

YPC Objects to the PR9 Outline proposal documented as 21/03522/OUT

Yarnton Parish Council is disappointed that constructive comments from this Council and village residents have been largely ignored in this outline proposal and has no confidence that such comment will be incorporated in future Full planning proposals. Any prospect or objective of sustainability is countered by proposed overall development in the area.

Piecemeal application process for PR8 and PR9 fails to provide sufficient information to make appropriate overall judgement of impact on all aspects of change that will occur between the villages of Yarnton and Begbroke and their surrounding areas.

Whilst expansion of William Fletcher School is an obvious need given the development size, it would seem equally appropriate to positively include pre-school facility.

The Impact Assessment Summary (ES Chapter 19) shows clear bias toward development proposals by concluding that all risks are minimal or that those that may be significant will be mitigated by 'best practice'.

Flood Risk

Yarnton Parish Council believes that ground and surface water flows including contaminants particularly during the construction phase will significantly increase flood risk to existing village properties and businesses. We refer to Yarnton Flood Defence response document of objection listed under 'Public Comments' as 28 Spencer Avenue (PR9 - YFD Planning Objection 22.11.21).

Archaeological investigation of the site has included comment that the area is wetter than any other previously studied and that property development seemed ill advised.

Building Design

Yarnton Parish Council opposed the initial Local Plan Review and recognises the Planning Inspector decision and subsequent adoption of the amended Plan but continues to object to the building of properties immediately behind existing residential properties in Rutten lane that enjoy an open rural aspect.

The proposal is described as 'an extension to Yarnton village'. Building design proposals includes those of up to 4 storeys. No other buildings, residential or otherwise, are built to 4 storey height within Yarnton and as such, if permitted, would be out of character with the village and street scene. In addition, since formal proposals for PR8 are outside the scope of this (PR9) proposal and not yet in the public domain it remains a serious concern that if 4 storey dwellings are permitted both sides of the A44 Trunk Road there will be serious negative impact on the rural village aspect, become oppressive and diminish any sense of village continuity.

If PR9 is to represent a true community, building design should be fully inclusive for those wishing or needing to live in single level accommodation. Present designs consign all older and disabled residents to multi-story flats/apartments.

All buildings should conform to the best eco-specifications related to production, construction, living and subsequent demolition consistent with climate change policies.

Design and Access Statement Appendix C Legacy & Stewardship

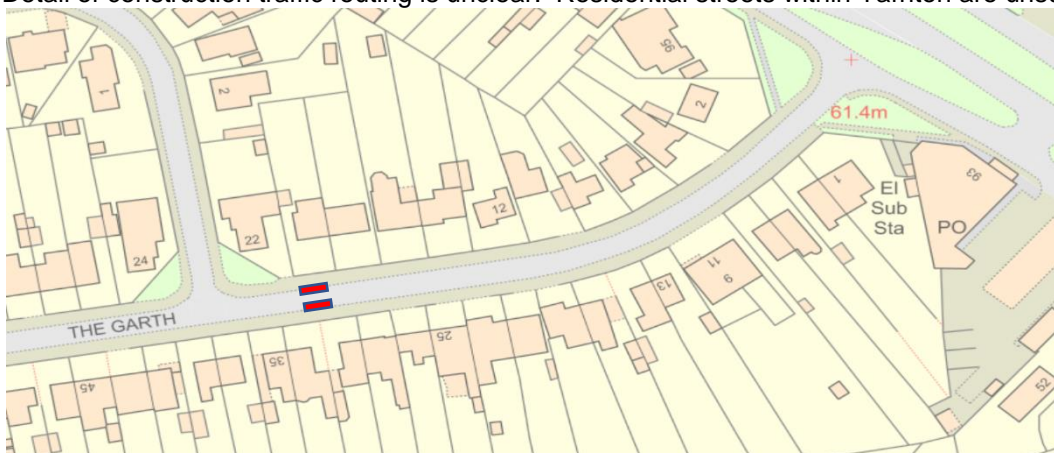
3. Stewardship. We interpret that residents of the new development will financially contribute to a Trust to support the proposed community home work hub. While Yarnton Parish Council welcomes an opportunity for local parish councils to be involved in discussion about the hub's use, it is unclear whether the financial arrangements put in place will promote a discriminatory process that will prevent integration with present village residents.

