

Note / Memo

**HaskoningDHV UK Ltd.
Mobility & Infrastructure**

To: Devinda Kumarasinghe, Oxfordshire County Council
From: Juliet James
Date: 09 February 2024
Copy: -
Our reference: PC5143-RHD-ZZ-XX-ME-R-0002
Classification: Project related
Checked by AF/AW

Subject: Parcel R, Kingsmere, Bicester (23/03073/HYBRID)

1 Introduction

- 1.1.1 This Technical Note has been prepared by Royal HaskoningDHV (RHDHV) on behalf of Preferred Homes Bicester Ltd & Countryside (Bicester) Ltd (the 'Applicant'), in association with the proposed development of land within Parcel R of the Kingsmere Phase 2 development, Bicester ('the Site').
- 1.1.2 This Technical Note responds to the consultation response received from Oxfordshire County Council (OCC) dated 30/01/2024, which commented on a Technical Note submitted by RHDHV on the 9th January 2024. The previous Technical Note (PC5143-RHD-ZZ-XX-ME-R-0001-P02 (Kingsmere, Bicester) - v3.0 dated 09/01/2024) was originally submitted following OCC comments received, dated 07/12/2023, which commented on the Transport Statement (TS) and Travel Plan (TP) documents. The TS and TP were prepared by RHDHV and submitted as part of the planning application (Ref: 23/03073/HYBRID).
- 1.1.3 The comments raised by OCC are summarised below individually with an associated response from RHDHV. For ease of reference, OCC comments are set out in ***bold italics***, with RHDHV's response following each comment accordingly.
- 1.1.4 OCC's comments are provided in full in **Annex A**.
- 1.1.5 With consideration of the comments raised by OCC, RHDHV's response is structured as follows:
- Cycle Parking
 - Site Layout
 - Travel Plan
 - Transport Strategy North & City Team
 - Highway Agreements Team

2 Cycle Parking

2.1 OCC Comments:

“The points put forward by the applicant for not complying with the minimum cycle parking standards are noted. The lower age limit / full age range of residents has not been clarified and the TRICS sites used may not have had sustainable travel options in place to provide a viable alternative. It considered that as a minimum the cycle standards should be met in order to provide alternative sustainable and active travel options.”

2.2 RHDHV Response:

2.2.1 In response to OCC’s comment above, the lower age limit of residents at the extra care facility is to be established by the prospective operator, but from experience of similar use developments it is understood that the likely lower age of residents would typically be around 70 years old, with some briefs for similar developments stating that the facility is likely to accommodate residents with an average age in excess of 75.

2.2.2 In seeking to further contextualise the currently proposed cycle parking levels in respect of anticipated age groups associated future users, 2011 Census ‘Method of travel to work by age (Workplace population)’ data has been extracted for those aged over 60 for the area of Cherwell, and the results are indicated in **Table 2.1**. While it is acknowledged that ‘method of travel to work’ would not be a direct indication of cycle usage for residents at the proposed facility it is nonetheless indicative of the relative cycle use of the population by age.

Table 2.1 2011 Census Method of travel to work by age, Cherwell

| Age | All categories: Method of travel to work (2001 specification) | Travel by Pedal Cycle | % Travel by Pedal Cycle |
|----------|---|-----------------------|-------------------------|
| 60 to 64 | 4,677 | 115 | 2.5% |
| 65 to 74 | 2,357 | 40 | 1.7% |

2.2.3 In addition, the ‘Average number of trips, stages and distance travelled by sex, age and mode’ statistical data set has also been downloaded from the gov.uk statistical data sets database (www.gov.uk/government/statistical-data-sets). The data for those over 60 for the year 2022 has been extracted and is shown in **Table 2.2**.

