



A2Dominion Developments Limited

# Elmsbrook Local Centre

## Framework Travel Plan

October 2019



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A2Dominion Developments Limited

# Elmsbrook Local Centre

## Framework Travel Plan

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A2Dominion Developments Limited

## Elmsbrook Local Centre

Framework Travel Plan



### APPENDICES

#### APPENDIX A – PROPOSED SITE LAYOUT

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# 1 Introduction

## 1.1 Overview

- 1.1.1 This Framework Travel Plan (FTP) has been prepared by mode transport planning (mode) on behalf of A2Dominion Developments Limited (A2D) to accompany a Hybrid (Outline and Full) planning application for a Local Centre at the Elmsbrook Exemplar Development at NW Bicester. The proposed site layout is provided in [Appendix A](#).
- 1.1.2 The Local Centre has full planning permission, as per the previous application made in 2015 (15/00760/F).
- 1.1.3 Revised development proposals for the Local Centre are now submitted, varying the development schedule to that assessed as part of previous planning applications. A Transport Statement (TS) has also been prepared to accompany the planning application. It is recommended that both the TS and FTP are considered together. Specific crossovers between the two documents are referenced accordingly in each.

## 1.2 Document Purpose

- 1.2.1 This FTP has been prepared in line with the implemented Exemplar Travel Plan prepared by Hyder (Report No. 1501-UA001881-UP23R-03, November 2011) for the Exemplar site. The residential element of the Local Centre proposals will be covered in full by the implemented site Travel Plan and future residents will be part of the A2D Travel Plan Co-ordinator's responsibility.
- 1.2.2 This FTP has been prepared for the Local Centre occupiers, who will be expected to use this as a guide to develop individual Travel Plan Strategies that reflect the wider sustainable travel ethos for the Elmsbrook Exemplar Development as a whole.
- 1.2.3 FTPs support planning applications as they provide a context for individual Travel Plans (TPs) to be developed by the landowner(s) or occupiers at a development, or at a later stage i.e. when the site is occupied.
- 1.2.4 Due to the context of the NW Bicester Exemplar Development, the development mechanism gives a greater degree of control over travel planning activities than many mixed-use sites. As such, each individual occupier will be required to write up TPs in accordance with the targets set within the 2011 Exemplar Travel Plan.
- 1.2.5 Consequently, this FTP serves as an advisory document for first occupiers and outlines the initial measures and co-ordination strategies that are required to increase the use of non-car modes of transport for each land use at the Local Centre.
- 1.2.6 This FTP is designed to be specific to the site's location and will consider the unique interests and needs of all visitors/employees in the context of the local environment and transport network.

## 1.3 Overview of the Travel Planning Process

- 1.3.1 A TP provides a strategy for managing travel demand and involves a dynamic process of implementation, monitoring and review to ensure that it is sustainable over the long-term. The underlying aim of any TP is to minimise the number of single occupancy private car trips generated by a development, by

encouraging a shift to more sustainable modes of transport, and as a result mitigating the impact of travel. Due to the Eco-town status of the Exemplar site, the modal shift targets set within the overall Travel Plan are more ambitious than other developments within the region - this will be detailed later in the FTP.

1.3.2 TP aims are developed in accordance with good practice for Travel Plans and will support the specific requirements of the Annex to Planning Policy Statement 1 (PPS1) applicable to the NW Bicester Eco-town. The specific aims are:

- To create a high-quality place in which people want to live and work;
- To reduce the need to travel whilst ensuring access to a full range of facilities and services;
- To provide people with information on travel choices;
- To promote the use of non-car modes - walking, cycling and public transport;
- To minimise single occupancy vehicle trips;
- To reduce the travel related carbon impact of the site;
- To manage traffic to reduce vehicle speeds and give priority to pedestrians, cyclists and public transport over cars; and
- To ensure there are no undue congestion impacts on the wider town and road network arising from the development.

## 1.4 Report Structure

1.4.1 This FTP has been prepared based on the 2011 implemented Exemplar Travel Plan for Elmsbrook. This document provides an overarching FTP for future occupiers of the Local Centre to be able to adopt an employee-based travel planning focus.

1.4.2 The remainder of this FTP is structured as follows:

- **Section 2** describes the development proposals and the accessibility of the site in relation to sustainable modes of travel such as walking, cycling and public transport;
- **Section 3** sets out the TP targets for the site; in line with the Exemplar TP;
- **Section 4** identifies the management, monitoring and review process;
- **Section 5** considers Travel Plan measures for the non-residential uses at the Local Centre; and
- **Section 6** provides action plans to detail the timescales for measures to be completed.

## 2 Development Proposal and Access Strategy

### 2.1 Overview

2.1.1 This chapter provides an overview of the site; explaining the development proposals and existing transport infrastructure, in order to evaluate the sustainable conditions and overall accessibility of the development.

### 2.2 Development Proposals

2.2.1 The proposed Local Centre is split into a northern block seeking Full planning permission and southern block seeking Outline permission. The northern block is proposing a Community floorspace (Use Class D1 with ancillary A1/A3), with a total GIA of 552 sqm, and 16 residential units (use class C3) with associated access, servicing, landscaping and parking. The southern block seeking Outline consent is sought for Local Centre Retail, Community or Commercial Floorspace (flexible Use Class A1/A2/A3/A4/A5/B1/D1).

