

Consultee Comment for planning application 19/01740/HYBRID

Application Number	19/01740/HYBRID
Location	Land Adj To Promised Land Farm Wendlebury Road Chesterton
Proposal	'Hybrid' planning application comprising: - Outline planning permission (all matters reserved except for access) for up to 23,400sq.m of B1 development (Use Classes B1a and/or B1b and/or B1c); highway works (including provision of a new roundabout at the junction between Vendee Drive and Wendlebury Road); creation of a wetland and landscaped areas and associated infrastructure works. - Full planning permission for a health and racquets club, associated access and car parking, outdoor tennis courts, air dome, outdoor swimming pool, spa garden and terrace, and associated landscaping.
Case Officer	Clare O'Hanlon
Organisation	Clerk to Chesterton PC
Name	Jackie Williams
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Type of Comment	Comment
Type	
Comments	See Attached document.
Received Date	30/10/2019 21:28:17
Attachments	The following files have been uploaded: CPC Response to Catalyst Bicester Application.pdf

CHESTERTON PARISH COUNCIL'S RESPONSE TO CATALYST BICESTER
APPLICATIONS: 19/01746/OUT & 19/01740/HYBRID

Following a recent meeting with Albion Land, Chesterton Parish Council feels that in general the overall concept is a good one, which fits well within Cherwell's Plan, where design, biodiversity and flood risk all appear to have been taken into account. The David Lloyd Club will be of benefit to residents of all ages in Bicester and local villages.

Whilst we have no objection to the development itself we do, however, have serious concerns regarding the resultant increase in traffic on the A41, Wendlebury Road and Oxford Road. This needs to be matter for serious consideration by OCC Highways.

Travel Plan

2.6 notes that the national speed limit applies (Bicester 10 Phase 1): Additional traffic will make the promoted 40mph speed restriction even more crucial? When will this be put into practice?

2.10 Traffic Signalled Pedestrian Crossing from hotel site across A41: Surely this will only serve to gridlock the A41 even further? Wouldn't a pedestrian 'flyover' be more suitable?

3.7 Refers to an increase in vehicular demand on the Wendlebury Road, but no road improvements appear to be included?

Appendix 3:2 Informal Scoping

b. Devpt of Site Point 4: Inclusive new roundabout junction on Wendlebury Road and Internal Access Roads. Potentially dangerous if access from the bridge onto Wendlebury Road is not widened for better visual splay. Potential need for traffic lights on this roundabout as access traffic will not need to stop and Chesterton traffic will not be able to get onto road. Will the proximity of this proposed new roundabout to the existing Vendee Drive roundabout not impact on traffic on the A41?

Could access to the site not be provided from the proposed road from Graven Hill to Wendlebury (as it is suggested that Graven Hill is only 850m from the site) rather than bringing more traffic via the A41, Vendee Drive roundabout and the Wendlebury Road?

4.2 of the Travel Plan includes aspirations to promote greener, cleaner travel choices, to reduce car-borne trips, promote car sharing and use of public transport, cycling, walking etc but these are aspirational, and no precise measures are included. We would refer back to the original Eco-Town proposals over limited car usage, but this has never materialised, Will this development be any different?

The walking catchment is a good idea in principle, but will it materialise in practice? Will measures really be implemented to encourage and monitor this aspiration?

The cycling routes are interesting, including the A4095 towards Chesterton. However, the speed limit for most of this section is 60pmh and can be very dangerous for cyclists where no cycle track is provided yet would be needed should cycle traffic increase.

We cannot see that the application pays anywhere near enough attention to the likely increase in traffic on already saturated and often gridlocked roads, to be generated by the additional 1,700 employees on the technology park employment units alone, not including the David Lloyd traffic. A considerable proportion of these employees will be commuting in from outside Bicester. This is a critical issue raised during our meeting with Albion Land, where it was evident that they had underestimated the likely increase in car users on the A41, Wendlebury Road and Oxford Road.

Maximum consideration to be given to Park Homes residents affected by construction noise and traffic.

The archaeology report is both intensive and impressive, but again what measures, if any, are proposed to safeguard any of the sites identified?

There will be a massive impact on wintering/breeding birds in the wetlands. Maximum safeguarding consideration should be given regarding construction vehicles during this process.

Should this application gain approval, we would request the consideration of an S106 requirement to be the creation of a footpath/cycleway from Chesterton to the Park & Ride site and the proposed development.

Jackie Williams
Clerk, Chesterton Parish Council

30th October 2019