Table 2.2 Average number of trips, stages and distance travelled by sex, age and mode, 2022 (www.gov.uk/government/statistical-data-sets)

| Age | All Modes of Travel | Travel by Pedal Cycle | % Travel by Pedal Cycle |
|-------------|---------------------|-----------------------|-------------------------|
| 60 to 69 | 920 | 14 | 1.5% |
| 70 and over | 765 | 7 | 0.9% |

2.2.4 As outlined above, and with reference to the census data age bands, it is not anticipated that residents at the development would be any younger than 60 years of age. As indicated at Table 2.1, the bicycle mode share for the lower tier age group of 60 to 64 suggests that 2.5% of the population would typically cycle. When applying this local level usage data to an 82-bed extra care home, this would equate to 2 people travelling by pedal cycle.

- 2.2.5 It is currently proposed that, for the extra care element of the development, 10 long-stay cycle spaces are provided to the north of the proposed car park. In addition, 8 short-stay cycle park spaces are provided on the site's Ludlow Road frontage to accommodate visitors (4 x Sheffield Stands). In total, provision is therefore made for parking of up to 18 cycles for the extra care facility. Considering a maximum occupancy of 82 residents, this would account for cycle parking to potentially serve up to 22% of the extra care occupants. Considering just the 10 secured 'long-stay' cycle parking spaces, this would equate to 12% of future residents, assuming the facility is fully occupied at all times.
- 2.2.6 In view of the above, it is again considered that a provision of 10 long-stay cycle parking spaces and 8 short-stay cycle parking spaces for the proposed extra care home would be significantly in excess of the anticipated usage and include suitable additional provision to encourage and induce an uptake that would be at least 5 times in excess of the anticipated usage levels.
- 2.2.7 Further to the above, a review of recently consented applications for similar uses in Cherwell and other planning authorities within Oxfordshire (summarised at **Table 2.3**) would indicate that there is precedent for approval of proposals that provide cycle parking which is below the OCC standard of 0.5 cycle parking spaces per bedroom.

Table 2.3 Previous Planning Applications

| District | Planning Reference | Size of Care Home | Proposed Cycle Parking Provision | Decision | Decision Date |
|------------------|--------------------|----------------------|----------------------------------|------------------------------------|---------------|
| Cherwell | 20/01561/F | 70 bedroom care home | 5 cycle spaces | Permitted | 18/02/2021 |
| | 22/03452/F | 128 bed care home | 10 cycle spaces | Permitted | 14/12/2023 |
| West Oxfordshire | 16/03679/FUL | 52 bedroom care home | 7 cycle spaces | Approve subject to Legal Agreement | 02/05/2017 |
| | 20/02638/CND | 80 extra care units | 6 cycle spaces | Approve | 04/01/2021 |

- 2.2.8 It is demonstrated at **Table 2.3** that recently consented care homes in Cherwell, have been granted approval with proposed cycle parking levels that are significantly lower (c. 7% of units) than that which is proposed by this application (c. 12-22% of extra care units).
- 2.2.9 With consideration of the above, it is requested that OCC, as the Local Highway Authority reconsider the requirement for cycle parking associated with the proposed extra care home facility, and acknowledge that the proposed 18 total cycle parking spaces are significantly in excess of the expected usage and provide suitable additional capacity for staff and encouraging increased usage.
- 2.2.10 Notwithstanding the above, in seeking to further enhance the active travel credentials of the proposed development, consideration has been given to providing additional cycle parking in an internal storage room, in adjacency of the mobility scooter store, that is accessible from the atrium that connects with the main building entrance. **Insert 2.1** indicates the configuration of the storage area that has been identified for cycle storage expansion.

Insert 2.1: Proposed Additional Storage for Cycle Parking Expansion



- 2.2.11 It is noted that the designated room has in excess of 2.6m headroom and can as such also provide suitable clearance for two-tier cycle parking that could support any additional uptake in staff cycle parking, if future demand for such is identified through travel plan monitoring. The proposed additional cycle storage area is indicated at updated architectural layouts of the proposed ground floor level provided at **Annex B** and can potentially provide between 6 to 12 additional cycle parking spaces at the proposed development to accommodate future demand for such.