2.2.2 The proposed development schedule and GIA for the northern block of the Local Centre is detailed in [Table 2.1](#).

**Table 2.1: Proposed Local Centre Commercial Floorspace**

Land Use	Proposed GIA (m <sup>2</sup> )
Community Hall (community room and ancillary spaces)	427m <sup>2</sup>
Community Café / Retail	125m <sup>2</sup>
Community Garden	142m <sup>2</sup>
Residential	1034m <sup>2</sup>
<b>Total</b>	<b>1728m<sup>2</sup></b>

**Table 2.2: Residential Development Schedule**

Dwelling Size	Number
1-bedroom flat (54m <sup>2</sup> )	4
1-bedroom flat (55m <sup>2</sup> )	2
2-bedroom flat (70m <sup>2</sup> )	6
2-bedroom flat (72m <sup>2</sup> )	4
<b>Total (1034m<sup>2</sup>)</b>	<b>16</b>

## 2.3 Pedestrian and Cycle Access

- 2.3.1 The 20mph Charlotte Avenue dissects the proposed Local Centre, thereby providing an attractive and comfortable environment for pedestrians and cyclists. A series of crossings will be provided across Charlotte Avenue and across the access points to the north and south into the Local Centre, which include changes in surface treatment, promoting a semi-shared space type environment.
- 2.3.2 The proposed land uses at the Local Centre will have cycle parking for staff and visitors provided over and above the Cherwell DC standards, whilst the residential flats will have cycle parking in-line with the Oxfordshire County Council (OCC) Residential Road Design Guide (2015).

## 2.4 Bus Access

- 2.4.1 The existing Elmsbrook dedicated 'Hail-and-Ride' E1 bus service has provided a half-hourly service as part of the Exemplar development, since the outset of the residential development in 2016. A new Local Centre bus stop will serve the development, linking the Local Centre via Banbury Road to:
- The vicinity of Bicester North train station (within 400 metres);
  - Bicester Town Centre/bus station; and
  - Bicester Village train station (at certain times of the day).
- 2.4.2 The bus stop serving the Local Centre will be located on the northern side of Charlotte Avenue, outside the Eco Business Centre, accessible via safe walking routes within the Local Centre. The bus stop will have a shelter and real time information, with its hours of operation as per the existing E1 operational hours:
- Monday to Friday - 06:30 to 19:00 inclusive; and
  - Saturday - 08:00 to 18:00 inclusive.

## 2.5 Car Club Vehicles

- 2.5.1 The site benefits from having two on-site E-Car Club vehicles available to the public for hire. The EV charging points dedicated to these two vehicles is currently located less than a 3-minute walk from the Local Centre. There are two electric cars available for hire to the public, which provides an environmentally friendly alternative to most private car ownership and usage.

## 2.6 Car Parking Provision

- 2.6.1 The car parking strategy for the northern block of the proposed development seeking Full planning permission is to provide allocated provision of 16 car parking spaces for the residential units and 16 visitor car parking spaces to serve the residential unit and community hub.
- 2.6.2 All 16 visitor car parking spaces serving the residential units and community hub are to be unallocated and managed by way of a 90-minute waiting restriction, with only residences (and limited staff of businesses at the discretion of A2D) eligible for a single permit per flat overriding this restriction.
- 2.6.3 The level of car parking provision (in line with local OCC Parking Standards for Cherwell Urban Areas) for the southern block seeking Outline planning permission will be determined as Reserved Matters in accordance with the agreed outline parameters.

## 2.7 Electric Vehicle Charging Points

- 2.7.1 For any staff or visitors accessing the Local Centre, there will be a network of publicly accessible charging points around the Elmsbrook development. All the public charging points are on the Polar network and the 'App' will allow users to see what posts are available for parking.

## 3 Travel Plan Targets

### 3.1 Purpose

3.1.1 Targets are the measurable goals by which progress will be assessed. This TP sets targets that the Local Centre occupant will seek to reach within the TP monitoring period. All targets need to be **SMART**; that is **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime related.

3.1.2 There are two types of targets, namely: '**Action**' and '**Aim**' targets. **Action** targets set out specific commitments to implement measures to ensure delivery. **Aim** targets provide numerical goals for mode shift.

### 3.2 Action Targets

3.2.1 The key Action targets are set out below. These targets are included within the Action Plan in **Section 6**:

- **Target 1:** A TPC will be appointed prior to the unit opening (for each individual unit of the Local Centre);
- **Target 2:** The TPC will provide an informal training session to outline access to the Shimmy App and measures in place to promote sustainable travel. They will also keep a record of the car park permit allocation; and
- **Target 3:** The first travel plan survey will be undertaken within 3-months of the unit opening for trade, following which a review of the survey findings will be undertaken and reported.

