



A2Dominion Developments Limited

Elmsbrook Local Centre

Transport Statement

October 2019

A2Dominion Developments Limited

Elmsbrook Local Centre

Transport Statement

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1 Introduction

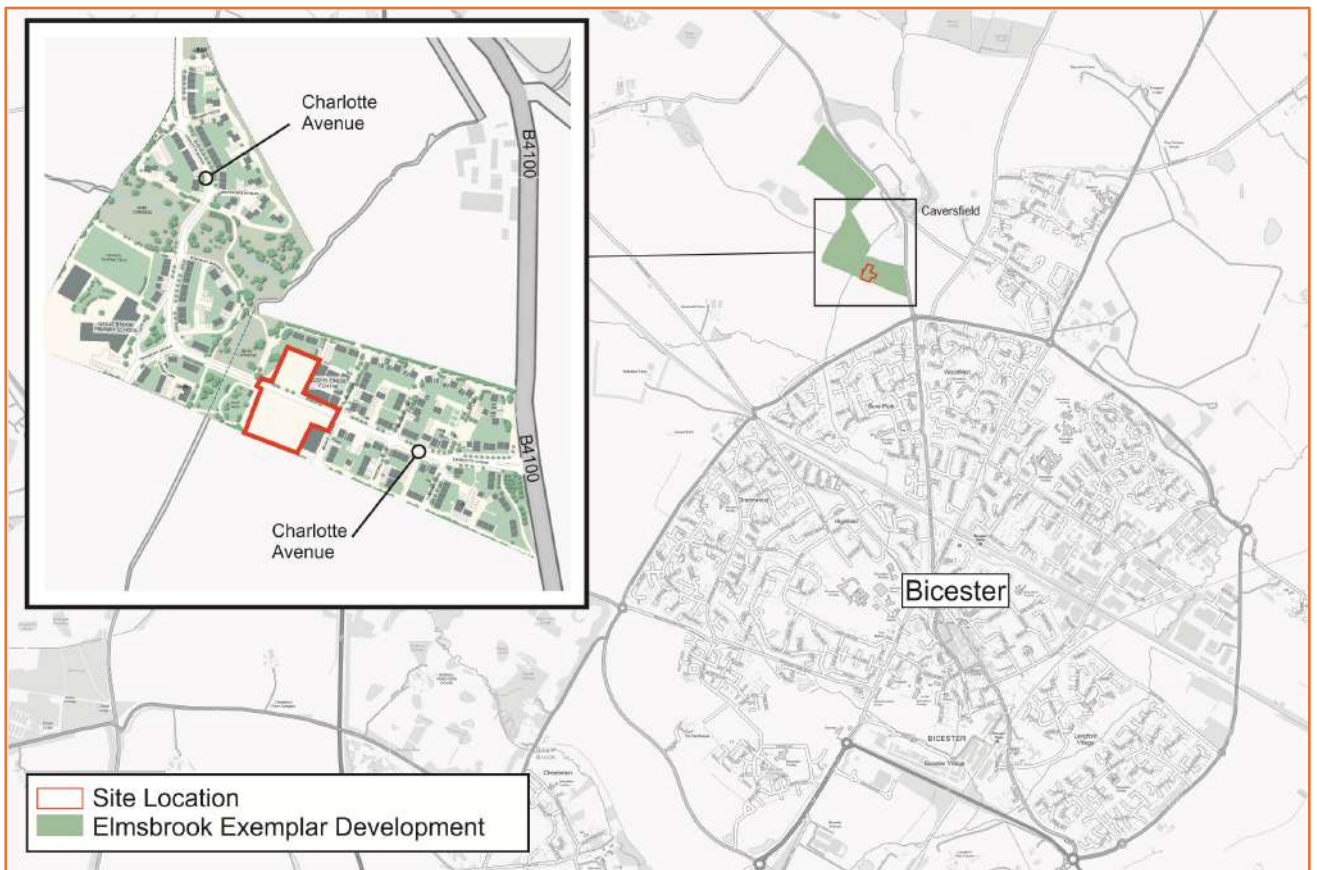
1.1 Context and Purpose

1.1.1 This Transport Statement (TS) has been prepared by mode transport planning (mode) on behalf of A2Dominion Developments Limited (A2D). This TS accompanies a Hybrid (Outline and Full) planning application to Cherwell District Council (CDC) for a Local Centre at the Elmsbrook Exemplar Development at NW Bicester, alongside a Framework Travel Plan (FTP).

1.1.2 Full permission is sought for Local Centre 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 situated to the north of Charlotte Avenue. Outline consent is also sought for Local Centre Retail, Community or Commercial Floorspace (flexible Use Class A1/A2/A3/A4/A5/B1/D1) on land allocated for the Local Centre to the south of Charlotte Avenue.

1.1.3 The application site location is highlighted on **Figure 1.1**.

Figure 1.1: Site Location



1.1.4 In July 2012, the Applicant secured planning permission (ref: 10/01780/HYBRID) for the Exemplar site for the following:

“Development of Exemplar phase of NW Bicester Town to secure full planning permission for 393 residential units and an energy centre (up to 400 square metres), means of access, car parking, landscape, amenity space and service infrastructure and outline permissions for a nursery of up to 350 square metres (use class D2), a community centre of up to 350 square metres (sui generis), 3 retail units of up to 770 square metres (including but not exclusively a convenience store, a post office and a pharmacy (use class A1)), an Eco-Business Centre of up to 1,800 square metres (use class B1), office accommodation of up to 1,100 square metres (use class B1), an Eco-Pub of up to 190 square metres (use class A4), and a primary school site measuring up to 1.34 hectares with access and layout to be determined.”

- 1.1.5 With regard to the site, which is the subject of this application, in July 2016, full planning permission (ref: 15/00760/F) was granted for the following use on the site:

“Development of a new Local Centre comprising a Convenience Store (use class A1), Retail Units (flexible use class A1/A3/A5), Pub (use class A4), Community Hall (use class D1), Nursery (use class D1), Commercial Units (flexible use class A2/B1/D1) with associated Access, Servicing, Landscaping and Parking with a total GEA of 3,617 sqm.”

- 1.1.6 In June 2019 a Full planning application (ref: 19/01036/F) was made for the development of a new Local Centre comprising retail, commercial and community floorspace (flexible Use Class A1/A2/A3/B1/D1), and 38 residential units (use class C3) with associated access, servicing, landscaping and parking.

- 1.1.7 Following consultation with Officers at Cherwell District Council, this application has been amended to a hybrid application, seeking full permission for Local Centre Community Floorspace (Use Class D1 with ancillary A1/A3), with a total GIA of 552 sqm, with 16 residential units above (use class C3) with associated access, servicing, landscaping and parking situated to the north of Charlotte Avenue. Outline consent is also sought for Local Centre Retail, Community or Commercial Floorspace (flexible Use Class A1/A2/A3/A4/A5/B1/D1) on land allocated for the Local Centre to the south of Charlotte Avenue. The revised Local Centre development proposals remain true to the ethos of a Local Centre at the Elmsbrook Exemplar Development.

- 1.1.8 This TS considers the transport implications of this revision in context of the planning application precedent (covered in detail in [Section 2](#)), drawing upon previous Transport Assessment documentation related to that planning precedent. A reference scheme has been prepared to demonstrate how the Local Centre could be accommodated on the site with the mix of land uses proposed. This provides an assessment baseline for comparison with previous Local Centre proposals.

- 1.1.9 Whilst the Local Centre land uses have reduced in comparison to previously permitted proposals, the quantum of services and amenities remains such to support the Elmsbrook Exemplar Development and deliver upon the ethos of a Local Centre for local residents. Flexibility is now sought on the outline section to allow for the southern section of the Local Centre to be brought forward in full at a later date.

