 'active' and 'sustainable' travel modes. The findings of this review provide a basis for travel planning considerations.

## 5 Proposed Development

### 5.1 Development Overview

5.1.1 As outlined in the introductory Section of this TS, the proposed development forms a hybrid application comprising:

- (iii) *“in FULL, the construction of an 82 no. apartment affordable extra care home (class C2) with associated bistro, open space, landscaping, car/cycle parking, service infrastructure (drainage, highway, lighting), engineering operations, creation of new vehicular access and re-instatement of existing access to footpath, and*
- (iv) *in OUTLINE, the construction of a maximum of 14 market residential dwellings (class C3), on land known as Parcel R, Kingsmere, Bicester.”*

5.1.2 In accordance with the ‘hybrid’ nature of the application, transport matters pertaining to the C3 residential element of the scheme are discussed at an ‘outline’ level of detail, while the extra care element of the scheme has been developed to a greater level of detail in accordance with the requirements of a ‘full application’.

5.1.3 The proposed extra care element of the scheme is formed of apartments provided in one building, while the residential element of the scheme would be provided in a mix of houses and maisonettes.

5.1.4 The proposed layout of the extra care development includes 28 on-site car parking spaces, 3 of which are designed for use by disabled users. An ambulance and deliveries bay will be provided for the proposed extra care element of the scheme.

5.1.5 It is proposed that the residential units that are contained within the ‘outline’ element of the application are provided with a communal car parking area as well as individual garages and dedicated driveways for larger units.

5.1.6 The proposed Site layout plan is shown in **Insert 5.1** and is included in **Appendix 5**.

Insert 5.1 Proposed Site Layout



## 5.2 Proposed Access Strategy

### *Proposed Vehicular Access*

- 5.2.1 It is proposed that the extra care and residential elements of the scheme are served by a dedicated vehicular access that would form a simple priority junction with Bishops Road. The junction would be located approximately 65m to the west of the junction of Ludlow Road and Bishops Road.
- 5.2.2 The Site access configuration comprises a carriageway width of 5.5m widening at the junction with Bishop Road, incorporating corner radii of 6m on both sides of the junction.
- 5.2.3 Swept path assessment for an 11.6m length refuse vehicle manoeuvring in and out of the proposed site access junction is provided in **Appendix 6**.
- 5.2.4 Junction visibility assessments for the proposed site access junction with Bishop Road is provided at **Appendix 7** and indicates an obstructed left-hand visibility envelope of 43m (utilising an x-distance of 2.4m), in accordance with the site stopping distance associated with a 30mph road, is achievable for drivers at the proposed junction. It is noted that the design of landscaping in the peripheries of the site access will be developed during detailed design to take account of the junction visibility requirements of the proposed site access.

### *Proposed Pedestrian and Cycle Access*

- 5.2.5 Footways will be provided on both sides of the access road which will connect into the Site and provide access to the development for pedestrians.

- 5.2.6 Pedestrian linkage between the existing footway/cycleway to the north of the Site and the C3 residential dwellings will be provided (**Insert 5.2**). Future Site residents, and visitors and staff associated with the extra care development, would be able to access the wider network of footways and cycleways that are provided throughout Kingsmere Phase 2.

*Insert 5.2 Proposed Pedestrian Connection*



- 5.2.7 Cycle access is possible from the southeast of the Site from Bishops Road.
- 5.2.8 The design code for the approved Kingsmere Masterplan identifies the segregated route to the north of the Site as a 'Cycle Route', however, the currently constructed route would seem to be a share pedestrian and cyclist facility. Depending on the County Council's permanent designation of this route, pending outline planning consent, any reserved matters application associated with the residential element of the proposed scheme can be developed to facilitate shared pedestrian and cycle permeability via this route that flanks the northern perimeter of the Site.

## 5.3 Internal Layout

- 5.3.1 The proposed site access would link to an internal access road that is common to both the extra care and residential elements of the scheme. The extra care's car park spurs from the access road and would incorporate 2 points of access around a landscaped island feature.

- 5.3.2 The internal road layout for the extra care comprises car parking circulation areas and an Ambulance / Delivery Bay. The proposed internal road layout design is informed by swept path assessments of an 11.6m Refuse Collection Vehicle and a Fire Tender vehicle, demonstrating also that smaller vehicles such as a 7.6t Box Van can access the proposed on-site bay for emergency and servicing activity. The associated swept path assessment drawings are presented at **Appendix 7**.
- 5.3.3 The indicative design of the outline C3 residential element of the scheme forms a cul-de-sac to the north of the internal access road. Notwithstanding the indicative nature of the layout, swept path assessment has been undertaken to demonstrate how a large 11.6m refuse vehicle could serve the residential development, provided at **Appendix 7**.

## 5.4 Car Parking

### *Extra Care Development*

- 5.4.1 Car parking provision for the extra care has been designed with consideration of the estimated level of car parking derived from a car parking accumulation exercise presented at **Section 6** of this TS. Accordingly, the proposed extra care development incorporates 28 car parking spaces, with 3 spaces (10%) designed for use by disabled badge holders.
- 5.4.2 Residents are likely to have an average age in excess of 75 years, and consequently, it is anticipated that the on-site car parking spaces will largely be used by staff and visitors to the extra care home. The anticipated staffing levels for the proposed extra care development, has been estimated against that of an approved 72 bed scheme extra care facility. The staffing levels at that development have been scaled up relative to the proposed 82 bed development, which are included in **Table 5.1**. It is expected that the maximum number of staff who will be present on Site at any one time would be 9.

Table 5.1 Estimated Staffing Levels at the Extra Care Facility

Shift	Approved 72 bed development	Proposed 82 bed development
7am - 10am	6-7 care workers	7-8 care workers
10am - 3pm	3 care workers	3 care workers
3pm - 11pm	6-7 care workers	7-8 care workers
Overnight	1-2 care workers	1-2 care workers
A manager/cleaner/caretaker during the day		
A manager during the night		

- 5.4.3 Based on the estimated level of staffing, which considers a maximum of 8 to 9 members of staff attending the Site simultaneously, it is considered that the proposed car parking provision of 28 car parking spaces would suitably accommodate the requirements of the anticipated users of the proposed development, again noting that it is anticipated that the on-site car parking spaces will largely be used by staff and visitors to the extra care home.
- 5.4.4 It is further noted that the proposed extra care car parking provisions are within the bounds of the OCC maximum parking standard for extra care facilities (C2 land use), that are set out in **Table 2.1**. Direction application of the maximal standards would result in a maximum provision of 46 spaces. It is considered that the OCC parking standards for the C2 land use category include a range of facilities including 'Care Homes' which are generally noted to employ a higher rate of staff per unit (typical average of 1 staff per 3 bedrooms) than that of the 'extra care' facilities that are proposed by this application (typical average of 1 staff per 9 bedrooms). As such, it is considered that the proposed quantum of 28 car parking spaces is suitable for the proposed land use and quantum of development. Furthermore, the proposed parking for the development is at a level below permissible maximum standards in order to support the sustainable travel principles presented within the extra care travel plan that also accompanies this application.
- 5.4.5 In accordance with OCC parking standards, 25% of parking, or 7 parking spaces, would be provided with Electric Vehicle (EV) charging facilities. The remaining spaces will be provided with ducting to facilitate potential growth in EV charging point demand.