### 3.3 Aim Targets

3.3.1 The Aim targets have already been identified within the Exemplar Travel Plan and S106 Agreement. These will remain the core targets for the whole Elmsbrook site, with all residents and occupiers working towards these common targets. Any updates to these targets will be communicated by the Exemplar TPC.

3.3.2 As part of the target setting, there are targets for mode share for each individual land use in the Exemplar Travel Plan (Tables 4.1 for 2016 and 4.2 for 2026). These targets with the applicable land uses are replicated in **Tables 3.1** and **3.2** below.

**Table 3.1: Elmsbrook 2016 Target Modal Share by Land Use**

Land Use	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Car	Non-Car	Car	Non-Car
Local Shops	50%	50%	50%	50%
Community Hall	50%	50%	50%	50%
Children's Nursery	70%	30%	70%	30%
Eco Business Centre	70%	30%	70%	30%

Table 3.2: Elmsbrook 2026 Target Modal Share by Land Use

Land Use	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Car	Non-Car	Car	Non-Car
Local Shops	40%	60%	40%	60%
Community Hall	40%	60%	40%	60%
Children's Nursery	70%	30%	70%	30%
Eco Business Centre	65%	35%	65%	35%

3.3.3 Since the Local Centre was not operational in 2016, **Table 3.1** reflects the baseline expected upon opening of the Centre in 2020/2021. The revised targets in 2026 are designed to reflect the 10-year period at the end of the monitoring following the implementation of the travel planning measures. This would effectively represent the expected mode share in circa 2030/2031.

3.3.4 In addition to the mode share targets, the following targets are adopted at Elmsbrook and form part of the s106 Agreement for the site:

- Target 1: By 2026, 50% of all trips originating from the Exemplar Site will be by non-car modes
- Target 2: By 2016 (three years after first occupation), 45% of all trips originating from the Exemplar Site will be by non-car modes
- Target 3: By 2016, no more than 20% of pupils will arrive at school by car on a typical school day.
- Target 4: By 2016 (3 years after first occupation) 16% of working adults are to be working from home on a typical work day.
- Target 5: By 2020, average vehicle emissions for cars owned by Exemplar Site residents will be less than 110g CO2/km.
- Target 6: By 2020, average annual vehicle kilometres by private cars owned by Exemplar Site residents will be 10% lower than the 2008 UK average of 14,723.

## 4 Management, Monitoring and Review

### 4.1 Management

4.1.1 As per target 1, a TPC will be appointed prior to the opening of the unit to manage the ongoing implementation of the TP. It will be the responsibility of the appointed TPC for the TP to ensure that all future site occupiers are made aware of their travel plan responsibilities and ensure that these are met. They will have overall responsibility for ensuring that individual site occupiers buy into the aims of the TP and that everyone works together to meet the targets that have been set for the site.

4.1.2 With the support of the General Manager, the TPC will be a part-time role whose responsibilities will include:

- Acting as a point of contact for all staff;
- Managing the development and implementation of the TP measures;
- Promoting the objectives and benefits of the TP;
- Liaising with other TP's at Elmsbrook;
- Monitoring the success of the TP against the targets; and
- Reporting the results of the TP monitoring.

4.1.3 Staff will be made aware of the existence of the TP upon commencement of their employment by the TPC.

### 4.2 Monitoring

4.2.1 Monitoring will focus on measuring success of the targets, as well as pick up on general feedback on the effectiveness of measures and initiatives detailed in [Section 5](#).

4.2.2 The monitoring at Elmsbrook requires that mode share target monitoring is reported from Year 5 for a 10 year period.

4.2.3 For the Local Centre, the monitoring programme will begin with the initial travel survey, to be undertaken within 3-months of the unit/use opening for trading. Annual surveys will then be undertaken of staff travel modes and monitoring for the remaining aim targets to feed into Exemplar TPC monitoring strategy.

### 4.3 Review

4.3.1 A TP review will be undertaken at the Year 3 and 5 anniversaries of the unit opening for trading, by the TPC, to assess the progress of the TP. These will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data.

4.3.2 The TP reviews will be summarised in respective reports and submitted to TP Officers at CDC and OCC within one month of corresponding travel surveys being undertaken.

## 5 Local Centre Travel Plan Measures

### 5.1 Overview

- 5.1.1 In order to achieve the overarching objective of travel planning for the Exemplar site, each non-residential land use occupier will need to commit to the aspirations for sustainable travel associated with Elmsbrook being an Exemplar site.
- 5.1.2 It is recognised that the unit occupiers are likely to consist of small businesses and therefore their travel planning obligations will need to reflect the size of the business and the number of employees. This FTP is designed to summarise the measures that are either available at present as part of the site wide travel planning or those measures that can be scaled for these unit occupiers.
- 5.1.3 Each occupier will need to be proactive in encouraging staff, volunteers and customers to travel to the Local Centre by active and sustainable travel modes.

### 5.2 Shimmy

- 5.2.1 A specialist App has been developed for Elmsbrook residents to provide real-time information and a noticeboard for information. As part of this, the travel element provides dedicated real time travel information, the ability to download maps and timetables as well as notifications for the promotion of events taking place within the community or nationally. This is accessible to local residents of the development and could be extended to the Local Centre operators.
- 5.2.2 This is effectively an interactive noticeboard with the A2D TPC ensuring that the information is kept up to date and relevant on a regular basis.

