**From:** Jeremy Pell   
**Sent:** 06 September 2018 21:46  
**To:** Planning  
**Subject:** Planning Application 18/01363/F : Wendlebury Village Hall Main Street Wendlebury Bicester OX25 2PS

Bodicote House,

Bodicote,

Banbury,

Oxfordshire,

OX15 4AA

Dear Mr Sackey,

RE: Planning Application 18/01363/F : Wendlebury Village Hall Main Street Wendlebury Bicester OX25 2PS

We wish to make you aware of a number of strong objections that we have with regard to the proposed improvement of community facilities to Wendlebury Village Hall Main Street Wendlebury Bicester OX25 2PS, application number referenced above. As an immediate neighbour to the site of the proposed development, we are of the view that the proposed improvements will have a serious impact on our standard of living and impact highways safety due to no additional parking being included in the improvements application. Our specific objections are as follows

**Highways safety**

The improvements adding bi-fold doors and patio to the rear of the Village Hall will become an attractive sought-after feature undoubtedly adding to the Village Halls appeal. As outlined in the planning application supporting statement the bi-fold doors and patio will benefit all users and we feel this will further increase the hiring popularity.

The village hall is already a heavily utilised resource with the majority of hiring groups being non-villagers therefore commuting from outside of the village relying on private transport. I ask that the planning and highways officers, obtain from the applicants the past 12 months bookings, identifying the total number of individual hires and which of those hires are not from the village. Then take into consideration traffic impacts these external village hires have on the village.

Due to the nature of the Village Hall access and narrowness of the carpark we have serious concerns that the proposed location and orientation of the proposed bus garage does not take into account the manoeuvring space required for a bus of this size. Access is further restricted due to the 3 glass recycling bottle banks not indicated on the proposed submitted plans 02 bus garage.

When the village hall is in use and cars parked, no space is available to safely turn the vehicle round. This therefore means the driver has to reverse the 6.4m bus through the carpark, past the play park gated entrance and onto the main road. Due to the reduced visibility when reversing a bus of this size we feel this puts at risk children entering and exiting the play park, highway safety for walkers, horse riders, cyclists and other road users.

Without a doubt, traffic and traffic safety is the major concern in the village. Wendlbury is a small rural village with no footpaths through the village and a number of points single-track and narrow we ask that the planning and highways officers investigate the overall impact to highways safety these improvements will have.

**Inadequate parking**

The construction of the disabled toilet and garage for the village minibus coupled with the bi-fold doors increasing the popularity of the Village Hall will jointly impact the already limited parking. Our concerns relate to:

      a)     The Village Hall does not provide sufficient parking space to meet the current needs, leading to intense on-street parking pressure on the main street through Wendlebury.

It is not uncommon for users to park on the roadside and verges surrounding the Village Hall. Please see the following photo evidence as examples of such intense on-street parking documented Sun 5th Mar 2017, Sun 10th Jun 2018, Sat 23rd Jun, & Sun 24th June  <https://photos.app.goo.gl/B4pqXYVLedGSydQz6>

On-street parking around the Village Hall causes disruption to residence, impacts access for farm vehicles & present a serious threat to highway safety for walkers, horse riders, cyclists and other road users.

We have serious concerns that the current size of the existing parking will not easily accommodate the increase in cars generated by the improvements without additional parking provisions being made

b)    The planning application form submitted 30th July 2018 sub section 10-Vehicle Parking, indicates a total of 20 on-site parking spaces currently available. The submitted plans 02 bus garage identifies allocated carparking bays. The governments planning parking standards indicate a car parking bay should be a minimum of 2.4 metres x 4.8 metres.

Currently 7 parking bays are marked out filling the northern edge of the car park (see image IMG\_1586 taken 6/9/18 <https://photos.app.goo.gl/B4pqXYVLedGSydQz6>).

The southern edge of the carpark has no parking bays marked out but measures approximately 17 meters up to the edge of the village hall building line. Therefore, using the government standards for parking a total of 7 parking bays can be placed in this space totalling 14 available spaces for users to park their vehicles.

3 glass recycling bottle banks located alongside the Village Hall are clearly visible in the image IMG\_1586 taken 6/9/18, so conclude that the submission of 20 available parking bays is incorrectly represented in the planning application and submitted plans.

We believe that in total the car park can accommodate a maximum of 14 vehicles, not 20

The proposed improvements and easy access required will reduce the already existing precious parking and provide only 11 vehicles with off street parking. This will lead to further disruption to residence, impacting access for farm and emergency vehicles whilst presenting a serious threat to highway safety for walkers, horse riders, cyclists and other road users

 c)     Construction of the garage for the village minibus will require easy access to be granted through the carpark across all hours of Village Hall use, as outlined in the planning application form submitted 30th July 2018 point 20-Hours of Opening.

Delivering easy access through the car park will remove the ability for users to double park that typically accommodates up to 4 additional vehicles. This will lead to an increase of users parking on the roadside impacting highway safety as previously outlined.

Constructing the garage in the desired location will additionally reduce at least 2 unassigned parking places situated to the side of the Village Hall often used.

In totality the construction of the bus garage with the requirements to provide easy access in its proposed location will reduce the often-used unassigned parking spaces for 6 additional cars, increasing the frequency of on-street and verge parking impacting access for farm and emergency vehicles whilst presenting a serious threat to highway safety for walkers, horse riders, cyclists and other road users.

      d)    The proposed extension construction housing the disabled toilet will reduce the already precious parking by at least 1 parking bay. In its duty to support disabled users and in accordance with government policy guidance (DCAN 11) small car parks should provide at least 1 parking bay reserved specifically for people with disabilities that should be a minimum of 3.3 meters wide. Therefore, it is our assumption that the Village Hall committee should address this and provide sufficient disabled parking.

Both the external extension and disabled parking bay will in real terms reduce the total parking by 3 parking places.

We feel the reconfiguration of the existing internal male and female toilet space to cater for 4 individual gender-neutral toilets with 1 being suitable for disabled users will provide more community choice whilst minimise the parking impact.

In conclusion we would request that, should the application be approved, the council consider using its powers to enforce additional parking to be constructed prior to any improvements be made to the Village Hall.

We would be grateful if the council would take our objections into consideration when deciding this application. We would welcome the opportunity to meet with a representative of the planning department at our home to illustrate our objections at first hand.

Sincerely

Jeremy Pell

Address           -

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            Wendlebury

            OX25 2PS