

Caroline Ford

From: Chate, Francois <francois.chate@stantec.com>
Sent: 22 May 2020 16:15
To: Caroline Ford; Alex Keen
Cc: 'Richard Cutler'
Subject: FW: Bicester Gateway Phase 1b - CDC reference CDC ref 20/00293/OUT
Attachments: PL 06 _ Revised Access _ 2020 05 22.pdf

Dear both,

FYI

Kind regards

François Chaté

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From: Chate, Francois
Sent: 22 May 2020 16:11
To: White, Joy - Communities <Joy.White@Oxfordshire.gov.uk>; Bbosa, Rashid - Communities <Rashid.Bbosa@Oxfordshire.gov.uk>
Cc: 'Richard Cutler' <richard@bloombridge.com>; Tom Darwall-Smith <Tom@maddoxassociates.co.uk>; 'Bruce Usher' <bruce@bloombridge.com>
Subject: Bicester Gateway Phase 1b - CDC reference CDC ref 20/00293/OUT

Dear Joy,

We have been provided with a draft of your next round of comments on the Phase 1b application. We also held a review with Caroline Ford and Alex Keen this morning.

Looking at your latest comments, it does not look like OCC have any in principle issues with the Phase 1b proposals, and that the remaining issues can be addressed as follows:

- Pedestrian and cycle connection to Wendlebury Rd, in the context of the Phase 2 scheme – With the Phase 2 scheme in place, it makes sense to confirm/formalise the internal connection from the Phase 1b development to the pedestrian and cycle facilities provided by the Phase 2 roundabout on Wendlebury Rd (which is going to be a pre-occupation matter for Phase 2). These connections/facilities are deemed acceptable by OCC in the context of the Phase 2 development and the consented Phase 1b scheme with apparently no other works on Wendlebury Rd linked to Phase 2, including in relation to the outline application on the chicken farm. With the new Phase 1b proposals generating significantly less vehicular traffic and fewer peak pedestrian and cycle trips (when the conflict with the peak employment traffic from Phase 2 will be at its highest), the Phase 2 connections/facilities must therefore be considered acceptable to accommodate any residual pedestrian and cycle movements on Wendlebury Rd (as existing) from Phase 1b. Hence we suggest that we continue to deal with northwards accessibility via the established A41 route, but combining this with a revised Master Plan showing the internal route, as 'belt and braces'. The attached draft revised Master Plan superimposes

the Phase 2 roundabout to help with confirming acceptable integration all round. Option 1 is easily deliverable. There are some difficulties potentially in delivering Option 1. The point remains that the Phase 1b scheme has the ability to integrate with the Phase 2 proposals.

- Parking Management – Although our TA provides a clear outline of the parking management proposals that would support the Phase 1b scheme, it is possible to agree a condition on occupation delivering a Parking Management Strategy to confirm to all that the parking management proposals will be implemented. I trust that is acceptable clarification.
- Off-site parking – We have made the point before that it is highly unlikely that site users would park on Wendlebury Rd but the concerns raised could be addressed by the provision of double yellow lines along the frontage of the Phase 1b plot as a 'belt and braces' solution. We assume Phase 2 will do the east side of Wendlebury Rd. There is no width to park in the carriageway so this is really just to protect parking on the verges either side.

We discussed two further points with Cherwell this morning:

- Speed limit reduction – I am not sure why an extension is required, given the significantly greater impacts of the extant permission, but we can agree to this, assuming Phase 2 does not implement this obligation first (they could be on site first).
- 33 car free units – We agreed this morning with Caroline Ford that these can be changed to 33 units with 33 car parking spaces. We would prefer to keep the 'innovative potential' offered by car-free units, noting the P&R adjoining, 2 railway stations, Kingsmere school, a pub and Tesco nearby, the NCR etc, but my clients are happy to step back from this if you feel the double yellow lines on Wendlebury do not deal sufficiently with your concerns.

Perhaps as the above is based on your draft advice (which is on hold pending input from others), you could amend your draft to accommodate our response above. I would be very grateful if you could confirm that your objection to Phase 1b can be withdrawn as a result. This will enable my client's application to be heard at Committee on 18 June.

Kind regards

François Chaté

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