3 Site Layout

3.1 OCC Comments:

“The dimensioned site layout plan indicates some aisle widths of 4.63m near turning paths which is narrow for two-way vehicle movements. Safe two-way vehicle movement has not been demonstrated.”

3.2 RHDHV Response:

- 3.2.1 An updated proposed Site Layout, and a dimensioned plan of the on-site vehicular circulation and parking areas, is included in **Annex B** which incorporates adjustments to provide additional carriageway width at both. Swept path analysis indicating two-way movements for a large car within the updated site layout is included in **Annex C**.

3.3 OCC Comments:

“Although the required safe visibility splays appear to be contained within the public highway there appears to be possible obstructions within it (e.g. shrubs / wall). The

visibility splay should be free of obstructions 2m high down to a point 600mm above the carriageway. Trees should not be positioned within visibility splays. It is noted that the applicant is willing to address this issue by ensuring that there is no obstructions within the visibility splays.

3.4 RHDHV Response:

- 3.4.1 An updated site access junction visibility assessment is provided at **Annex D** indicating the trees that will be repositioned to a suitable location outside of the visibility splays as part of the proposed development.

3.5 OCC Comments:

“As set out within OCC’s ‘Parking Standards for New Development,’ active charging points for electric vehicles should be provided at a minimum level of 25% of all parking spaces with passive provision for all remaining spaces. In relation to parking for people with impaired mobility this should be provided at 6% of total spaces”

3.6 RHDHV Response:

- 3.6.1 As set out in the submitted Transport Statement and indicated on the proposed site layout included at Annex B, 7 of the 28 parking spaces (i.e., 25%) are proposed to incorporate active electric vehicle charging points (EVCP). The proposed disabled parking provision of 3 spaces constitutes approximately 10% of the total parking provision and is in excess of the minimum requirement of 6%.

3.7 OCC Comments:

“Car Parking Management Plan should be conditioned. The applicant’s agreement is noted.”

“Delivery and Servicing Management Plan should be conditioned. The applicant’s agreement is noted.”

3.8 RHDHV Response:

- 3.8.1 As agreed, the Car Parking Management Plan and Delivery and Servicing Plan can be provided further to any suitably worded condition to planning consent.

4 Travel Plan

4.1 OCC Comments:

“It should be conditioned that prior to first occupation a Full Travel Plan for the care home and a Residential Travel Information Pack for the housing development should be submitted to the Local Planning Authority. The Travel Plan for the care home and the Residential Travel Information Pack for the housing development shall be independent submissions. The applicant’s agreement is noted.”

4.2 RHDHV Response:

4.2.1 Noted.

5 Transport Strategy North & City Team

5.1 OCC Comments:

“In line with previous OCC comments (dated 7th December 2023), as the application is seeking permission for 14 extra dwellings in the R parcel, OCC requires a contribution of £1000 per dwelling (14), a total of £14000 towards the Middleton Stoney Cycle Network Improvements. This is a core route in the Bicester LCWIP.”

5.2 RHDHV Response:

5.2.1 The contribution is noted.

6 Highways Agreements Team

6.1 OCC Comments:

“The OCC Highways Agreement team have been consulted and comments shall be provided once received.”

6.2 RHDHV Response:

6.2.1 This is noted.

7 Summary and Conclusions

7.1.1 This Technical Note has been prepared by Royal HaskoningDHV (RHDHV) on behalf of Preferred Homes Bicester Ltd & Countryside (Bicester) Ltd (the ‘Applicant’) in association with a proposed development at Parcel R, Kingsmere, Bicester (‘the Site’). This Technical Note responds to the consultation response received from Oxfordshire County Council (OCC), in relation to the Transport Statement (TS) and Travel Plan (TP). The TS and TP were prepared by RHDHV and submitted as part of the planning application (REF: 23/03073/HYBRID).