### **C3 Residential Development**

- 5.4.6 The C3 residential element of the scheme proposes parking provision in accordance OCC parking standards as summarised in **Table 2.1**. 1-bedroom units are provided with 1 space in a communal parking area, 2-bedroom units are to be served by off-street parking spaces adjacent to the property, while 3 bedroom dwellings would be provided with a garage and a driveway space, providing opportunity for 'up to 2 car parking spaces'..
- 5.4.7 In addition to the above, 1 visitor space would be provided per 5 residential units, which for 14 units would equate to 3 visitor parking spaces, to be provided in the communal parking courtyard in the proposed 'cul-de-sac' configuration to the north of the site.
- 5.4.8 Parking for powered-two-wheelers are catered for within driveway and garages.
- 5.4.9 EV car charging facilities would be provided in accordance with adopted OCC parking standards, including within the communal parking court.



## 5.5 Cycle Parking

### *Extra Care Home*

- 5.5.1 Cycle infrastructure will be provided in the form of Sheffield stands, and all cycling infrastructure is required to be provided in line with Oxfordshire Cycling Design Standards and the Department for Transport (DfT) Local Transport Note 1/20 (LTN 1/20 – DfT, July 2020).
- 5.5.2 The OCC standards summarised in **Table 2.1** suggest a minimum of 0.5 spaces per bedroom available to residents, visitors and staff. When applied to the proposed quantum of extra care development this equates to a minimum of 41 cycle parking spaces, which would be provided within the Site. In this regard it is again noted that, the OCC parking standards for the C2 land use category include a range of facilities that would generally employ staff at a higher rate than that of the ‘extra care’ facilities that are proposed by this application. As such, the proposed level of cycle parking for the extra care facility has been developed with reference to estimated staffing numbers as set out in **Table 5.1**.
- 5.5.3 In view of the above, the proposed extra care facilities incorporate a secured and covered cycle store with capacity for 10 cycle parking spaces at the northern extent of the proposed car parking area to accommodate ‘long-stay’ cycle parking for staff. Showers and changing facilities will be provided for extra care staff.
- 5.5.4 A further 5 Sheffield stands (10 cycle parking spaces) are presented at the eastern extent of the proposed extra care facility in vicinity of the Ludlow Road frontage of the Site to accommodate ‘short-stay’ cycle parking for visitors.
- 5.5.5 Proposed cycle parking areas are indicated at architectural drawings included at **Appendix 5**.

### *C3 Residential Development*

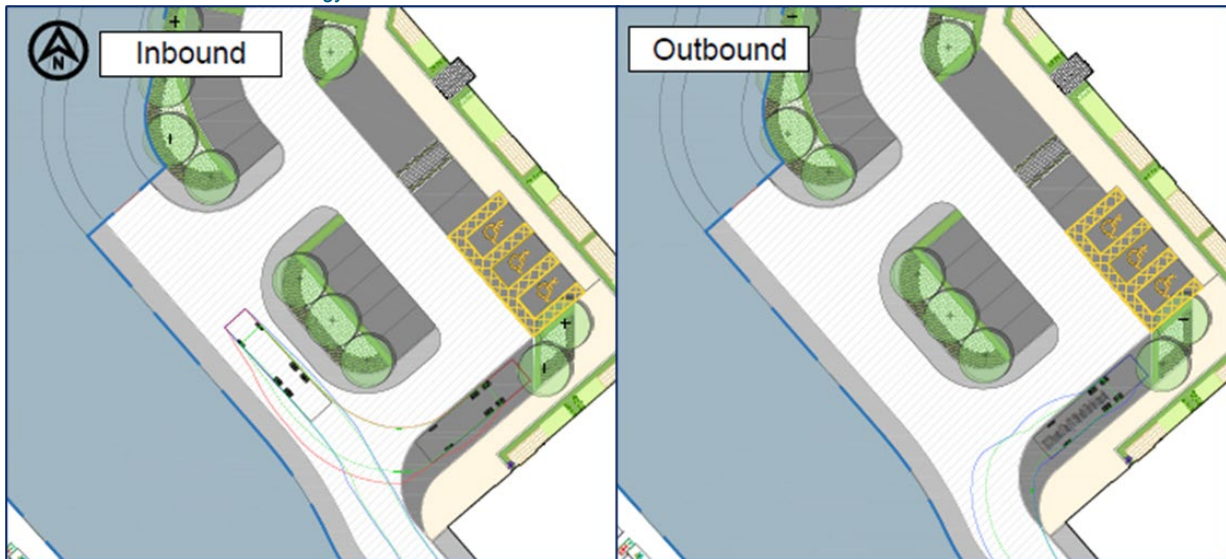
- 5.5.6 OCC cycle parking standards stipulate provision of 2 spaces per bedroom for residential ‘houses’ and ‘flats’. The Design Code prepared for this element of the proposed development requires cycle provision in accordance with the OCC standards, and that this will be within garages where garages are provided or alternatively, within secure and covered areas where there are no garages.
- 5.5.7 Given the outline nature of the residential element of the application, it is considered that the location and type of cycle parking can form part of details that are provided subsequent to obtaining outline planning consent.

## 5.6 Delivery and Servicing Strategy

### *Extra Care Development*

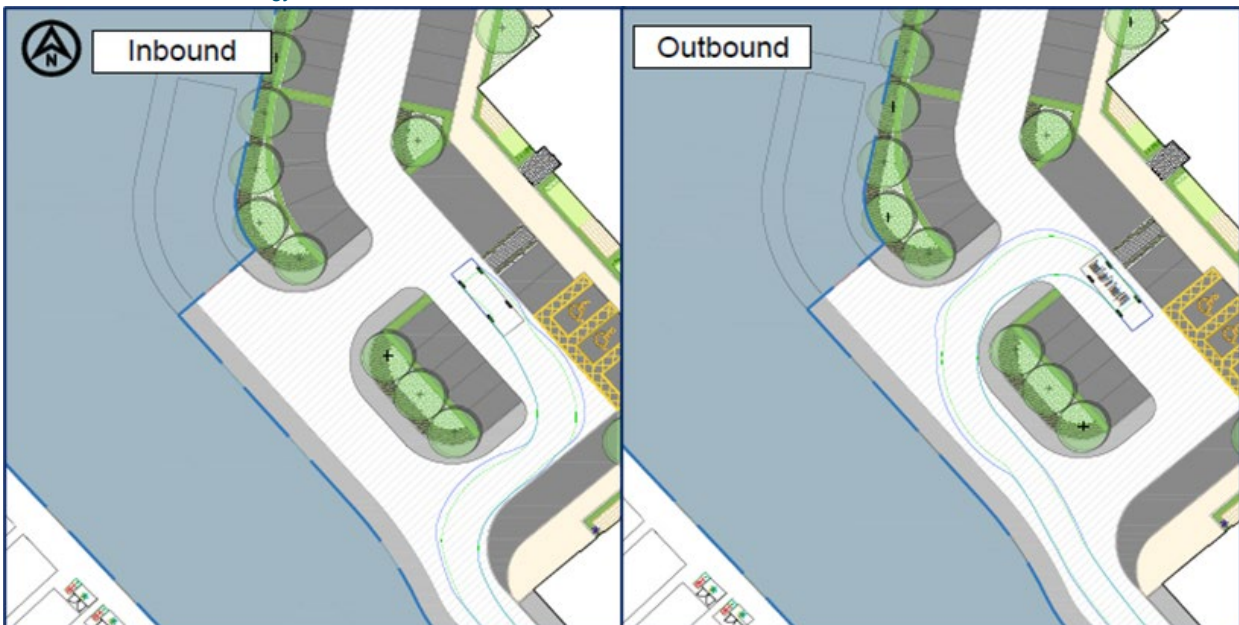
- 5.6.1 Delivery and servicing for both extra care and C3 dwellings will be undertaken within the site boundary. Vehicles will turn around within the Site and will enter and exit in a forward gear.
- 5.6.2 An ambulance and delivery bay is proposed adjacent to the extra care building, as indicated in **Insert 5.2**. This will be utilised by servicing and delivery vehicles accessing the extra care home.