- 1.1.10 The above supports assessment assumptions applied in previous transport assessments for the Elmsbrook Exemplar Development and Local Centre in terms of containment of residential trip generation. This has as such not been revisited or recalculated in this TS. It is assumed this would remain broadly consistent with previous Local Centre proposals and updates to trip generation for the revised Local Centre proposals instead focuses on the net change to trip generations for the various Local Centre land uses.

1.1.11 The development proposals also make inclusion for 16 residential flats above the new services and amenities in the northern portion of the proposed layout, forming part of the Full planning application. It is envisaged that these units will benefit the most from the Local Centre. The impacts on the potential for increased residential trip generation has nonetheless been considered in this TS to be able to consider the overall change in traffic generation for the Local Centre and flats combined, in comparison to that assessed for the Elmsbrook Exemplar Development as-a-whole as part of previous planning applications.

1.2 Structure of Report

1.2.1 The remainder of the TS is structured as follows:

- **Section 2** sets out the baseline conditions by establishing the planning precedent of the Local Centre in context of the Elmsbrook Exemplar Development as-a-whole;
- **Section 3** details the development proposals in terms of site layout, development schedule and access by all travel modes;
- **Section 4** quantifies the predicted changes in trip generation in comparison with established trip generation on the local road network set by the baseline conditions; and
- **Section 5** provides conclusions and a recommendation to the findings of the TS.

2 Baseline Conditions

2.1 Baseline Planning Permissions and Policy

- 2.1.1 As detailed in [Section 1](#), the principle of development has been established and the baseline conditions at the application site have not changed, other than through the on-going progress being made at the Elmsbrook Exemplar Development in-line with permitted planning applications. This progress includes continued improvements to the availability and incentivising of sustainable travel opportunities, in part assisted by the on-site Travel Plan Co-ordinator (TPC) role.
- 2.1.2 The relevant permitted planning applications establishing the baseline conditions at the Local Centre in context of the Elmsbrook Exemplar Development as-a-whole are as follows:
- 2010 Hybrid planning application for the Elmsbrook Exemplar Development (10/01780/HYBRID);
 - 2014 Full planning application for a 2 Form Entry (FE) Primary School with a phased construction to allow 1 Form Entry start expanding to a 2 Form Entry at a later date (14/01970/OCC);
 - 2015 Full planning application for the Local Centre (15/00760/F), incorporating different schedule of land uses to that permitted in Outline form as part of the 2010 Hybrid planning application; and
 - 2017 Full planning application for the Eco Business Centre (17/00573/CDC), incorporating reduced floor area to that permitted in Outline form as part of the 2010 Hybrid planning application.
- 2.1.3 The permitted and now implemented 2FE primary school (constructed to a 2FE entry but currently operating as a 1FE school as per the phased approach permitted) is broadly in-line with the 135-place school permitted in Outline as part of the 2010 Hybrid application. Therefore, no relevance is drawn to the 2014 full planning application for the 2FE primary school in terms of changes to the baseline position.
- 2.1.4 Both the 2015 Local Centre full planning application and 2017 Eco Business Centre full application had materially changed the development quantum for these components of the Elmsbrook Exemplar Development as-a-whole. These were both accompanied by Transport Assessments providing an update on the predicted trip generation as a result of these changes. These permissions combined are considered to represent the baseline conditions of these components of the overall Elmsbrook Exemplar Development.
- 2.1.5 In addition to the specific planning application precedent at the Local Centre application site and Elmsbrook Exemplar Development as-a-whole, no meaningful changes in Local or National Planning Policy are considered to have occurred that would change how the baseline conditions at the application site are reviewed.
- 2.1.6 Prioritising sustainable development, inclusive of sustainable transport, remains a salient objective at a Local and National level. Locally, the Elmsbrook Exemplar Development remains a residential led development site with the promotion of sustainable travel being a monitored measure of the planning permission (by way of a progressively coordinated Travel Plan). Nationally, the most up-to-date version of the National Planning Policy Framework (NPPF) and supporting National Planning Practice Guidance (NPPG) continue to prioritise sustainable development.

2.2 Baseline Schedule of Permitted Land Uses

2.2.1 The baseline conditions of the Elmsbrook Exemplar Development as-a-whole are set by the above detailed planning application precedent. The collective baseline schedule of up-to-date fully permitted land uses at the Elmsbrook Exemplar Development is summarised in [Table 2.1](#).

Table 2.1: Baseline Schedule of Permitted Land Uses at Elmsbrook Exemplar Development

Land Use	Quantum	Most Recent Full Planning Permission *
Wider Elmsbrook:		
Affordable Housing	120 units	2010 Hybrid for Elmsbrook Exemplar Development
Market (private) Housing	273 units	2010 Hybrid for Elmsbrook Exemplar Development
Gagle Brook Primary School	2FE	2014 Full Planning Application for Primary School
Eco Business Centre	1,284m ²	2017 Full Planning Application for Eco Business Centre
Energy Centre	400m ²	2010 Hybrid for Elmsbrook Exemplar Development
Local Centre:		
Retail (Local Shops)	947m ²	2015 Full Planning Application for Local Centre
Eco Public House / Restaurant	664m ²	2015 Full Planning Application for Local Centre
Community Centre	523m ²	2015 Full Planning Application for Local Centre
Children's Nursery	869m ²	2015 Full Planning Application for Local Centre
Commercial Units (A2/B1/D1)	614m ²	2015 Full Planning Application for Local Centre

*Excluding possible amendments to planning permissions not materially relevant to transport