7.1.2 In summary:

- As requested, consideration has been given to the potential lower age limit of future residents at the proposed extra care facility, and reference has been made to available local cycle usage data by age to further assess the anticipated likely cycle usage.
- A review of planning records in Cherwell and other planning authorities within Oxfordshire would indicate that recently consented care homes in Cherwell, have been granted approval with proposed cycle parking levels that are significantly lower (c. 7% of units) than that which is proposed by this application (c. 12-22% of extra care units).

- Notwithstanding the above, consideration has been given to providing between 6 to 12 additional cycle parking spaces within an internal storage room, in adjacency of the mobility scooter store, The proposed additional cycle storage area can potentially provide between 6 to 12 additional cycle parking spaces at the proposed development to accommodate future demand for such.
- The Site layout has been updated to allow additional on-site carriageway clearance to further support two-way vehicle circulation, and the two-way operation is demonstrated in swept path analysis undertaken.
- It is agreed that a Car Parking Management Plan and a Delivery and Servicing Management Plan can be secured through a suitably worded planning condition.
- It is agreed that the provision of a Full Travel Plan and a Residential Travel Information Pack would be delivered prior to occupation can be secured through a suitably worded planning condition.

Annex A: OCC Comments Dated 30/01/2024

Application no: 23/03073/HYBRID

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

Transport Schedule

Recommendation: Objection

Comments:

The Oxfordshire County Council's (OCC) Transport Development Management (TDM) team have reviewed the further supporting information in relation to the above (Royal HaskoningDHV Note dated 9th January 2024). The TDM team are not able to support the above application due to the following (this should be read in conjunction with our initial comments issued 7th December 2023):

Cycle Parking

The proposed cycle parking levels do not comply with policy. Policy requirements for cycle parking provision are required to be met. The OCC minimum cycle parking standards are as follows:

- 0.5 spaces per bedroom available to residents, visitors and staff. The application of this standard to the proposed development results in a minimum requirement of 41 cycle parking spaces for the extra car home units (in contrast to the 18 spaces proposed); and
- 2 spaces per bedroom for residential houses / flats. The application of this standard to the proposed development results in a minimum requirement of 28 cycle parking spaces for the residential dwellings.

The points put forward by the applicant for not complying with the minimum cycle parking standards are noted. The lower age limit / full age range of residents has not been clarified and the TRICS sites used may not have had sustainable travel options in place to provide a viable alternative. It is considered that as a minimum the cycle standards should be met in order to provide alternative sustainable and active travel options.

Detail of cycle parking facilities should be suitably conditioned and should be provided in accordance with current OCC policy and LTN 1/20 standards. However, the application should at this stage demonstrate on fully dimensioned plans that there is sufficient space / footprint in order to adequately provide the number of cycle parking facilities proposed (this should include e-bikes and provision for adequate charging facilities). The cycle parking seems only designed for standard bikes. Given the nature of the development, this needs to accommodate a wider range of cycles. Provision for the storage and charging of mobility scooters has not been clarified on plan.

The bicycle parking facilities should be located in a fully accessible location and closer to the main access points of the development with a clear path available.

Site Layout

The dimensioned site layout plan indicates some aisle widths of 4.63m near turning paths which is narrow for two-way vehicle movements. Safe two-way vehicle movement has not been demonstrated.

Permeable access should be facilitated with no access barriers used as they act as obstacles to disabled, vulnerable users as well as non-standard bikes.

Although the required safe visibility splays appear to be contained within the public highway there appears to be possible obstructions within it (e.g. shrubs / wall). The visibility splay should be free of obstructions 2m high down to a point 600mm above the carriageway. Trees should not be positioned within visibility splays. It is noted that the applicant is willing to address this issue by ensuring that there is no obstructions within the visibility splays.

As set out within OCC's 'Parking Standards for New Development,' active charging points for electric vehicles should be provided at a minimum level of 25% of all parking spaces with passive provision for all remaining spaces. In relation to parking for people with impaired mobility this should be provide at 6% of total spaces

Car Parking Management Plan should be conditioned. The applicant's agreement is noted.

