

ENOUGH

Isn't it enough that this development is on greenfield good quality agricultural land outside the built-up boundary of Bampton?

Isn't it enough that there is no room currently at the school for the expected numbers of schoolchildren?

Isn't it enough that the Doctors in Bampton do not want the development as they have no space?

Isn't it enough that the shops do not want 160 houses in New Road as the current lack of parking will cause people to shop elsewhere?

Isn't it enough that 4 years land supply taken with oversupply in previous years should get the economy moving?

Isn't it enough that water from the land flooded over 100 homes in 2007?

Isn't it enough that the Chair of the Flood Committee for Bampton and the four surrounding villages that flooded in 2007 expresses concern on the possible flooding of Beam Paddock if ditches off site are not improved?

Isn't it enough that the development is in clear breach of saved Policy H7?

Isn't it enough that the new houses being too far from the centre will not help the elderly the fastest growing part of the population?

Isn't it enough that both NPPF and Local Plan are against housing where cars are needed?

Isn't it enough that the A40 cannot cope with existing traffic let alone all the extra to be imposed on it by this and other schemes?

Isn't it enough that the people of Bampton are against this size of estate?

Isn't it enough that the Inspector for the last adopted Plan wrote large-scale development was unsustainable in a location like Bampton?

Isn't it enough that you the Planning Committee voted against a smaller development in Bampton?

Isn't it enough that the Planning Officer is recommending against this development – yes he wrote: It is argued that the travel patterns and car usage in the village are worse in sustainability terms and this adds weight to the unsustainability of the proposed development. Sorry he wrote this about the development at Aston Road but unaccountably failed to mention the point for a development 20% bigger.

Isn't it enough that the Prime Minister promised not to dump large estates onto villages?

We appreciate we the people of Bampton are asking you to be brave and to restore planning to the local people but the Council have shown themselves to be resolute in the past in the face of unpopular and frankly ill conceived government diktat. Please refuse this application.

MAY 2014 AND MAY

2015 WHEN ENOUGH BECOMES ENOUGH.

Trevor Milne-Day

Chair of The Society for the Protection of Bampton

Member of Save Bampton's Future

Bampton Parish Council Address to Planning Committee

Planning Application 13/1465/P/OP New Road

March 17 2014

Thank you for letting us speak again and for arranging the recent site visit. I realise by now you are well aware of the arguments for and against this development and will try not to repeat too many of them. But given the very strong feeling in the village we felt we wouldn't be representing our parishioners unless we once again set out the majority view.

We remain opposed to the New Road application. It will completely change the nature of the village, and is not sustainable. It will urbanise and erode the character of Bampton.

The NPFF only supports sustainable economic growth, yet there are no local industries and no prospect of new jobs in Bampton. New residents will have to commute and, given the very poor bus service, this will inevitably be by car.

Many current businesses also oppose the development. The butchers, Budgens, our three B&Bs and others, all worry the very limited parking will come under even more pressure, leading people to skip the village altogether. We maintain this development will bring little economic benefit to Bampton and may in fact harm it.

Local infrastructure is already under pressure. The school does not have enough places, nor does the surgery. The Planning Officer quotes an unnamed NHS official saying this will be just fine. We have spoken to the doctors themselves - they are universally opposed.

As for housing need, we can clarify that our 2012 survey was completed by local people and their families. These may not currently live in Bampton but would qualify under the WODC housing policy as having a local connection. Obviously, if you ask people from a much wider area if they would like to live in Bampton, more may say yes. But these are not likely to be people with direct connections to the community.

The ditches around the site were cleared out just before the site visit - the first time we can remember in many decades. Any attenuation measures will need to be maintained. Who will do this as The Parish Council has no resources? If they fail, the consequence will be more flooding not less.

