

Comment for planning application 22/00489/F

Application Number	22/00489/F
Location	Os Parcel 9078 And 9975 Adjoining Stocking Lane And North Of Rattlecombe Road Stocking Lane Shenington
Proposal	Erection of 49 dwellings (17 of which (35%) will be affordable homes) with associated garages, parking and refuse storage, private gardens and communal open space/play space, hard and soft landscaping (including SUDs feature and means of enclosure, reinstatement of hedging and ironstone walling along Rattlecombe Road)
Case Officer	Robin Forrester
Organisation	
Name	Marcus Holden
Address	The Old School, Street Through Shenington, Shenington, Banbury, OX15 6NH
Type of Comment	Objection
Type	neighbour
Comments	<p>I strongly object to this planning application which will materially alter nature of a historic Cotswold village which has neither the infrastructure nor potential capacity to support the circa 40% extra housing it proposes for Shenington. I object on the following grounds: 1) Shenington With Alkerton is a Category C village under the Cherwell District Council Local Plan 2031 where only infill and conversion is permitted 2) Various previous applications have been made for this land or similar parcels and been refused / withdrawn, and the arguments made in those instances remain valid - Highways in particular were vocal in resitance. 3) Although the site itself is not within the designated Conservation Area of the village, the access will cross the conservation area at the Rattlecomb Road site entrance, and numerous properties in the Conservation Area will have their views and outlooks materially impacted. 4) The site is visible from within the AONB on the D'Arcy Dalton Way footpath approximately 1km away to the West 5) There appears to have been no consultation with Thames Water who would I am sure confirm that the present foul sewerage system in the village is at or over capacity, with numerous issues occurring between the village and the treatment plant in Shutford. We already have Thames Water visiting Alkerton regularly due to over flow of effluent. This is already at risk of environmental damage to local rivers and wildlife 6) The claim that the site will generate just 21 new vehicle movements per hour between 8 and 9am is surely laughable given the developers propose 102 parking spaces (which itself is surely marginal) . The roads in the village already have 167 movements per hour according to a council survey in 2014, (surely now higher with all the recent move to delivery based shopping) and there are numerous pinchpoints and areas where traffic is effectively single-way only. There are only 2 routes of access into the village and neither is suitable for heavy vehicles or increased traffic flows. 7) The bus service only caters for school time journeys and thus overall I consider that the estimate that each property will generate only 4 vehicle movements per day is flawed 8) There is no foot pavement in Rattlecombe Road, and no pavement access on the development side to the school. Stocking Lane is already congested at school drop off and pick up and foot traffic entering Stocking Lane from the development will be at risk of accidents 9) Visibility splays are noted on the drawings but I do not see how one can be achieved to the NW of the site entrance where the road is already narrow and the banks will surely obscure views 10) Egress from the site will be heavily compromised by the narrowness of the road, the complication of cars emerging from or entering The Level only 25m to the SE and the fact cars are regularly parked outside houses opposite the site such as Lilac Cottage, Lynchettes and Greenacres 11) The village is already subject to regular power cuts and capacity constraints 12) Generally the village amenities are already close to capacity with long waits for doctor's appointments, the School is at near capacity. There are no shops in the village either nor a post office, necessitating vehicle journeys for even daily tasks. 13) The construction of the development will cause 18-24 months of traffic mayhem in the village as hundreds of site operatives come to work and leave and as each house will individually require perhaps 30 significant large vehicle movements to complete one can easily imagine an extra 100-200 vehicle movements at key times of the day just associated with construction. Overall there can be no justification for this development (or indeed any development) that will so drastically change for the worse this characterful Cotswold village.</p>
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Attachments	