

Planning & Development  
Cherwell District Council  
Bodicote house  
Bodicote  
Banbury  
OX15 4AA

West Bank  
Horn Hill Rd  
Adderbury  
Banbury  
OX17 3EU

21st June 2019

Dear Sirs

**Planning Application 19/00963/OUT Resubmission of application 17/02394/OUT  
Amended/Additional Plans/Information**

Resubmission of Planning Application 17/02394/OUT | Outline planning permission for up to 55 dwellings with associated landscaping, open space and vehicular access off Berry Hill Road. | OS Parcel 9100 Adjoining and East of Last House Adjoining and North of Berry Hill Road Adderbury

Further to our letter of the 2nd January and 18<sup>th</sup> March 2018 in which we made the following objections to the above application for up to 60 dwellings then amended to 53 dwellings and now further amended to 55 dwellings we reaffirm our objections which includes the additional comments on issues contained in the addendum to this letter.

- The proposed site is outside the Residential Settlement Area described in the submitted Adderbury Neighbourhood Plan.
- The site is Greenfield/agricultural land on which only buildings of an agricultural nature are permitted.
- The land is identified as Grade 2 V Good Agricultural land and a gasometer was removed some 40 years ago therefore some pollution may be expected.
- This site was rejected in the 2014 Strategic Housing Land Availability the reason being “The site is relatively remote from local services and facilities in Adderbury, and would represent an extension of housing into the open countryside in a location that enjoys attractive views, including of the church. It would be difficult to integrate houses in this location into the wider village.”
- The proposed development is not within or adjacent to the conservation area or listed buildings. There is a public footpath on the eastern side of the site 101/13
- Whilst in isolation this site does not flood the surface water run could be ameliorated with SUDS or a balancing pond the cumulative effect of a number of albeit ameliorated discharges into Sor Brook has the potential to increase flooding in Adderbury.
- The site is 1,980 metres to the village centre and 490 metres to the nearest present bus stop and whilst the applicant suggests that use will be made of public rights of way for walking and cycling to access shopping facilities and is offering section 106 contribution to maintain the local bus service and a new bus stop the reality of today’s family lifestyles will be increased car use for this outlying site...

The Transport Statement within the application is as follows *“The traffic impact of the development has been predicted using the TRICS database and has shown the impact of the proposals will be minimal and will not have a material impact on the local highway network. • Given the low increase in trips as a result of the proposals, it is evident that the additional traffic can be accommodated onto the local highway network and will not give rise to any traffic or highways issues.* “Is what it states, a predication which invariable is always optimistic from applicants. The actual visual reality is that both Berry Hill Rd and the Oxford Rd are seeing major traffic flow problems and the cumulative effect of developments further a field is a major contribution to the present problems. This development will only exacerbate the traffic issues further. Oxfordshire County council appear to have no strategy to deal with the emerging traffic problems other than blame the lack of a Traffic policy within Adderbury Parish Council Neighbourhood Plan and as a consequence does not provide the County Council with the ability to seek adequate section 106 contributions and results in no coherent policy to ensure safety for road pedestrian users. In reality no development should be considered until a coherent strategy is provided.

- The application does not comply with Policy ESD13 Local Landscape Protection and Enhancement; of the Cherwell Local Plan which still apply.
- The application does not comply with retained policy C.33 Protection of important gaps of undeveloped land.
- The site lays a few hundred metres from pre-historic remains and therefore an archaeological field evaluation will need to be undertaken ahead of any consideration of this application.

We trust that you will reject this most unsuitable development.

Yours sincerely

  
Ann and Colin Astley

Enc: - Addendum covering issues following the amended application and comments by the applicant on further work associated with the Transport Statement

## Addendum

### Traffic Statement

Para 32 of the National Planning Policy Framework sets out that all developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment.

Local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (i.e. significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility).

In determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authority should take into account the following considerations:

- the Transport Assessment and Statement policies (if any) of the Local Plan;
- the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);
- existing intensity of transport use and the availability of public transport;
- proximity to nearby environmental designations or sensitive areas;
- impact on other priorities/strategies (such as promoting walking and cycling);
- the cumulative impacts of multiple developments within a particular area; and
- whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times).

Paragraph: 013 Reference ID: 42-013-20140306

Adderbury Parish Council undertook in 2017 two traffic surveys as part of a number of surveys to inform its view on the traffic problems within Adderbury, one data logging device was located on the Banbury Rd close to the Twyford Rd junction and the other close to the Duchess Bridge on the Oxford Rd. The readings from the Oxford road can be directly compared with those put forward by the consultants for the developers.

What was revealed was that the consultant's figures were approx 20% lower for northbound traffic and approx 40% lower for southbound traffic in the AM peak periods. The peak traffic hour was approx 7AM for southbound and 8AM for northbound traffic.

Further traffic surveys were also carried out in 2018 on Berry Hill Rd itself and the data collected demonstrated serious traffic speeding issues along Berry Hill Rd where approx. 65% of vehicles are exceeding the present speed limit of 30mph. This is despite the use of Vehicle Activated Sensors (VAS). Oxfordshire County Council have access to the traffic data covering Adderbury Surveys over a number of years.

Comparison between Traffic surveys carried out in Horn Hill Rd in 2012 and 2018 suggest that there has been a multiplier increase in peak travel periods of about 150% from 2012 to 2018.

This gives rise to concern whether a more detailed traffic assessment is required BUT MUST BE independent of the developer. The results from the Adderbury Survey point to the difficulties faced by vehicles wishing to go south at the Berry Hill Junction and support the casual observers view that there is a serious problem on Berry Hill Rd before one adds in the traffic from this development. The developer appears to have been asked by Oxfordshire County Council to only take into account developments three developments which are Deddington, North of Milton Rd Adderbury and Milton Rd Bloxham. Adderbury is located at a major intersection point covering the A2460, B4100 and Berry Hill Rd allowing traffic to flow North and South and East and West. There are of course further development works at Longford Park, Bodicote and Bloxham which can only add to the traffic problems within Adderbury and which will require radical measures in the end. The recent application for an additional 850 houses at the latest phase for the Bank Side (Longford Park) whilst contained in the Adopted Cherwell Local Plan will add a further 2000 cars to the local road network

**We therefore object to this proposed development as it is adding to the cumulative build up of traffic on Berry Hill Rd, Horn Hill Rd and through the village.**

### **Heritage Statement**

The Heritage Statement failed to address the Prehistoric findings in the Nicholas King site a few hundred meters to the west of this site and it appears that Historic England are unaware of this important find because it points to an early prehistoric settlement in Adderbury. A report on the Archaeological survey of that site is due this month. An Archaeological survey should also be required for this site because of its close proximity to known Prehistoric finds in close proximity.

The Heritage statement makes the following statements

*Positive vistas into the conservation area are identified, but only from the north of the conservation area, "From the Banbury Road, towards West Adderbury where the topography of the falling field draws the eye towards the main visual feature, the spire of the Church of St Mary," and from the southeast of the area. Plan Showing Positive View and Vistas within the Conservation Area 6.1.4.*

*The Associative Attributes of the Heritage Assets There is no historic functional relationship between the heritage assets and the proposal site.*

The document attempts to lead to the conclusion that this site does not have a significant view of the listed grade I Church of St Mary because it is not denoted in the conservation assessment of Adderbury. That in part is true because this site lies outside the conservation area but the views remain and Historic England has correctly observed on this matter.

**We therefore object to this proposed development as it fails to address issues of possible Prehistoric Settlement remains and obscures the views of St Mary Church**