

# PLANNING STATEMENT ADDENDUM

SGR1 (BICESTER 1) LIMITED

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1 Economic Strategy Addendum 

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- 1.1 The Proposed Development does not include any commercial space that would directly support new jobs on-site. As part of the wider eco-town the Proposed Development will provide 75 high quality housing that would accommodate new employees supporting economic growth across the district and region.
- 1.2 The NW Bicester SPD sets out the Council's ambition to reduce unsustainable commuter trips (Development Requirement 4(a)) asking employment strategies to focus on employment opportunities within walking or cycling distance.
- 1.3 As set out in the submitted Planning Statement, the design and layout of the Proposed Development will encourage sustainable travel including walking and cycling through the provision of new routes linked to the strategic network. This will enable residents to travel safely and sustainably through the Site, Eco-Town and wider local area.
- 1.4 Analysis of active travel has been undertaken to understand employment opportunities within sustainable commuter journeys. Using guidance from the Institute of Highways and Transportation<sup>1</sup> an 'Acceptable' commuter journey on foot would be 1,000 metres (equating to an estimated 12.5 minutes) and the 'Preferred Maximum' of 2,000 metres (equating to an estimated 25 minutes).
- 1.5 Figure 1.1 below illustrates the catchment area of a 12 minute<sup>2</sup> and 25 minute journey on foot from the centre of the Proposed Development. This shows that a 25 minute journey on foot would capture a significant portion of north west Bicester including B class use employment off the A4421 and other service employment along Buckingham and Banbury Road.
- 1.6 Overlaying data from the Business Register and Employment Survey (BRES) (2016)<sup>3</sup> the 25 minute on-foot journey currently supports in the region of 900 jobs.

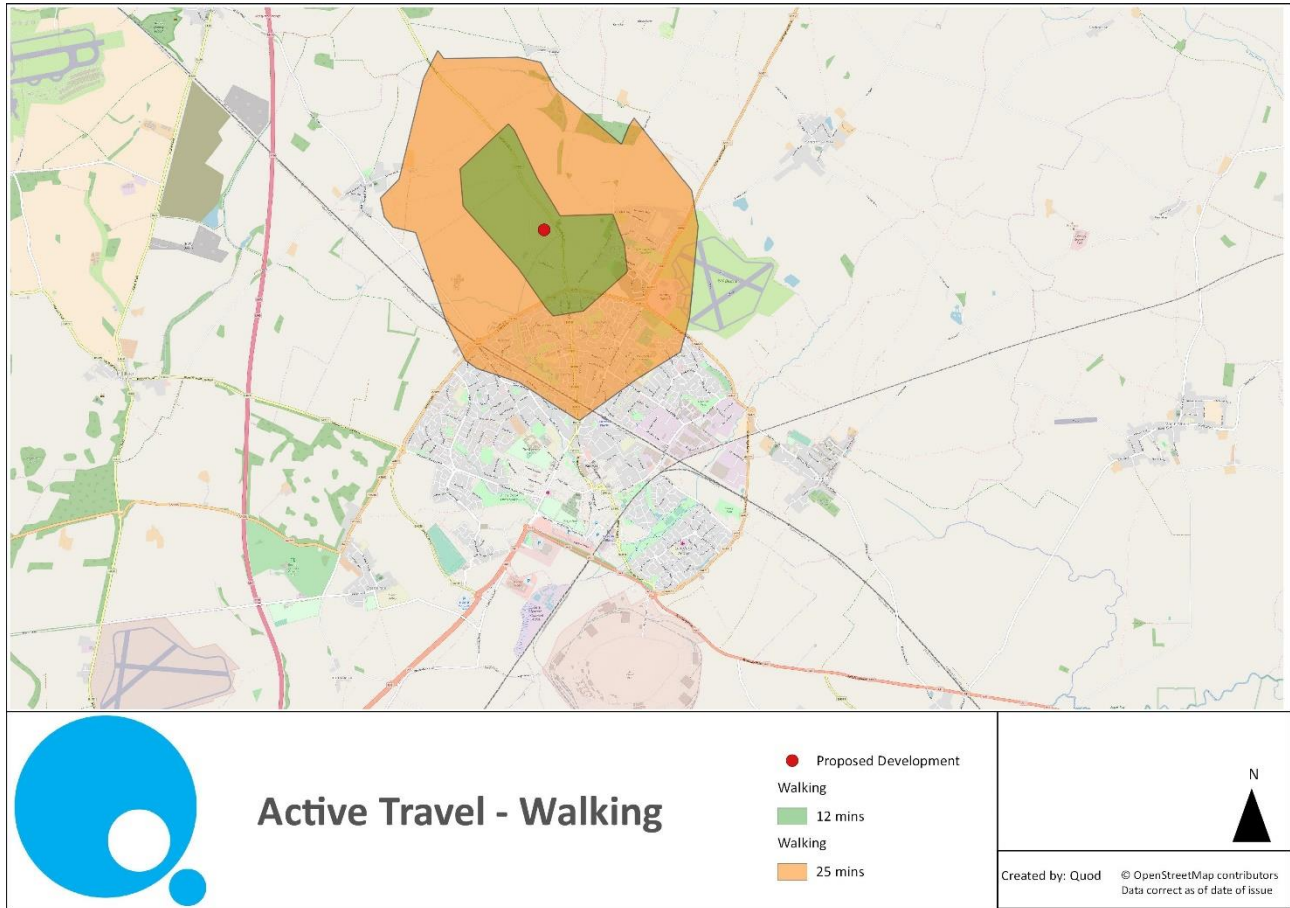
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<sup>1</sup> Providing for Journeys on Foot, Institute of Highways & Transportation (2000)

