

Comment for planning application 22/01715/OUT

Application Number	22/01715/OUT
Location	Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell
Proposal	Erection of up to 500 dwellings with associated access, open space and infrastructure
Case Officer	Linda Griffiths

Organisation Name	Elizabeth Owen
Address	10A Manor Rd,Bladon,OX20 1RT
Type of Comment	Objection
Type	neighbour

Comments

The proposed development is yet another example of infilling between communities, on greenfield land, in this area of Oxfordshire. Communities need space between them. Nature needs space. Both are being destroyed by developments such as this. No mitigation can fully compensate for the adverse effects of such developments, but the developers' response to local concerns is wholly inadequate, and their evidence shamefully misleading.

Traffic
The claimed effect of increased journeys to work is based on a 2011 journey to work census, but there has been major development in the area since then (12 years ago), of both housing, business, and a large car park at Long Hanborough station. Current traffic levels make the A4095 through Bladon a hostile environment to pedestrians and cyclists, and prevent sustainable journeys. It is dangerous to walk on the pavement alongside the A4095 through Bladon from the Primary School towards Cassington Rd, as the pavements and road are narrow and curved. Wing mirrors overlap the pavement and traffic often mounts the pavement. It is even more dangerous to attempt to cross the A4095 anywhere in Bladon, apart from the solitary pedestrian controlled crossing. The A4095 through Bladon to Lower Rd is prone to surface flooding (and has been closed recently for this reason), making the pavement unusable due to the spray/waves created by passing vehicles. The A4095 between the Bladon roundabout and Long Hanborough station is a well-known black spot for cyclists and a gap in the National Cycle Network. The only acceptable mitigation for the proposed development is improved drainage to stop the A4095 flooding, a separate cycle path between the Bladon roundabout and Long Hanborough, and extra pedestrian-controlled crossings of the A4095 in Bladon. The 3m wide footpath/cycle way between the Bladon roundabout and Woodstock is on the west (Bladon) side of the A44. There are no pedestrian priority crossings on the south side of the roundabout with access to the bus stop. The only acceptable mitigation for the proposed development is a pedestrian/cycle controlled crossing of the A44 on the south side of the Bladon roundabout (so people can cross the dual carriageway to/from the bus stop without risking death) and a pedestrian/cycle controlled crossing of the A4095 on the west side of the Bladon roundabout.

Health Services
The developers trumpet the new surgery and pharmacy they funded at Long Hanborough, but do not mention that the new surgery was required to cope with the increased population of Long Hanborough and the surrounding villages. More housing is being built in North Leigh and the developers themselves have applied to build further housing in Long Hanborough. The surgery and pharmacy in Woodstock cannot cope with the current population, and the health of the local community is suffering. The only acceptable mitigation for the proposed development is the full funding and construction of a new surgery and associated healthcare facilities in Woodstock, before any dwellings are built.

Sewage
All the local sewage treatment works have been guilty of repeated discharges of raw sewage into the rivers and cannot cope with the current population. The local MP (Robert Courts) has campaigned that there should be no 'right to connect to public sewers' for developers. The only acceptable mitigation is that the sewers and sewage treatment facilities are upgraded, ensuring no further discharges of raw sewage, before any dwellings are occupied. Such a requirement has been imposed recently by WODC.

Biodiversity

An independent survey, by technical experts with no connection to the developer, needs to be carried out to ascertain the effects to biodiversity and nature of this development. Such a survey should include the cumulative effects of all proposed developments on greenfield sites.

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Attachments