*Insert 5.2 Refuse Collection Strategy for Extra Care Element*



- 5.6.3 A similar exercise has been undertaken with a Fire Tender vehicle, demonstrating that the Fire Tender can access and turn around within the Site, as shown in **Insert 5.3**.

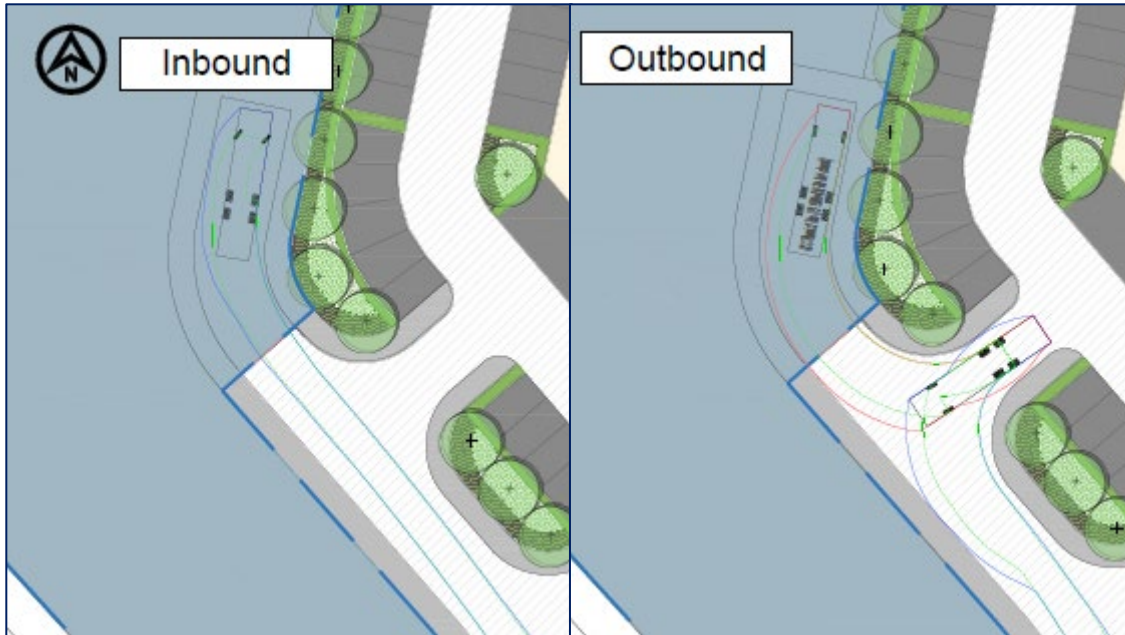
*Insert 5.3 Fire Tender Strategy for Extra Care Element*



### ***Residential Development***

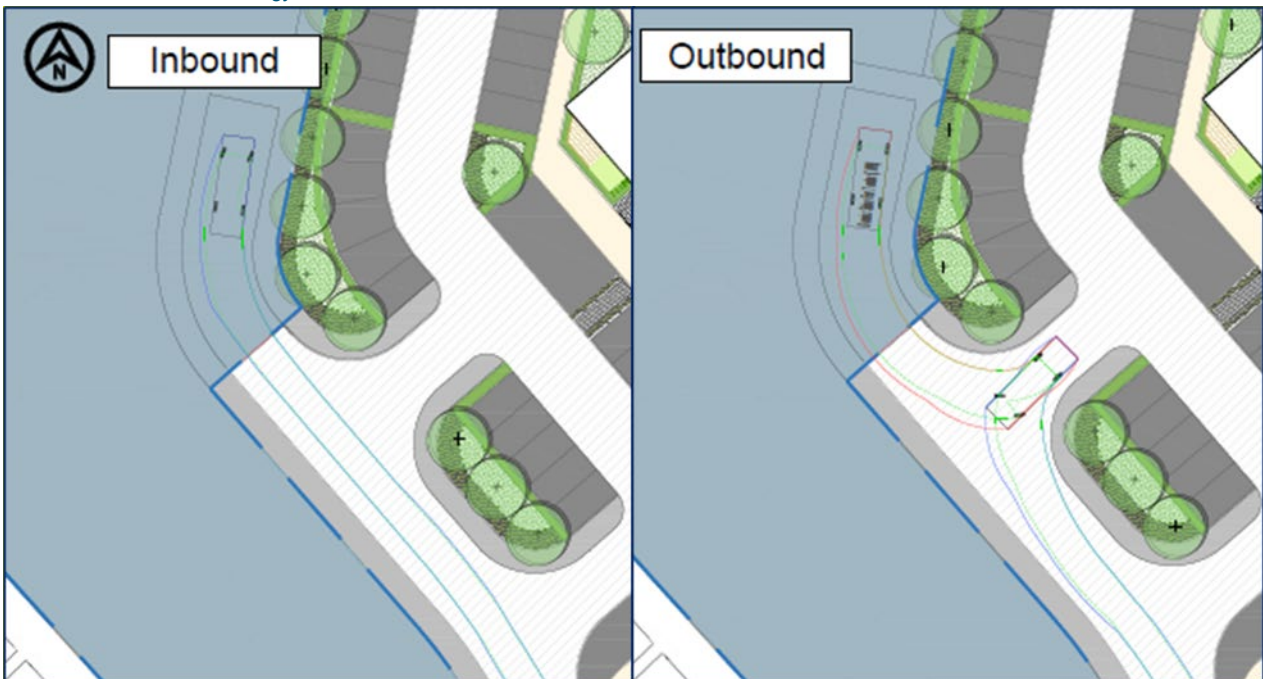
- 5.6.4 Delivery and servicing for the C3 residential dwellings will be from the on-site kerbside..
- 5.6.5 Refuse collection vehicles would be able to utilise the alignment of the internal spine road to turn around and depart the Site in forward gear, as indicated at **Insert 5.3**, with the associated drawing provided at **Appendix 5**.

Insert 5.4 Refuse Collection Strategy for Residential Units



5.6.6 A similar exercise has been undertaken with a Fire Tender vehicle, demonstrating that the Fire Tender can access and turn around in the same configuration as the Refuse Vehicle, as shown in **Insert 5.5**.

Insert 5.5 Fire Tender Strategy for Residential Units



## 6 Development Trip Generation

### 6.1 Preface

6.1.1 This Section provides an estimate of the travel demand that would be associated with the extra care and residential elements of the proposed development once fully occupied and operational. As the existing Site is unoccupied, there is not expected to be any trip generation associated with the existing Site.

### 6.2 Extra Care Development Trip Generation

6.2.1 To estimate the multi-modal travel demand generated by the proposed extra care home, reference has been made to surveys contained within the TRICS database.

