



Objection to planning application 21/00922/OUT

20<sup>th</sup> April 2021

To Whom It May Concern,

I am writing in regard to planning application 21/00922/OUT and wish to strongly object to this planning application for following reasons.

**This planning application is contrary to Cherwell District Council Local Plan.** Great Bourton has been designated as category B village not suitable for large developments. Proposed development of 9 dwellings on the edge of the village would considerably increase the "footprint" of Great Bourton. Considering that the proposed development is outside of the village envelope, it would be contrary to the Local Plan. Please also note that although the proposed site is located between southern edge of Great Bourton and the allotments, this is not an infill. Allotments are not classified as built up area.

**Majority of letters supporting this planning application has come from people with no local connection to the Bourtons.** According to "Cherwell Housing Factsheet 6 – Local connections" people who have supported this planning application do not meet the criteria to have a local connection to the parish/village. Considering that the outline planning application is made for "affordable" housing which would be unavailable to people without a local connection, these letters of support should be disregarded.

**There is no demonstrable need for additional affordable housing within the villages of Great Bourton and Little Bourton.** The proposed site is within close distance to the major population centre (Banbury) with the closest new “village” developments of Hanwell View (2.1km away) and Cherry Fields (2.4km away). There are additional development sites already approved on north edge of Banbury up to the Banbury Crematorium. Existing developments already includes affordable housing provision and have excellent facilities including regular public transport links into Banbury (4 different bus services offering busses every 30 minutes approx.) and a new primary school. The new site west of A423 will include similar facilities.

There are very limited employment opportunities in The Bourtons.

Additionally, there is already a good provision of “affordable” housing in the village through new development (Garners Field) and existing housing stock. This can be demonstrated by looking at council tax band distribution in villages of Great Bourton and Little Bourton, below.

Council tax band	Number of households	Percentage
A - D	177	61.2%
E	53	18.3%
F	43	14.9%
G	15	5.2%
H	1	0.3%
Total	289	

**The proposed development would significantly increase car traffic on unsuitable lanes in/around villages.** Proposed application does not take into account lack of public transport links between Great Bourton and other population centres and make incorrect, too low assumptions on number of journeys expected to be made.

According to Department of Transport National Travel Survey table NTS9902 ([https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/906062/nts9902.ods](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906062/nts9902.ods)) on average households located in “Rural Village, Hamlet and Isolated Dwelling” have 1.78 cars. Outline planning does not make suitable parking provision for these vehicles.

Considering that closest non recreational facility is located 1.9km away (see table 2 in Transport Technical Note), assuming that just 6 journeys would be made (during AM and PM peak hours each) is incorrect.

Proposed site is located on a quiet, rural single track lane that is outside of any frequent routes and is primarily used by residents for recreational purposes (walking, cycling, dog

walking, horse riding etc.) with limited passing places. Incremental traffic generated by this development would put local residents at risk. Note following section.

**Supporting document - Transport Technical Note makes incorrect assumptions and its conclusions should be disregarded.**

The planning application makes incorrect assumptions which are favourable for the developer while not being based in reality.

Specifically:

- Paragraph 2.26 states that many facilities are located within walking distance of the proposed development. This is misleading. Pubs/halls/playing fields are recreational facilities that will have limited day to day use and will not satisfy the needs of the proposed development (this is currently the case with residents in the area). Neither the local primary school or doctor's surgery in Cropredy accept new applications (they are full), therefore none of these services will be accessible on foot. The closest store in Cropredy is suitable for occasional shopping, but is not suitable for day to day food shopping (e.g. limited provision of fresh fruit and veg), meaning that there is no shopping facilities suitable for day to day shopping within walking distance to the proposed development.
- Paragraph 2.40 presumes that the bus service has been affected by the Covid-19 pandemic, however this is not the case. There are 2 bus services running from Great Bourton a week as per Table 3 in the document. This has been the case before Covid-19 pandemic and there are no plans to increase bus frequency in any way. Paragraph 2.41 states that table 3 "demonstrates that there is a bus service for residents of the site to travel by bus for leisure purposes", however considering very low frequency of bus connections, this statement should be rejected.
- Paragraph 2.50 concludes that "It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with the guiding principles of the NPPF.". This statement is not valid, as in practice all of the residents of Great Bourton are forced to use cars for day to day journeys, with walking/cycling being considered leisure activity rather than a practical mode of transport.
- Paragraph 3.10 states that construction traffic should use Foxden Way for access to the proposed site. Although, construction traffic is not a valid basis for development proposal objection, I would like to draw your attention to Appendix A which contains pictures of blind corners, narrow lanes that the construction traffic would be required to navigate. Please also note that Foxden Way is only a single lane, with no formal passing places. Traffic currently is forced to use driveway/farm access for Littlegood Farm and field entrances as informal passing places which will not be suitable for heavy construction traffic.