Delivery and Servicing Management Plan should be conditioned. The applicant's agreement is noted.

Travel Plan

It should be conditioned that prior to first occupation a Full Travel Plan for the care home and a Residential Travel Information Pack for the housing development should be submitted to the Local Planning Authority. The Travel Plan for the care home and the Residential Travel Information Pack for the housing development shall be independent submissions. The applicant's agreement is noted.

The Legal Agreement is required to secure a Travel Plan monitoring fee £3,110 (RPI index linked) for a period of five years.

Refer to previous OCC comments dated 7th December 2023.

Transport Strategy North & City Team

In line with previous OCC comments (dated 7th December 2023), as the application is seeking permission for 14 extra dwellings in the R parcel, OCC requires a contribution of £1000 per dwelling (14), a total of £14000 towards the Middleton Stoney Cycle Network Improvements. This is a core route in the Bicester LCWIP.

Highways Agreements Team

The OCC Highways Agreement team have been consulted and comments shall be provided once received.

Officer's Name: Devinda Kumarasinghe

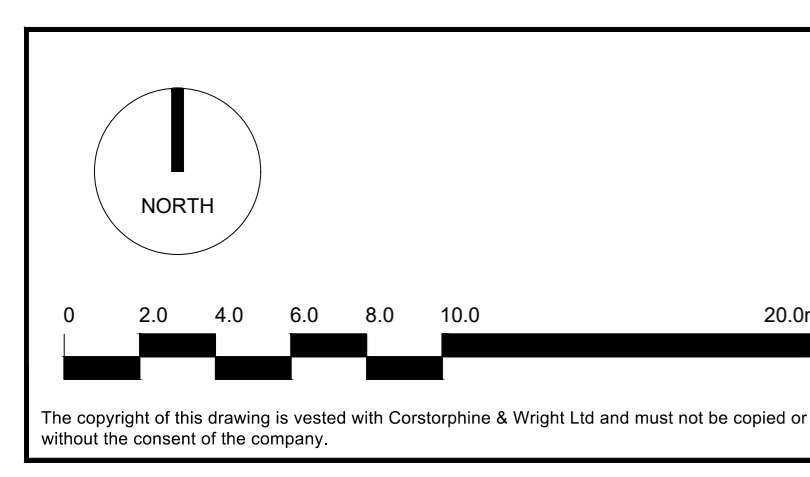
Officer's Title: Senior Transport Development Officer

Date: 30/01/24

Annex B: Updated Proposed Site Layout



Existing pedestrian link to be removed and new pedestrian link to be created and formalised via separate NMA to 17/02469/REM



| Rev. | Description | Date | Drawn | Checked |
|------|--|----------|-------|---------|
| P25 | Disable Water surrounded per transport engineer comments | 09.03.24 | YL | ME |
| P24 | Plan updated following planners comments | 12.01.24 | YL | ME |
| P23 | Ground floor plan updated | 03.01.24 | YL | ME |
| P22 | Landscaping around substation amended | 03.11.23 | MU | MU |
| P21 | Planning issue | 25.10.23 | YL | MU |
| P20 | Landscaping design updated | 22.10.23 | MU | ME |
| P19 | Boundary and design amended | 17.10.23 | MU | MU |
| P18 | Boundary and elevation amended | 10.10.23 | MU | MU |
| P17 | Amend of Site and North Overlay | 09.10.23 | YL | AS |
| P16 | Amend of Substation Area M&E Comments | 29.09.23 | YL | AS |
| P15 | Amend of substation area M&E and transport comments | 14.09.23 | YL | AS |
| P14 | Boundary line updated | 7.09.23 | YL | ME |
| P13 | Design amended from M&E/5th Strategy comments | 09.08.23 | YL | ME |
| P12 | Amend of pedestrian path in response to initial Transport Design | 12.07.23 | YL | ME |
| P11 | Amend of drainage gardens | 04.07.23 | YL | AS |