2.3 Other Baseline Conditions

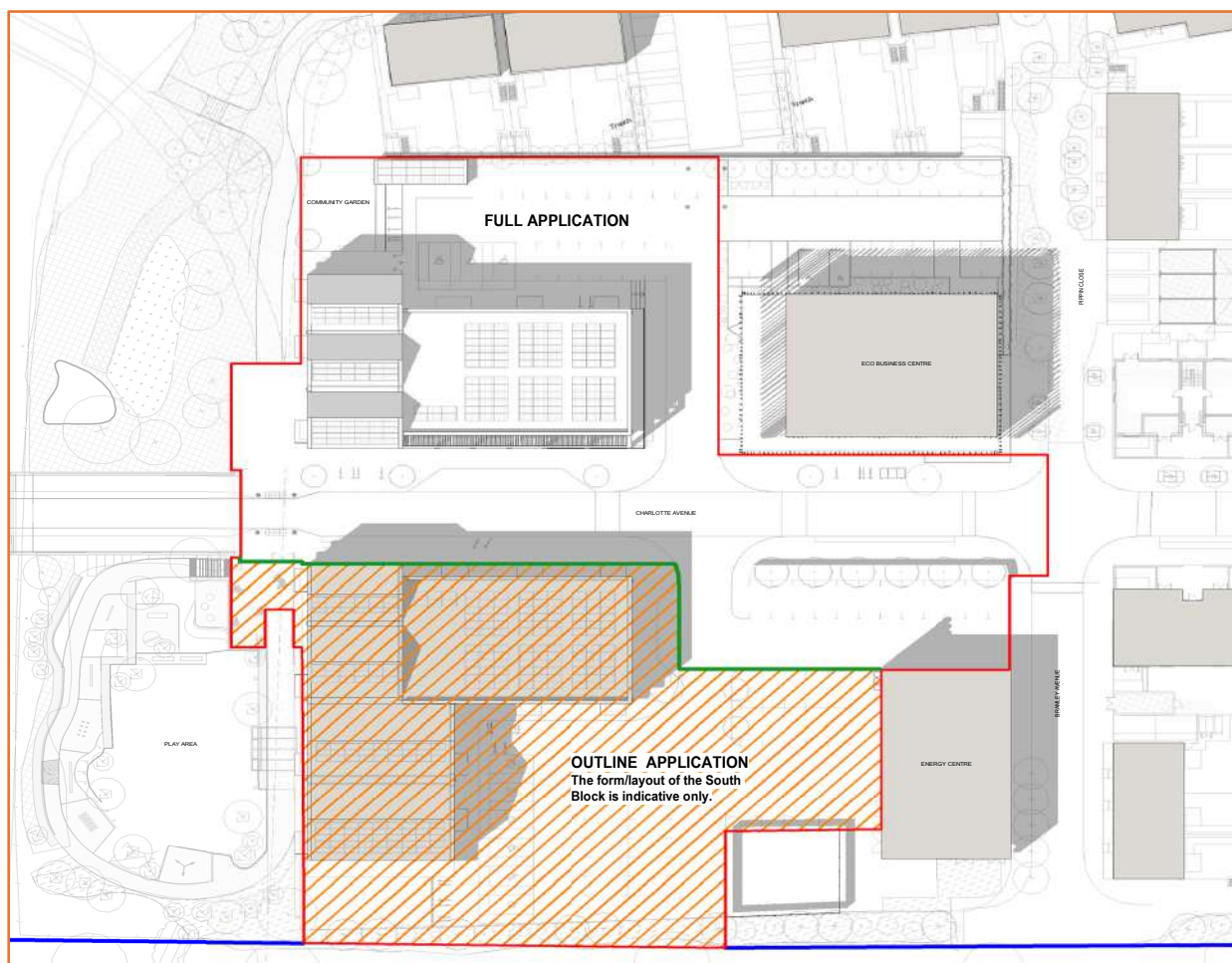
2.3.1 Any further review of baseline conditions in the wider Bicester area, including wider sustainable travel connectivity and vehicle access, is generally considered outside the scope of this TS for what is simply a revision to baseline schedule of Local Centre land uses detailed in [Table 2.1](#). This is on the basis that there is not expected to be any material change to the relationship between the Elmsbrook Exemplar Development and the wider Bicester area (including the forthcoming adjacent NW Bicester development), as had been assessed as part of previous planning applications and corresponding Transport Assessments.

3 Development Proposal and Access Strategy

3.1 Development Layout

3.1.1 The proposed site layout of the Local Centre at the Elmsbrook Exemplar Development is demonstrated on **Figure 3.1**, with a scaled plan provided in **Appendix A**.

Figure 3.1: Site Layout



3.1.2 Full permission is sought for Local Centre 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 situated to the north of Charlotte Avenue. Outline consent is also sought for Local Centre Retail, Community or Commercial Floorspace (flexible Use Class A1/A2/A3/A4/A5/B1/D1) on land allocated for the Local Centre to the south of Charlotte Avenue.

3.1.3 The proposed location of the Local Centre site is situated either side of Charlotte Avenue. It is inherently well-placed to enable local access by residents throughout the Elmsbrook Exemplar Development and those utilising Gagle Brook Primary School.

3.1.4 The layout of the Local Centre has been designed to capitalise on its position within the Elmsbrook Exemplar Development, to enable ease of movement by walking and cycling, integrating with high quality

connections in the Elmsbrook Exemplar Development walking and cycling network that prioritises movement by these travel modes. More detail is provided in subsequent sub-sections on access opportunities to the Local Centre.

3.2 Development Schedule

3.2.1 A reference scheme has been developed to demonstrate how the mix of land uses could be accommodated at the site. This reference scheme forms the basis can be compared to the previous Local Centre permitted schemes.

3.2.2 The proposed development schedule for the Local Centre, including a comparison with the Local Centre development schedule in the 2015 full permission, as outlined in [Section 2](#), are detailed in [Tables 3.1 and 3.2](#).

Table 3.1: Local Centre Development Schedule (2015 permission)

Land Use	2015 Full Permission GIA (m ²)
Children's Nursery	708m ²
Retail (Local Shops)	947m ²
Community Centre	523m ²
Commercial Office	614m ²
Eco Pub	664m ²
Total	3,456m²

Table 3.2: Proposed Local Centre Development Schedule

Land Use		Proposed GIA (m ²)
Northern Block (Full Application)	Community Centre (community room and ancillary spaces)	427m ²
	Community Café / Retail	125m ²
	Community Garden	142m ²
	Residential	1034m ²
Southern Block (Outline Application)	Flexible Commercial / Retail / Community (flexible Use Class A1/A2/A3/A4/A5/B1/D1)	3,000m ² (Indicative Gross External Area)

3.2.3 It should be noted that the GIA of the southern block of the proposed development will be confirmed at a Reserved Matters, also identifying the specific Use Class.

3.2.4 [Table 3.3](#) outlines the proposed quantum of residential development and corresponding GIA at the Local Centre.

Table 3.2: Residential Development Schedule

Dwelling Size	Number
1-bedroom flat (54m ²)	4
1-bedroom flat (55m ²)	2
2-bedroom flat (70m ²)	6
2-bedroom flat (72m ²)	4
Total (1034m²)	16

3.3 Pedestrian and Cycle Access

- 3.3.1 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.
- 3.3.2 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). As the end occupiers have not yet been confirmed at the Local Centre the 'Retail' space has been considered 'Food Retail', for robustness.
- 3.3.3 Application of the cycle parking standards to the development schedule of the northern block seeking Full planning permission on the aforementioned basis is summarised in [Table 3.4](#).

Table 3.4: Application of CDC and OCC Cycle Parking Standards (Northern Block)

Land Use	Floor space/estimated staff	CDC / OCC Standard	Minimum Requirement: Staff/Resident	Minimum Requirement: Visitors
Community Café / Retail	125m ² 5 – 10 staff	1 stand per 12 staff, 1 stand per 200m ² visitors	0	0
Community Centre	427m ² 1 staff	1 stand per 12 staff, 1 stand per 20m ² visitors	0	21
Residential	16 Flats 6 – 1 bedroom 10 – 2 bedrooms	1 bed – 1 space, 2+ beds – 2 spaces, 1 stand per 2 units where more than 4 units	26	6
Total	-	-	26	27

- 3.3.4 A total of 32 cycle spaces for residents and 21 cycle stands for visitors for the Community Centre and residential dwellings are proposed, making a total provision of 53 spaces proposed on the site. This cycle parking provision is above the minimum local standard requirements, as summarised in [Table 3.4](#).

- 3.3.5 Cycle stands will be of 'Sheffield' nature will be located in well lit, accessible locations. Storage for staff and permanent residents will be provided in covered secure shelters close to building entrances.
- 3.3.6 Cycle stands will also be provided on the north side of Charlotte Avenue, outside the Local Centre and nearby to the bus stop. This is expected to encourage local residents to cycle and then transfer to the bus, increasing the potential for linked trips between Elmsbrook and the wider Bicester area (particularly for those not as close to the Local Centre).
- 3.3.7 Cycle parking provision within the southern block of the Local Centre containing retail, community or commercial floorspace (flexible Use Class A1/A2/A3/A4/A5/B1/D1) will be provided in line with local OCC Parking Standards for Cherwell Urban Areas.

3.4 Bus Access

- 3.4.1 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 (for certain timed services across the day).
- 3.4.2 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.

