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

Nathan Kee Wong

Address

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Type of Comment

Objection

Type

neighbour

Comments

I would like to strongly Object to this planning application: the conclusion that Charlotte and Braeburn Avenues will be able to cope with the massive additional traffic generated is simply wrong: there are errors/anomalies in the analysis, and the problem of bottlenecks near the school is not even considered (these are getting worse each year): the impact on the local road network will be SEVERE. Here is a brief summary of WHY I would like to object with the proposal. 1] The traffic model used isn't the most up-to-date version, and is missing new major developments. 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% for the school - when the school was only at 20% of its full pupil capacity! As this is wrong, then the updated model will also underestimate. 3] Even the latest model version is missing critical information affecting the roads. E.g. it doesn't model the "bottlenecks" - 2 by the park on Phase 2 and 1 by the big park on Phase 3. The impact of these plus the School parking issue have already been demonstrated - to various members of OCC and CDC councils (in presentations in 2018, 2019 and 2020) - i.e. to show everything will jam up. And on top of that... ... We've already seen queue lengths similar to the 2031 predictions - during lockdown! 4] The proposal does not meet aims of the EcoBicester Planning Policy Standards, nor does the Cycling and Walking infrastructure comply with the Department for Transport Local Transport Note ('LTN') 1/20. Bicester BUG has noted other errors within the non-vehicle mode details, and is objecting separately with details of these & proposed solution ideas. The Elmsbrook Parking and Traffic Group is doing the same. 5] The results in the report also have weird anomalies, e.g. 325 "phantom" vehicles (8-9am) going in/out of Cranberry Avenue on Phase 2: but this is a FIELD! How can the results of such a model be trusted?! 6] The results in the report illogically show a much smaller proportion of vehicle trips from the new homes compared to existing phases, i.e. in a way that can't be justified.

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Attachments