### 5.3 Encouraging Walking

- **Provision of information** (or an awareness of the use of the Shimmy App to obtain the information) in relation to walking routes, times and distances through the provision of information and maps. Whilst all available on the Shimmy, a Travel Information Pack was prepared for Phases 1 & 2 to outline the accessibility of the site to key facilities and amenities within Bicester town. This could be issued to future employees.
- **Promotion of Bicester's Healthy Walk Routes** – Maps and details of the Bicester Health routes could be provided for staff to utilise on their routes to or from work or as a leisure activity during a lunch break. These are marked 5-kilometre routes around Bicester, with the closest route the 'West Health Route'.
- Employers could provide **pedometers** to staff to count steps undertaken to encourage an awareness of keeping active and healthy.
- **Promotion of events** including 'National Walking Month' to visitors/employees: Employees who live near to or at the Exemplar site should be encouraged to participate in events such as 'National Walking Month'. For these activities, promotional resources can be obtained from charities such as Living Streets.

## 5.4 Encouraging Cycling

5.4.1 To increase an awareness and involvement in cycling by site users, the measures detailed below could be implemented:

- **Provision of cycle maps at the development** - Cycle maps can be made available to employees and visitors at the development through 'Induction Packs' and other methods e.g. information boards;
- **Promoting cycle training** - Details of local cycle training providers can be made available to employees at the development. There are a number of local registered cycle training providers for communities e.g. CycleLyn (Bicester based); and either small group or individual training sessions can be provided on request. Adult sessions are priced at £50 - £80 for a four to six-hour session. Further information regarding cycle training; including the possibility of group sessions, can be found at: <http://www.cyclelyn.co.uk/lessons/pricing>. Cycle training could be undertaken in partnership with residents, as such any training courses organised by the A2D TPC will be promoted via the Shimmy App.
- **Cycle to Work** - Occupiers could adopt a 'Cycle to Work' scheme for employees at the application site e.g. Cyclescheme. 'Cycle to Work' operates as an employee benefit scheme that will save individuals 25 - 39% on a bike and accessories. The scheme involves employees making payments for a bike of their choice via tax effective payments made from their salary by employers.
- **Cycle to Work Electric Bike Scheme** – There are schemes now available to provide electric bikes as part of a similar 'Cycle to Work' scheme.
- **Bicester Green** – Bicester Green hires out equipment such as cycle trailers which could be utilised by businesses or employees for trailing additional cycle equipment.
- **Bicycle User Group (BUG)** – Elmsbrook is just in the process of establishing a BUG consisting of active residents, but this could be opened to employees of the Local Centre to contribute to the promotion of cycling and the connections with local cycle groups.

5.4.2 The ethos of Elmsbrook is that cycling is promoted to the community and regular events, promotions and cycle maintenance are all part of the activities undertaken onsite. In addition, the identification of cycling providers and also locations to hire specialist equipment is also promoted to ensure that residents and visitors to Elmsbrook are aware of the cycling options.

## 5.5 Promoting Public Transport

5.5.1 The E1 bus service provides a connection into Bicester as well as to the wider Elmsbrook development and the drivers are a key part of the Elmsbrook community. As well as real-time information at bus stops, the Shimmy App provides an indicator for the bus service.

5.5.2 The public transport provision within the vicinity of the site can benefit visitors and employees by the initial occupiers adopting some of the following initiatives:

- Publicising journey planning services: The use of public transport journey planning services and applications such as Traveline and National Rail Enquiries could be publicised. This cost-effective initiative will enable site users to be instantly informed about the timings and provision of public transport services connecting the development to the wider network for longer journeys.
- Bus taster ticket (3-month) - The Exemplar Travel Plan included a commitment to provide 3-month taster tickets for the E1 bus service to new employees of the Local Centre.

## 5.6 Car Club

5.6.1 The on-site 'E-Car Club' provides an environmentally friendly alternative to most private car usage. The two on-site cars could be utilised during the working day by occupiers at the Local Centre, e.g. short trips to the shops/picking up visitors from the train station.

5.6.2 Information promoting the benefits and how to sign up and utilise the Car Club should be displayed to employees/visitors. E-Car Club currently provide a discounted membership, along with several free hours driving to residents at the Exemplar - similar discounts for employees at the different land uses at the Local Centre could also be discussed by the TPC.

## 5.7 Car Sharing

5.7.1 Car share schemes have the potential to reduce the number of single occupancy car trips to the employment site, thus reducing pressure on parking at the development. The positive benefits of car sharing, and the potential cost savings can be advertised to employees.

5.7.2 The Liftshare website has a dedicated 'Bicester' group with a number of users across the town and this could be promoted to employees to encourage the sharing of any journeys being made.

## 5.8 Personalised Travel Planning

5.8.1 Offering a personalised travel planning service has been an ongoing theme through the Exemplar Travel Plan, but it has been found that often residents will make up their own mind up about travel through research on the travel modes available. Therefore, whilst discussions on travelling to and from work may form part of entry interviews or the recruitment process generally, this is likely to remain informal and will lead to the identification of the Shimmy being present for assisting with educating on travel arrangements available at Elmsbrook.

