

# 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>	Damian
<b>Address</b>	3 Tarragon Terrace, Bicester, OX27 8FS
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>I have some serious concerns regarding how the developers is gathering the numerical information behind some of the decisions, especially around traffic and the impact of safety in the Elmsbrook community , both with direct physical tasks such as around current community walking routes and playgrounds, but also around the carbon impact the increased traffic from both public and construction equipment will be. IT goes directly against everything the Bicester ECO plan was set out for, and it seems it is all in the name of greed. There should be now exemptions to the zero carbon impact goal, it can be achieved with other Developements so why is this one being allowed to flaunt around these rules with such ease?? The entire process and the planning application needs reconsideration and a review of those involved at the very least. This is on top of the general current community issues that have been brought to the councils attention regarding the flaws and reviews on the Elmsbrook developers as well. Also: Here is a brief summary of WHY this has come out wrong, and the IMPACT on Elmsbrook. It uses both Elmsbrook B4100 (Banbury Rd) entrances, driving through all of Phases 1-2-3-4! ~323 new homes would now be accessed via Braeburn Avenue, in addition to all 220 homes on Phases 3-4; ~207 homes would be accessed via Charlotte Avenue, in addition to the ~170 homes on Phases 1-2, etc. 1) A 2021 Traffic survey shows the original model underestimates traffic in the 8-9am peak hour by 126%, i.e. 2.26x. As this is wrong, then the model they have used will also underestimate for the future. 2) Despite being asked by OCC to assess the points we raised last time, the new analysis still ignores the "bottlenecks" - 2 by the park on Phase 2 and 1 by the big park on Phase 3. The method they use cannot be used when such one-way flow measures are present - and from their own figures, it can be seen that the traffic levels will exceed the limits - i.e. to show everything will jam up. And on top of that... ...and we've already seen queue lengths similar to the 2031 predictions they make! 3) 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. (For full details of all the above, just ask!) The CONCLUSION can't be avoided: the huge risk is that Charlotte and Braeburn Avenues will not cope!. There will be SERIOUS issues with traffic congestion, for the future of the Ecotown, if it goes ahead as planned: we need to ensure it's sustainable.)</p>
<b>Received Date</b>	18/12/2021 18:02:13
<b>Attachments</b>	