

# 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>	
<b>Name</b>	Steve Procopiou
<b>Address</b>	3 Wintergreen Fields, Bicester, OX27 8BG
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>While I can see that housing will inevitably be built on this land, I object strongly to the current plans on a number of grounds. Construction Traffic My understanding is that construction traffic will be using Charlotte Avenue and Braeburn Avenue. This is not only unacceptable, it is also totally unnecessary. A temporary access will be created between the eastern development and the B4100 and there are also vehicular access points between the east and west developments and Charlotte Avenue near the bus gate. Construction traffic for the western side should be routed through the eastern development and across Charlotte Avenue via these access points. The development should be planned so that this access is retained until all construction in the western side is complete. Estate Traffic The existing estate roads will not be able to handle the additional traffic from the 530 new houses proposed by Firethorn. From the bus gate to the exit from Charlotte Avenue, there is a single lane bridge and a pinch point on either end of a second bridge. At busy times, traffic will be competing to get through these points, leading to queues and drivers racing to get past. There are already delays getting out of the estate at peak times, which will be made worse by the additional traffic. And this is without the development that I understand is planned in the field to the left fork of Charlotte Avenue at the school. Furthermore, having vehicle access onto Charlotte Avenue will encourage parents to drive their children to school instead of encouraging cycling or walking to school. The answer to this is to dispense with the vehicular access points (01 on the site plan). The temporary access point from the B4100 to the eastern development should be made permanent. Access to the western development could be established by creating a road from the eastern edge of the western development, behind Elmsbrook phase 4 to join the B4100 at the lay-by (which would be removed). (This would also provide residents with access to the footpath to Bucknell.) At the same time, this stretch of the B4100 should be upgraded to provide pavements, cycle paths and lighting and the junction with Aunt Ems Lane should be rebuilt so that the bus can turn right without having to mount the grass verge if traffic is waiting to turn out. The existing 40mph speed limit should become 30mph, recognising that we are now part of Bicester and not some novel eco-experiment on the outskirts. Cycle tracks Despite what Firethorn says, there is no continuous cycle track to Bicester North station, which isn't a very likely destination in any case. Even within Elmsbrook, cyclists have to share the road with cars at some points. The cycle track ends before the Bure Park shopping area, where the pavement is not a shared resource. At the Banbury Road crossing, there is a "Cyclists Dismount" sign; cyclists have to cross the road, walk to the start of the next track and then repeat the exercise to cross the Buckingham Road. There is no way to get from there into the centre of Bicester, which is likely a far more popular destination, without cycling on the narrow and busy roads. If the authorities are serious about "active travel" then they need to implement a far more radical solution, rather than the current piecemeal approach. Pedestrian connection I object to the pedestrian connection between the eastern development and phase 2. Wintergreen Fields has a blind bend at the bottom of the slope. Drivers - both residents and visitors - already drive too fast at that point, and heavy vehicles regularly reverse in and out of the close. Adding the pedestrian and cycle traffic from all these extra houses is asking for trouble. Furthermore, if more people use the road, there will inevitably be more litter, increasing the already high service charge for Elmsbrook residents. A more suitable connection is easily available by continuing the footpath to the end of the eastern development, past the proposed play area and then joining it to one of the existing footpaths that exit onto Charlotte Avenue.</p>
<b>Received Date</b>	24/06/2021 10:27:28

## Attachments