<sup>2</sup> Programming did not allow for a 12.5 minute catchment to be drawn therefore this figure has been rounded down to 12 minutes to represent a 'worst-case' scenario.

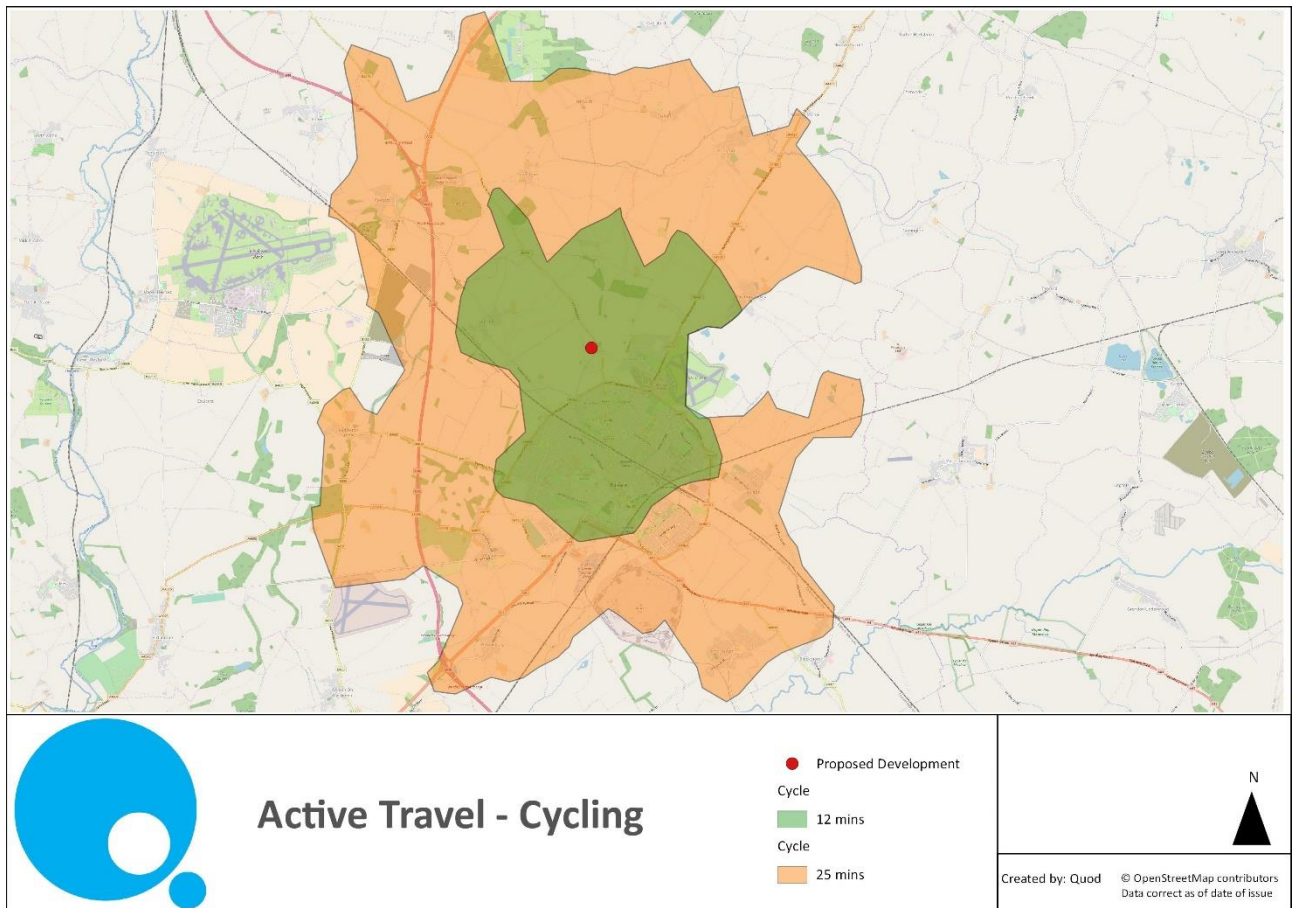
<sup>3</sup> Office for National Statistics (2016) Business Register and Employment Survey

