

Rupert Holdsworth  
Highway House  
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OX15 5LR

15<sup>th</sup> March 2021

Dear Sir / Madam,

I am writing to comment on the application submitted to Cherwell DC relating to the land North of Railway House Station Road, Hook Norton, ref: 21/00500/OUT.

I wish to comment on some of the documentation accompanying the submission, firstly is the proposed access to the site (document 22263-01 Proposed Site Access). I note that this location cuts through the only pedestrian route in and out of the 'The Grange' & 'The Sidings'. The only pavement from / to the village and the existing residential area is on the same side of the road as the proposed access to the above application site; this would mean all pedestrian traffic would have to cross the proposed vehicular access point. Of more concern is that when crossing from the northern side of Station Road to access The Sidings any pedestrian would now have to check for traffic egressing from the proposed development that might be travelling East, as well as any traffic travelling in either direction on Station Road.

As the proposed access would be in close proximity to the crossing point, I believe, that there is an increased risk that cars turning Eastbound out of the proposed development could be concentrating on checking traffic coming from the village on the same side of the road and may not see pedestrians trying to cross. ( please see attached diagram)

There are a number of elderly residents and children living on The Grange & The Sidings. I have an elderly relative currently living in one of the houses there and whilst she is fairly mobile, she often comments that she is always nervous crossing Station Road to get to the village as cars often travel well above the speed limit there – especially when exiting the village Eastbound. This is somewhat confirmed by the transport statement with mean averages Westbound of 31.5 mph and Eastbound of 33.8 mph; the 85<sup>th</sup> percentile speed follows a similar pattern.

I believe it might be sensible to consider moving the site access point further East, away from the crossing point; reducing this risk – especially as most of the traffic would either be travelling to / from the main urban area of Banbury and the arterial routes nearby – to the East of Hook Norton.

Also, the proposed development does not accord with the Hook Norton Neighbourhood plan 2014 – 2031 in terms of housing supply; whilst this might not mean the proposed development is not sustainable under the NPPF if a clear housing need can be demonstrated, I would like to draw your attention to a recent comment from Cherwell LPA regarding another planning application in the village; which I quote below: -

“ In terms of the economic and social aspects of sustainable development the proposed development would provide a limited benefit in terms of providing a private residential unit of accommodation, for the open market, which would also go toward maintaining the Council’s housing land supply. However, this has to be considered in the context of the Council’s current housing land supply position, and that there is no immediate over-riding pressure for further residential development within the village, that is not compliant with the policies of the Development Plan, given the on-going development that is currently being carried out on the western edge of the village. “

I hope that my comments are helpful in determining the application.

Yours faithfully,

Rupert Holdsworth