## 6 Action Plan

### 6.1 Overview

- 6.1.1 To provide an accurate strategy for the implementation of the FTP, various (short, medium and long-term) timed measures will be introduced before and after the development is occupied.
- 6.1.2 Short-term measures refer to those which will be implemented prior to, or within three months of first occupation. Medium-term measures are identifiable as those which can be completed within a year. Long-term measures are those which will take more than one year to complete.

### 6.2 Action Plan

- 6.2.1 **Table 6.1** sets out the indicative action plan that will be implemented by the TPCs, once appointed by each occupier. The action plan details the required actions by coordinators for implementing the TP to ensure progress; and also, the proposed timescales for each action. All items contained in the action table need to have a named representative who will be responsible for ensuring that they are carried out. They should be specific and give details of exactly what will be done and by when.

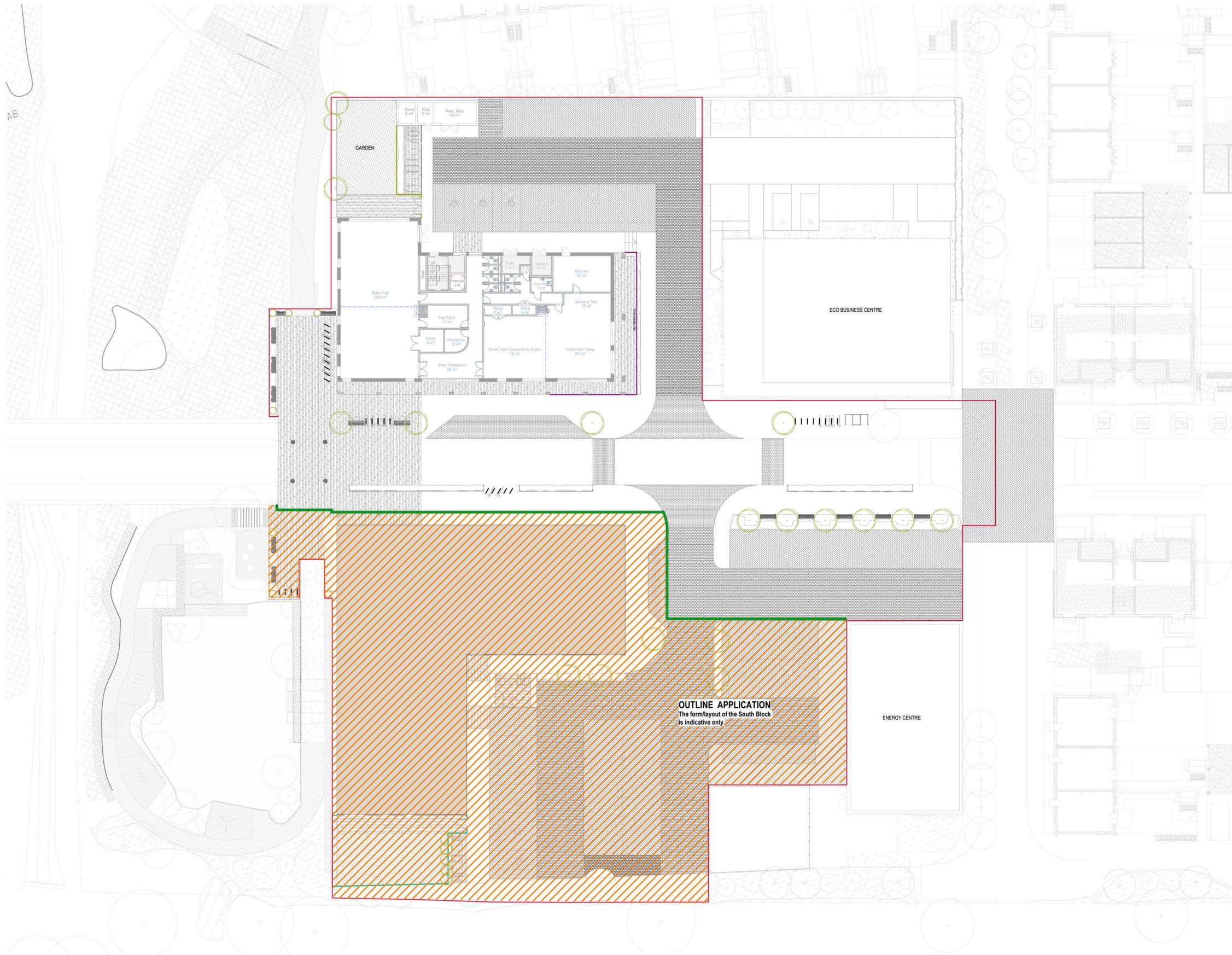
**Table 6.1: Action Plan Summary**

Action	Timescale	Responsibility
Appoint/identify a TPC and notify CDC/OCC	Within three months post initial occupation	Occupier
Undertake travel plan training with staff	Ongoing, but initially as part of the recruitment/induction process	TPC
Implement measures outlined to encourage sustainable travel from the outset. Group under headings such as 'measures to encourage walking', 'measures to encourage car use', 'measures to increase car share' etc.	On-going	TPC
Undertake baseline travel surveys	Within three months of initial occupation	TPC
Report findings of the baseline travel surveys to CDC/OCC	Within six to nine months of initial occupation	TPC
Undertake TP monitoring surveys	Annually in-line with Exemplar TP	TPC
Communicate details of the TP, its targets, measures and successes to employees and visitors	On an ad-hoc basis, as/when required	TPC

