

Comment for planning application 21/04171/F

Application Number	21/04171/F
Location	Jacobs Douwe Edberts Ruscote Avenue Banbury OX16 2QU
Proposal	Re-development of part of existing car park to provide a drive-thru cafe within Use Class E; together with associated car parking, servicing and access; landscaping and all associated works
Case Officer	Shona King
Organisation Name	Megan Ciotti
Address	12 Manor Close, Great Bourton, Banbury, OX17 1RA
Type of Comment	Objection
Type	neighbour
Comments	<p>I am writing as a member of the Banbury Active Travel Supporters (BATS) group. We are a group that promotes cycling and walking in Banbury and the surrounding area. We believe that Active Travel brings many benefits to the environment by reducing greenhouse gas emissions and improving air quality. It can contribute to improved well-being and help to prevent or manage a range of chronic health conditions. Active Travel also generates economic and social benefits by reducing congestion making towns more people-friendly. We are currently supporting improvements to the walking and cycling infrastructure in the Banbury area as identified in the Local Cycling and Walking Infrastructure Plan.</p> <p>We wish to comment on the plan submitted for a drive-thru cafe at the JDE car park site. We are concerned about the increased vehicle traffic that would be generated in the local area, on an already busy road which currently has no segregated cycle provision. Developing a drive-thru-cafe, with car parking, will encourage the public to use cars to visit the cafe, rather than promoting the use of other sustainable means of transport. We are very concerned about the air quality on Ruscote Avenue as this stretch of road has some of the worst air quality in the county. Developing a drive-thru caf exacerbates this problem and will further impact on people's health by contributing to the pollution from vehicle traffic and delivery vehicles. This kind of caf goes against the public health campaigns that seek to improve diets and reduce obesity. For all of these public health and environmental reasons, we oppose this development and ask that planning consent should not be granted.</p> <p>We note however, that the proposal states that the developer would like to encourage sustainable forms of transport and we welcome this. If the plan for a drive-thru cafe is progressed despite the opposition to it, the developer must take the opportunity to make some improvements to the plan which would allow the safe use of cycling to access the site. This would assist with compliance with LTN1/20 which now outlines the standards required for cycle infrastructure.</p> <p>Firstly, the site access road is reached from Ruscote Avenue. There is currently no cycle path or provision for cyclists on Ruscote Avenue which is a busy route with a 40mph speed limit. The Banbury Local Cycling and Walking Infrastructure Plan identifies that segregated cycle and pedestrian paths need to be developed along Ruscote Avenue from the Longelands Roundabout to the Lockheed Roundabout to allow safe cycling and walking along this busy route. Such an improvement is essential if customers are to visit any proposed cafe via bicycle and so the developer should make facilitating this upgrade part of their proposal. Developing this would allow them to adhere to LTN1/20 by providing the means for cyclists to approach and access the site. Attention would need to be given to the junctions (see LTN1/20 Section 10.5) to ensure that priority is given to cyclists and pedestrians crossing the access road to the drive-thru, and any other side streets, via raised crossings. Without such an upgrade there is no safe way for cyclists to access the site.</p> <p>Secondly, more attention needs to be given to the provision of safe, convenient cycle parking on site. It is great that this is mentioned as a priority with sheltered cycle parking proposed in the literature, however, on the plan it is not clear how this commitment is fulfilled. Some cycle parking near to the refuse bins towards the back of the site is shown but it does not appear to be under cover. Cycle parking needs to be positioned where it can easily be accessed, and the plan should include details of the type of provision and any shelter.</p>
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Attachments