- Paragraph 4.5 states that "Table 4 indicates that the proposed development is forecast to generate 6 two-way trips in the AM and PM peak hours". This is based on incorrect search parameters used for estimates. Both selected sites extracted from the TRICS database are located on edges of town and are not representative of expected traffic generated from the new development. See Appendix B for details. Based on these incorrect assumptions, estimated journeys are too low and proposed development will have a much greater effect on local traffic on unsuitable lanes.
- Paragraph 4.7 and 4.8 states that 91% of traffic generated by the proposed development would be allocated to School Lane and implies that local knowledge has been used when making this assessment (see paragraph 4.7). This assumption is not correct and not grounded in reality. School Lane is incredibly narrow lane with 2 blind corners leading to the proposed site and no passing places at all. See Appendix C for detailed pictures. This is not a suitable route for incremental traffic. Remaining traffic was assumed to use Crow Lane for access, however this road is also single track with no formal passing places and numerous blind corners (see Appendix D). In reality, incremental traffic will be using Foxden Way and street network within Little Bourton for access to the proposed site. These roads are also not suitable with number of blind corners and no passing places. See Appendix E for details. Based on information above, statement in paragraph 4.11 is incorrect, as the expected impact of incremental traffic will not be negligible.
- Paragraph 5.6 suggest that private driveways could be used as informal passing places. I object to this suggestion in strongest possible terms, as I do not wish anybody to use my driveway as a passing place. Additionally, the report does not state that there are no suitable passing places on a significant stretch of School Ln where the road is enclosed on one side by a stone wall and on the other side by a building and a hedge.
- Paragraph 5.14 states that "The qualitative analysis set out above demonstrates that the proposed development will have a negligible impact on the local highway network within Great Bourton.". Based on information provided, I would object to this assessment. It is clear that incremental traffic will be not only affecting Great Bourton but also Little Bourton and that the assumptions on incremental car journeys generated is incorrect.
- Paragraph 6.3 concludes that there are sustainable travel options for the proposed site. As demonstrated above, this is not the case. Therefore, this conclusion should be rejected.
- Conclusions in paragraphs 6.8 – 6.11 imply that the proposed development would have negligible impact on the on highway safety. As demonstrated above, these conclusions are based on incorrect assumptions which do not take into account that incremental

traffic would be using Foxden Way and Little Bourton for access, endangering local pedestrians, children, dog walkers, horse riders and cyclist due to unsuitable road conditions.

- *Additionally, paragraph 4.7 implies that the authors of the report poses "knowledge of the existing area". It is clear after thorough analysis of this report that this is not the case.*

Jakub Deka BSc (Hons)