6.2.2 Surveys of representative sites have been selected from TRICS v7.10.2 based on the following site selection criteria:

- Land Use 03P Residential – Assisted Living;
- A multi-modal survey has been undertaken;
- Sites based in the UK, with sites located in Greater London, Scotland, Ireland and Wales being excluded from the assessment;
- Surveys have been undertaken for a weekday (Saturday and Sunday surveys excluded); and
- The surveys were undertaken no earlier than 1<sup>st</sup> January 2013.

6.2.3 6 TRICS surveys have been identified to be representative of the proposed extra care use and the derived trip rates have been used to generate a trip rate per extra care apartment. The results are presented in **Table 6.1**, with the full trip generation assessment presented in **Appendix 8**.

Table 6.1 Proposed 82-bed Extra Care Development

Mode of Travel	Weekday 08.00-09.00			Weekday 17.00-18.00			Weekday 07.00-19.00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
<b>Vehicles</b>									
Cars	5	3	8	4	6	10	79	79	158
Taxis	0	0	0	1	1	1	6	6	12
LGVs	1	0	1	1	1	2	15	14	29
OGVs	0	0	0	0	0	0	0	0	1
PSVs	0	0	0	0	0	0	0	0	1
Motorcycles	0	0	0	0	0	0	2	2	4
<b>Total Vehicles</b>	<b>7</b>	<b>3</b>	<b>10</b>	<b>5</b>	<b>7</b>	<b>13</b>	<b>103</b>	<b>102</b>	<b>205</b>
<b>People</b>									
Vehicle Occupants	7	3	10	5	7	12	113	114	228
Pedestrians	2	1	2	1	1	2	32	31	63
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	0	0	0	0	0	4	3	7
<b>Total People</b>	<b>9</b>	<b>4</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>14</b>	<b>150</b>	<b>150</b>	<b>300</b>

6.2.4 **Table 6.1** indicates that the proposed extra care apartments would generate 300 two-way person trips over the course of a typical weekday (07.00-19.00). It is estimated that the extra care development would generate 205 two-way vehicle trips during the same typical weekday 12-hour daytime period (07.00-19.00).

6.2.5 Peak hour trips associated with the extra care development have been estimated as 10 and 13 two-way trips in the AM and PM peak hours respectively.

6.2.6 It should be noted that the proposed bistro forms an integral part of the extra care home, and is not considered to be a separate trip attractor in its own right. As such, the trip attraction exercise presented above would include those associated with the bistro use.

### 6.3 C3 Residential Development Trip Generation

6.3.1 Similarly to the above, reference is made to the TRICS database to establish trip rates associated with the C3 residential dwellings.

6.3.2 Datasets have been selected from TRICS v7.10.2 which meet the following site selection criteria:

- Land Use 03K residential – Mixed Private Houses (Flats and Houses);
- A multi-modal survey has been undertaken;
- The survey site is located in the UK, with sites located in Greater London, Scotland, Ireland and Wales being excluded from the assessment;
- Only surveys undertaken in suburban area or edge of town included;
- Only developments of between 15 and 75 units included;

- Surveys have been undertaken for a weekday (Saturday and Sunday surveys excluded); and
- The surveys were undertaken no earlier than 1<sup>st</sup> January 2013.

6.3.3 Three TRICS surveys have been identified. The derived trip generation rates have been applied to the 14 dwellings and the resultant estimates of residential trips are presented in **Table 6.2**, with the full trip generation assessment presented in **Appendix 8**.

Table 6.2 Proposed 14 Residential Dwellings

Mode of Travel	Weekday 08:00-09:00			Weekday 17:00-18:00			Weekday 07:00-19:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
<b>Vehicles</b>									
Cars	1	3	4	3	1	4	15	17	32
Taxis	0	0	0	0	0	0	1	1	1
LGVs	0	0	1	0	0	0	2	2	5
OGVs	0	0	0	0	0	0	0	0	1
<b>Total Vehicles</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>19</b>	<b>20</b>	<b>39</b>
<b>People</b>									
Vehicle Occupants	1	5	6	4	2	6	26	27	52
Pedestrians	0	1	2	0	1	1	5	6	11
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	0	0	0	0	0	0	1	1
<b>Total People</b>	<b>2</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>32</b>	<b>34</b>	<b>66</b>

6.3.4 **Table 6.2** indicates that the C3 residential dwellings would generate 66 two-way person trips over the course of a typical weekday (07.00-19.00). It is estimated that 39 two-way vehicle trips during the same typical weekday 12-hour daytime period (07.00-19.00) would be generated.

6.3.5 Peak hour trips have been estimated as 5 two-way trips in the AM, and 4 two-way trips in the PM peak hour.

## 6.4 Combined Vehicle Trip Generation

6.4.1 The existing Site is unoccupied, and as such there are not expected to be any trips associated with the existing Site.

6.4.2 Based on the trip generation exercise presented above, the combined extra care and C3 residential dwellings are expected to generate 15 two-way vehicle trips during the AM peak hour and 17 two-way vehicle trips during the PM peak hour. It is considered that the peak hour trips associated with the proposed development are not of a scale that would result in significant impact to the local highway network.

## 6.5 Car Parking Demand

6.5.1 The trip generation assessment set out in **Section 6.1** has been used to estimate the car parking demand associated with the extra care apartments. **Table 6.3** presents the estimated parking accumulation as calculated from arrival/departure data using the TRICS data previously described

Table 6.3 Car Parking Accumulation

Time Period	Total Trips		Parking Accumulation	
	Arrivals	Departures	Utilised Spaces	% Utilisation
at 07:00			21	76%
07:00-08:00	3	2	23	81%
08:00-09:00	5	3	25	90%
09:00-10:00	10	8	27	97%
10:00-11:00	9	10	27	95%
11:00-12:00	9	9	27	96%
12:00-13:00	9	10	26	93%
13:00-14:00	8	9	26	91%
14:00-15:00	6	8	24	86%
15:00-16:00	7	6	25	88%
16:00-17:00	6	7	24	85%
17:00-18:00	4	6	21	76%
18:00-19:00	3	2	22	79%
<b>Total</b>	<b>79</b>	<b>79</b>	-	-

6.5.2 Based on the 'car trip rates' derived from the TRICS assessment, up to 27 cars can be expected to park at any one time in association with the development.

6.5.3 The proposed car parking provision of 27 spaces is sufficient to cater for the anticipated parking demand at the Site. This robust parking accumulation assessment has assumed that 21 (76% of the total capacity) of the spaces are occupied at 07:00 in the morning, to reflect the potential for 24-hour on-site nursing care for some site residents, and the arrival of care staff in the mornings to assist. The assumed number of car parking spaces occupied at 07:00 has been based on an average of the number of occupied spaces observed from the 6 TRICS surveys identified as part of the site selection criteria.

- 6.5.4 The maximum parking accumulation for the extra care home is expected to occur between 10:00 and 11:00 when 28 car parking spaces would be occupied. This equates to a maximum anticipated parking occupancy of 100%. It is noted that use of a lower number of occupied car parking spaces at 07:00 of around 50% capacity (i.e., 14 spaces occupied) would result in a maximum parking accumulation estimate of 22 car parking spaces (80% of proposed car park capacity).
- 6.5.5 In view of the above, it is considered that the proposed 28 car parking spaces can suitably serve the proposed extra care facilities, whilst also not providing the maximum permissible (referencing OCC parking standards) number of parking spaces as this may encourage a higher level of car use than is desirable .

