

WEST OXFORDSHIRE DISTRICT COUNCIL
DEVELOPMENT CONTROL COMMITTEE

Date: 4 June 2019

Report of Additional Representations



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DISTRICT COUNCIL

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Application Number	18/03319/OUT
Site Address	The Driving Centre Enstone Airfield Enstone Chipping Norton Oxfordshire OX7 4DR
Date	
Officer	Phil Shaw
Officer Recommendations	Approve subject to Legal Agreement
Parish	Great Tew Parish Council
Grid Reference	440202 E 226047 N
Committee Date	4 th June 2019

Application Details:

Construction of museum building, show lane building, corporate hospitality building, energy centre/store building, workshop building. Formation of car exercise road. Construction of 28 holiday lodges. Formation of landscaped grounds. Associated site services and external works.

Applicant Details:

Mr K Hedigan
Crimea Office
New Road
Great Tew
OX7 4AH

Additional Representations

Since the production of the formal report the following representations have been received:

Peter Frampton has made objections on behalf of two **local objectors** the contents of which may be summarised as follows:-

- The noise report submitted with the application lacks sufficient detail and robustness in the base line surveys with key omissions and questions and as such the noise report does not stand scrutiny and is inadequate to demonstrate that the proposed development can be operated without giving rise to significant adverse noise effects upon existing and proposed noise sensitive receptors in the area.
- Condition 31 is considered weaker than the conditions imposed on Vision Motor sport.

Copies of the full technical report may be viewed in full on line.

In response the **applicant's agent** has tabled a rebuttal that advises: (in summary)

The site has a long planning history which have been subject to extensive noise assessment.

As a result the site is subject to conditions including track-side noise limits that apply to existing motor sport activity at the site.

These noise limits were considered as part of a judicial review into the decision by WODC to grant planning permission for the existing motorsport activities carried out on the site.

The applicants agents have been advised by Environmental Health officers that in the several years since the track-side limits have been in place, no complaints have been received from local residents regarding noise from track activity at the site.

The application will result in the closure of both the high performance car track and rally car track at the site. This will be replaced with an automotive museum with an exercise road to enable the exhibits to be exercised. In terms of noise the impact will be lower as cars, which will be well maintained by the owners, will be driven at lower speeds, than the current situation where members of the public are able to drive high-performance sports cars around a track located on the north eastern part of the airfield.

The report concluded that based on the existing track side noise limits, maximum noise levels, LAmax, would be no greater than those experienced from existing motor sport activities at the site.

Having regard to the above, the applicants would be willing to accept an additional condition reflecting the wording of condition 9 attached to planning permission 12/1720/P/S73 limiting the noise output as follows:

The level of noise emitted by vehicles on the exercise track, measured at a distance of 20 metres from the middle of the hard surface of the track hereby permitted, shall not exceed 75db LAeq5min or 83 dbLAMAX (fast) at any time.

The acoustic report questions the acoustic amenity and subsequently residential suitability of the proposed lodges within the development. I would suggest that this further demonstrates the functional and physical relationship between these and the museum. These are not dwellings, but lodges that will be purchased by individuals who share a passion for classic cars and the automotive industry. Individuals will be buying into a lifestyle, community and environment – the noise climate on site will be part of this environment.

Based on existing conditions relating to the use of the site as a performance car track, the impact of vehicles on the demonstration road has been assessed. Noise levels resulting from the redevelopment of the site will be no greater than those currently experienced and will not cause significant impact to local residents in line with the national policy aims of the NPPF.

Peter Frampton has written a further letter on behalf of **26 local residents** (including some couples) objecting on a series of grounds but as this has been sent direct to all Members it is not copied here. Similarly a letter has been received from Blencowe Associates but again it has already been sent direct to all Members so is not reported here. This is also the case for a letter from Philip Ambrose and from Neil Holiday. Copies of all of these may be viewed on line.

In addition 2 letters of objection were received following the last meeting but before the submission of amended plans and raising objections that were already reported. Since the submission of the additional information:-

Mr Ambrose has also tabled an on line objection:

- We continue to object
- Lodges are only there to provide finance
- We would love to build on agricultural land and are interested in precedent
- Transport plan is not credible
- Welcome employment but roads cannot cope
- Concerned agent used to work for WODC

Mr Eggeling has written raising the following matters:

- Concerned that supporters are mainly car enthusiasts and objectors are mainly locals
- Concerned Lodges are only there to finance the scheme
- Houses should not be approved in countryside
- Increased traffic through his village (Lower Heyford)
- 106 monies are required for Ardley, Middleton Stoney and Lower Heyford if this is approved

Enstone PC has written again as follows:

Enstone Parish Council would like the following conditions to be considered as part of any planning permission granted to build the Mullin Motor Museum at Enstone Airfield.