3.5 Further Promoting Sustainable Travel Preferences

- 3.5.1 A comprehensive range of travel planning measures are being implemented at the Elmsbrook Exemplar Development, which are detailed within the corresponding Travel Plan (Report No. 1501-UA001881-UP23R-03, November 2011).
- 3.5.2 A dedicated Framework Travel Plan has been prepared to accompany the Local Centre planning application that provides a basis for all of the non-residential occupiers to commit to the travel planning process.
- 3.5.3 Each non-residential occupier at the Local Centre will be required to write up individual Travel Plans in accordance with the Travel Plan for the Exemplar site, detailing their individual measures on how they will promote sustainable travel; focussing on appointing a TPC for each land use and promoting walking, cycling, public transport and sustainable car usage. The Travel Plan Coordinator (TPC) at Elmsbrook will assist and advise occupiers at the Local Centre on how can meet travel plan requirements and promote sustainable travel choices.
- 3.5.4 The residents of the Local Centre dwellings will be covered by the 2011 Travel Plan which is implemented for existing and future residents at Elmsbrook by A2D.

3.6 Car Parking Strategy

- 3.6.1 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 centre.
- 3.6.2 All 16 visitor car parking spaces serving the residential units and community centre are to be unallocated and managed by way of a 90-minute waiting restriction, with only residents (and limited staff of businesses at the discretion of A2D) eligible for a single permit per unit overriding this restriction.
- 3.6.3 Permit access to one space per residential unit is in-line with OCC's Parking Standards for Cherwell Urban Areas, which includes a note identifying NW Bicester as a special case where one space per dwelling is likely to be appropriate, regardless of dwelling tenure or size. The Local Centre location in the Elmsbrook Exemplar Development is particularly applicable in this regard, given the on-site services and amenities, as well as direct access to the E1 bus service.
- 3.6.4 As per the 2015 full planning permission, the Local Centre land uses will share car parking spaces on the 90-minute waiting time basis, with efficiencies expected between cross-over of varying peak times and the same ratios of car parking provided as per the Transport Assessment accompanying the 2015 full planning application on this basis. The proposed 32 car parking spaces will readily accommodate this demand, when allowing for up to 16 residents to park at any one time (although more generally in the evening / night-time when the Local Centre is mostly closed).

Table 3.5: Application of 2015 Local Centre Parking Ratios to Current Local Centre Proposal

Land Use	Standard agreed in 2015 Local Centre TA	Maximum Provision
Community Centre	1 space per 39m ²	11
Retail	1 space per 25m ²	5
Total	-	16

- 3.6.5 Overall, it is proposed that there will be 20 spaces to the north of Charlotte Avenue and 12 parking spaces to the south to serve the northern block of the development proposal.
- 3.6.6 3 accessible car parking spaces will be provided in the northern car parking area. The level of accessible spaces for mobility impaired exceeds the 6% requirement detailed in OCC standards.
- 3.6.7 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.

3.7 Servicing and Delivery Arrangements

- 3.7.1 The access junctions and internal road network of the Local Centre have been designed to accommodate refuse and emergency service vehicles throughout the site. All servicing vehicles will be able to enter and exit the site in a forward gear.
- 3.7.2 Swept path analysis showing a large 4 axle (11.73m) refuse vehicle suitably negotiating all access junctions are shown on the package of drawings contained within [Appendix B](#).

4 Trip Generation

4.1 Overview

4.1.1 Trip generation and traffic impact has previously been assessed within the consented Local Centre TA in 2015 and partially updated within the Eco Business Centre TS, 2017.

4.1.2 This section provides an updated analysis of trip generation based on the revised changes the Local Centre development schedule, as well as the addition of the 16 residential apartments.

4.2 Methodology

4.2.1 The updated traffic generation has been calculated by factoring the consented traffic generation by the increase/decrease in floor size/residential units for each of the different floor uses. For example, traffic generation detailed in the TA for the Exemplar Elmsbrook Development for 393 residential units has been factored according to the 4% increase in in the latest plans for the addition of 16 residential units (393 to 409). This methodology has been applied to the following land uses:

- Retail (Local Shops); and
- Community Centre.

4.2.2 On the basis of the land allocated for the Local Centre to the south of Charlotte Avenue is presented in outline form, seeking a wide ranging flexible Use Class (A1/A2/A3/A4/A5/B1/D1) permission, a detailed assessment of this element of the application has not been undertaken at this stage. The defined GIA extent and use class will be confirmed at a Reserved Matters stage in accordance with the agreed outline parameters, which will then provide an assessment the same as below to compare the revised proposal to that of the quantum of development being proposed.

4.2.3 The trip generation for the Eco Business Centre has been extracted from the 2017 Transport Statement, which reflected the trips for the reduced development GFA from 1,800m² (as assessed within previously consented applications) to 1,284m².

4.2.4 Plans for the Primary School have remained consistent with those in the 2010 consented TA and as such, have not been further updated. It should also be noted that trips associated with the now removed 'Eco Pub' have been removed.

4.3 Full Application Trip Generation

4.3.1 Following the explained methodology, the following tables confirm the calculated trip generation levels for each of the land uses, as well as a comparison to the trip generation related to the 2010 Hybrid planning consent. A full summary of updated trip generation at the Exemplar site is detailed in [Appendix C](#).

Table 4.1: Residential Vehicle Trips

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Proposed Residential Vehicle Trips (2019)	27	98	125	71	41	112
Proposed Residential Vehicle Trips (2011 Exemplar Trip Rates)	26	94	120	68	39	107
Net Difference	+1	+4	+5	+3	+2	+5

4.3.2 To provide clarity on the residential trip element further to comments received from the Planning Office, it is noted that that **Table 4.1** summarises the residential trips for the whole Elmsbrook site comparing the 2011 permission with the uplift as a result of the additional 16 dwellings proposed in this application.

Table 4.2: Eco Business Centre Vehicle Trips

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Proposed Eco Business Centre Vehicle Trips (2017)	27	4	31	4	27	31
Consented Eco Business Centre Vehicle Generation (2010)	57	4	61	5	47	52
Net Difference	-30	0	-30	-1	-20	-21

Table 4.3: Community Centre Vehicle Trips

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Proposed Community Centre Vehicle Trips (2019)	1	1	2	2	1	3
Consented Community Centre Vehicle Generation (2010)	1	1	2	2	1	3
Net Difference	0	0	0	0	0	0

4.3.3 The Community Centre proposed vehicle trips include the centre plus an allowance for the ancillary uses within the centre.

4.4 Comparison of Proposed to Consented Development

4.4.1 The traffic generation for the proposed Local Centre is compared to the consented total vehicle trips included in the 2015 TA in **Table 4.6**. It can be seen that given only part of the Local Centre is coming forward in a full application, there is a net decrease compared to the level of trip generation predicted in the 2015 application (and assessed in the 2010 application from a highway network operation).

Table 4.6: Net Comparison of Proposed to Consented Development Trip Generation

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Proposed Local Centre Vehicle Trips	2	5	7	5	3	8
Consented Local Centre Vehicle Generation (2015)	16	9	25	14	18	31
Net Difference	-14	-4	-18	-9	-15	-23

4.4.2 On the basis of the above analysis, no further traffic impact assessment has been undertaken. The existing consents for development on the site included for a higher level of traffic generation than now forecast. The consented traffic impact has already been assessed and accommodated in the constructed road network and junctions and mitigation. Consequently, there is considered to be no requirement for further traffic assessment of the proposed Local Centre.

