

From: dc.support@cherwell-dc.gov.uk <dc.support@cherwell-dc.gov.uk>
Sent: 18 November 2021 15:47
To: DC Support <DC.Support@cherwell-dc.gov.uk>
Subject: New comments for application 21/03558/OUT

New comments have been received for application 21/03558/OUT at site address:
Land On The North East Side Of Gavray Drive Bicester

from Marion Beaver

Address:
16 Corncrake Way, Bicester, OX26 6UE

Comment type:
Comment

Comments:

It is deeply regrettable that this land of such ecological and historic importance should have ever been designated for development in the first place. With the advent of Wretchwick Green the urban sprawl extends ever closer to Launton, pushing out wildlife and wild green space that was once on the doorstep for so many local people.

Gavray Meadows east of Langford Brook are the last vestige of wilderness close to Bicester town, yet 50 houses will be built there. The houses will be close to the Local Wildlife Site (LWS) and areas where protected species have been recorded. The construction process itself may see species disturbed and never return. People might benefit from living next to nature, but for wildlife it's quite the opposite! The 230 dwellings are an improvement on previous plans of double that figure. However, the development is nowhere near a public transport route, and will inevitably create extra traffic and noise. The 30 mph speed limit on Gavray Drive MUST be enforced - it is not at present. The cycling and walk routes to town centre and Langford village must be improved to make active travel an easier, more attractive option. E.g. introduce a dropped kerb on south side of Gavray Drive part of Sustrans R51 following east side of Langford Brook and remove the barriers so mobility scooters can use this route. Any alternative to the green bridge between New Langford and Garth Park would be welcome. There must be sufficient secure, covered cycle storage for all dwellings in the north-west parcel nearer town.

This site of some 170 homes in the NW parcel must be future proofed to be more resilient to extreme weather events such as heavy rainfall and heatwaves. Wherever possible of all existing mature plants such as trees and hedgerows must be retained. There should be extensive extra planting to create shade, reduce water run off, and increase biodiversity. Porous surfaces for parking - as indicated on the SFA document. Parking areas covered with sedum roofs or solar carports.
<https://www.cittimagazine.co.uk/news/facilities/uks-largest-public-solar-carport-installed-at-oxford-leisure-centre.html>

Plans indicate that mature hedgerows and other vegetation will be felled near the railway, so compensation for nature should be provided, such as hedgehog highways between gardens, swift boxes etc to improve and create habitat.

The noise mitigation requirements due to proximity to the railway junction should be innovative to include greenery, such as living walls rather than the unimaginative brick or concrete facades which retain and reflect heat back into the area. Such greenery will improve conditions for residents and make living so close to the train lines (and the encroaching industrial estates) a more attractive prospect.