

Comment for planning application 19/01047/OUT

Application Number	19/01047/OUT
Location	Land North East Of Oxford Road West Of Oxford Canal And East Of Bankside Banbury
Proposal	Outline planning application for a residential development of up to 850 dwellings; green infrastructure including formal (playing fields with changing rooms, allotments) and informal open space, landscaping; and associated infrastructure including a balancing pond; on land off the A4260, with access off the existing Longford Park access off the A4260 (Oxford Road), and a new access off the A4260 (Banbury Road). All matters of detail reserved, save for access.
Case Officer	Samantha Taylor
Organisation Name	
Name	Paul-Austin Sargent
Address	91 Hobby Road,Banbury,OX15 4GH
Type of Comment	Objection
Type	neighbour
Comments	<p>At first glance this outline application as it stands appears to be reasonably sound in terms of layout and the ratio of affordable housing. I also believe that the inclusion of a new secondary school and a home for Banbury United is a welcomed development for the town. However, the flimsy transport impact assessments offered by the applicant, in my view, is a more a work of fiction than one based on fact. The developer intends to use existing residential streets, namely Hobby Road and Songthrush Road to access the site and facilitate the delivery of heavy construction materials. Anecdotally, the HGV visits to the current and past phases of Longford Park have been significantly greater than what is suggested the new site will require. The Consortium nature of this development means that three sets of buyers and at least three site managers are calling off orders of aggregates, concrete, bricks and blocks and the like on a weekly and daily basis. The large street cleaners that patrol the sites, ineffectively smearing clay onto the carriageways should also be taken into account in the number of movements created by the developers. The transport plan ranks Longford Park Streets as 'moderate sensitivity'. The lack of provision for on and off-street parking in phase 1 and 2 of Longford Park and the sinuous 'lane-like' nature of the roads, coupled with parking on both sides of the carriageway (often onto the pedestrian footpaths) means that large vehicles usually cannot navigate the roads and pedestrians (particularly those pushing child buggies and people using wheelchairs are forced to walk along the carriageway. The cross-lanes of Longford Park are used by children on bicycles and skateboards - a set of circumstances already unsustainable in terms of pedestrian and cycling safety will be made exponentially more hazardous with steady streams of vehicles supply the site with materials and labour. These roads were not designed (they were designed to be sinuous and tortuous lanes) or built for HGV traffic. The connections between Hobby Road and Songthrush Road should not be made until the development of the proposed phase is completed in 2019. Planning conditions were in place for Phase 1 and Phase 2 of Longford Park regarding the opening of the spine road between Oxford Road and Bankside before Phase 2 was occupied was not met (and having spoken on the issue with a senior regional construction manager, I believe flouted by the developers). Cherwell District Council chose to be 'pragmatic' and didn't enforce the condition - a condition approved by the CDC Planning Committee of councillors. The official rationale for the Spine road not being opened was health and safety. This should have been foreseen before assurances were given to residence and the committee of elected members that the Planning Condition would be in place and upheld. Therefore when residents read in reports that 'travel plans', agreements, planning conditions and codes of conduct will be in place, they are taken with a pinch of salt. Therefore ALL CONSTRUCTION traffic should use the new access site from the A4260 through BAN 12 and BAN4. Oxfordshire County Council are currently surveying the streets and public realm Phase 1 and 2 of Longford Park as part of the process which will lead to the eventual adoption of the estate road and footpath network. It is imperative that our local authority ensures that the roads have been set-out and constructed correctly, that drainage is effective and that none of the materials used are defective. The consortium of developers at Longford Park have limited the use of streets in phase 1 and 2 by HGV drivers primarily to ensure that damage to these streets is kept to a minimum during the adoption process. By approving access to the new site via Hobby Road and Songthrush, the newly adopted streets (never constructed for HGV use) will be subject to the ravages of HGV use. Either the adoption of these streets should cease until the new development is completed or access to</p>

the site should be from the lay-by on the south side of Banbury RFC on the Oxford Road (A4260). Finally, it should be noted that not one of the planned for and promised community facilities (the school is the exception - but has a specific primary function) have opened on Longford Park to date, some six years after construction began. The bus service has only recently started and I predict, on the basis of what has happened elsewhere in Banbury, as soon as Section 106 money has been gobbled up by the operator, will cease. There are no designated cycle routes between Longford Park and the station or town centre. Encouraging people to cycle on site used by developers is pure fantasy - many people will attest to the road conditions (badly made road surface, spilled aggregate, mud, water, broken glass and nails - not to mention HGV and the myriad of van users). This has been a rushed, submission, I can only apologise. However Cherwell District Council Planning Department decided to exclude all the people who live on the spurs of Hobby Road that link it to Songthrush Road. Our spur of Hobby Road, like the others will all be heavily impacted by this development (particularly as only one house separates ours from the proposed development site and its a failure to recognise this that makes me doubt the efficacy of Cherwell's planning policies and the agency of its officers.

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Attachments