## 6.6 Service Vehicle Trip Generation

- 6.6.1 The trip generation exercise presented above has been used to derive an estimate of the number of delivery and servicing trips to and from the proposed development. Due to the absence of 'servicing vehicle' counts on some of the TRICS surveys, reference has been made to the Light Goods Vehicle (LGV) and Other Goods Vehicle (OGV) trip rates that have been derived from the TRICS assessments. The associated TRICS outputs can be found at **Appendix 8**.
- 6.6.2 The assessment estimates that for the 82 apartment extra care development, 15 LGVs and 1 OGV would attend the Site (some 30 two-way trips) over a typical weekday period of 07:00-19:00, while the C3 residential dwellings would attract 2 LGVs and 1 OGV (5-6 two way trips) during the same period. The proposed development would be able to accommodate this level of servicing trips without undue impact to the local highway.



## 7 Summary and Conclusions

### 7.1 Summary

- 7.1.1 This Transport Statement (TS) has been prepared by Royal HaskoningDHV (RHDHV) on behalf of Preferred Homes Bicester Ltd & Countryside (Bicester) Ltd (the 'applicant'), in association with a proposed scheme for provision of 82 no. apartment extra care and 14 residential market dwellings at Parcel R, Kingsmere, Bicester ('the Site'). The highway authority for the Site is Oxfordshire County Council, and the local authority is Cherwell District Council.
- 7.1.2 This TS has been prepared in accordance with relevant local, regional and national policy, and with respect to pre-application communication with OCC who provided a written response dated 16<sup>th</sup> December 2021. The content of this TS has been prepared to address comments raised in the response. In accordance with the 'hybrid' nature of the application, transport matters pertaining to the residential element of the scheme are discussed at 'outline' level of detail, while the extra care element of the scheme has been developed to a greater level of detail.
- 7.1.3 The extra care development includes 28 car parking spaces, 3 of which are designed for use by disabled users. An ambulance and delivery bay will be provided for the proposed extra care home.
- 7.1.4 The residential units are provided with a communal car parking area as well as individual garages and dedicated driveways for larger units.
- 7.1.5 The proposed scheme incorporates 'short-stay' cycle parking for visitors as well as secured and covered 'long-stay' cycle parking spaces for staff and residents. The proposed cycle parking facilities have been developed with reference to OCC cycle parking standards as well as estimated staffing levels for the proposed extra care development.
- 7.1.6 The Site is accessible on foot via an existing shared footway / cycleway running at the north of the Site between Ludlow Road to the east with Vendee Drive to the west. There are footways and street lighting provided on the local highway network, and a number of amenities are accessible on foot from the Site. There are public transport connections to the Site from a bus stop located on Ludlow Road and Whiteland's Way.
- 7.1.7 A trip generation exercise has been undertaken to derive an estimate of the typical daily travel demand that will be generated by the proposed development. The extra care apartments would be expected to generate 205 two-way vehicle trips across a typical weekday period of 07:00-19:00, with 6 such trips occurring in the AM peak hour and 9 occurring in the PM peak hour. The C3 residential development would be expected to generate 39 two-way vehicle trips, with 5 two-way trips in the AM peak hour and 5 such trips in the PM peak hour.
- 7.1.8 The combined extra care and C3 residential development is expected to generate 15 two-way vehicle trips during the AM peak hour and 17 two-way vehicle trips during the PM peak hour. It is considered that the peak hour trips associated with the proposed development are not of a scale that would result in significant impact to the local highway network.
- 7.1.9 Based on the car park accumulation assessment the proposed 28 car parking spaces can suitably serve the proposed extra care home.

- 7.1.10 The 82 apartment extra care development would attract 15 LGVs and 1 OGV to the Site (some 30 two-way trips) over a typical weekday period of 07:00-19:00, while the C3 residential development would attract 2 LGVs and 1 OGV (5-6 two way trips) during the same period. The proposed development would be able to accommodate this level of servicing trips without undue impact to the local highway.

## 7.2 Conclusion and Policy Compliance

- 7.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and identifies that 'Development should only be prevented or refused on transport ground where the residual cumulative impacts of development are severe'. In accordance with the NPPF, it has been demonstrated that the travel demands of the proposed development do not represent a severe residual transport impact.
- 7.2.2 The Site's accessibility by non-car modes of travel is assessed in **Section 4** and provides details of the pedestrian, cycle and public transport infrastructure in the locality. The accessibility review demonstrates that there are opportunities for travel to/from the Site via public transport and that the Site is located such that future staff, visitors and residents can make use of a wide range of existing active and sustainable travel opportunities.
- 7.2.3 With regard to the principles behind the proposed scheme design, **Section 5** of this TS discuss design considerations with reference to guidance and standards contained within published OCC design guidance.
- 7.2.4 As outlined in the introductory section of this TS, development of the wider Kingsmere Masterplan is progressing and, accordingly, the accessibility of the proposed development site and access to amenities and facilities will improve during the anticipated delivery timeframe for this proposed development.
- 7.2.5 The development proposals have been demonstrated to be in accordance with all relevant national, regional and local planning policies.

## Appendix 1 – Pre-application Scoping Response

**Application no:** 21/03645/PREAPP

**Proposal:** Pre-Application Enquiry - Erection of a 80 bed Extra Care home with associated open space, landscaping, and car/cycle parking; and the provision of 16 new residential dwellings

**Location:** Phase 2 SW Bicester Kingsmere Parcel R East Of, Ludlow Road, Bicester,

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## **Transport Development Control**

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.

### **Key issues:**

- Development needs to align with the wider Kingsmere development site.
- Information provided in the scoping note relating to car parking is appreciated, it would be useful to have more information on staff numbers/expected mode of transport etc but also any data available on daily average visitor trips to fully assess parking numbers.
- Cycle parking should be provided in line with the Oxfordshire Cycling Design Standards. For the care home, again it would be useful to know staff numbers to decide how many spaces should be provided. Cycle parking for staff and residents should be covered whilst visitor spaces should be provided close to the entrance for convenience.
- Pedestrian and cycle links to the surrounding area and local amenities should be provided, these should be clear and obvious to users. It is expected that wayfinding will be provided as part of the access works via a S278 agreement, sustainable/active travel S106 contributions will also be requested.

### **Detailed comments:**

#### **Car & Cycle Parking**

Following the pre-application meeting dated 30/11/21, a scoping note has been provided giving more detail to how the car parking has been devised which is appreciated. This uses 2 TRICS surveys to create a parking accumulation calculation which the parking for the care home is based on. Whilst this is beneficial and does show the car parking level is adequate, it would be useful to have a bit more information regarding staff numbers and how it is expected they will travel. Whilst I am pleased that a low level of car parking is being proposed, we want to ensure there is sufficient car parking for staff and visitors to ensure informal parking on the carriageway/pavements does not occur which can lead to safety concerns. It would also be useful if possible to have data for expected visitor trips per day based on other care homes of similar sizes.