Furthermore, in a planning brief prepared by WODC in November 1982 for what is now Calais Dene, it states that drainage towards the Aston Road was inadequate and that permission should not be given until a satisfactory scheme is approved. As far as we are aware, this was never done. It is asking a lot of residents to trust WODC to address the current flooding risks in the same area, when nothing has been done for the last 30 years.

As we explained in our previous submission, New Road has repeatedly been identified as NOT suitable for new houses continuously since 1997. Nothing has changed since then.

We are concerned the arguments which prevailed against Aston Road are not being applied to New Road. Surely, all large developments in Bampton are equally unsustainable? If the sustainability argument is dismissed, it will set a precedent for other speculative development all over the district. It will be open season in everyone's back yard, not just Bampton's.

The Parish Council is not against development. We recognise the need for new houses but feel these should be on smaller, more organic sites. These do exist in or near the village.

What the PC does oppose is large, unwanted developments like this.

We appreciate this is a very difficult and sensitive issue and puts you and in an unenviable position of having to balance various interests - not to mention possible outcomes - but as the PC we urge you to reject this proposal.

Thank you.

Appendix C

Summary of representations - Mr Stuart Nelmes

Mr Nelmes introduced himself to Members. He indicated that the development site was not within the flood plain but acknowledged that a small part of the site and the wider area had experienced surface water flows.

The developers were aware of these problems which had been exacerbated by poor maintenance of ditches in the vicinity. Accordingly, amelioration measures were proposed as part of the scheme.

The Environment Agency and the Council's Principal Engineer were satisfied with the proposed scheme and capacity downstream was sufficient to accept the projected flows.

The flood amelioration measures would reduce surface water run off rates and were to be constructed to high design standards. The scheme would intercept flows from land to the north of the site and redirect it to be gradually released from holding areas.

As part of the scheme, the developers would provide funding for on-going ditch maintenance and the replacement of the culvert running under the road.

Mr Nelmes indicated that his company had designed hundreds of schemes and the current proposals would provide a greater level of betterment than accepted standards required.

Appendix D

13/1494/P/OP - Land at Aston –Address to the Planning Committee 17th March 2014

- 1.1 We are delighted that there is a recommendation for approval for our development, primarily because it is a great scheme.

Rural Character of the Village

- 1.2 Mr Shaw will be explaining the scheme to you in detail, but briefly; to ensure that we have been able to retain the rural character and feel of the village our development has been landscape led, with spacious plots, and plenty of green spaces between dwellings.
- 1.3 We have included a substantial green buffer to the east boundary to protect the amenity of residents living in Saxel Close, and to the east, easing the transition from the development to the Village Hall and recreation ground beyond. *(These green buffer will form the infiltration basins and will untimely be adopted by the County Council.)*
- 1.4 Uniquely, our site sits on land between the Village Hall and the rest of the village; it will effectively improve the integration of the VH and the village, creating safer pedestrian routes through our site, and increasing the natural surveillance, security and safety of residents using the facilities.
- 1.4 The scale of the development is proportionate, and will have no detrimental impact upon the character of the village or the Conservation Area. We are please that you Conservation officer has confirmed that there is merit in developing a small residential development on the site.

Mix of dwellings – Affordability

- 1.5 The most significant growth being the Saxel Close development in the 1980s, since then there have been small piecemeal developments of mainly larger family homes.
- 1.6 Proportionately there are more 4 and 5 bedroom homes in Aston than smaller homes, 42% of all dwellings are 4 or 5 bedroom. Our development will increase the number of smaller affordable homes available for the villagers, making it easier for the younger generation to get on the housing ladder and remain in the village, and conversely older members of the village, who wish to move from their larger home, may not be able to find a smaller homes, to further facilitate older people, we have included 6 bungalows fronting Cote Road.
- 1.7 It is only larger developments, such as ours that can create the opportunity to increase the number of smaller affordable homes available for existing villagers. In the absence of this, smaller piecemeal development, of probably larger homes will take place, any off site affordable housing contributions will be put in the district pot, with no guarantees of benefits to Aston.

