

# Comment for planning application 21/01630/OUT

<b>Application Number</b>	21/01630/OUT
<b>Location</b>	Land at North West Bicester Home Farm, Lower Farm and SGR2 Caversfield
<b>Proposal</b>	Outline planning application for residential development (within Use Class C3), open space provision, access, drainage and all associated works and operations including but not limited to demolition, earthworks, and engineering operations, with the details of appearance, landscaping, layout and scale reserved for later determination
<b>Case Officer</b>	Caroline Ford
<b>Organisation Name</b>	William Kellett
<b>Address</b>	4 Wintergreen Fields, Bicester, OX27 8BG
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>Drainage The existing Phase 1,2 and 3 surface and foul drainage system cannot take any more load, this needs clarification. If Firethorn are thinking of using the existing Phase 1,2 and 3 system Services it is a significant issue and I did not see mention of how they propose to deal with this critical aspect of their application. Thames Water has advised capacity for another 49 homes only not the 530 homes proposed. During high periods of rainfall the combined system already overloads and discharges effluent into Gagle Brook via the stream. Manhole depths in places are insufficient. This is such a significant matter I do not see how outline consent can even be considered as it would establish a number of dwellings that simply cannot use the infrastructure that support phases 1,2 and 3. Heating and hot water. How are they Firethorn proposing to heat these homes, presumably they will not use the SSE heat network and if they intend to then SSE must demonstrate to us that there will be no impact on our services. If not SSE then how are Firethorn providing heating. If Firethorn are thinking of gas CHP then this has recently been rubbished as not environmentally friendly. Services is a big issue and I did not see mention of this. Out heating and hot water costs are greater than elsewhere in Bicester and significantly more that in my old house that was heated by oil. Roads. Firethorn are creating a temporary access from the 130 homes onto the Banbury Road if it is acceptable for temporary traffic access during construction it should become permanent to avoid all the impact onto the exemplar roads. You may not be aware but there is already congestion at the junction from Charlotte and B4100. Assuming people cross the road crossing on the B4100, and there could be increased footfall from all 530 homes then the traffic lights would build traffic up on the B4100 and even with lights at Charlotte Avenue a limited number of cars could exit Charlotte Avenue, potentially none may exit at any phase of the lights. The Eastern phase is intended to have 130 dwellings a reasonable assumption would be 260 more vehicles and Charlotte avenue could not possibly handle that. You will separately receive comments on the traffic analysis undertaken by Firethorn to support their application however that analysis is simply incorrect. 1] The traffic model used is from 2014, based on an 2012-13 update to the 2007 model, which was used for the original design of the ecotown, Elmsbrook Phases 1-4. However, this isn't the most up-to-date version of the model! (The newer version apparently contains new major developments, and thus more traffic!) 2] Traffic surveys and Traffic Monitoring (sensor) data in 2019 showed the original model underestimated traffic in the 8-9am peak hour by 97% on Charlotte Avenue, and by 417% on school trips - when the school was only at 20% of its full pupil capacity! As this is wrong, then the updated model will also underestimate. 3] The results in the report illogically show a much smaller proportion of vehicle trips from the new homes compared to the existing phases, way above anything that could be justified. So even ignoring the above, there is something wrong here - the true flows should have been calculated much higher. 4] The results in the report also how crazy anomalies, e.g. 325 vehicles (8-9am) going in/out of Cranberry Avenue on Phase 2: but this is a FIELD! (This is because the outdated model appears to assume 405 houses would have been built on that field by 2021. This never happened.) How can the results be trusted?! 5] Even the latest model version is missing critical pieces of information, which affect the B4100 entrances. For example, it doesn't include modelling of the "bottlenecks" - 2 by the park on Phase 2 and 1 by the big park on Phase 3. The impact of this plus the School parking issue have already been demonstrated - to various members of OCC and CDC (in 2018, 19 and most recently on 9/9/2020) - to potentially jam up the whole of Charlotte Avenue, and cause significant risk to pupils crossing the road arriving on foot or cycling. CONCLUSION: Charlotte and Braeburn will not be able to copeWe are already seeing queue lengths similar to the 2031</p>

predictions - even during lockdown!!! The last dwellings on phase 2 towards phase 3 have 7 parking spaces , 6 for dwellings one for electric car charging. Firethorn propose to have all of their vehicles passing these parking spaces which is really dangerous. Assuming that Charlotte Avenue is wide enough for 130 new dwellings whilst ignoring that the side roads feed Charlotte Avenue and will effectively be bottlenecked at peak flow, school run etc The Phase 2 bridge is incomplete, there are no priority road markings and only one car can pass at a time. Cars coming into Phase 2 can effectively block it. Cars from Wintergreen Fields, Caraway Fields and Lovage View will all be joining greater traffic flows on Charlotte Avenue from the proposed eastern phase. Footpaths indicated. Eastern Parcel. Firethorn show two indicative footpaths into Wintergreen Fields and Caraway Fields but these would link to no existing footpath routes and for Wintergreen there are 17 vehicles currently that park in wintergreen/ back of Charlotte Avenue that could potentially injure pedestrians. These vehicles are not all reversed into their respective drives which means reversing into footfall. Construction Traffic Firethorn propose to use that same road to then allow construction traffic across charlotte avenue and into part of the western site. This is nonsense as there is already a farmer's crossing adjacent which they could use and avoid health and safety risks to residents in Charlotte Avenue. The western parcel of the proposed development could start furthest away from the B4100 and then Firethorn would not have to use Charlotte avenue at all for that phase, the only reason Firethorn do not want to is because developers normally build from the front and sell from the front and developing deeper into a phase and selling those at the back first might affect sales, but that is their problem not ours. No Construction traffic should use Charlotte or Braeburn Avenues, we have already put up with that for too long with no control of the construction traffic. Eco credentials. Firethorn appear to be making use of existing electric car charging points near the substation and the Brompton bike set up, all 4 bikes, near the sales office. Firethorn refers to the local shops as being those at Bure and assumes people will walk or cycle! Given some residents drive to drop children at the school that is nuts. Surely the pub and shop intended to be built in Phase 1 are now viable, if A2Dominion will not be building these then Firethorn should do so and utilise space intended for housing accordingly.

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**Attachments**