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From: planning@cherwell-dc.gov.uk <planning@cherwell-dc.gov.uk>

Sent: 02 October 2019 19:08

To: Planning <Planning@Cherwell-DC.gov.uk>

Subject: New comments for application 19/01746/OUT

New comments have been received for application 19/01746/OUT at site address: Land Adj To Promised Land Farm Wendlebury Road Chesterton

from Paul Troop

Address:

6 Foundation Square, Ambrosden, Bicester, OX25 2AQ

Comment type:

Comment

Comments:

In general, this development should be welcomed. However, there are a number of significant aspects of the development that need to be addressed:

A. POOR PEDESTRIAN AND CYCLE CONNECTIONS TO NETWORK AND STATIONS

The planned park is walking distance from the local stations, particularly Bicester Village and the Park and Ride, but the planned connections are poor as currently sketched out. Ie, there is presently no safe way to cross to the Park and Ride. There is no pedestrian / cycle link to Graven Hill or Kingsmere. Crossing the A41 on foot or bike is only for the most foolhardy. The infrastructure needs to be designed to assist active travel and reduce traffic.

B. LIMITED CYCLE PROVISION ALONG NATIONAL CYCLE ROUTE 51 / WENDLEBURY ROAD

The development covers a significant part of the strategically important NCN51. The cycle provision needs to comply with the current OCC policy, ie priority for cyclists over minor roads adjacent to the route. As presently sketched out, the likely impact will be to reduce cycling along this path. However, this could be addressed by ensuring cycle priority along this stretch.

C. CYCLE PROTECTION ON NEW ROUNDABOUT

The addition of a new roundabout will provide an obstacle to pedestrian and bike usage. This could be ameliorated by designing it in accordance with 'Dutch' standards, ie to angle lanes to reduce entry speeds, and to include a segregated cycle path.

D. ACCESS POINTS FOR PEDESTRIANS AND CYCLISTS

The current design shows limited access points for pedestrians and cycle users. The design has been for motor vehicles where longer routes to access are not problematic. However, contorted routes will discourage active travel. This could be improved by the addition of entry points for walkers and cyclists to shorten the distance they need to travel to access the site.

E. CYCLE PARKING PROVISION

To encourage cycling, a larger number of cycle parking points should be provided. They should also be provided close to each destination, so that users feel safe leaving their bikes. Several bike parking points at different locations would be preferable.

Case Officer:
Clare O'Neil; Hanlon

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