Public Opinion

- 1.8 The Public exhibition we held was well attended with over 115 villagers, the response was mostly positive, this is confirmed by the few objections received. That being said, we take very seriously, public concerns over developments that we promote.
- 1.9 A major concern is of course flooding, over the last couple of months, we have experienced unprecedented rainfall, the site has behaved exactly as predicted by flood modelling, it has not flooded. We repeated our flood infiltration tests that informed the Suds system, in November as a result of concerns by the Parish Council, these results bearing out our original conclusion. The development will prove betterment, controlling rain fall "green field run off rates and reduce the risk of flooding, particularly to properties in Bull Lane.

The village has lost its lolly pop lady; our development can facilitate a Zebra crossing to improve the safety of children crossing the road to get to School

Conclusion

- 1.10 A well designed, proportionate development in Aston such as proposed, would bring significant benefits, both in the short term, but perhaps more importantly in the longer-term sustainability of the village, assisting in ensuring the viability of services and a good housing mix, and assist in delivering much needed market and affordable housing in West Oxfordshire.
- 1.11 Could I ask you to determine the application on its merit and approve the application?

THE SHILTON PARISH COUNCIL

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10th July 2010.

Proposed Traffic Calming and Traffic Regulation Orders in and around Shilton, Carterton and the B4020.

Dear Mr Arnold,

Thank you for taking the time to come to Witney for our meeting of the 29th June.

Further to our meeting at West Oxfordshire District Council offices, I have set out the matters that were agreed. As well as you and me, the meeting was attended by Phil Shaw and Abigail Fettes of WODC Planning Department and Councillor Verena Hunt, Ward Councillor.

Background

The WODC Local Plan 2011 includes a new road to be constructed as "The Shilton Road Link" to connect the North Carterton development and the B4020 Shilton Road. This road is located within Shilton Parish boundaries and is of high importance to the Parish as it will have a considerable negative impact on the community from increased traffic and conservation implications contrary to National Planning guidelines and to the WODC Local Plan 2011.

This road is to be funded by developer's contribution and, following the application by David Wilson Homes Ltd for 200 new homes at Swinbrook Road, plans have been submitted for this new road. The WODC Lowlands Planning Committee has considered this application and outline permission for the development has been granted but the principal details of the location, design and lighting of the link road have been reserved.

The introduction of a new road from North Carterton into Shilton Parish will exacerbate the volume of traffic through the notorious "Shilton Dip Crossroads" and

also further augment the inappropriate rat-run through Shilton to the A361 and the West.

Matters agreed at the meeting of the 29th June

The Developer, David Wilson Homes Ltd, has agreed to commit £5,000 towards traffic calming for Shilton.

The location and suitable measures were discussed based on OS maps presented at the meeting and from the local knowledge of all parties present. There has been public local consultation within the Parish and local residents and local businesses are in favour of the proposals that were agreed at the meeting. Informal discussions with the local Police Community Support officers indicate that the Police are in favour of extending the existing speed limits as it will provide the additional sightlines and locations for enforcement.

On discussion and based on the OS Maps attached as Map 1 and Map 2, the following traffic measures were agreed by the attendees of the meeting and are to be enacted:

MAP1

1. Point A on Map 1

Signs “Unsuitable for Heavy Goods Vehicles” to be attached to existing 30mph signposts at Pie Corner.

2. Point Aa on Map 1

New signs “20MPH”

3. Point C on Map 1

Existing 30MPH sign to be replaced with 20MPH repeater signs.

4. Point B on Map1

New 20 MPH signs.