The car parking proposed for the residential units is in line with Oxfordshire County Council standards, however, it should be noted that Oxfordshire County Council do

not encourage the use of garages as stated in the new Street Design Guide and Manual for Streets. These are often not utilised as parking bays and as such can lead to informal on-street parking, I would therefore suggest converting these to carports. All parking spaces must meet the following dimensions:

- 5m x 2.5m if unobstructed
- 5m x 2.7m if obstructed on 1 side
- 5m x 2.9m if obstructed on both sides (includes carports)
- 6m x 3m for garages
- 5.5m x 2.9m (plus 1m) for disabled bays

The Oxfordshire Electric Vehicle Infrastructure Strategy has now been released which states that all properties with allocated parking must provide at least 1 EV charging point. In addition, 25% of all unallocated parking must be for EV vehicles.

Similarly to above, it would be useful to have more detail on staff numbers to assess the need for cycle parking requirements. Residents of the care home will also need cycle parking and with the emergence of E-bikes, any cycle parking will need to be able to fit such bikes. Staff and resident cycle parking should be covered, visitor parking should be conveniently located near the entrance to the building.

In terms of the residential properties, all cycle parking will need to be in line with the Oxfordshire Cycling Design Standards and should be covered, secure and accessible without having to wheel bikes through properties.

### Strategy Comments

It must be demonstrated how the site will be integrated with the surrounding development and wider town through walking and cycling. This includes connecting with key routes within the Bicester LCWIP\* that benefit the site (for example Middleton Stoney Road) and the public rights of way network (for example 129/36/10). Contributions will be sought towards the maintenance of these connections; it is expected that wayfinding measures will be dealt with via a S278 agreement.

\*The Bicester LCWIP can be found at:

[https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/Bicester\\_LCWIP\\_2020.pdf](https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/Bicester_LCWIP_2020.pdf)

A preference for accessing the site by car should be avoided and instead equal consideration given to all modes when planning the site access. All walking and cycling infrastructure provided must be in line with LTN 1/20, this includes segregated spaces for people walking and cycling.

The Oxfordshire Electric Vehicle Infrastructure Strategy EVI 8: to 'meet or exceed the following standards...where parking is to be provided, planning permission will only be granted for developments if provision is made for EV charging points for each residential unit with an allocated parking space; and non-allocated spaces are provided at least 25% (with a minimum of 2) having electric charging points installed' should be incorporated within the development.

## Detailed Design

- Driveways should be splayed to ensure cars can turn in without over running full height kerbs.
- Shared surface areas need to comply with the new Oxfordshire Street Design Guide.
- Footways should be 2m wide.
- Northern access appears to be potentially narrowed to single lane; however it is not clear that visibility will be good enough for this.
- The application will need to comply with OCC street design guide. Offsite works to be designed in accordance with the DMRB.
- Where there is not a footway adjacent to the carriageway i.e. a shared surface carriageway, a minimum 800mm maintenance margin is required.
- A long section indicating the vertical alignment will be required to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:20 or 5%.
- The Service corridor will need to be a minimum 2m wide under the footway or verge.
- There are no visibility splays indicated. Junction and Forward Visibility Splays must be in accordance with Manual for Streets and dedicated to OCC if they fall out of the existing highway boundary.
- OCC require a swept path analysis for an 11.6m in length refuse vehicle for all manoeuvres in forward gear passing an on-coming or parked family car throughout the layout. The swept path does not indicate how an oncoming or parked car and evidence will be required if this layout is to be adopted. The carriageway will also require widening on the bends
- The carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph.
- Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1) including a designers response.

**NOTE** *The highway scheme can be designed by an organisation working for the third-party organisation rather than an organisation working for the Overseeing Organisation.*

**5.46.1** A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.

**NOTE** *The third party organisation-led scheme is submitted for planning approval to the local planning authority and, where there are highway implications, the highway or Overseeing Organisation is consulted.*

- No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented.
- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- Trees must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway. Trees that are within 5m of

the carriageway or footway will require root protection. Given the number of trees indicated it would be helpful that the proposed street lighting is provided as trees will have to be located at least 10 metres away to ensure the streetlights can perform effectively.

- Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.
- The visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.
- No property should be within 500mm to the proposed highway. No doors, gates, windows, garages or gas/electric cupboards should open onto the proposed highway.
- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.
- The Highway boundary needs to be checked with OCC Highway Records ([highway.records@oxfordshire.gov.uk](mailto:highway.records@oxfordshire.gov.uk)) to determine whether or not it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.
- OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.

### Travel Plan

The site wide Framework Travel Plan will need to be updated and resubmitted to include details of the proposed development. The Residential Travel Plan will need updated to include details of the 16 new residential dwellings.

The proposed care home triggers the requirement for a Travel Plan and an associated Monitoring Fee, in line with Oxfordshire County Council thresholds.

The scooter parking is welcomed.

We would like to see:

- Secure and convenient cycling parking for the residential dwellings and the care home, including visitor parking at the care home.
- Shower and changing facilities for care home staff.
- EV charging spaces.

**Officer's Name:** Will Madgwick

**Officer's Title:** Transport Planner

**Date:** 16 December 2021



















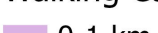
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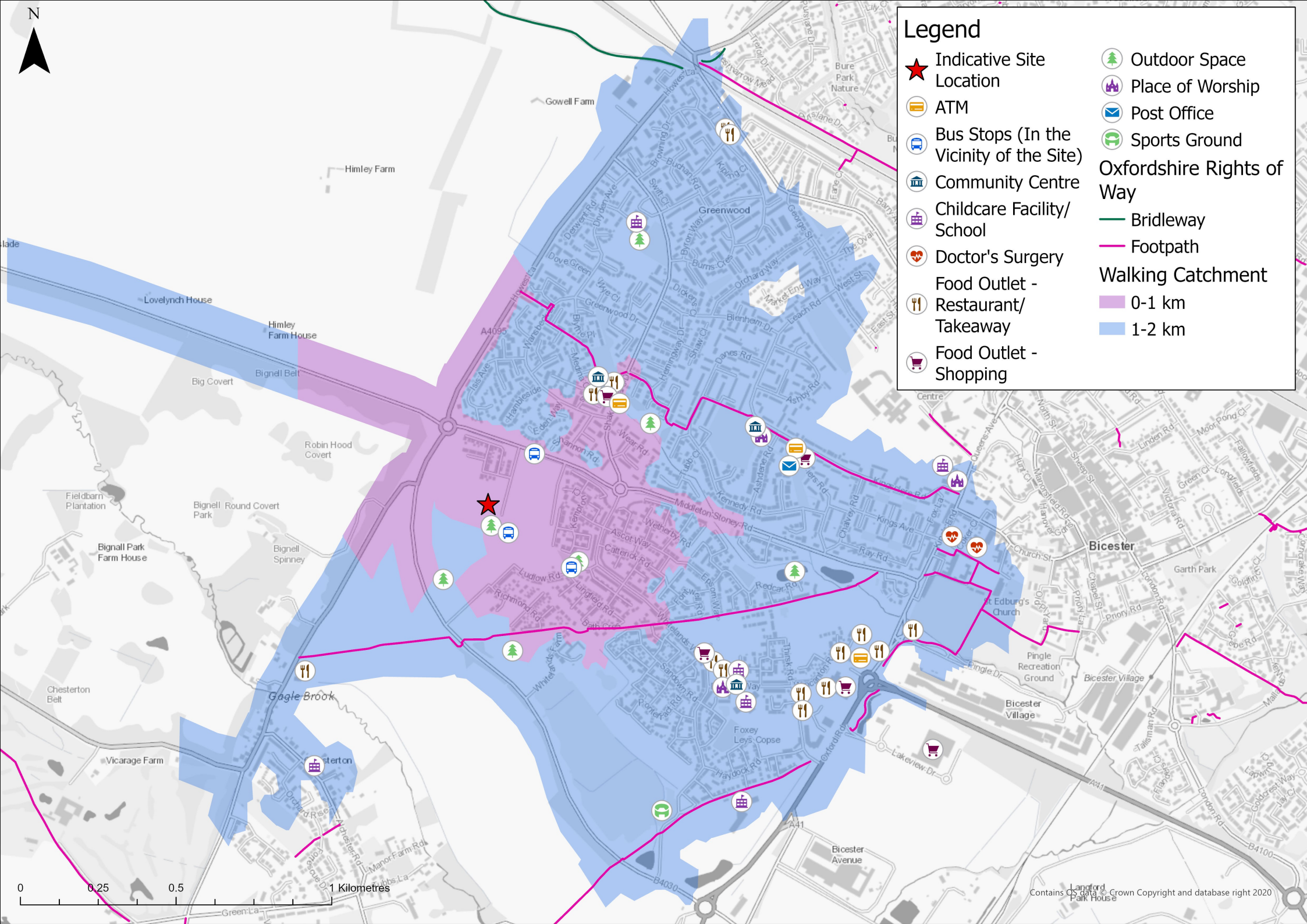
## Appendix 2 – Walking Catchment