Head of Data Science at 118118Money

## Appendix B – Sites used for estimation of traffic generation.

Site 1 - CH-03-A-09

TERRACED HOUSES CHESHIRE

GREYSTOKE ROAD

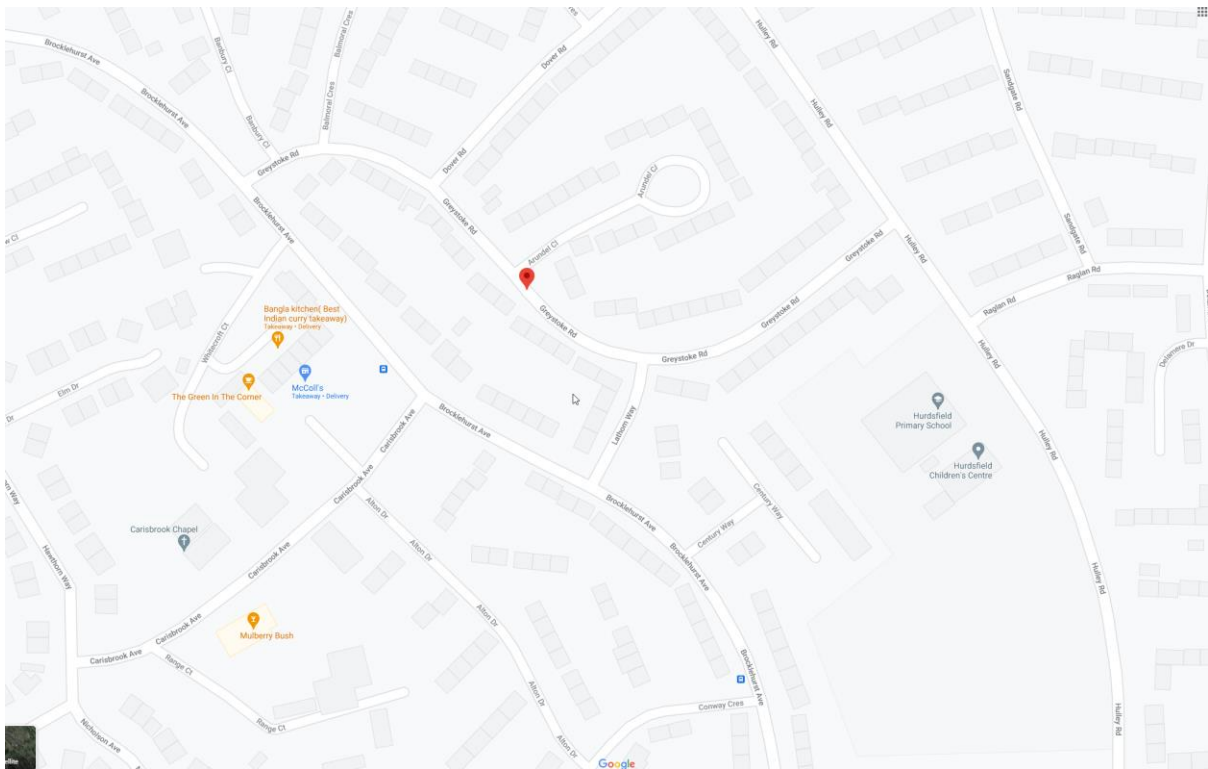
MACCLESFIELD

HURDSFIELD

Edge of Town Residential Zone Total

No of Dwellings: 24

Survey date: MONDAY 24/11/14 Survey Type: MANUAL



<https://www.google.com/maps/place/Greystoke+Rd,+Macclesfield/@53.2682442,-2.1127854,18.5z/data=!4m5!3m4!1s0x487a496bdd2a5c2d:0x38afd8d674dbf4a9!8m2!3d53.2686161!4d-2.112587>

*Selected site is located at the edge of town with significant provision of local facilities with closest shop 0.2 miles away and closest school 0.2 miles away within a much larger development. Considering density of the housing in the area and the fact that it is a part of a much larger developed area, this site should not be considered as representative example of number of journeys that the new development would generate.*