NB The background shown in individual plots shows what is laid out in the Urban Green Strategy
 Para: Urban Green Strategy
 US_2146_LAN_GA_DRAW_01
 US_2146_LAN_GA_DRAW_02
 US_2146_LAN_GA_DRAW_03
 US_2146_LAN_GA_DRAW_04

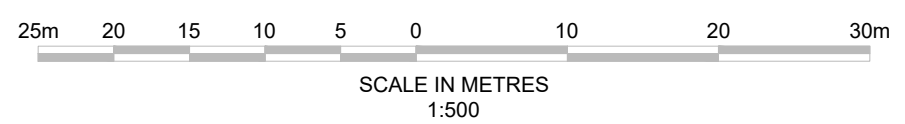
KEY

- Application red line boundary
- Detailed area Plot R (i) PHL 6.169 sqm
- Outline area Plot R (ii) Countrywide 3.154 sqm

Client: Preferred Homes Ltd.
 Project: Extra Care Development Kingsmere, Biocaster
 Drawing Title: Proposed Site Layout Plan
 Drawing No: 21413-CWA-BC-XX-DR-A-2011
 Drawing Date: 07/03/24
 Drawing Scale: A0
 Drawing Status: PLANNING
 Corstorphine & Wright
 Newcastle Studio
 Suite 3, 3rd Floor, Newcastle upon Tyne, NE1 6AH
 0191 261 881
 corstorphine-wright.com
 Drawing No: 21413-CWA-BC-XX-DR-A-2011
 Revision: P25
 Drawn: YL
 Checked: JS
 Paper Size: A0
 Scale: 1:200
 Date: 12/07/23

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| | | | | | | |
|-----------------------------|---------------------|--|---------------------|-------------|---------------------------------------|--------------|
| TITLE | PROJECT |  <p>2 Abbey Gardens, Great College Street, Westminster, London, SW1P 3NL Tel +44(0)207 222 2115 www.royalhaskoningdhv.com</p> | JOB No. PC5143 | DRAWN JJ | CHECKED AF | PASSED AW |
| Site Layout with Dimensions | Kingsmere, Bicester | | DATE 12.02.2024 | REV P02 | AUTOCAD REF. PC5143 | |
| | | | SCALE 1:500 @ A3 | SUIT S3 | DRG No. PC5143-RHD-GE-SW-DR-R-0058 | |
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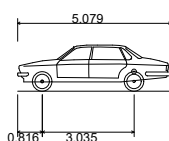
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Annex C: Two-way Operation Vehicle Swept Path Assessment

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Legend

- Forward Gear —
- Reverse Gear —
- Vehicle Body —

Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

5m 0 5 10 15m

SCALE IN METRES
1:250

TITLE
Two-Way Operation Within Site

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
09.02.2024
SCALE
1:250 @ A3