5 Conclusions and Recommendation

5.1 Conclusions

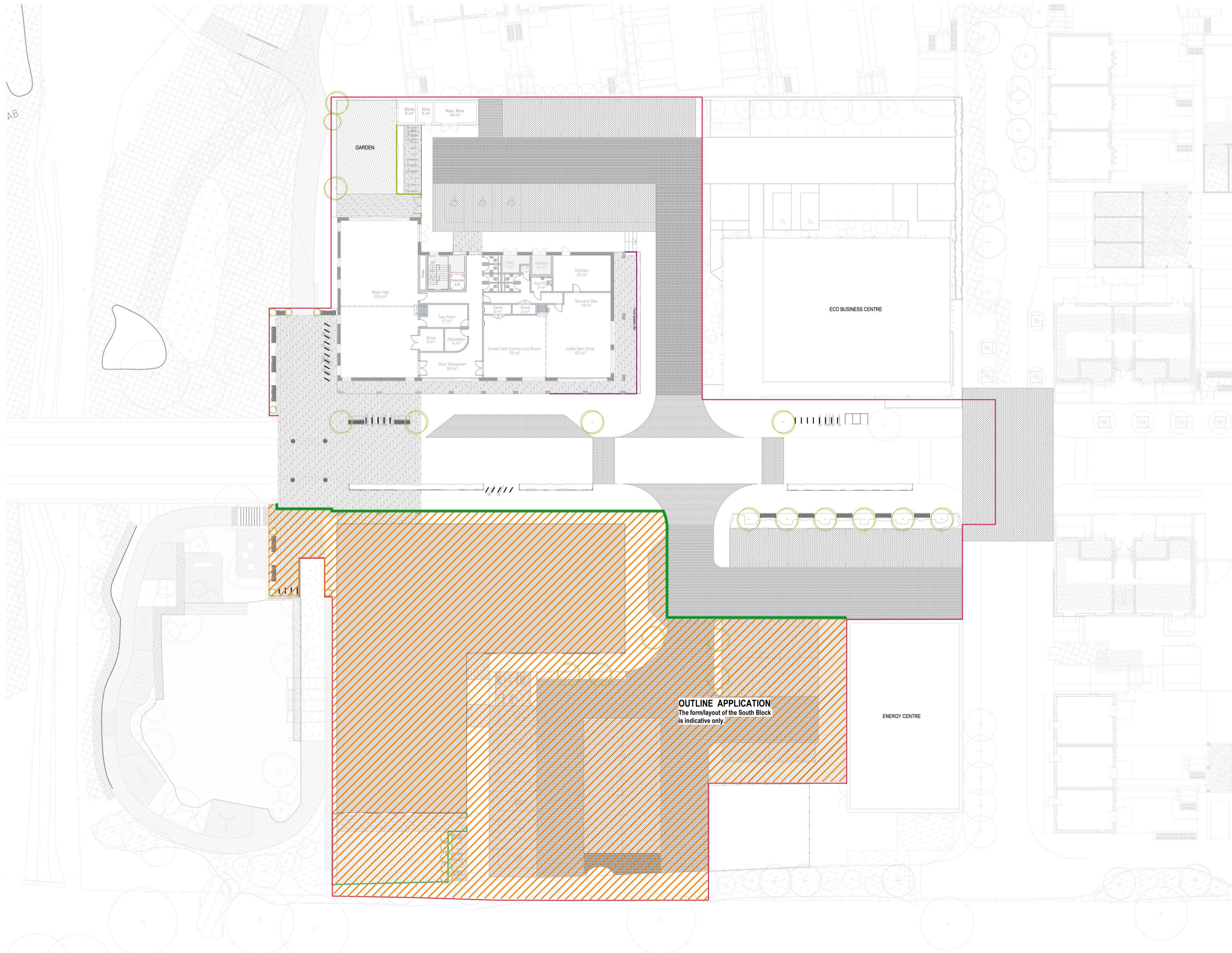
- 5.1.1 This Transport Statement (TS) has been prepared by mode transport planning on behalf of A2Dominion Developments Limited to accompany a Hybrid (Outline and Full) application to Cherwell District Council for a Local Centre at the Elmsbrook Exemplar Development at NW Bicester.
- 5.1.2 Full permission is sought for Local Centre 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 situated to the north of Charlotte Avenue. Outline consent is also sought for Local Centre Retail, Community or Commercial Floorspace (flexible Use Class A1/A2/A3/A4/A5/B1/D1) on land allocated for the Local Centre to the south of Charlotte Avenue.
- 5.1.3 The Local Centre land uses have reduced in comparison to previously permitted proposals, but the quantum of services and amenities remains such to support the Exemplar Development and deliver upon the ethos of a Local Centre for local residents.
- 5.1.4 This TS considers the transport implications of this revision in context of the planning application precedent, drawing upon previous Transport Assessment (TA) documentation.
- 5.1.5 The location of the Local Centre and its surrounding provision is such that it is highly accessible by sustainable modes of travel; integrating into high quality walking and cycling connections within the Elmsbrook Exemplar development. The layout of the Local Centre is also planned such that it will provide an attractive and comfortable environment for pedestrians and cyclists. A total of 84 cycle stands are also proposed to serve the local centre in the northern portion of the local centre; in line with the CDC standards.
- 5.1.6 The development site will provide 16 car parking spaces to serve the residential dwellings and an unallocated car parking provision of 16 car parking spaces, inclusive of 3 accessible spaces to serve the northern portion of the site. The car parking will be managed by a duration of stay restriction (likely to be 90 minutes), with residents of the 16 flats able to obtain a single permit per dwelling to park at any time within these two parking areas.
- 5.1.7 The proposed parking provision remains in line with OCC's Parking Standards for Cherwell Urban Areas, has also been deemed suitable due to the variation in peak times between land uses, in accordance with the 2015 full planning permission for the Local Centre.
- 5.1.8 The trip generation and traffic impact review has been undertaken for the proposed residential, community centre and Eco Business centre land uses, in reference to the analysis carried out within the consented Elmsbrook Exemplar Development TA (2011), the Local Centre TA (2015) and partially updated Eco Business Centre TS (2017). A methodology of factoring the consented traffic generation by the increase/decrease in floor size/residential units for each of the different floor uses, was predominately used.
- 5.1.9 The forecast vehicle trips for the northern application for the Local Centre were found to be significantly lower than those consented with the 2015 Local Centre TA, which in itself had significantly lower forecasts than the consented 2010 Hybrid planning application.

5.2 Recommendation

- 5.2.1 This TS has concluded that no further traffic impact assessment is necessary, as the existing consents for development on the site included for a higher level of traffic generation than now forecast. The development proposals remain true to the ethos of a Local Centre at the Elmsbrook Exemplar Centre, providing services and amenities which are highly accessible through a range of sustainable modes of travel.
- 5.2.2 It is therefore considered that the development proposals are sustainable in terms of transport and there are no transport reasons why the amended development plans should not be granted full planning consent.

