**From:** Maureen Cox
**Sent:** 16 January 2019 11:42
**To:** Planning
**Subject:** 18/02147/OUT Stone Pits Hempton Road

I strongly object to this planning application as a resident who lives in Hempton Rd.

*2.3 As can be seen from the topographical survey/plan the site is generally level but slopes*

*slightly downwards in a southerly direction so that the lowest point lies in the south east*

Correct. However the name stone pits is a clue that there were pits on this site. My relative got the contract to pull down the remaining buildings of the Old Windmill secondary school. His contract was to dig out the footings for the present Windmill Centre

The rubble from the buildings and the tarmac drive  was, with permission of course, dumped in the field in the pits to level out the ground ( ? +/- asbestos roofs is unclear). When he heard about the proposed site , as a retired builder, he suggested that there may be a significant subsidence issue. I see no evidence that the history of this field has been evidenced by your dept..

*The applicant’s first met with the Parish Council’s Neighbourhood Plan Working Group earlier in the year. The proposal was discussed in the context of the emerging DDNP policies at that time which included part of the site within the defined settlement boundary.*

Correct. However as a member of the DDNP steering group they were invited to present their ideas and when challenged they were unable to confirm that this was phase one of a proposed larger development in the future. Therefore I do not take much heed that their outline planning application will not be significantly altered in the near future.

***a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being***

Accessible services, I disagree – this will not be possible from this site for the infirm and elderly. DDNP has stipulated that any homes designated for the elderly be build around the village centre. As a resident of Mill Close I can assure you that may take their shops shopping in the Market Place and to the Chemist and Dr’s surgery. Why? Because the Hempton road is known locally as little Siberia – pathways are slippy and when it snows residents have to walk in the road.

Health – I see they fail to inform you that our surgery, as I understand it,  is taking patients from Adderbury, Upper Heyford and failed closed surgeries in Bicester. It requires re -sighting and expanding should they get sufficient GP’s to staff and care for an expanding village.

Safe built environment/environment – Radon is a particular problem in this area of the village, has this been checked out?

**helping to improve biodiversity.**

Interesting thought given that the owners pulled down the hedges and fenced off the field before an application was submitted – I therefore am not convinced of their philosophy.

***To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.”***

The present development will do none of this. Stuck on the edge of the village – isolated from the next street is not conducive with DDNP of social interaction, social inclusion mitigating against mental health and loneliness as there are no plans of  connectivity of this estates. Unclear how the developer feels that other villages or Deddington can access support facilities surely that goes against their claim that facilities are accessible?

***3 x 4 bedroom house***

Many Parishioners do not want any more 4 bed roomed houses we are awash with them – unaffordable and unnecessary for local need.

***On the opposite (southern) side of Hempton Road the site lies directly adjacent to the access to the Windmill Community Centre and a large area of community open space including a significant number of pitches. As such it is a reasonable small scale extension to the village which fits in with the general morphology of the settlement and can easily be assimilated into the community.***

I think the developer has forgotten that 85 houses are still being built this makes 106 new builds in total hardly an insignificant addition to the village in my opinion.

***Avoiding disproportionately extending the settlement boundary: this is clearly a  subjective judgement but a site of less than one hectare in this locality and having  regard to the shape of the settlement, meets this criterion in our judgement.***

Of course they would say that but that is not my opinion especially in light of the land owners future plans for the site – this will set an unacceptable precedent.

***The site is in an accessible location and within easy walking distance of a range of local services including local stores, schools etc. It is located within close proximity to***

***bus stops, cycle links and the strategic local road network.***

This is not correct. There is just one cycle path of poor quality in the Parish linking Deddington to Hempton, approx 1 mile in length,  which is often over grown, inaccessible at time by pedestrians, bicycles and push chairs. The bus stop on Hempton Road is only used by the school bus- no buses enter the Hempton rod – this is therefore incorrect.

The road net work as stated is over whelmed with traffic as is the Hempton Road. The entrance of the proposed developed is a TVP speed enforcement area – I believe they chose to leave this fact out.

***b) address the needs of people with disabilities and reduced mobility in relation to  all modes of transport;***

Totally disagree for the above already stated reasons there is no bus service on the Hempton road.

***3.2.3 Hempton Road forms one of the 4 arms of the signalised crossroads which forms the centre of Deddington. The other 3 arms include A4260 Banbury Road, Horse Fair and A4260 High Street. The A4260 provides direct access into Banbury around 9.5km to the north of the crossroads, and to Kidlington on the outskirts of Oxford around 20km to the south.***

Correct. However B4031 2017 Count **4500.** Averaging an increase of a couple of hundred cars a year up to 2016 when it jumped from 4 000 to 45000. No figures after this period. Hempton road traffic increased  by 500 vehicles from 2016 to 2017 and we are about to explore the increase of HGV vehicles using this road.

A4260 2016. Count **10900** no figures after this date. B4031 2017 Count **3700 .**

**Traffic Hotspots.** Oxford Traffic master A Class Road Network 2016 – considers the cross road traffic lights a traffic hotspot. To increase the traffic flow from Banbury to Oxford and the reverse causes  significant hols up at the traffic light causing daily mayhem. This is outside a primary school emitting car fumes which we now know id linked to respiratory difficulties and health issues. The aim is to encourage children to walk through these traffic queues to school – perhaps not a healthy option. Many parents from Hempton road area take their children to school in their cars especially in inclement weather.

The traffic lights is a high accident injury area. Note that only serious accident injuries are recorded. Minor accidents and bump are not. The number are  far in excess than are recorded.

**Table 1** - Volumetric Summary of Hempton Road Traffic Flows (at the proposed Site Access)

5 Day Ave. 7 Day Ave. 5Day AM Peak 5Day PM Peak

Eastbound 2323 2147 250 214

Westbound 2287 2092 187 240

***Table 2 - Speed Summary of Hempton Road Traffic Flows (at the proposed Site Access)  Average 85%ile Speed Average Mean Speed  Eastbound 45.0 38.6 Westbound 45.7 39.8***

I believe that it is unacceptable to build an estate of any size in this area. Looking at the above figures – moving the present 30 mph sign will not make a difference – the present site doesn’t naive to think otherwise.

***On this basis the access road is currently operating at 25% or less of the link capacity during peak hour periods.***

I think the residents will disagree as do I

***3.6.4 In accessibility terms, it is considered that the site is adequately placed to access the rail station by cycling and private car/taxi.***

Encouraging more traffic into Hempton Road

I estimate that a 3 bed roomed house with parents and children will use their cars, for work, shopping, accessing cinema in Banbury, shopping in Milton Keynes and Oxford, activities in Banbury and Oxford, trips to school as many children in Deddington attend secondary schools outside of the Windmill School in Bloxham. Meals outside the village, activities sporting , theatre outside the village. Trips to the air port for holidays etc etc ...  Approx 6 -10 car uses a day for just one house hold. x 21 = potentially an additional 221 cars a day exiting the new development. Being kind and reducing this by 50% = 110 vehicles daily.

Finally the open space behind the interestingly less than clearly demarcated as open space should be designated as such and as DDNP therefore not be build upon.

I have attempted to look at this application but I am not a professional and unlike the developer able to manipulate sections of CDC planning rules and regulations around this application.

Colin and Maureen Cox.

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Deddington

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