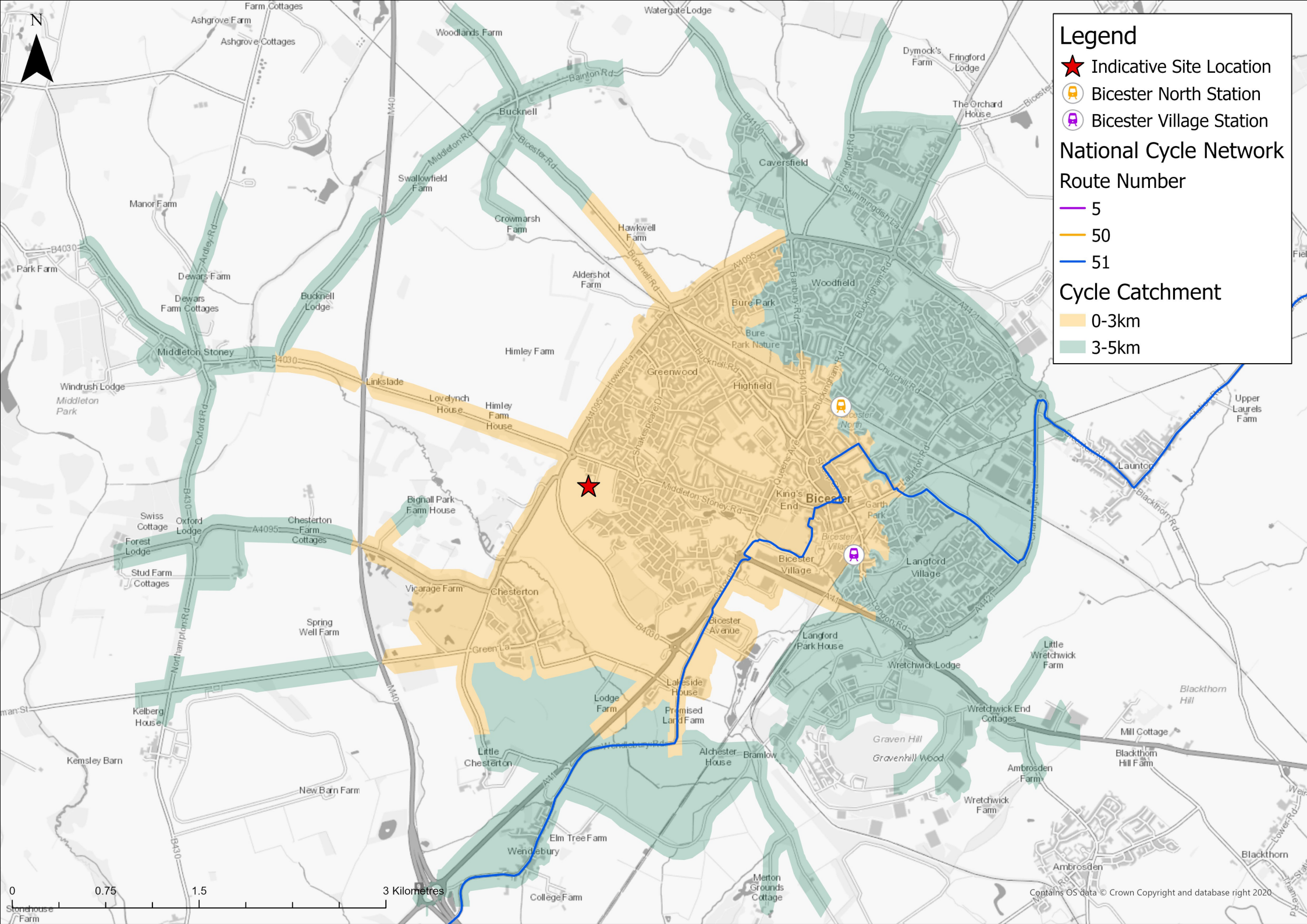


# Legend

-  Indicative Site Location
-  Outdoor Space
-  Place of Worship
-  Place of Worship
-  ATM
-  Post Office
-  Bus Stops (In the Vicinity of the Site)
-  Sports Ground
-  Community Centre
- Oxfordshire Rights of Way**
-  Childcare Facility/School
-  Bridleway
-  Doctor's Surgery
-  Footpath
-  Food Outlet - Restaurant/Takeaway
-  Food Outlet - Restaurant/Takeaway
-  Food Outlet - Shopping
-  Food Outlet - Shopping
- Walking Catchment**
-  0-1 km
-  1-2 km



## Appendix 3 – Cycle Catchment



# Legend

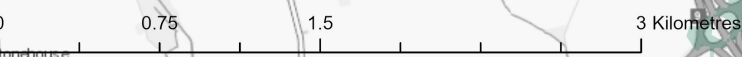
- ★ Indicative Site Location
- 🚉 Bicester North Station
- 🚊 Bicester Village Station

## National Cycle Network Route Number

- 5
- 50
- 51

## Cycle Catchment

- 0-3km
- 3-5km



## Appendix 4 – Accessibility Index Calculations

## BREEAM International 2016 Tra 01 Public transport accessibility calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Residential dwellings

No. nodes required: 10

Dedicated bus service: No

Select

### NODE 1

Public transport type	Bus									
Distance to node (m)	30									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	2	2								

### NODE 2

Public transport type	Bus									
Distance to node (m)	600									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	3									

### NODE 3

Public transport type	Bus									
Distance to node (m)	650									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	3									

### NODE 4

Public transport type	Bus									
Distance to node (m)	350									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	1									

### NODE 5

Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

### NODE 6

Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

### NODE 7

Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

### NODE 8

Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

### NODE 9

Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

### NODE 10

Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

Accessibility Index 4.52

Tra01 total credits achieved 4

## Appendix 5 – Proposed Site Layout



Code	Description	Area (sqm)	Volume (cu m)
P01	Proposed C3 Residential Zone	15,200	1,200
P02	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P03	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P04	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P05	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P06	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P07	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P08	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P09	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P10	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P11	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P12	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P13	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P14	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P15	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P16	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P17	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P18	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P19	Proposed C3 Residential Zone - Outline Area	15,200	1,200
P20	Proposed C3 Residential Zone - Outline Area	15,200	1,200

