

Comment for planning application 21/01630/OUT

Application Number	21/01630/OUT
Location	Land at North West Bicester Home Farm, Lower Farm and SGR2 Caversfield
Proposal	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
Case Officer	Caroline Ford
Organisation Name	Michael Jones
Address	5 Morello Close, Bicester, OX27 8AT
Type of Comment	Objection
Type	neighbour

Comments

I support the principle of the the NW Master Plan development continuing and am pleased to see the next phase is currently being planned as quality new homes are urgently needed for young families in the South East. However, on reviewing the plans I have one objection and a number of comments regarding this outline plan, as raised below. Traffic Lights at Charlotte Avenue / Banbury Road Junction First, my attention has been drawn to concerns regarding the traffic management related to these new homes due to concerns raised by other local residents. I was surprised to see that a traffic light system is potentially required for the Charlotte Avenue junction with the Banbury Road which will potentially cause delays for traffic on this road, as traffic at this junction has previously flowed freely. The underlying traffic modelling that has led to this recommendation needs to be reviewed given that the measurements will have been made during the pandemic period and aren't likely to be accurate going forward. I am very disappointed that this issue was not included in the consultation documents sent out to all existing homeowners and that I have only found out about this from other residents. Use of Charlotte Avenue and Braeburn Avenue Exits from the Estate Other local residents have raised the concern that all of the traffic from this development and potentially all the existing four phases will be routed through the Charlotte Avenue / Banbury Road junction with none through the existing Braeburn Avenue / Banbury Road junction. I have reviewed the plans myself and I don't believe this is the intention of the plan. The transport assessment at Appendix 6.1 appears to state that traffic will be split with the Eastern Portion and a small number of houses in the Western Portion accessing the development via Charlotte Avenue, and the remainder via Braeburn Avenue. It should go without saying that, at minimum, both the current two vehicle entrances / exits at Charlotte and Braeburn Avenue must be maintained and that the traffic generated by the new development must be split between them. In addition, the additional traffic generated by the school and business area only affects the Charlotte Avenue junction. The traffic generated by the school and business area will only increase with time. To allow for this higher future level of traffic, the majority of new houses should use the Braeburn Avenue junction instead. In addition, the document highlights that the Bus Gate that has been built to avoid the development becoming a 'rat run' appears to have no functioning enforcement system as no camera has been installed. This needs to be made a priority as more houses are being built on this site to ensure that the traffic flows generated are managed appropriately. Car Parking Management Whilst the title deeds of houses in the Elmsbrook estate contain the requirement that residents' cars must only be parked in designated spaces, in reality this has not been enforced leading to large numbers of additional cars and vans permanently parked in side roads. There is also no designated visitor parking or residents parking scheme that would allow car parking to be regulated or controlled in the same manner as in a normal city development. The new developers should be required to take measures to avoid repeating this problem by having allocated parking spaces for residents and visitors enforced with a parking permit system. Footpath Access The footpath access to Bicester town is currently good. However access to the wider countryside footpaths from the estate is limited without walking along busy dangerous roads or taking long detours. This new development provides an opportunity for a direct footpath link to St Laurence's Church at Caversfield which is an important local amenity but which is currently very difficult to access without a car. There is also an opportunity to connect the development to the footpath which goes to Bucknell which runs from East to West from the lay-by on Banbury Road to the North of the estate. This would be important both for residents to get access to the countryside for exercise and their wellbeing, but is also a link to the NHS midwives who have an outpatient

clinic in the East of Bucknell village which covers this area of Bicester. Green Spaces and Playgrounds The existing Elmsbrook development includes significant allocation of green spaces in order to give it a "garden suburb" character. It is important that the new developers continue to use a similar allocation of communal green space and gardens to the existing development. I am content with the plans to retain the existing woodland and green corridors, but regard this as a minimum that should not be diluted in the final planning application. Thank you for reviewing these comments. I look forward to seeing the Council's decisions and to the developers further active consultation with existing residents on these issues.

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Attachments