APPENDICES

APPENDIX A – Proposed Site Layout



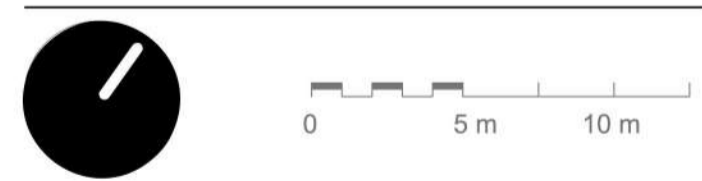
- LEGEND**
- Planning Application Red Line
- FENCE TYPES**
- 1500mm High Metal Railing
 - 1500mm High Mesh Fence
 - 1000mm High Timber Fence
- SOFT LANDSCAPE**
- Grass
 - Proposed Tree
 - Proposed Planting Area
- HARD LANDSCAPE**
- Block Paving to Match Existing in Elmsbrook
 - Permeable Block Paving 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



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



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JOB TITLE:
Elmsbrook Local Centre
North West Bicester
for A2Dominion

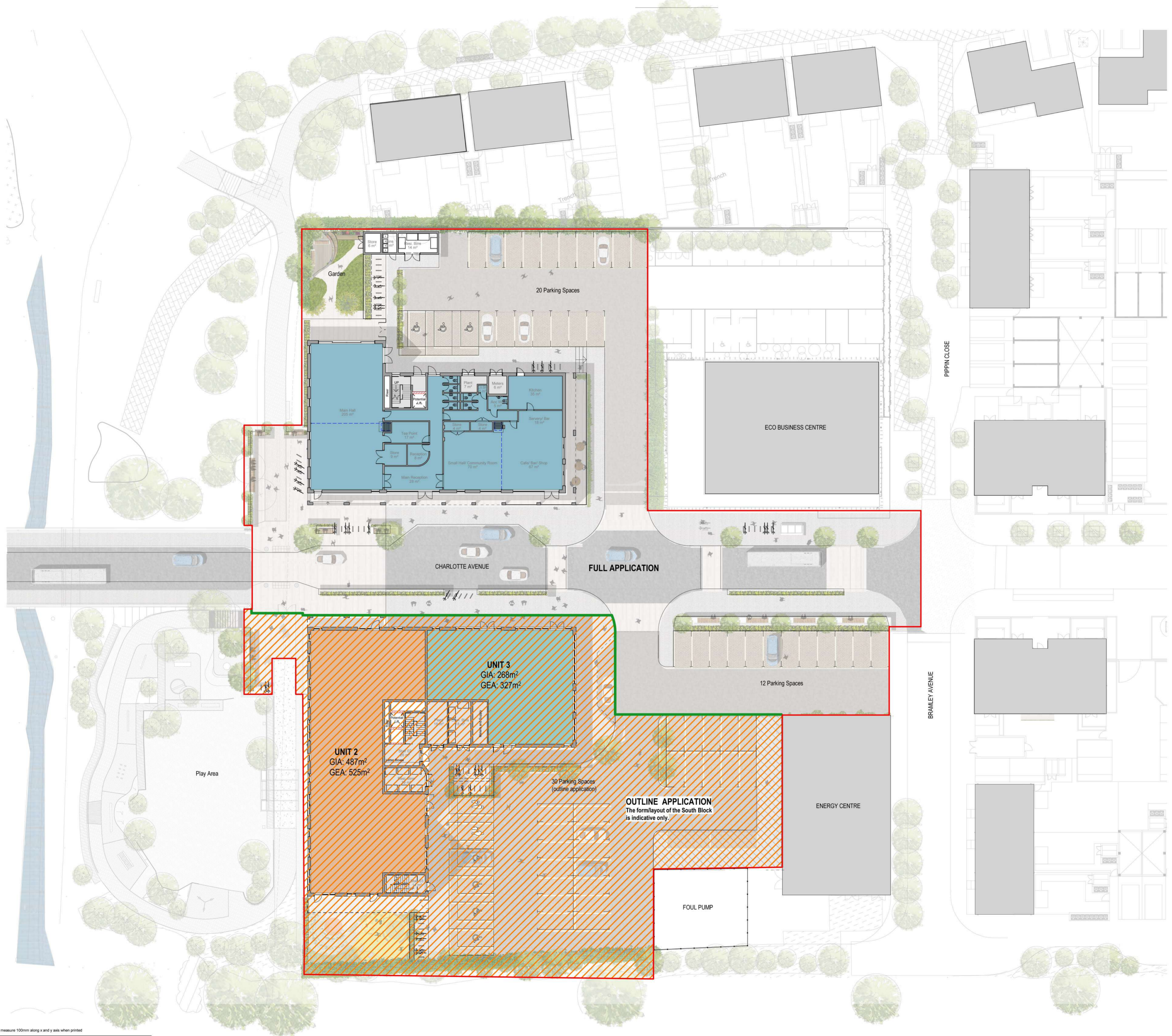
DRAWING TITLE:
LANDSCAPE GA

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

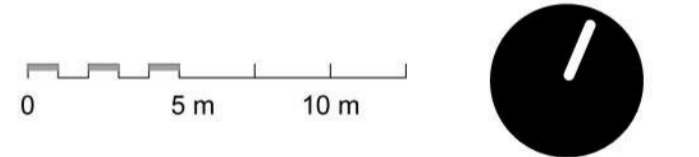
This line should measure 100mm along x and y axis when printed

SITE BOUNDARY:
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OUTLINE APPLICATION NOTE:
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- 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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JOB TITLE:
**Elmsbrook Local Centre
North West Bicester
for A2Dominion**

DRAWING TITLE:
PROPOSED GA - GROUND FLOOR PLAN

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

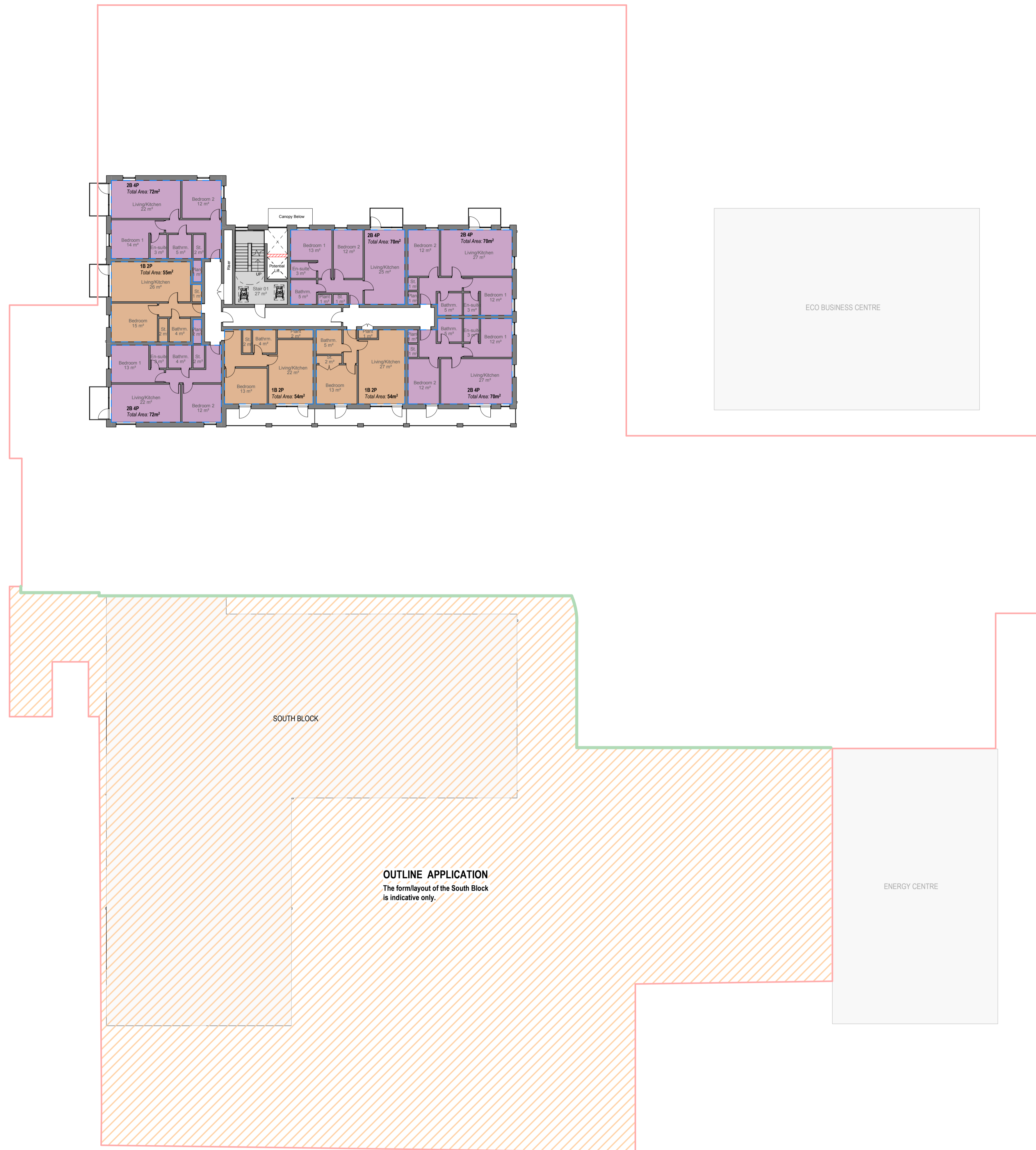
This line should measure 100mm along x and y axes when printed