Yarnton Parish Council has already stated that it does not wish to be responsible for the maintenance of green spaces, trees, hedgerows, water courses etc.

Traffic Assessment

Detail of construction traffic routing is unclear. Residential streets within Yarnton are unsuitable for heavy goods

vehicles that will serve the development. Yarnton Parish Council believes that the only safe route onto and off the site will be via the proposed access from the A44. The proposed access from Rutten Lane is unsuitable and risks adverse HGV incidents within the village. Visibility from the proposed Rutten



Lane access is limited and inadequate for safety. SID data show more than 50% of vehicles travel in excess of 30mph at this point. Records above 60mph are recorded. Should Cherwell District Council permit use of access/egress via Rutten Lane during the construction phase it will be seriously disruptive to the atmosphere and work within the adjacent medical practice. In the event that Rutten Lane access is granted, Yarnton Parish Council advises that construction traffic approaches and leaves the site only from/to a northerly direction via the Rutten Lane/Sandy Lane/A44 roundabout. To further prevent inappropriate HGV routing, appropriate vehicle width restriction must be in place in The Garth. Positioned east of the Junction with Aysgarth Road it will allow the support of necessary HGV to properties but obstruct through-traffic with width more than 2.5m. If construction traffic uses the A44 entry then due consideration must be given to the safety of pedestrians and cyclist using the A44 path and cycle lane.

Yarnton Parish Council notes that traffic data used to evaluate impact is out of date and unrepresentative of current activity.

Eight traffic control points between the Fernhill Rd/Spring Hill Rd, Begbroke and Cassington Rd, Yarnton is evidence of a tick-box exercise to demonstrate active design intended to limit freedom of choice towards the use of motor vehicles.

Sufficient site parking for all construction and associated personnel must be provided on site as a matter of priority before other work begins. Parking within the village of Yarnton or the grass verges of the A44 (already occurring) would be quite inappropriate and not lend itself to best practice or encourage a spirit of friendliness but create complaint and safety issues.

Healthcare

Yarnton Parish Council has previously expressed concern about communication regarding PR8 and PR9 with those responsible for healthcare provision. It is obvious that the additional patient load will create inordinate pressure on existing facilities and personnel. With the proposed closure of Sandy Lane, access from Yarnton to primary care medical facilities in Kidlington will be more difficult to access. Yarnton Parish Council is alarmed to see no planned expansion of Yarnton Medical Practice.

Yarnton Parish Council is not convinced that there is sufficient evidence to support yet another elderly/extra care facility within the village.

PRoW

Whilst supportive of access afforded to green space west of proposed housing developments, Yarnton Parish Council is opposed to any proposal of re-classification to Frogwelldown Lane (footpath 420/14/20) as a bridleway or cycle route. The footpath has local historical importance. An appropriate bridleway/cycle route may easily be incorporated slightly east of the footpath and within the development area. The visual amenity of greenfield/agricultural land seen from Frogwelldown Lane and connecting routes will be seriously, adversely affected.

Sport & Play

A proposal of such extent deserves a wide range of sport and play facilities within the development area that are fully accessible to residents of the present village and its 'extension'. Playing field and MUGA facility along with first class play facilities are the least that are expected to be provided. S106/CIL funding should be accessed to facilitate this and appropriate youth provision. Yarnton's sports clubs (netball and football) are already at saturation and in urgent need of more playing space.

Utilities

It is astounding that proposals for such a significant residential development of 540 homes can proceed when Thames Water can presently support only 50 additional properties.

Road network

There is no reference to the proposed link between the A40 and Loop Farm/Pear Tree A44 route and the effect on traffic flows.