

# Comment for planning application 23/02338/OUT

<b>Application Number</b>	23/02338/OUT
<b>Location</b>	Land West Of Oxford Close And North Of Corner Farm Station Road Kirtlington
<b>Proposal</b>	Erection of 15 detached and semi-detached single and two-storey dwellings (including affordable housing) together with access, parking, amenity space and landscaping - re-submission of 22/03049/OUT
<b>Case Officer</b>	Jeanette Davey
<b>Organisation Name</b>	
<b>Name</b>	Peter Forsyth
<b>Address</b>	Southgreen House, South Green, Kirtlington, Kidlington, OX5 3HJ
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>Several similar developments of this nature have been thrown out over the last 10 years due to several key factors, listed below, as well as a poor location not to mention the lack of affordable housing provided with the dangerous access point onto the A4095. The last developer took it to the Secretary of State at the time and finally it was rejected, therefore it is totally unreasonable that this application should be proposed, once again by developers who do not know the area &amp; are in it for profit with no consideration of the welfare and situation of those who live in this village!</p> <p>Having looked at the current proposal for the application site, all that I can see is that the previous proposals for 195, 95 and 75 dwellings, now reduced to 15 dwellings has been designed in such a way as to allow further development if this application is successful. The criteria for the previous refusals have not changed with this application.</p> <ol style="list-style-type: none"><li>1. The settlement boundary line will be broken if permission is granted leaving the remainder of the site for further applications</li><li>2. The proposed entrance to the site is from the main road into the village (A4095) which is on a very tight bend at the crown of the hill, a known dangerous corner, with limited visibility due to the bend in either direction and undulations to the road plus the 50mph meets the new village 20mph signage. Local knowledge of this location should be taken into account as there have been two known serious accidents in 2009 and 2014 at this location. When approaching the site entrance from Kirtlington, traffic will need to cross oncoming traffic on a blind corner, at a location where cars are slowing down from 50 to 20 when entering the village.</li><li>3. The village is used by many commuters to avoid main road delays into Oxford (ie A34/M40) when traffic problems occur, this puts more pressure directly on that bend where access is required</li><li>4. The village is unlikely to benefit from the development for local young families requiring homes as the size of the properties suggest that the price will be well outside that for first time house purchasers.</li><li>5. Ironically, since earlier applications, Kirtlington, previously classed as a Category A village, has lost several amenities e.g. the village shop, a pub and the replacement bus service for the 250, the 24 bus, does not provide a reliable public transport service to the residents, it runs through the village with buses running 2 hourly in either direction during the day with no late evening, Sunday or bank holiday services. The developers have included Tackley station as an accessible rail link, this is not the case as the bridalway between the 2 villages is inaccessible during winter as it floods near Pigeons lock. During the dryer seasons it would not be a suitable route for anyone with mobility issues &amp; parents with buggies/pushchairs. With this in mind anyone wishing to commute by train would find themselves driving to the station, increasing traffic flow in &amp; out of the site. Considering the lack of amenities within reasonable walking distance, every household on the site would be heavily reliant on cars.</li><li>6. This is a pure greenfield site, with abundant wildlife. There is no justification in developing here, and certainly no benefit to the local community, and would mean the loss of significant habitat for the foxes, birds, badgers and muntjac deer we see in this area.</li><li>7. The village does not have its own sewage treatment works, the sewage has to be pumped away, this pump is not the most reliable &amp; frequently tankers have to be deployed to take the sewage away. Without considerable investment, I would question any additional loading on the system.</li></ol> <p>Furthermore, as stated above, the site lies outside the settlement area of Kirtlington as set out in the MidCherwell Neighbourhood Plan 2018-2031. The development as it stands does</p>

not trigger the need to provide affordable housing and instead provision of 15 2-5 bedroom houses is unaffordable to the children of most residents. It is not therefore an economic sustainable development. The proposed lack of a local bus through Kirtlington from the end of this year, will necessitate the use of cars by these new houses, which will cause a negative sustainable impact on the environment. Additionally, the layout of this development gives rise to concern that it could be part of phase 1, prompting more applications in the future for the opposite side of the access road, therefore developing the site by scope creep and avoiding the need for much needed affordable housing.

The proposed houses do not fall within the low income threshold either so do not provide any options to those already living here with required housing (ie children of those). The development is purely a money making exercise by the landowner/developer. There is no shop in Kirtlington, the schools and Doctors in the area are limited, and the traffic beyond its maximum.

All the reasons for rejecting this application have been covered in the previous applications for this site:

14/01531/OUT

14/02139/OUT

I strongly urge the Council to reject the proposal.

**Received Date**

08/09/2023 10:14:28

**Attachments**