Site 2 - HC-03-A-22

MIXED HOUSES HAMPSHIRE

BOW LAKE GARDENS

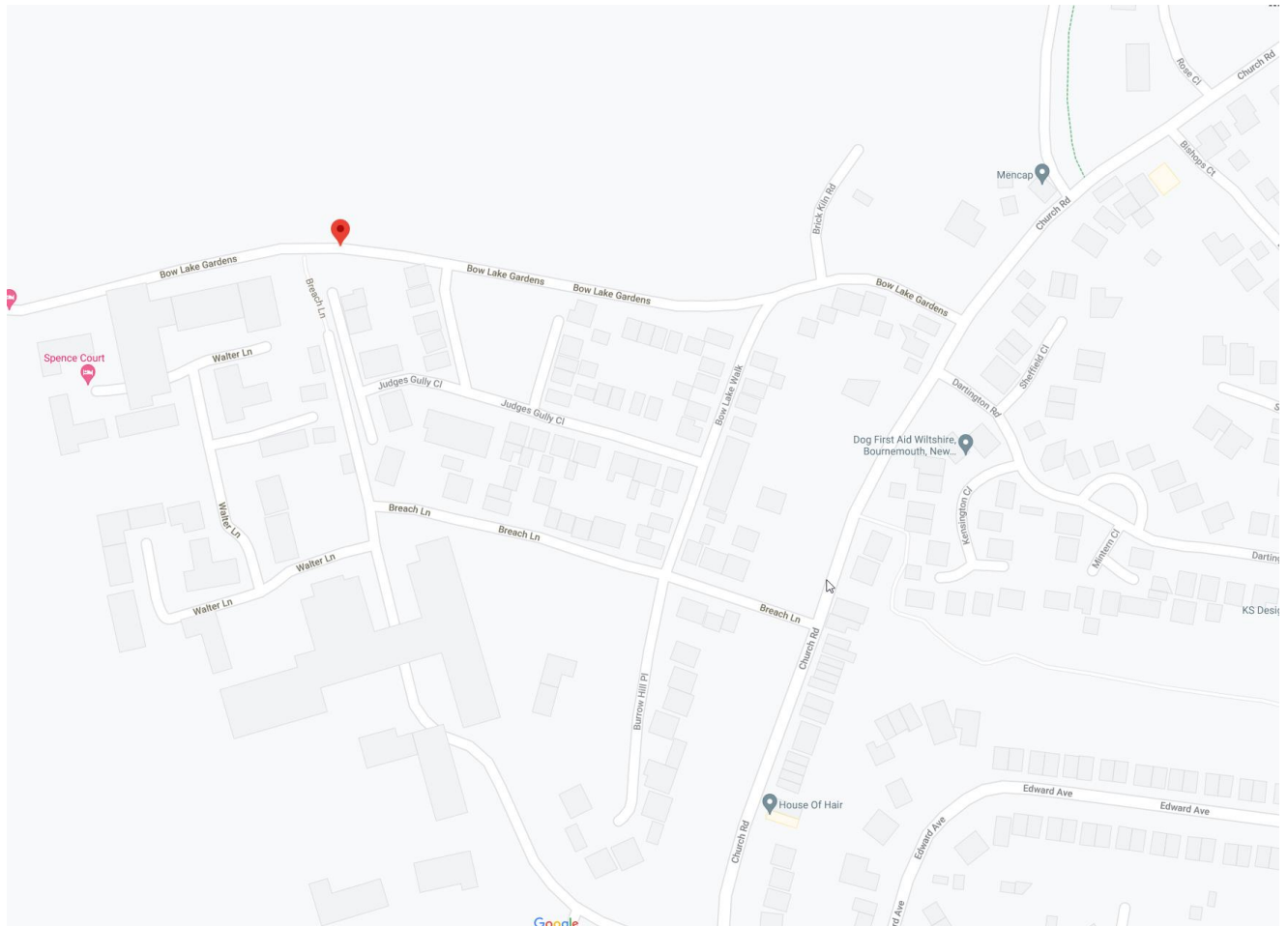
NEAR EASTLEIGH

BISHOPSTOKE

Edge of Town Residential Zone Total

No of Dwellings: 40

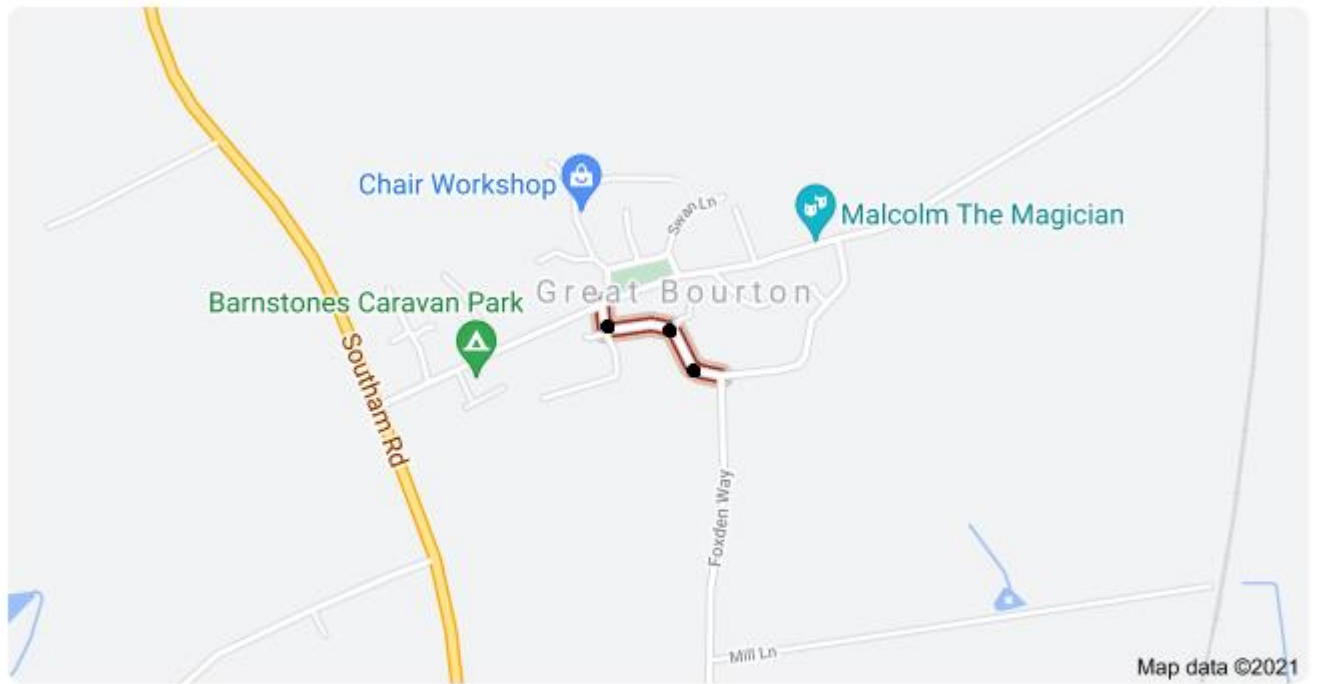
Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL



<https://www.google.com/maps/place/Bow+Lake+Gardens,+Eastleigh/@50.9786697,-1.3379553,18.25z/data=!4m5!3m4!1s0x487472e94515046d:0x1a6e97dd52b6b1c6!8m2!3d50.9795063!4d-1.3383761>

*Selected site is similarly located at the edge of town with significant number of houses and public transport links with much greater housing density. Considering close provision of services and public transport links, this site is not representative of expected traffic generation.*

## Appendix C – School Lane



School Ln

Great Bourton, Banbury

● Blind bend



<https://www.google.com/maps/@52.1056041,-1.3356874,3a,75y,132.77h,80.16t/data=!3m6!1e1!3m4!1swGyoprsFugeeRlcXRhRyRA!2e0!7i13312!8i6656>