Exercise Track Operation

Will the museum be able to take over the operating licence for the original Vision Sport operation or will new planning permission be required? The original track will be nearly doubled in size under the current proposals.

The Parish Council proposes that the only cars permitted to use the Exercise track are those that are permanently based there or on long term loan. No visiting cars should be allowed to use the track. Consideration should be made to how many days per week / year that the track can be used. For operation of the track, suitable controls on both the volume of noise and the times and days of operation to be put in place.

External Events

The planning proposal state that up to 5 corporate events per year will be held. These should be within the museum buildings and no extra marquees to be erected.

Noise: the proposed limitation to five events per annum should be made clear so that loopholes are not left open for other events which might not be on the concourse.

Consideration should be given to the creation of earth bunds and noise absorbing plants to reduce the majority of noise created by driving vehicles on the track and the likelihood of noise being heard in Gagingwell, the nearest settlement.

Transport

The Framework travel plan statement proposes that walking and cycling to the museum are viable options for visiting the museum. Consideration should be given the using S106 money to enhance the footpath network around Enstone and building a cycle path to the museum. Using the existing B4030/B4022 for walkers and cyclists is not safe due to the speed of vehicles using these roads. The Framework travel Plan statement states the Museum wishes to reduce single occupancy vehicle trips, but in reality this is how the vast majority of visitors will access the museum and no real solutions are proposed by the developer to reduce this. There are no realistic ways to use utilise public transport from Enstone or Charbury rail station unless the Museum operator commits to run a regular minibus service which links to the arrival times of the trains and buses. A minimum number of EV charging points should be required to be located in the museum carpark to encourage visitors using non polluting vehicles when travelling to the museum.

Bridlepaths/Footpaths

The specifications of the surface, the width (including verges on either side) and the fencing/screening of the existing North:South bridlepath and the promised East to West bridlepath (connecting Green Lane and Cuckolds Holt) should be made clear so as to protect the amenity value these important thoroughfares and to provide cycle access to the museum from the east.

Visual Impact of the Museum

Visual impact on the landscape: although the building design and colour palette are reserved matters, conditions should be attached to minimise the visual impact from neighbouring areas of both the museum and the 'lodges'.

Materials being used on the buildings do not fit in well with this area and there is potential for a lot of light pollution from the large expanse of glass used in the design of the building, particularly towards Gagingwell. Will the museum lights be left on all night or just security lighting? Similarly will the carpark lighting be visible to the local settlements.

Trees being planted to screen the museum and lodges need to be replanted for the first 15 years if they die as saplings.

Existing landscape

Wild flower meadows (orchids, bluebells, cowslips) which will be underneath the proposed building - what measures will be taken to preserve or to relocate these?

In response the **agent** has verbally confirmed that the new use will supersede the extant use, that the condition controlling the concourse events applies to the whole site, that they are prepared to accept conditions regarding EV points, that the bridleway issue is addressed by OCC as Highway Authority and reminding Members that this is an outline application so matters such as extent and orientation of glazing is not fixed. The wildflower areas are covered by suggested conditions 15 and 16.

Mid Cherwell Neighbourhood Plan Forum have asked that the comments reported verbally last time be repeated ie their Neighbourhood Plan having passed its referendum, increased traffic connecting to the M40, traffic volumes from other developments in the wider area, seeking 106 monies for traffic calming, concerned it is building in the countryside with no AH and private benefits.

Suggested additional conditions

- 1 The level of noise emitted by vehicles on the exercise track, measured at a distance of 20 metres from the middle of the hard surface of the track hereby permitted, shall not exceed 75db LAeq5min or 83 dbLAMAX (fast) at any time.
REASON: To limit noise impacts.
- 2 Prior to first occupation of the museum details of the number and location of EV charging points to be provided shall be first agreed in writing by the LPA and the said EV charging points shall be provided and thereafter retained whilst the museum is operational
REASON: To encourage use of less polluting vehicles.