- 6.2.2 Long-term measures for the site include completing monitoring surveys and reporting the findings of monitoring surveys, which should be completed annually as part of the wider Exemplar Travel Plan obligations.
- 6.2.3 As with all elements of the travel planning process, the action plans are not considered to be prescriptive and according flexibility should be exercised to ensure that the TPs benefit all user groups and remain relevant throughout their implementation.

# APPENDICES

# APPENDIX A – Proposed Site Layout



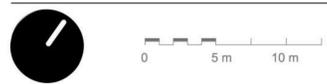
- LEGEND**
- Planning Application Red Line
- FENCE TYPES**
- 1500mm High Metal Railing
  - 1500mm High Mesh Fence
  - 1000mm High Timber Fence
- SOFT LANDSCAPE**
- Grass
  - Proposed Tree
  - Proposed Planting Area
- HARD LANDSCAPE**
- Block Paving to Match Existing in Elmsbrook
  - Permeable Block Paving to Service Areas
  - Block Paving to External Social Areas
  - Proposed Seating
  - Tarmac To Engineers Specification
  - Permeable Block Paving to Parking Spaces

**SITE BOUNDARY:**  
Please note the site boundary position identified on this drawing remains subject to confirmation from Land Registry / verification with the land owner's title deed; ADP take no responsibility for the reliability/accuracy of this survey information

**OUTLINE APPLICATION NOTE:**  
The form and layout of the South Block are for indicative purposes only; the final layout, height, massing and design will be determined as Reserved Matters in accordance with the agreed outline parameters

REVISION	DATE	DESCRIPTION	ARCHITECT	PARTNER
S2 P1	03.08.19	Planning Issue	-	ADP
S2 P2	03.10.19	Planning update to include full and outline applications	-	ADP

CHECK ALL DIMENSIONS AND VERIFY ON SITE. REPORT ANY ERRORS OR OMISSIONS





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JOB TITLE:  
**Elmsbrook Local Centre  
North West Bicester  
for A2Dominion**

DRAWING TITLE:  
**LANDSCAPE GA**

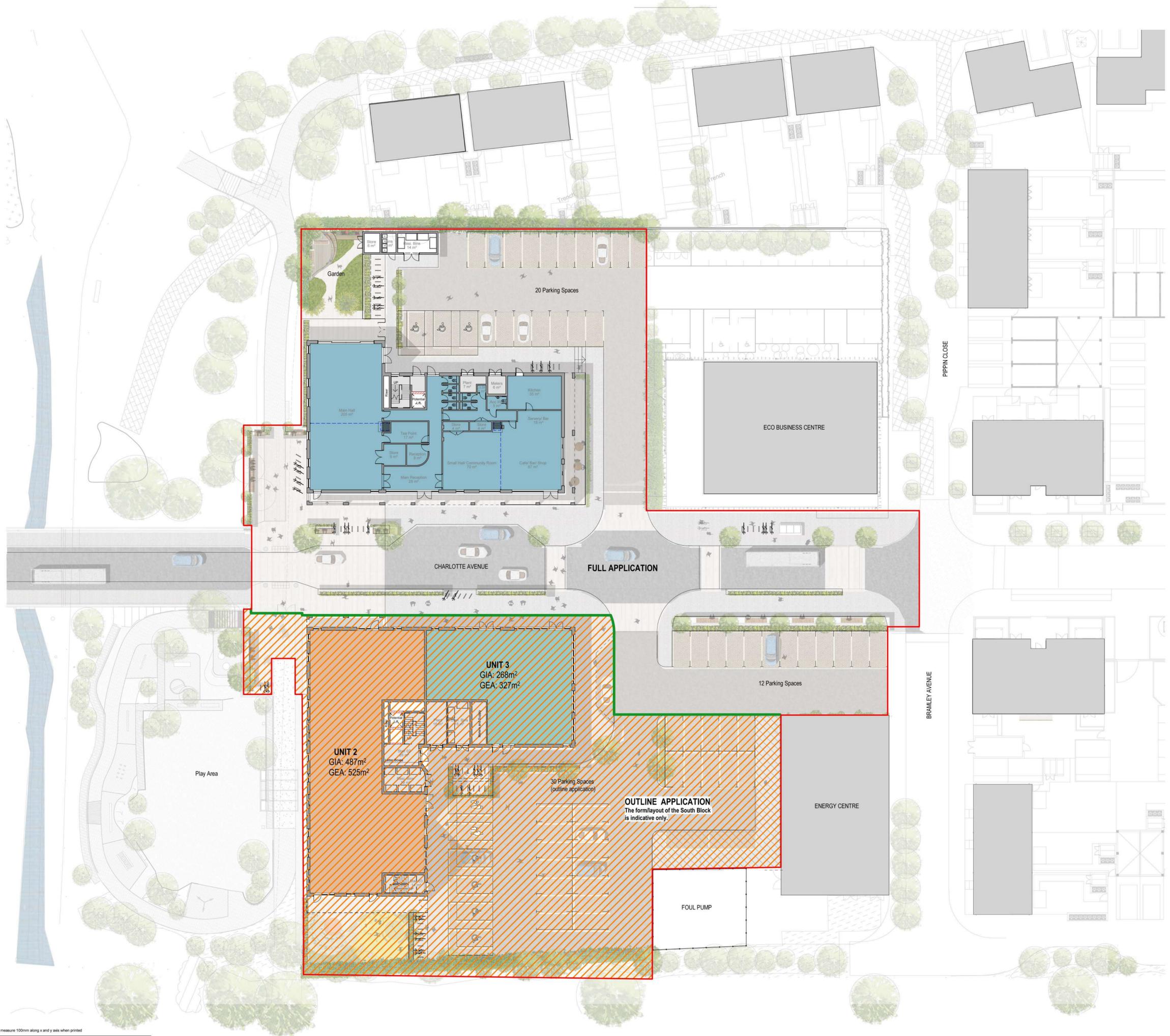
SCALE: <b>1:250</b>	DRAWING SHEET SIZE: <b>A1</b>	
JOB CODE: <b>LELC2</b>	DRAWING NUMBER: <b>ADP-00-GF-DR-A- L-1000</b>	REVISION: <b>S2 P2</b>

