

[REDACTED]

Sent: 04 February 2026 17:31
To: Planning
Subject: Objection to Planning Application DC/25/2057 – Traffic Volume and Surface Water Impacts

Categories: Comments Received

Dear Planning Officer,

I am writing to formally object to Planning Application DC/25/2057 (Land North of Little Slaughterford). My objection is based primarily on the anticipated increase in traffic volume and the existing and worsened problems of excess surface water and road flooding, both of which raise serious concerns for highway safety, infrastructure capacity, and the wellbeing of the existing community.

Traffic Volume and Highway Safety

The proposed development will result in a significant increase in traffic movements onto the surrounding rural road network, which is already limited in capacity and unsuitable for accommodating high traffic volumes. Local roads are narrow, lack pavements in places, and are regularly used by pedestrians, cyclists, agricultural vehicles, and delivery traffic. Any substantial increase in vehicle numbers will materially worsen congestion and increase the risk of accidents.

Traffic conditions are already strained at peak times, and additional vehicle movements generated by the development—particularly given the village's limited public transport provision—will inevitably lead to greater car dependency. This will adversely affect highway safety, particularly near junctions, bends, and areas where roadside parking already restricts visibility and road width. The cumulative impact of construction traffic followed by permanent residential traffic has not been adequately addressed and represents an unacceptable risk.

Excess Surface Water and Road Flooding

There are existing and well-documented issues with surface water accumulating on local roads during periods of moderate to heavy rainfall. Road flooding and standing water already occur, creating hazardous driving conditions and increasing the risk of vehicles losing control or pedestrians being forced into the carriageway.

The proposed development will increase the amount of hardstanding and built coverage, which will inevitably accelerate surface water runoff. This will place additional pressure on drainage systems that are already struggling to cope, increasing the likelihood and severity of flooding on surrounding roads. Excess road water is not merely an inconvenience; it is a highway safety issue and a matter of infrastructure resilience.

The application does not provide sufficient reassurance that surface water will be effectively managed in a way that prevents increased runoff towards existing roads and properties. Without robust, proven mitigation, the development risks worsening an already problematic situation, contrary to sustainable drainage and climate resilience principles.

Conclusion

For the reasons outlined above, the proposed development would have a demonstrably harmful impact on traffic conditions and surface water management, leading to increased safety risks and infrastructure strain. These impacts conflict with sound planning principles and should be given significant weight in the determination of this application.

I respectfully request that this application be refused.

Yours faithfully,

[REDACTED]

Lower Lodge, Rye Farm Lane, Barns Green