

# 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 with all matters reserved save for access for up to 9 First Homes
<b>Case Officer</b>	James Kirkham
<b>Organisation Name</b>	Nick Seed
<b>Address</b>	The Barn,Crow Lane,Great Bourton
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>There are numerous reasons why this development should not be approved, but in the interests of brevity I will list just a few :- 1) It is inconsistent with the Cherwell Local Plan. Given that Great Bourton is a category B village, it has already had a disproportionate amount of new housing recently: In addition to 48 new dwellings built in the last 3 years in this village of modest size, planning permission has also been granted for at least 3 more houses. Also, the amount of affordable housing that was deemed to be required in the broader district is already being realised elsewhere, rendering this application unnecessary in order to meet that objective. 2) Such a development would be inconsistent with the sustainable development objectives of the NPPF. Section 2.28 of the Transport Technical Note suggests that the site is appropriately located for sustainable access to facilities including retail and health. A huge body of accumulated experience tells us that is simply not true: The range of goods available at the shop in Cropredy is extremely limited, so the majority of local shopping is done at stores in Banbury or further afield. While there are a small number of examples where people do that on foot or by bicycle, in reality nearly every shopping visit from Great Bourton is undertaken by car. Similarly, the overwhelming majority of visits from Great Bourton to the Cropredy Surgery are made by car rather than on foot or bicycle. Likewise, the overwhelming majority of journeys from Great Bourton to Cropredy school are made by car rather than on foot or by bicycle. The list of local facilities in 2.25 (access to which is summarised in 2.28) is selective in omitting obvious things such as cinemas, leisure centres and restaurants, which for Great Bourton residents are generally accessed in Banbury. There is very little employment which would be routinely accessed via anything other than a car. The bus services to the village are extremely limited, so don't significantly reduce the reliance on car usage. In summary, the additional journeys that would be generated by new houses in Great Bourton would overwhelmingly be non-sustainable in nature, notwithstanding theoretical green-washing claims to the contrary in the Transport Technical Note. 3) The additional vehicle traffic that this development would generate would have a material negative affect on Foxden Way. That road, a single-track green lane by nature, is very well used as a leisure amenity for many villagers who walk (often with push-chairs, children and/or dogs), jog, cycle or ride horses there. Contrary to the assumptions in the Distribution and Assignment section of the Transport Technical Note, accumulated experience clearly tells us that the usual route to Banbury (or the Motorway intersection there) from the area around the Foxden Way/Crow Lane junction is via Foxden Way. The addition of 9 dwellings on Foxden Way would increase by around one third the number of houses in Great Bourton for which the obvious route to/from Banbury was via Foxden Way. Accordingly, it is hard to understand how one could validly conclude that this development would have a negligible effect on the traffic volume on Foxden Way. Moreover, that traffic would also be passing through Spring Lane in Little Bourton which is very poorly suited to much traffic anyway by virtue of being very narrow and having tight bends. Any material increase in traffic on Foxden Way would make it less safe for the vulnerable non-car users of that road. Consequently, the summary paragraph 5.14 in the Transport Technical Note is clearly questionable. On a related point, section 4.3.3 of the Landscape &amp; Visual Technical Note is laughable: It seems to suggest that pedestrians won't be sensitive to the view while walking along Foxden Way because they will be spending all of their concentration looking out for traffic, which is clearly untrue. Any number of villagers who regularly walk along Foxden Way would be able to confirm that they certainly do have time to enjoy the views when walking there, while still keeping an adequate lookout for traffic. Finally: At the time of writing I see that of the small number of public comments in support of this application only one is from a person who actually lives in the Bourtons. The others are tagged with Type = neighbour even when the commenter lives many miles away (e.g. London or Lower Brailes),</p>

stretching the notion of neighbour well beyond its normal meaning. Separately, the applicant's response to comments of 22 April 2021 claims of the YouGov survey that "It is very clear from the survey results that the local public in the district at large supports overwhelmingly exactly this type of development." Given that the respondents were selectively chosen from the minority who are not already owner-occupiers it is invalid to claim that their opinions reflect those of the public at large. A classic mis-use of statistics. As an example, further consideration of the numbers in the response to question 3 (75%) versus the proportion of owner-occupiers in the area (~60%) makes it clear that one wouldn't get anything like the same response from the general population. One shouldn't be mis-lead into thinking that there is any material truly local support for this.

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**Attachments**