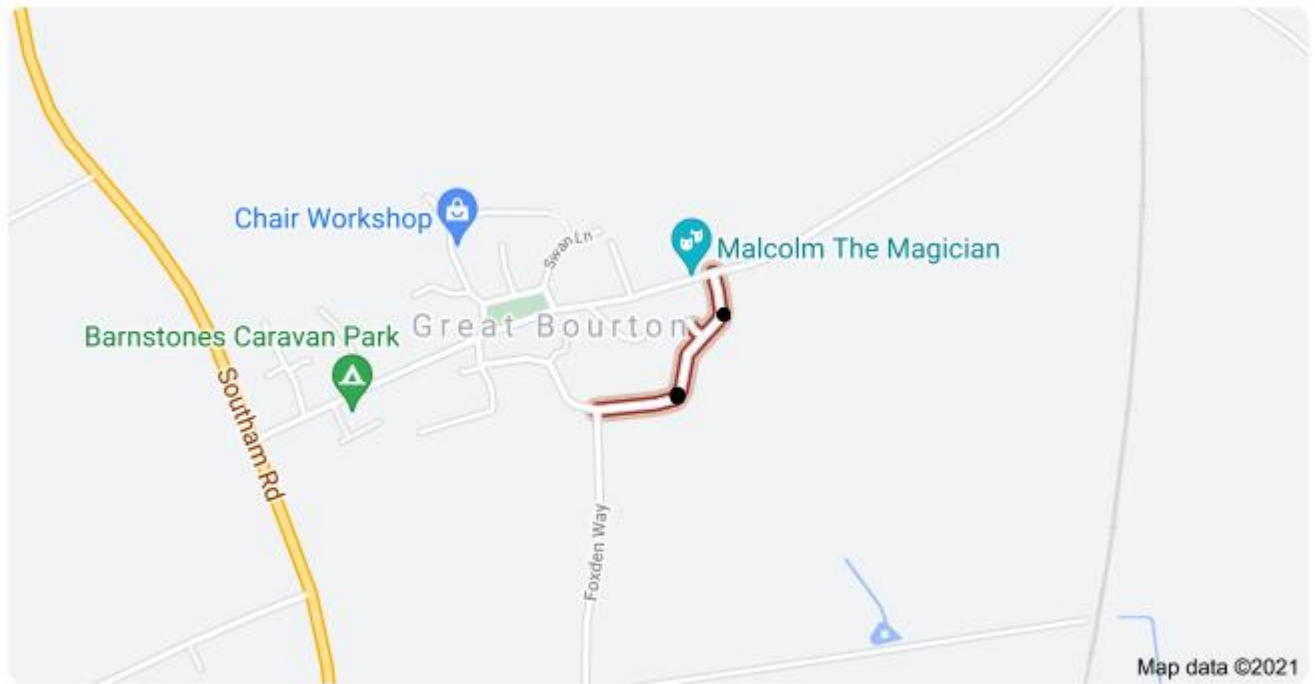


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[https://www.google.com/maps/@52.1056151,-1.3345414,3a,75y,73.67h,73.89t/data=!3m6!1e1!3m4!1szMByd4C67ogr\\_GmR\\_lv79w!2e0!7i13312!8i6656](https://www.google.com/maps/@52.1056151,-1.3345414,3a,75y,73.67h,73.89t/data=!3m6!1e1!3m4!1szMByd4C67ogr_GmR_lv79w!2e0!7i13312!8i6656)

## Appendix D – Crow Lane



Crow Ln

● Blind bend

Great Bourton, Banbury



[https://www.google.com/maps/@52.1050518,-1.3318004,3a,75y,98.76h,78.19t/data=!3m6!1e1!3m4!1s0k4p8\\_ucQ4n-Uq57Q1cHnw!2e0!7i13312!8i6656](https://www.google.com/maps/@52.1050518,-1.3318004,3a,75y,98.76h,78.19t/data=!3m6!1e1!3m4!1s0k4p8_ucQ4n-Uq57Q1cHnw!2e0!7i13312!8i6656)