**OUTLINE APPLICATION**  
The form/layout of the South Block is indicative only.

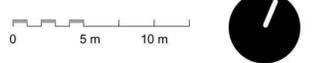
This line should measure 100mm along x and y axis when printed

**SITE BOUNDARY:**  
Please note the site boundary position identified on this drawing remains subject to confirmation from Land Registry / verification with the land owner's title deed; ADP take no responsibility for the reliability/accuracy of this survey information

**OUTLINE APPLICATION NOTE:**  
The form and layout of the South Block are for indicative purposes only; the final layout, height, massing and design will be determined as Reserved Matters in accordance with the agreed outline parameters



- SITE BOUNDARY
- FULL APPLICATION BOUNDARY
- OUTLINE APPLICATION AREA



REVISION	DATE	DESCRIPTION	ARCHITECT	PARTNER
S2 P 1	02.09.19	Planning Revision	ADP	ADP
S2 P 2	03.10.19	Planning update to include full and outline application areas	ADP	ADP

CHECK ALL DIMENSIONS AND VERIFY ON SITE. REPORT ANY ERRORS OR OMISSIONS

**adp**

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www.adp-architecture.com

JOB TITLE:  
**Elmsbrook Local Centre  
North West Bicester  
for A2Dominion**

DRAWING TITLE:  
**PROPOSED GA - GROUND FLOOR PLAN**

SCALE: <b>1 : 250</b>	DRAWING SHEET SIZE: <b>A1</b>
JOB CODE: <b>ELC2</b>	DRAWING NUMBER: <b>ADP-00-GF-DR-A-1005</b>
REVISION: <b>S2 P 2</b>	

This line should measure 100mm along x and y axis when printed

**SITE BOUNDARY:**  
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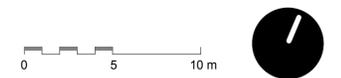
**OUTLINE APPLICATION NOTE:**  
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**SCHEDULE OF ACCOMMODATION**

**NORTH BLOCK (TOTAL)**  
**2B4P**  
 6no - 70m<sup>2</sup>  
 4no - 72m<sup>2</sup>  
 Total - 10no  
**1B2P**  
 4no - 54m<sup>2</sup>  
 2no - 55m<sup>2</sup>  
 Total - 6no  
**Total Overall - 16no**



- 1 BED 2 PERSON
- 2 BED 4 PERSON
- FLAT UNIT
- SITE BOUNDARY
- FULL APPLICATION BOUNDARY
- OUTLINE APPLICATION AREA



REVISION	DATE	DESCRIPTION	ARCHITECT	PARTNER
S2 P 1	03.06.19	Planning Issues	ADP	
S2 P 2	03.10.19	Planning update to include full and outline application areas	ADP	

CHECK ALL DIMENSIONS AND VERIFY ON SITE. REPORT ANY ERRORS OR OMISSIONS

**OUTLINE APPLICATION**  
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**JOB TITLE:**  
 Elmsbrook Local Centre  
 North West Bicester  
 for A2Dominion

