

Our ref: Q100411 rf/jn
Your ref:
Email: richard.furdd@quod.com
Date: 27 September 2021



Rebekah Morgan
Development Management
Cherwell District Council
Bodicote House
Banbury
OX15 4AA

By Email

Dear Rebekah

**Proposed Greggs Drive-Thru
Land adjoining Skimmingdish Lane, Bicester (Application Reference 2021/2286/F)**

Further to recent correspondence addressing consultation feedback regarding the above I have set out below and attached some further commentary focussed on some of the highways/pedestrian accessibility matters that have been raised.

As you are aware, the design team are currently liaising with both the LLFA and the Environment Agency in order to update the scheme to reflect further suggested safeguards regarding flood risk and drainage. These discussions are positive in nature and it is anticipated that we will be able to present an agreed resolution shortly. This work does overlap with some of the points raised in relation to accessibility, and particularly the location of additional cycle parking within the site, and we will address this specific matter by amended drawing to be submitted in due course.

To be clear, these changes will include an increase in cycle parking provision, ensuring that this provision is under cover, and that it is closer to the proposed unit than currently shown.

In terms of the wider issues raised, we have received relevant responses from both the Bicester Bug and the Oxfordshire County Council Transport Development Control Team (OCC).

The applicants are committed to making the scheme as accessible as possible by pedestrian and cycle modes, but in a manner which is commensurate with the anticipated levels of generation from a scheme of this nature and scale.

It is not considered that the conversion of the adjoining roundabout to a Dutch style operation is commensurate with the nature and scale of the proposed development and it is clear that OCC concur with this conclusion.



However, and reflecting the feedback received from both parties we do acknowledge the justification for increasing the width of the pavement (to a minimum of 2m) along the stretch immediately adjoining the vehicular egress from the site frontage. The extent of these proposed works is shown on the enclosed drawing. This will significantly enhance the attractiveness of the pedestrian/cycle link from the crossing of the A4421 arm of the roundabout directly into the site.

We would propose that the most efficient means of securing delivery of this improvement would be via a financial contribution (to be secured via a S106 agreement) in order that delivery could be managed and controlled by OCC in conjunction with any further improvement works they may be considering along this corridor.

We note that OCC have also suggested provision of a link into the public right of way that runs to the south and east of the development plot. We do not feel that this is justified given the very limited amount of footfall that is likely to be generated by the proposed development along this route; and nor do we consider it desirable, as it would involve creation of a footway and associated footfall and activity through an area that is better preserved in order to enhance the biodiversity value of the site.

Creation of a formal route through this part of the site may also lead to security concerns, and/or the introduction of lighting which would further undermine the biodiversity and amenity value of this area.

I trust that this is of assistance and hope to be in touch shortly regarding the other matters, but in the meantime should you have any queries on the points raised then please do not hesitate to contact me.

Yours sincerely

Richard Frudd
Director

Enc: As noted.