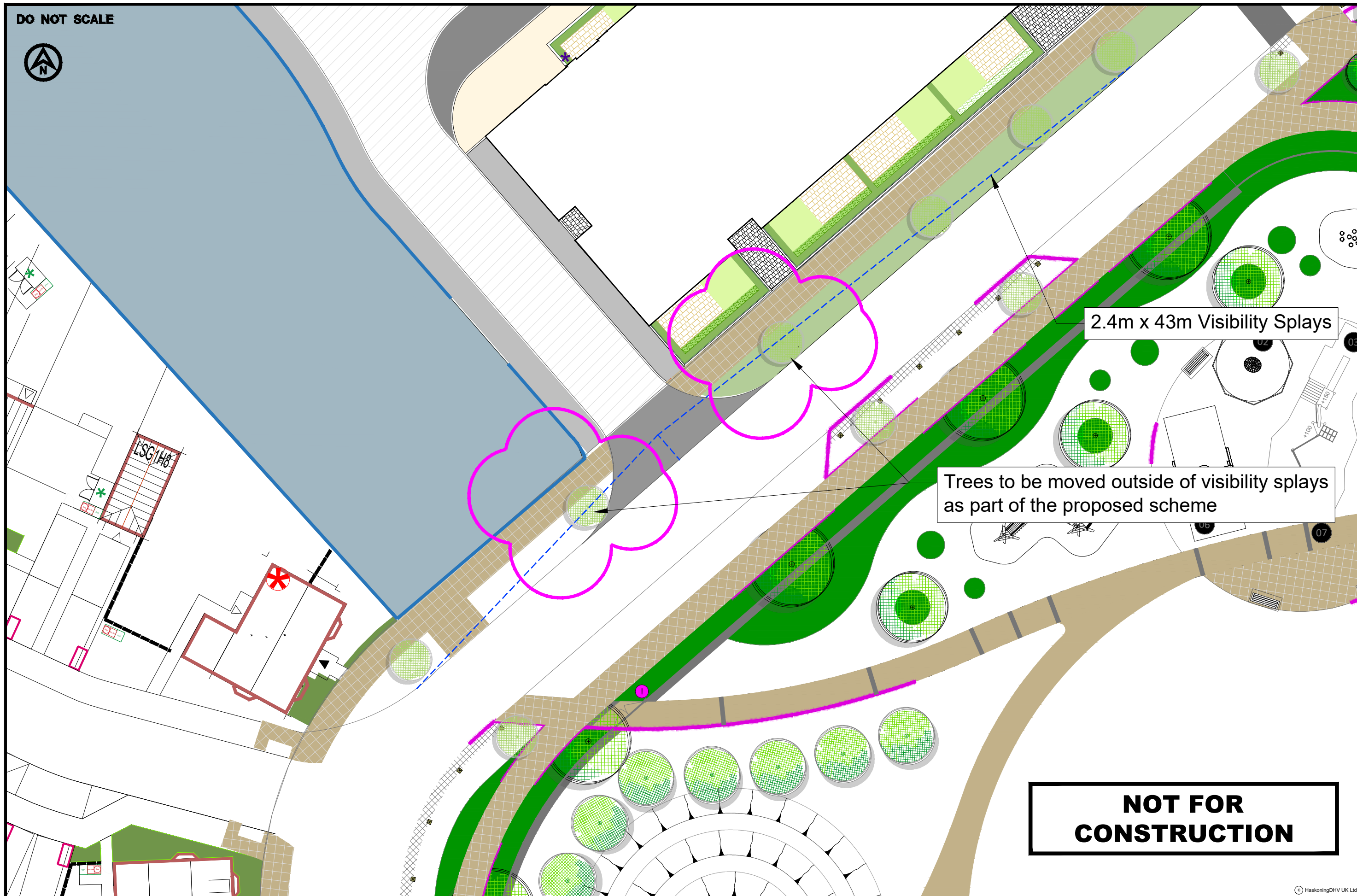
DRAWN
JJ
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P01
SUIT
S3

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PC5143
DRG No.
PC5143-RHD-GE-SW-DR-R-0060

PASSED
AW

Annex D: Junction Visibility Assessment

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2.4m x 43m Visibility Splays

Trees to be moved outside of visibility splays as part of the proposed scheme

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| | | | | | |
|--|---|--|---|--|--|
| <p>TITLE</p> <p>2.4m x 43m Visibility Splays</p> | <p>PROJECT</p> <p>KINGSMERE, BICESTER</p> | <p>2 Abbey Gardens Great College Street, Westminster London, SW1P 3NL Tel +44(0)207 222 2115 www.royalhaskoningdhv.com</p> | <p>JOB No. PC5143</p> <p>DATE 09.02.2024</p> <p>SCALE 1:500 AT A3</p> | <p>DRAWN SW/JJ</p> <p>REV P04</p> <p>SUIT S3</p> | <p>CHECKED AW</p> <p>PASSED AW</p> <p>AUTOCAD REF PC5143-0056</p> <p>DRG No PC5143-RHD-GE-SW-DR-R-0056</p> |
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