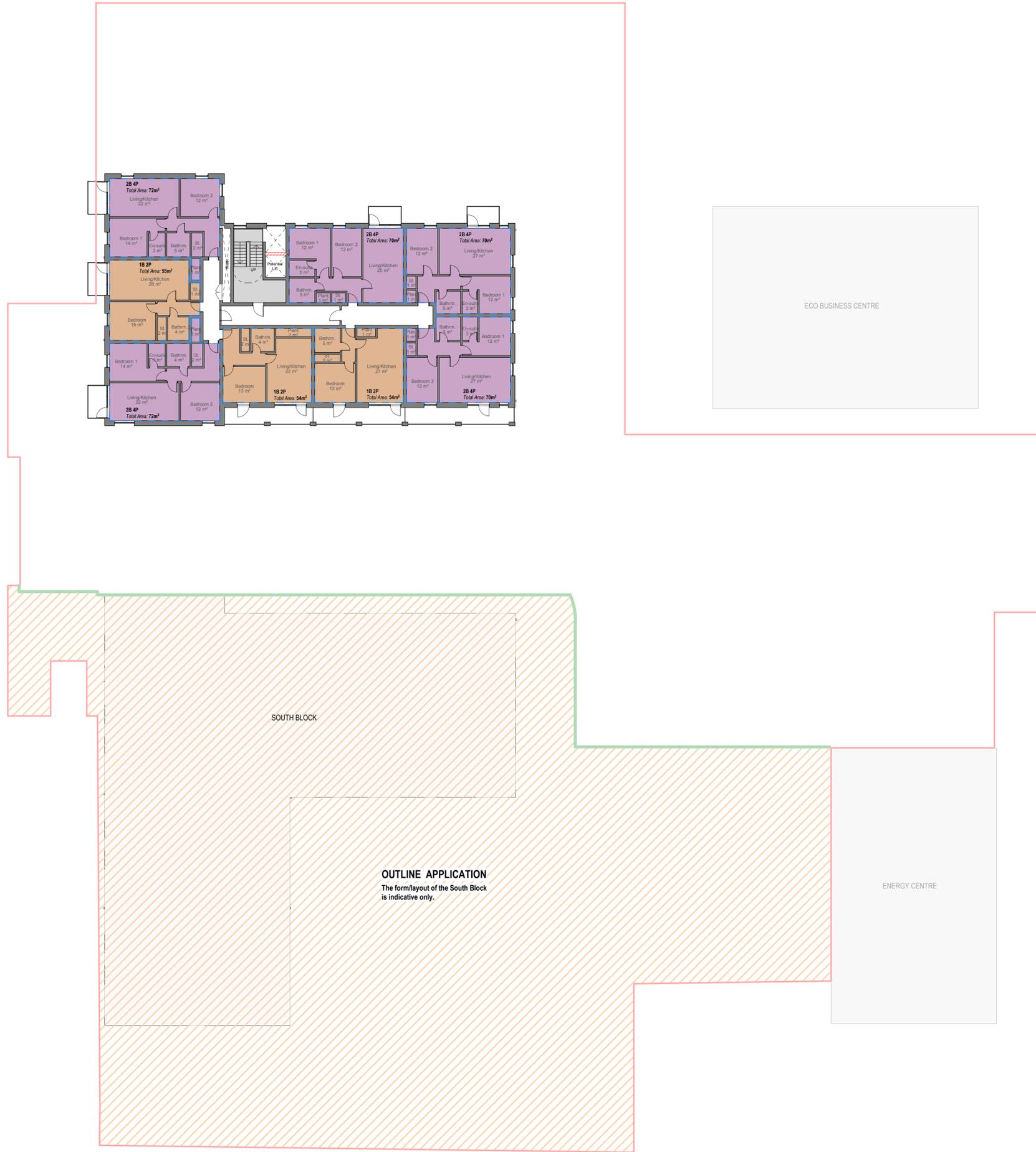
**DRAWING TITLE:**  
 PROPOSED GA - FIRST FLOOR

SCALE: <b>1 : 200</b>	DRAWING SHEET SIZE: <b>A1</b>
JOB CODE: <b>ELC2</b>	DRAWING NUMBER: <b>ADP-00-01-DR-A-1001</b>
REVISION: <b>S2 P 2</b>	

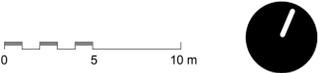
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-  1 BED 2 PERSON
-  2 BED 4 PERSON
-  FLAT UNIT
-  SITE BOUNDARY
-  FULL APPLICATION BOUNDARY
-  OUTLINE APPLICATION AREA



REVISION	DATE	DESCRIPTION	ARCHITECT	PARTNER
S2 P 1	03.06.19	Planning Issues	ADP	ADP
S2 P 2	03.10.19	Planning update to include full and outline application areas	ADP	ADP

CHECK ALL DIMENSIONS AND VERIFY ON SITE. REPORT ANY ERRORS OR OMISSIONS

**OUTLINE APPLICATION**  
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**JOB TITLE:**  
 Elmsbrook Local Centre  
 North West Bicester  
 for A2Dominion

**DRAWING TITLE:**  
 PROPOSED GA - SECOND FLOOR

SCALE: <b>1 : 200</b>	DRAWING SHEET SIZE: <b>A1</b>	
JOB CODE: <b>ELC2</b>	DRAWING NUMBER: <b>ADP-00-02-DR-A-1002</b>	REVISION: <b>S2 P 2</b>

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**Manchester**

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