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

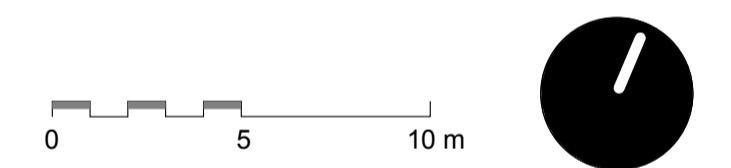
OUTLINE APPLICATION NOTE:
The form and layout of the South Block are for indicative purposes only; the final layout, height, massing and design will be determined as Reserved Matters in accordance with the agreed outline parameters

SCHEDULE OF ACCOMMODATION

NORTH BLOCK (TOTAL)
2B4P
 6no - 70m²
 4no - 72m²
 Total - 10no
1B2P
 4no - 54m²
 2no - 55m²
 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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for A2Dominion

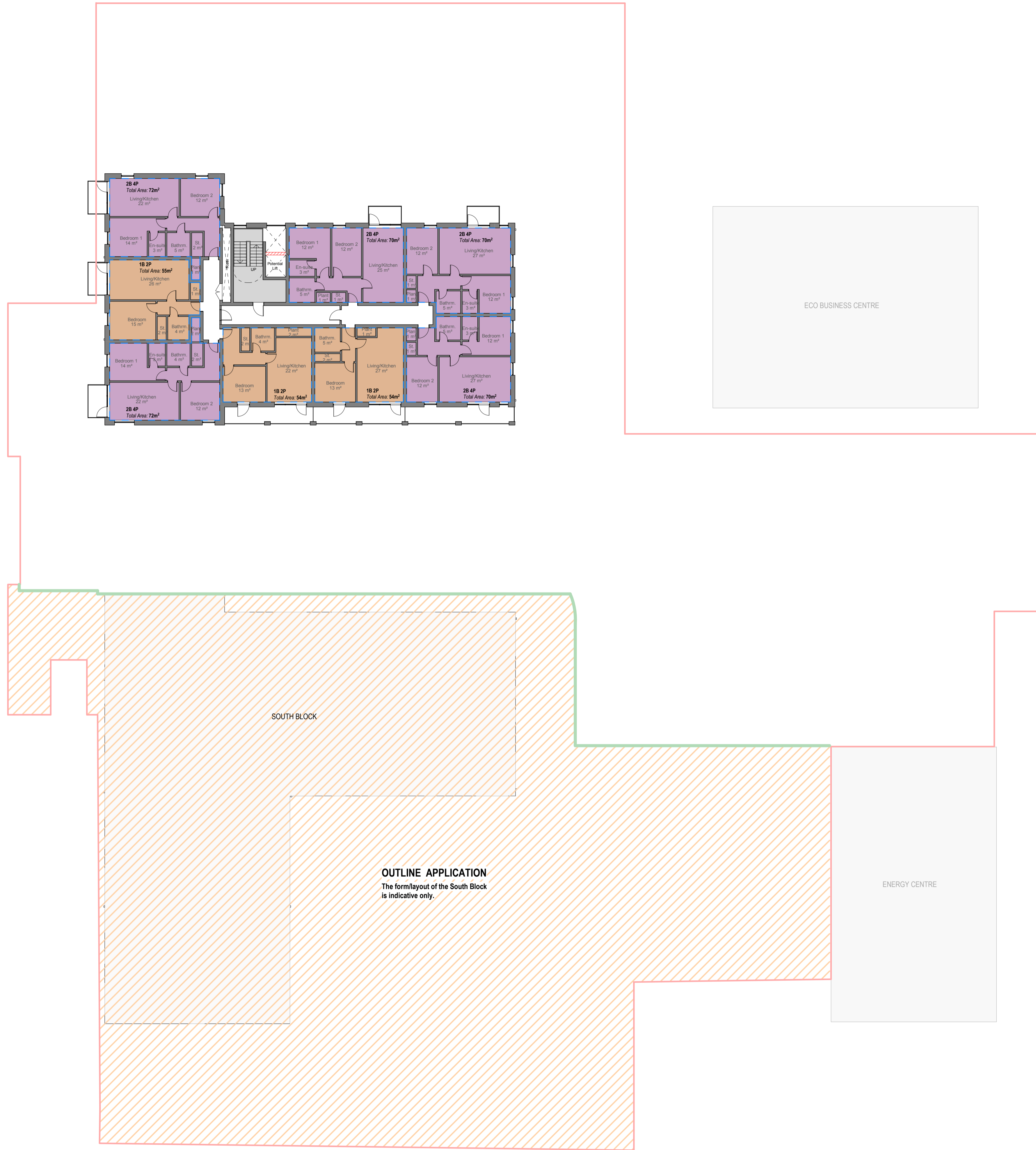
DRAWING TITLE:
PROPOSED GA - FIRST FLOOR



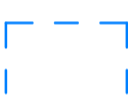



SCALE: 1 : 200	DRAWING SHEET SIZE: A1
JOB CODE: ELC2	DRAWING NUMBER: ADP-00-01-DR-A-1001
REVISION: S2 P 2	

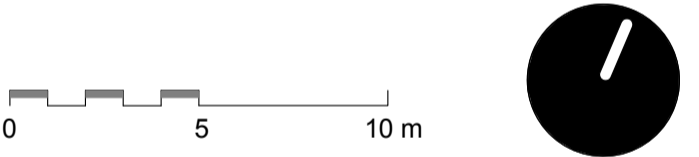
This line should measure 100mm along x and y axis when printed

SITE BOUNDARY:
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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