Figure 1.1 Active Travel - Walking



- 1.7 In the absence of similar data for cycling the estimated commuter times derived from the Institute of Highways and Transportation guidance has been used for cycling distances – 12.5 and 25 minutes representing ‘Acceptable’ and ‘Preferred Maximum’ commuter journeys.
- 1.8 Figure 1.2 below illustrates the catchment area of a 12 minute and 25 minute cycle from the centre of the Proposed Development. This shows that a 25 minute cycle journey would capture the majority of Bicester including the town centre and Bicester Village and well as nearby village centres and leisure facilities such as Bicester Golf Club.
- 1.9 Overlaying data from the Business Register and Employment Survey (BRES) (2016) the 12 minute and 25 minute cycling catchment currently supports in the region of 18,000 and 20,000 jobs respectively.
- 1.10 There is a broad range of sectors represented within Bicester’s employment base, across a wide skills profile. The main sectors within the area are Retail and Wholesale Retail but there is a wide spread across all sectors. This compares to the wider south east where the main employment sector is also in Retail followed by Health.
- 1.11 In terms of skills levels, the skills profile has a slightly higher proportion of lower skilled and entry level jobs at 28% compared to the wider south east (23%). The remaining 72% is split as follows – 40% of jobs at higher skilled, managerial/ professional level and 31% within the mid skills range. This demonstrates that there is a wide variety of employment opportunities that are accessible via sustainable active transport means in close proximity to the Site.

Figure 1.2 Active Travel - Cycling



- 1.12 Data from the 2011 Census shows that one in three Bicester residents also work within Bicester and an additional 8% work at or from home. The Proposed Development aspires to promote homeworking in line with the NW Bicester SPD including provision of broadband throughout the site and flexible spaces for potential homeworking. These flexible spaces could include garages which have the potential to be converted to home offices where necessary. The design of homes and associated infrastructure will set out in future detailed applications for the Proposed Development.
- 1.13 In addition to existing employment opportunities the Proposed Development is well-placed to benefit from emerging developments within the wider eco-town. The Bicester Exemplar scheme lies adjacent to the Proposed Development and is currently under construction. According to planning application documents it is estimated that this site will provide up to 210 jobs on-site. The Proposed Development includes pedestrian and cycle routes through the open space, accessed from the north-western boundary abutting the Exemplar scheme, providing a link to this neighbouring site.
- 1.14 A full list of planning applications within neighbouring sites is set out in Section 2 of the submitted Planning Statement. Overall, the Eco-Town as a whole is expected to provide up to 4,600 jobs on-site as set out in the NW Bicester SPD.
- 1.15 The Proposed Development will also generate employment and economic benefits through its construction phase. This would create employment and training opportunities for the existing labour force. Appendix 2 of the Planning Statement sets out the Draft Heads of Terms that would form part of the negotiations with regards to the Section 106. This includes an Employment Skills and Training Plan including a target of three new apprentices.