New signs “Unsuitable for Heavy Goods Vehicles”

5. Point Dd on Map 1

Existing 30 MPH signs to be replaced by 20MPH repeater signs

6. Point D on Map 1

Wooden Kerb posts to be added to protect corner at hairpin bend

MAP 2

7. Point E on Map 2

New 30 MPH signs

New Dragon’s Teeth road markings

New “Verge Gateways” calming devices at northern crest of “The Dip”

8. Point Ee on Map 2

Existing 40 MPH sign to be changed to 30 MPH

9. Point F on Map 2

New 30 MPH signs

New Dragon's Teeth road markings

New "Verge Gateways" calming devices at southern crest of "The Dip"

10. Point Ff on Map 2

Location of existing 40 MPH sign to be changed to 30 MPH

11. Point G on Map 2

New signs "20MPH"

New signs "Unsuitable for Heavy Goods Vehicles"

12. Point H on Map 2

Junction of proposed "Shilton Road Link" as original planning application, now reserved for later decision

13. Point I on Map 2

Preferred location for junction of Shilton Road Link

14. Point J on Map 2

Existing 30 MPH sign to be retained as repeater

The introduction of new speed limits will require a Traffic Regulation Order.

Funding, responsibility and timescale

It was agreed that, since the proposed new junction for the Shilton Road Link would entail a new speed limit regime, that the order could be restricted to one process and that process should include the entire scheme, including the Shilton Road Link and the Shilton Village measures described above.

Developer's funds are already earmarked for a new Traffic Regulation Order and for other Highways requirements and Mr Arnold agreed that, together with the additional £5,000 promised by David Wilson Homes Ltd, Oxford County Council Highways could make the necessary applications for the Traffic Order. Any excess over the £5,000 offered to Shilton for traffic calming could be included into the funds already earmarked by OCC for measures at North Carterton and the Swinbrook Road application. For the avoidance of any doubt, and provided that the developer makes the conditional payments, it is understood that there will be sufficient funds to implement these improvements.

The agreements between WODC Planning Department, OCC Highways Department and David Wilson Homes are for funds to be released after full planning permission is granted and work commences. It is recognised that this might imply that the measures are put into effect in 2012.

These matters were agreed at the meeting and could you please confirm that this letter accords with your notes and keep a copy with the file for future reference.

The Shilton Road Link

- This aspect of the planning application by David Wilson Homes Ltd is a WODC Lowlands Planning Committee reserved matter to be decided at a later date. At the meeting of the 29th the attendees confirmed the difficulties that are posed by this junction with the B4020.
- HM Inspector Mattock stipulated in his report to the Public Inquiry prior to the WODC Local Plan 2011 that the junction and its attendant features should not extend north of the line in the Local Plan (which forms the route in the proposed application).
- Planning Policy Guideline **PPG3** and WODC Local Plan Policies **BE21** and **BE5** proscribe measures such as Highways lighting that would affect the views into and out of a Conservation Area. This proposed junction is at the crest of a ridge that overlooks and forms the skyline to The Shilton Conservation Area. The Shilton Parish Council maintains that any high level lighting at this point is intolerable and that low level lighting must be employed and that the junction itself needs to be located further south closer to the existing Carterton boundary so that the junction lies in the slight hollow at that point that is 5 metres lower than the proposed location.

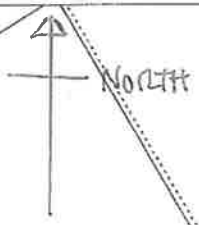
Please would you keep SPC notified of the any future changes, detail or proposals with regard to the road and its features.

I have sent a copy of this letter to all attendees of our meeting and also to Oxfordshire County Cllrs. Jim Couchman and Ian Hudspeth. I would welcome their comments and any comments that you may have on consideration of the contents above.

