

# Comment for planning application 21/00922/OUT

<b>Application Number</b>	21/00922/OUT
<b>Location</b>	Land West Of Foxden Way Great Bourton OX17 1QY
<b>Proposal</b>	OUTLINE Planning Application for up to 9 entry-level affordable houses - all matters reserved save for access
<b>Case Officer</b>	James Kirkham
<b>Organisation Name</b>	Tamsyn & Garrath King
<b>Address</b>	Poppy House,School Lane,Great Bourton,Banbury,OX17 1QY
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>We object to the proposed planning application on the following grounds: a) There is no demonstrable need for further 'affordable' housing in The Bourtons, with new affordable housing developments already having been recently completed at Garner's Field on the northern side of the village and 3 further 'bungalows' already in the process of being built off of School Lane. There has also already been significant new housing developments over recent years in the local vicinity of the villages, between Little Bourton and Hanwell Fields. This application therefore goes against planning rules for a category B village, (which Great Bourton is, according to Cherwell's Local Plan), that only allows for development within the built up limit of the village, or outside of the existing boundary only on the basis of a demonstrable need for affordable housing. b) Another new housing development would also further significantly increase traffic on the narrow country lanes of Foxden Way, School Lane, Crow Lane, Spring Lane and Chapel Lane, which are all single track roads with blind bends and no pavements. They are also primarily used by local vulnerable road users (pedestrians, often with dogs, parents with children, disabled individuals, cyclists and horse riders), as well as large farm vehicles, so an increase in traffic volume would increase the risk to these road users. c) Accessing the development would undoubtedly lead to a significant increase in the number of vehicles using these narrow lanes, which currently has been completely underestimated, as has the number of trips required per household and the amount of parking required. As previously mentioned, there are no pavements alongside these roads and yet further development risks even more disruption, with vehicles potentially needing to be parked on these local narrow lanes, which would obviously be extremely dangerous for all road users. d) The 'Conflict Assessment' section, in the 'Highway Network Impacts' document relating to this application, also assumes that it is entirely acceptable for driveway entries to be used as informal passing points, where development traffic conflicts with existing traffic on School Lane, which it is not.</p>
<b>Received Date</b>	20/04/2021 21:55:54
<b>Attachments</b>	