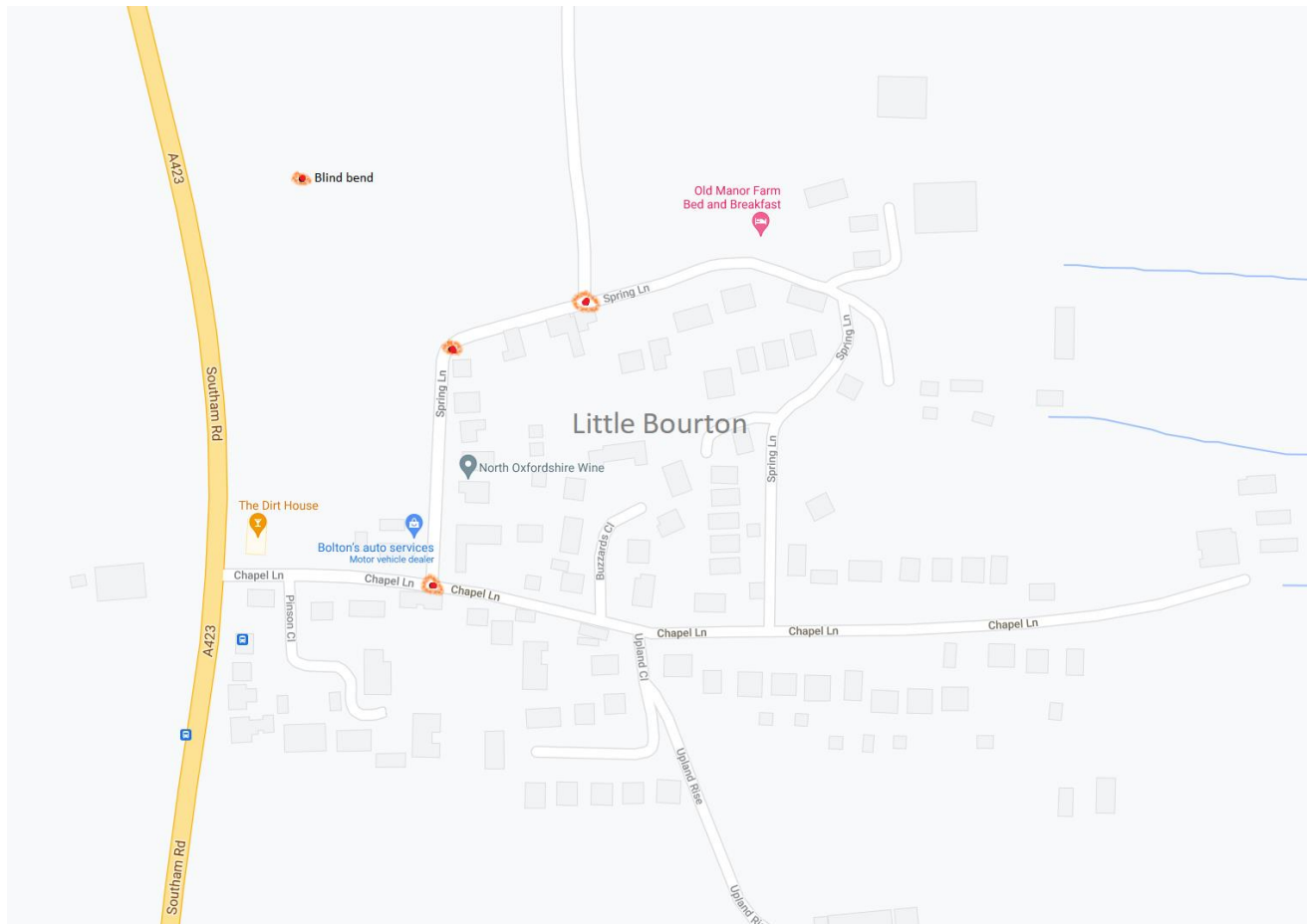
<https://www.google.com/maps/@52.1055384,-1.331302,3a,75y,12.16h,78.81t/data=!3m6!1e1!3m4!1s9aBKt4GW3ZvzzOXVDS9atw!2e0!7i13312!8i6656>



[https://www.google.com/maps/@52.1060744,-1.3306834,3a,75y,12.16h,78.81t/data=!3m6!1e1!3m4!1s0Jyl\\_xddK21nJhxbd9YMkw!2e0!7i13312!8i6656](https://www.google.com/maps/@52.1060744,-1.3306834,3a,75y,12.16h,78.81t/data=!3m6!1e1!3m4!1s0Jyl_xddK21nJhxbd9YMkw!2e0!7i13312!8i6656)

## Appendix E – Access to Foxden Way through Little Bourton

*Please note that the Traffic Assessment document did not consider impact of the proposed development on village of Little Bourton, due to incorrect assumptions about the direction incremental traffic would take when accessing the site. Majority of the journeys made from the proposed site would be taken south in direction of Banbury and Junction 11 of the M40 motorway. It is reasonable to assume that these journeys will be made via Foxden Way affecting local residents and through narrow lanes in Little Bourton.*





## Access from Foxden Way to Little Bourton



<https://www.google.com/maps/@52.0951659,-1.3337506,3a,75y,184.6h,81.27t/data=!3m6!1e1!3m4!1sPJSxhwWVD6ox4LvYWnpXfw!2e0!7i13312!8i6656>

## Blind corner on Spring Ln in Little Bourton when travelling south towards Banbury



<https://www.google.com/maps/@52.0948693,-1.3344155,3a,75y,242.39h,89.93t/data=!3m6!1e1!3m4!1sTHzcGnBgtQNxV1mVCDw4Wg!2e0!7i13312!8i6656>



Blind corner on Spring Ln in Little Bourton when travelling north from Banbury to the proposed site



<https://www.google.com/maps/@52.0946712,-1.3346746,3a,75y,10.06h,92.21t/data=!3m6!1e1!3m4!1s4XWEaBxTAcIbgwkbWK-hyw!2e0!7i13312!8i6656>