Code	Description
P01	Proposed C3 Residential Zone
P02	Proposed C3 Residential Zone - Outline Area
P03	Proposed C3 Residential Zone - Outline Area
P04	Proposed C3 Residential Zone - Outline Area
P05	Proposed C3 Residential Zone - Outline Area
P06	Proposed C3 Residential Zone - Outline Area
P07	Proposed C3 Residential Zone - Outline Area
P08	Proposed C3 Residential Zone - Outline Area
P09	Proposed C3 Residential Zone - Outline Area
P10	Proposed C3 Residential Zone - Outline Area
P11	Proposed C3 Residential Zone - Outline Area
P12	Proposed C3 Residential Zone - Outline Area
P13	Proposed C3 Residential Zone - Outline Area
P14	Proposed C3 Residential Zone - Outline Area
P15	Proposed C3 Residential Zone - Outline Area
P16	Proposed C3 Residential Zone - Outline Area
P17	Proposed C3 Residential Zone - Outline Area
P18	Proposed C3 Residential Zone - Outline Area
P19	Proposed C3 Residential Zone - Outline Area
P20	Proposed C3 Residential Zone - Outline Area

Client: **Redwood Homes Ltd**  
 Project: **Site Core Development Kingstons, Bicester**  
 Drawing No: **Proposed Site Layout Plan**  
 Drawing Date: **PLANNING**

**Conorphone & Wright**  
 21st Floor, 100, Broad Street, Birmingham, B1 2ET  
 Tel: 0121 633 1000  
 Fax: 0121 633 1001  
 Email: info@conorphoneandwright.co.uk  
 Website: www.conorphoneandwright.co.uk

Drawing No: **21-013-CWA-BC-KX-GR-A-0011**  
 Date: **12/06/23**  
 Scale: **1:200**  
 Sheet: **P21** of **12/06/23**

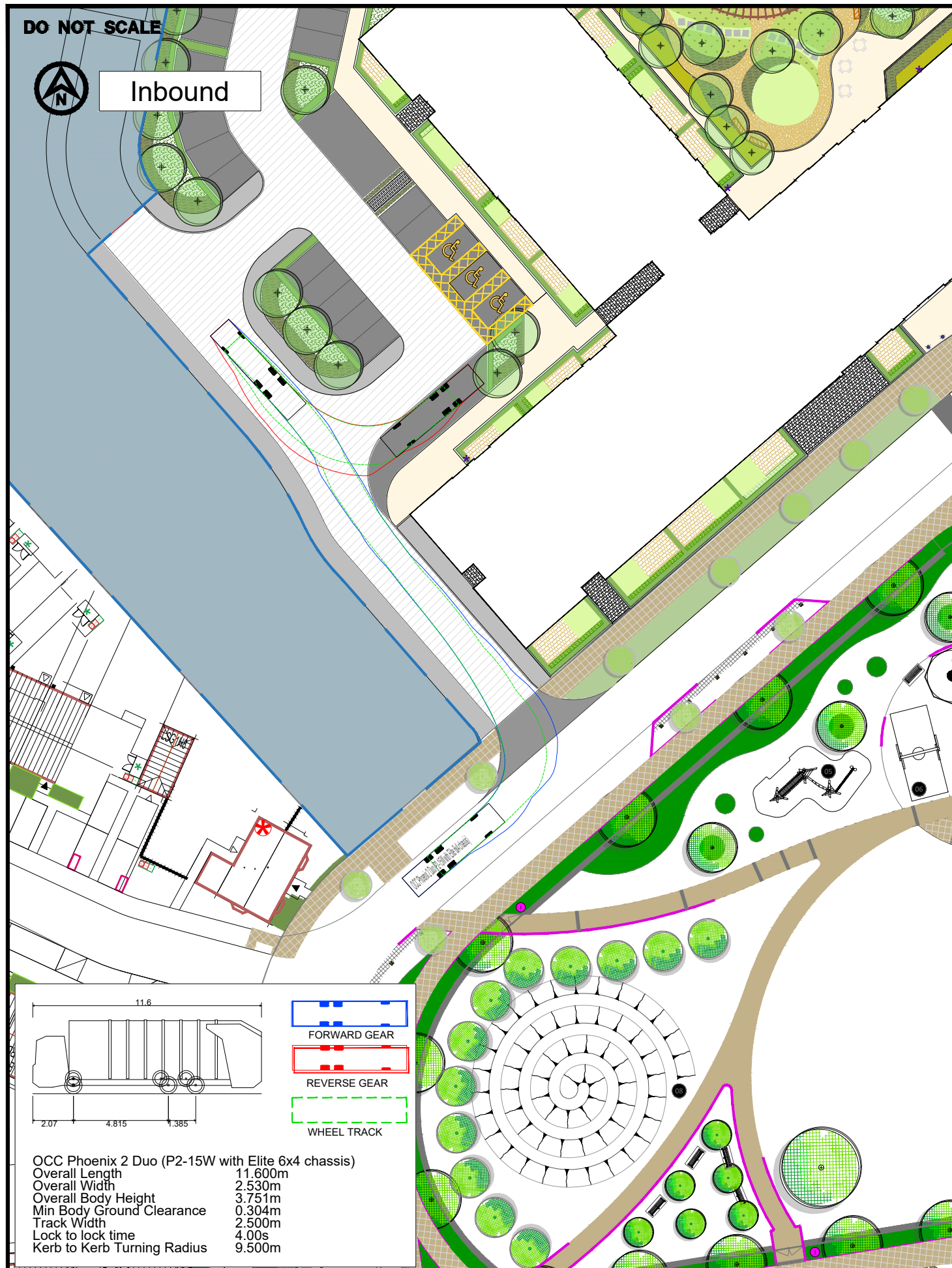
## Appendix 6 – Swept Path Assessments



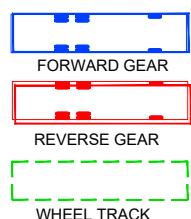
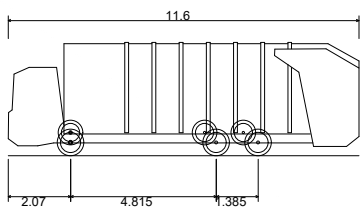
DO NOT SCALE



Inbound



Outbound



OCC Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
 Overall Length 11.600m  
 Overall Width 2.530m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.500m

**NOT FOR  
CONSTRUCTION**

TITLE  
**VEHICLE SWEEP PATH ANALYSIS -  
 11.6M REFUSE VEHICLE**

PROJECT  
**KINGSMERE, BICESTER**

2 Abbey Gardens  
 Great College Street, Westminster  
 London, SW1P 3NL  
 Tel +44(0)207 222 2115  
 www.royalhaskoningdhv.com

JOB No. PC5143  
 DATE 26.10.2023  
 SCALE 1:500 AT A3

DRAWN SW  
 REV P05  
 SUIT S3

CHECKED AW

AUTOCAD REF  
 PC5143-0050

DRG No  
 PC5143-RHD-GE-SW-DR-R-0050

PASSED AW

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