

From: Rob Bolton <rb@reviewpartners.uk.com>

Sent: 15 November 2022 16:09

To: Alex Chrusciak <Alex.Chrusciak@cherwell-dc.gov.uk>

Cc: Caroline Ford <Caroline.Ford@Cherwell-DC.gov.uk>; Andrew Thompson <Andrew.Thompson@Cherwell-DC.gov.uk>; Hannah Leary <hannah.leary@bartonwillmore.co.uk>; Paul Martin <pmartin@firethorntrust.com>; Eleanor Musgrove <emusgrove@firethorntrust.com>; Mark Kirby <mkirby@velocity-tp.com>

Subject: NW Bicester - Firethorn

CAUTION: This email originated from outside of the Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Alex,

As discussed earlier today please see attached a schedule we have drafted on the identification of the development sites included in the Uncertainty Logs for the 2026 Reference Case issued by OCC and our initial analysis on the prospects of completions from the most recent AMR 2021 and the Housing Delivery Monitor.

Page 1 shows the extract from the Uncertainty Logs for the housing and the information used in the logs (2017 AMR) for Bicester 2 (Graven Hill) and SE Bicester (12) (Wretchwick Green), pages 2 and 3 shows the relevant extracts from the 2017 AMR HDM compared against the latest 2021 AMR HDM against each site.

I have also included (for information) a copy of a recent Appeal Decision dated 26 July 2021 (ref. APP/Y0435/W/20/3252528) where at Inquiry the Inspector considered the main impact of a proposed allocated development on highway safety and the flow of traffic and congestion on the network. There are a number of junctions and highway improvements proposed but para. 83 is worth noting where the Inspector gave weight of the benefits of the development in the planning balance consideration that “in addition to the presumption in favour of the proposed development, the appeal scheme would secure substantial benefits in facilitating the delivery of a key strategic development in a sustainable location.”

At para. 62 the issue of severe impact was considered in relation to any highway safety concerns and the increase in the capacity of the junction. There are no highway safety issues with our proposals and we have demonstrated to OCC that the roundabout proposals improve the operation of the junction in the “Do Nothing” scenario. In addition, at para. 64 the Inspector considered that even if there would be queue lengths this would likely to occur over a relatively short time and would be insufficient to result in any severe impact on the road network.

Again, at para. 72 and para. 75 the Inspector relates any severe impact on the highway network due to queuing traffic in relation to any safety concerns.

Finally, on the planning balance consideration and having regard to paragraph 111 of the NPPF, it was acknowledged that severe transport impact is considered in terms of highway safety, capacity and congestion on the network.

Regards,



Rob Bolton

Director

rb@reviewpartners.uk.com



The Gridiron Building, One Pancras Square, London N1C 4AG
reviewpartners.uk.com

Without prejudice & subject to contract