

Comment for planning application 21/00922/OUT

Application Number	21/00922/OUT
Location	Land West Of Foxden Way Great Bourton OX17 1QY
Proposal	OUTLINE Planning Application for up to 9 entry-level affordable houses - all matters reserved save for access
Case Officer	James Kirkham

Organisation Name	Richard Nettleton
Address	Olmenhof,8 Chapel Lane, Little Bourton, Banbury, OX17 1RD
Type of Comment	Objection
Type	neighbour

Comments

We have reviewed several of the documents within the planning application and want to object to the development based on the following criteria following that review. 1) Cherwell Local Plan a. Great Bourton is classified as a Category B village and the Local Plan allows for the development within the built-up limit of the village in the form of minor development, infills and conversions. This development is beyond the limits of the village (on the lane to Little Bourton) and as such does not meet the criteria 2) Affordable Housing a. The planning rules do allow for development outside of existing settlements if it can be demonstrated there is a need for affordable housing. The application fails to address this issue in that there has been a recent housing development within the proximity of the Bourton's / Banbury which have included the provision of affordable housing (Garners Field - Great Bourton and Hanwell Fields - Banbury). There is no affordable housing within the design of this development. b. The development comprises the following building types which could hardly be described as "affordable" for either direct purchase or the rental market. i. Two 2B 4P Dormer bungalows ii. Six 3B 6P Detached houses iii. One 4B 7P Detached houses c. There is a lack of employment opportunities within the village and there is no suitable public transport (there is only a limited bus service on both Thursdays and Saturdays. 3) Insufficient onsite parking a. The development has been designed to house 51 people over 9 properties, so given these quantities and the lack of public transport it would be a reasonable assumption most of the properties will have at least 2 vehicles per household. b. The site development plans only show 1 allocated space per property, so where are the excess vehicles going to park, plus what is going to happen when the properties have guests? c. The local lanes around the development are only one vehicle wide with little or no verges suitable for parking vehicles, so this could lead to safety issues when attempting to travel along School Lane, Crow Lane, and Foxden Way. 4) Surface water drainage a. On review of the "Surface Water Drainage Statement" several issues arise i. The attenuation pond details has been designed to allow for a 10% of urban creep, making the assumption that this is plant life growing within the area of the pond, it is very unlikely that the attenuation pond will be maintained by any of the developments residents, therefore over a relatively short period of time the capacity of the pond will be rapidly diminished, thus increasing the risk of discharge away from the site. ii. The overflow from the attenuation pond has been designed to go into an "un-maintained" ditch network, which is likely to be in an unsuitable condition to accept any overflow, thus the surrounding roads will have the possibility of local flooding, 5) Traffic flow to and from the village a. Included with the application there was the "Transport Technical Note" which includes several flaws / omissions of facts as to the likely increase in traffic flow to and from the village and possible increased risks that creates i. Given the sizing of the development, it is likely that each of those properties will have at least 2 vehicles, the assumption within the report that this will only create 6 extra trips at both AM & PM is a great under-estimation. In addition, no account is taken of the extra traffic that will visit the development, e.g. guests, delivery drivers. ii. The application assumes that 90% of the journeys will be through School Lane / Crow Lane to get to Main Road, this is simply incorrect. 1. You would only go in that direction if you intended to go North (Southam / Coventry), West (through Hanwell or Mollington to get to the A4100), East (Daventry), you could use this direction to get to the M40 but given the recent warehouse development at the A361 / M40 junction and the already high volume of vehicles travelling that route it makes this route less viable. 2. If you want to go to Banbury town centre / Banbury train station / M40 you are more likely to go down Foxden Way and through Little Bourton to reach the A423 iii. The accident data within the report only focuses on the exit from Great Bourton towards the A423. It fails to recognise any incidents that have occurred along Foxden Wy, through Little Bourton and onto the A423. To highlight one

incident from 2020 where a speeding car driving down Foxden Way failed to stop at the junction with Spring lane and ploughed into a vehicle outside of Shrub Cottage with both cars hitting Shrub Cottage. iv. Both School Lane and Crow Lane in Great Bourton are single track roads with no pavements and no "official" passing places and minimal street lighting. There are also 90-degree bends, inclines and poor sight lines which make travelling those roads more difficult. Pedestrians walking on those roads have very few options to get out of the way of any vehicles. Any increase in traffic will make this more dangerous together with the increased usage of unofficial passing place (property driveways) and the increase in nuisance to those properties. v. Foxden Way is a single-track road with no pavements and no "official" passing place (there are several field entrances which are used as un-official passing places). This road currently is a national speed limit road and is heavily used by vulnerable road users (pedestrians, often with dogs, cyclists, horse riders, parents with children & disabled individuals) so any further increase in road traffic would greatly increase the likelihood of accidents. There is a farm along Foxden Way whose agricultural vehicles entrancing and exiting the farm due to there size take up the whole of the roadway so any increase in traffic would be detrimentally affected by the movement of these vehicles. Other farms in both Great and Little Bourton drive their agricultural vehicles along Foxden Way vi. At the end of Foxden Way at the Little Bourton end there is a T junction which due to vehicles parked outside their properties and poor sighting lines make it more difficult to turn right into Spring Lane. Spring Lane has a 90-degree bend and driving round is made more difficult by parked vehicles outside of their own properties. The junction of Spring Lane and Chapel Lane where you turn right to reach the A423 has poor sight lines from the left for traffic coming up Chapel Lane due to high property wall. This route is already used as a "rat run" for vehicles going to Great Bourton / Cropredy and beyond. 6) Suggested improvement required to current road infrastructure to reduce the risk of accidents in Foxden Way / Little Bourton a. Change the National speed limit to 30 mph b. Create the appropriate number of "official" passing places c. Create a tarmacked pavement between Great and Little Bourton to take all the vulnerable road users off the road d. Ensure there is adequate road drainage to prevent flooding e. Introduce traffic calming measure at the entrance / exit of both villages.

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Attachments