

# 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>	Benoit Dufour
<b>Address</b>	5 Chervil Grove, Bicester, OX27 8ER
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>As a new resident to Elmsbrook (Fabrica / Crest Nicholson development), I wish to object to this updated application. I do concur with the previous objections raised by existing residents in July 2021. This updated submission simply does not satisfy the concerns previously raised. NW Bicester is an Ecotown, yet this application asks to avoid the cost of building True Zero Carbon homes - this is completely unacceptable and not compliant to the NW Bicester Masterplan and associated design and guiding principles. The "eco principles" stipulated cannot be abandoned. If the Firethorne scheme isn't viable with a True Zero Carbon build, they must work harder on their viability proposal or another developer should be selected. In terms of transport impact, there is no further (and not enough) evidence provided that the roads within Elmsbrook and its vicinity could support the traffic levels which will be generated by the additional 530 homes. The two key entrances to the proposed development via Elmsbrook on Charlotte Avenue and Braeburn Avenue are not even mentioned and could really act as bottlenecks and lead to potential traffic jams on these roads, and maybe even on the B4100. The reference and the results of the transport model seem to be relied upon without enough review and check. Have CDC and OCC reviewed the transport model and associated assumptions? I wish to continue to object to this application, until the very serious matter of an accurate assessment of future traffic flows has been undertaken. We already see queues and delays on the B4100 and Charlotte Avenue at morning rush hour that are longer than predicted for 2031! The two junctions would be significantly overwhelmed at peak times, and the whole community would suffer the impacts. The report says simulations are used because they could not do a traffic survey - but Mode Transport did a traffic survey for Elmsbrook, in September 2021 - this data could be used/extrapolated from. What are the simulations based on if no existing traffic survey has been undertaken? This is a massive flaw with the initial assumptions and data. I am concerned at the mention of modifications to the District Heating System - when all phases of Elmsbrook have had heating issues showing that the end-to-end system design is flawed: this needs to be assessed properly by the consultants involved, before they re-design based on bad information! There is a lack of any detail regarding provision of Local Services - as previous objections pointed out. There is no mention of the viability of Waste Water infrastructure being checked: we have had sewage coming out of drains on several occasions on Elmsbrook, despite attempts to solve known issues.</p>
<b>Received Date</b>	23/12/2021 12:28:12
<b>Attachments</b>	