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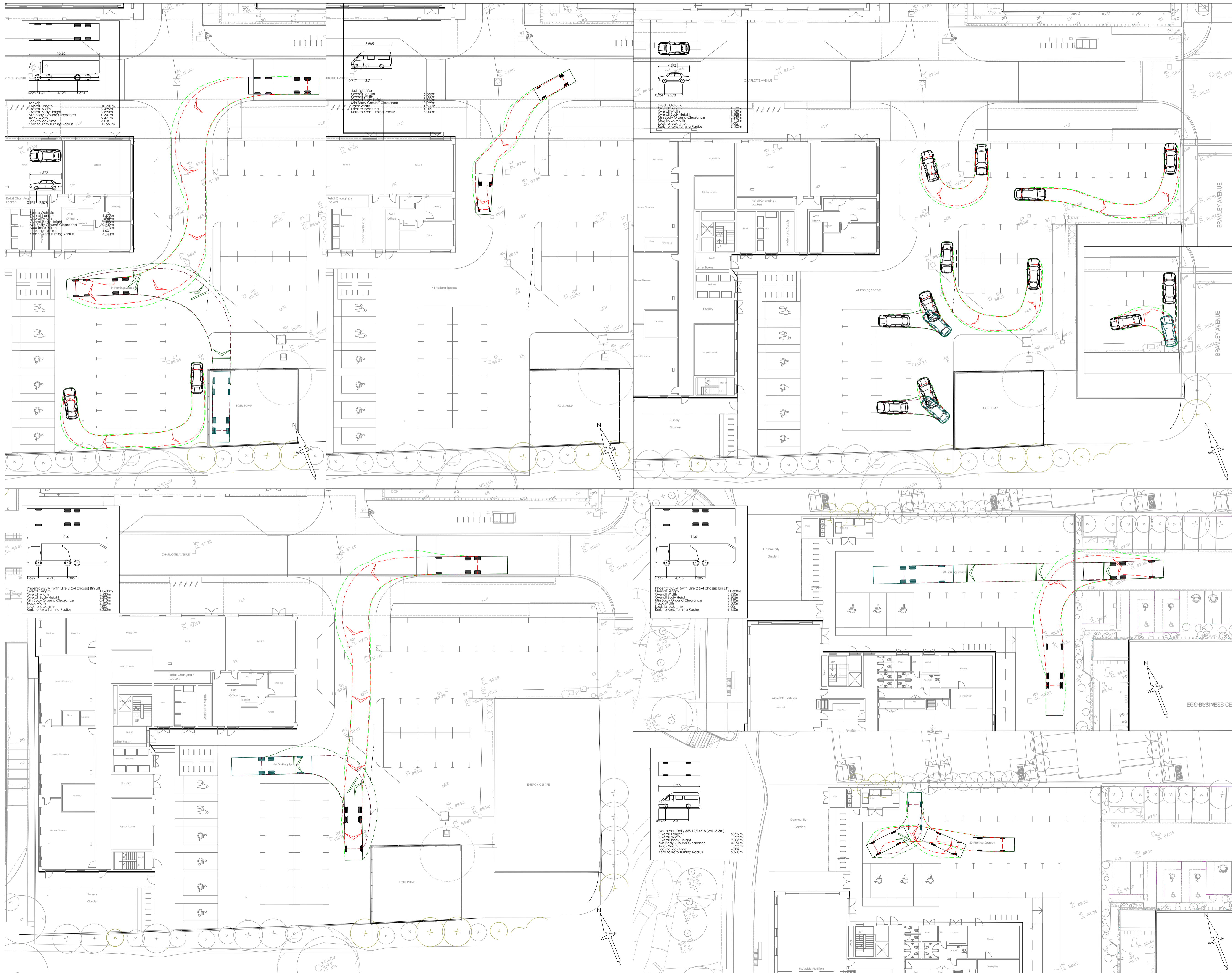
JOB TITLE:
 Elmsbrook Local Centre
 North West Bicester
 for A2Dominion

DRAWING TITLE:
 PROPOSED GA - SECOND FLOOR

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

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

APPENDIX B – Swept Path Analysis Drawing



- NOTES**
- All dimensions and levels are in metres unless otherwise noted
 - This drawing is to be read in conjunction with the relevant Architect's/Engineer's drawings, specifications and CDM documentation
 - This drawing has been produced electronically and may have been photo reduced or enlarged when copied. Work to figured dimensions only (DO NOT SCALE). All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
 - This drawing contains coloured lines / information that may not be clear if reproduced in black and white.
 - Digital copies of this plan can only be considered accurate if supplied directly by Infracore CS Ltd.

REV	DRAWN	CHECK	REVISION COMMENTS	ISSUE DATE
P5	NJ	TST	Manoeuvre amended in line with revised site layout	18/03/19
P4	NJ	TST	Manoeuvres amended following District Council comments	11/03/19
P3	AC	TST	Additional tracking added	05/03/19
P2	NJ	TST	Updated to latest architects proposals	01/03/19
P1	NJ	TST	Initial issue	06/02/19

Vehicle Manoeuvre Plan

PROJECT
Bicester Business Hub
Bicester Eco Village
Bicester, Oxon

CLIENT
azdominion Infracore CS Ltd

SCALE @ A1
1:250 0m 4.25m 12.5m

ENGINEER
TST
DRAFT
NJ
APPROVED
DJ

PROJECT	ORIGIN	PHASE	LEVEL	TYPE	ROLE	NO.	REVISION
BICE	ICS	01	XX	DR	C	005	P5

APPENDIX C - Trip Generation Calculations

Trip Generation

Consented Traffic Generation
2015 Local Centre TA

Land Use (s)	AM Peak (8-9am)			Evening Peak (5-6pm)		
	Arr	Dep	Tot	Arr	Dep	Tot
Residential	26	94	120	68	39	107
Primary School	19	4	23	0	1	1
Children's Nursery	5	2	7	2	5	7
Eco Business Centre	57	4	61	5	47	52
Local Shops	29	27	56	18	19	37
Eco Pub	0	0	0	5	3	8
Community Centre	1	1	2	2	1	3
Total	137	132	269	100	115	215
Local Centre Total	35	30	65	27	28	55

Trips for all B1 Business have been removed as they are grouped in the Exemplar TA (both Eco Business Centre and B1 office). The consented traffic generation is actually higher than shown in the Table, and a conservative case has been used.

Residential	393	Private Dwellings
Primary School	757	sqm GFA
Children's Nursery	869	sqm GFA
Eco Business Centre	1,800	sqm GFA
Local Shops	947	sqm GFA
Eco Pub	664	sqm GFA
Community Centre	523	sqm GFA

Exemplar Emsbrook Development

NW Bicester Exemplar Trip Generation
Full Application - October 2019

Land Use (s)	AM Peak (8-9am)			Evening Peak (5-6pm)		
	Arr	Dep	Tot	Arr	Dep	Tot
Residential	27	98	125	71	41	112
Primary School	19	4	23	0	1	1
Children's Nursery	0	0	0	0	0	0
Eco Business Centre	27	4	31	4	27	31
Local Shops	0	0	0	0	0	0
Eco Pub	0	0	0	0	0	0
Community Centre	1	1	2	2	1	3
Total	74	107	181	77	70	147
Local Centre Total	2	5	7	5	3	8

Residential - Privately Owned	409	Private Dwellings
Primary School	0	sqm GFA
Children's Nursery	0	sqm GFA
Eco Business Centre	1,284	sqm GFA
Local Shops (Retail)	0	sqm GFA
Eco Pub	0	sqm GFA
Community Centre (+ ancillary retail)	552	sqm GFA

409

% change

Residential - Privately Owned	1.040712
Primary School	0
Children's Nursery	0
Eco Business Centre	0.713333
Local Shops	0
Eco Pub	0
Community Centre	1.055449

Local Centre Residential Trip Generation

Land Use (s)	AM Peak (8-9am)			Evening Peak (5-6pm)		
	Arr	Dep	Tot	Arr	Dep	Tot
Residential	1	4	5	3	2	5

Land Use (s)	AM Peak (8-9am)			Evening Peak (5-6pm)		
	Arr	Dep	Tot	Arr	Dep	Tot
Residential	1	4	5	3	2	5

Local Centre Total Trip Generation

Land Use (s)	AM Peak (8-9am)			Evening Peak (5-6pm)		
	Arr	Dep	Tot	Arr	Dep	Tot
Local Centre	2	5	7	5	3	8

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Manchester

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Oxford

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Reading

☎ 0118 206 2945

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