

Comment for planning application 19/02350/OUT

Application Number	19/02350/OUT
Location	Land at Deerfields Farm Canal Lane Bodicote
Proposal	Outline planning permission for 27 dwellings including Access
Case Officer	Samantha Taylor
Organisation Name	Martina O'Byrne
Address	The Maltings, Canal Lane, Bodicote, Banbury, OX15 4AD
Type of Comment	Objection
Type	neighbour

Comments

reference Number 19/02350/OUT The proposal is for 24 houses to be accessed from Silverweed Road and Mayweed Road. These will back onto Silverweed Road, Mayweed Road and Merlin Close. 3 more houses are proposed directly facing onto Canal Lane, with allowances for nine cars: - two houses at the site of the current stables next to the Longford Park houses, and one new one where the barns entrance is now. There are only three private properties on Canal Lane (- other than the owners of Deerfields Farm's two houses,) all of which object to the new proposals. Since 2014 the use of the bridleway by pedestrians has increased many times. It is now used, in both directions, by children to walk to school, from Longford Park estate and also to Longford Park Primary School. The additional vehicles in use, if allowed, would inevitably be rush hour traffic concentrated in the period of peak pedestrian usage. Canal Lane is wholly unsuitable for more road or builders access. Canal Lane is used as a public amenity. It is constantly used by walkers, commuters on foot, cyclists, dog-walkers, ramblers and horses. Most importantly it is used by parents and children on foot accessing Longford Park Primary School, Bishop Loveday School and local secondary schools. There are no foot paths. There is no room for two cars to pass - there is no provision for cars passing or turning at the end. There is no street lighting. Canal Lane is an unmade road surface with deep potholes. Canal Lane is wholly unsuitable for Access as: It is a Bridleway used as a public amenity by most importantly parents and children on foot accessing Longford Park Primary School, Bishop Loveday School and local secondary schools. Constantly used by walkers, cyclists, dog-walkers, ramblers and horses. There are no foot paths. Any increase in traffic would therefore put these users at risk. Existing residents on Canal Lane are well aware of this and take exceptional care when accessing their properties. There is no street lighting. Canal Lane is less than 4 metres wide (3.8 metres at Crossways) This means that two cars are unable to pass on the road itself. Along most of its length, Canal Lane is constrained by ditches and hedges. The only exception to this are the grass verges belonging to existing private properties. Any increase in traffic on Canal Lane would result in vehicles using these verges belonging to existing private properties as "passing places" Along one side of the lane is a ditch and hedge, full of birds nesting, protected I believe. It is currently difficult to access Oxford Rd from Canal Lane in a vehicle. Visibility is not good and Oxford Road is very busy. Residents of any new houses would inevitably use Canal Lane in rush hour periods for their daily commute. This would lead to queues. As Canal Lane is a single track lane, any cars waiting to exit would prevent any traffic turning into the lane, leading to the traffic congestion spilling back on Oxford Road itself. Canal Lane is an un-made road surface and suffers from potholes. Over the last 3 years on 3 occasions residents of Canal Lane have had broken springs replaced on their cars. Increasing traffic would make this much worse, to the point where the lane would become impassable. Tarmacking the Lane would result in increased speed, further endangering pedestrian users. Potholes have been filled twice this year. Including 17/11/2019 Adam Morris from Deerfields Farm filled in all the potholes with soil, down Canal Lane's length to Oxford Road. As the lane is at a higher level than the existing houses, an impermeable surface, tarmacking would result in problems with water run-off, potential for flooding existing properties. Water run-off has caused problems in the past even with the current permeable road surface. Proposed site for new properties: A large soak-away was built by Deerfields Farm by their Barns, approximately December 2015 to prevent flooding. Despite this, the land is currently extensively flooded (18/11/19), see photograph. Flooding extends into the next property, The Maltings' back garden. Flooding from the Deerfields Farm Barns area, prior to the soak-away, has previously extended through to all the houses on Canal Lane: The Maltings, Picket Post and Crossways. Further new dwellings would exacerbate this drainage/flooding problem due to the inevitable increase in impermeable surfaces. There is a "sub-station" next to The Maltings, not seen on any available plans, or Google Earth. How will this be incorporated into

any new plan? How will future risk of flooding affect it? It has been said the sewerage pipe from Deerfields Farm is 50% the size of what it should be. Below are quotes from the Cherwell Local Plan 2011-2031 Part 1 pages 195-196 for this area A layout that maximises the potential for walkable neighbourhoods with a legible hierarchy of routes and footpaths and cycle ways provided on site with good linkages for cyclists and pedestrians A surface water management framework and the incorporation of attenuation Sustainable Urban Drainage System taking account of the recommendations of the Council's Strategic Flood Risk Assessment to reduce surface water, control drainage The protection of other important trees, the retention of hedgerows where possible to provide wildlife corridors, and the preservation and enhancement of the biodiversity of the site. Protection of the rural character of The Public Right of Way Retention and enhancement of existing Public Rights of Way Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments

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Attachments