

Marston Grange Planning Application P231763/F

Our comments are as follows:-

On the 7th July, 2021, before the application for the arena was determined, the applicants established [REDACTED] It is clear that prior to planning consent being given, the applicants intended to operate an equine business from Marston Grange, which we do not object to in principal.

With reference to planning consent P211861/F dated 19th July, 2021 a condition of which was:-

The arena and associated land edged red on the approved plans shall be used to accommodate and exercise the applicant's own horses only. It shall not at any time be used for any riding, breeding, training or other equestrian purposes as part of a business or other commercial enterprise.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Traffic:-

The northern access proposed by the applicant has poor visibility onto Marston Lane. Very recently a vehicle pulled out in front of my wife at this junction. Thankfully an accident was avoided. I also narrowly avoided a collision at the same point when a car was travelling towards me at excessive speed. The junction of Marston Lane onto the C1031 Rhyse Lane has very poor visibility with many quarry lorries, farm vehicles and speeding vehicles. The junction of Marston Lane with the A44 to the east has a fast straight stretch of road where vehicles regularly overtake, posing a danger to vehicles turning left out of Marston lane. The visibility to the west at this junction has a blind spot where the road bends just a short distance from the junction. Vehicles travelling east at speed cannot be seen for a few seconds, again posing a serious danger to any vehicle pulling out and not realising this blind spot exists. Further traffic will no doubt exit onto the A44, the vast majority passing our home due to the awkwardness of the junction with Rhyse Lane in the opposite direction.

Marston lane is carrying far more and much heavier traffic than it was originally built for as proven by the number and frequency of potholes identified by highways authority as requiring repair. The lane also floods during heavy rain and has been impassable by all but 4x4s, tractors and lorries.

The school for [REDACTED] that existed here many years ago has been given in support of this Marston Grange planning application. I knew the school and the proprietors. It was intended primarily as a boarding school so whilst having planning for 120 pupils, the actual number attending the school was nearer to a peak of around 30, mainly boarders. Given that there was much less traffic on the roads generally the impact of traffic on Marston Lane would have been minimal.

Traffic using Marston Lane includes a significant number of the enormous tractors, trailers, HGVs (despite a sign at the junction with the A44 stating 'unsuitable for HGVs'), delivery vans, cyclists and motorcyclists never mind all the private cars. There is already

a noticeable increase to the number of horse boxes/trailers since [REDACTED]
[REDACTED]

Daily I witness many vehicles travelling far faster along the lane than is reasonable or safe given the road conditions and visibility. I have made multiple complaints to local farms about the speed of tractors on blind bends (for example, right outside Marston House), using the lane as a shortcut from the A44 to Rhyse Lane and vice versa.

A significant number of vehicles use this shortcut daily. Often their speed demonstrates that they have no regard for the narrow lane and poor visibility, particularly on bends.

We have noticed an increase in traffic, both equine and wheeled [REDACTED]
[REDACTED]

Having witnessed many near collisions on Marston Lane, if there are more horses and traffic the lane could become extremely dangerous. With a continued increase in number of liveried horses and training and other activities at Marston Grange I fear for the safety of those on horseback, pedestrians and cyclists already.

In conclusion we object to this planning application for the following reasons:-

1. [REDACTED]
2. The additional traffic that will be generated on the basis of safety and that it will spoil the peace, quiet and enjoyment of what is a quiet rural area.
3. We would request that any further planning be restricted for reasons 1 and 2 above.

Mr & Mrs D. Bemand