Yours sincerely,

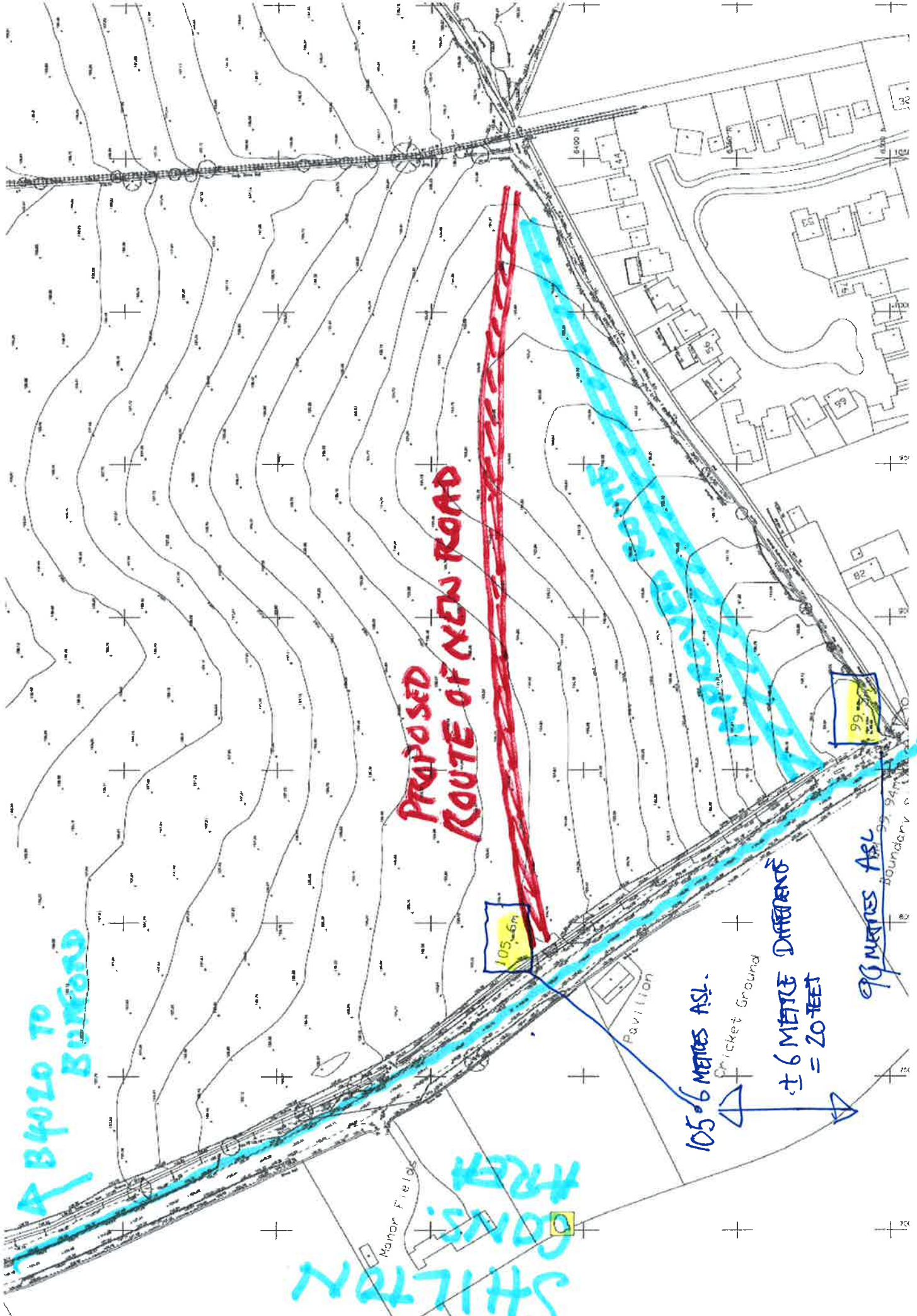
Cllr. Alexander Postan
Chairman

SALTON PARISH COUNCIL
TRAFFIC IMPROVEMENTS 2010
MAP 1



SHILTON PARISH COUNCIL
TRAFFIC IMPROVEMENTS 2010
MAP 2





B4020 TO BURFORD

PROPOSED ROUTE OF NEW ROAD

IMPROVED PATH

CARCETSON

SHILTON
MAYNOR FIELDS

105.6m

105.6 METRES ASL

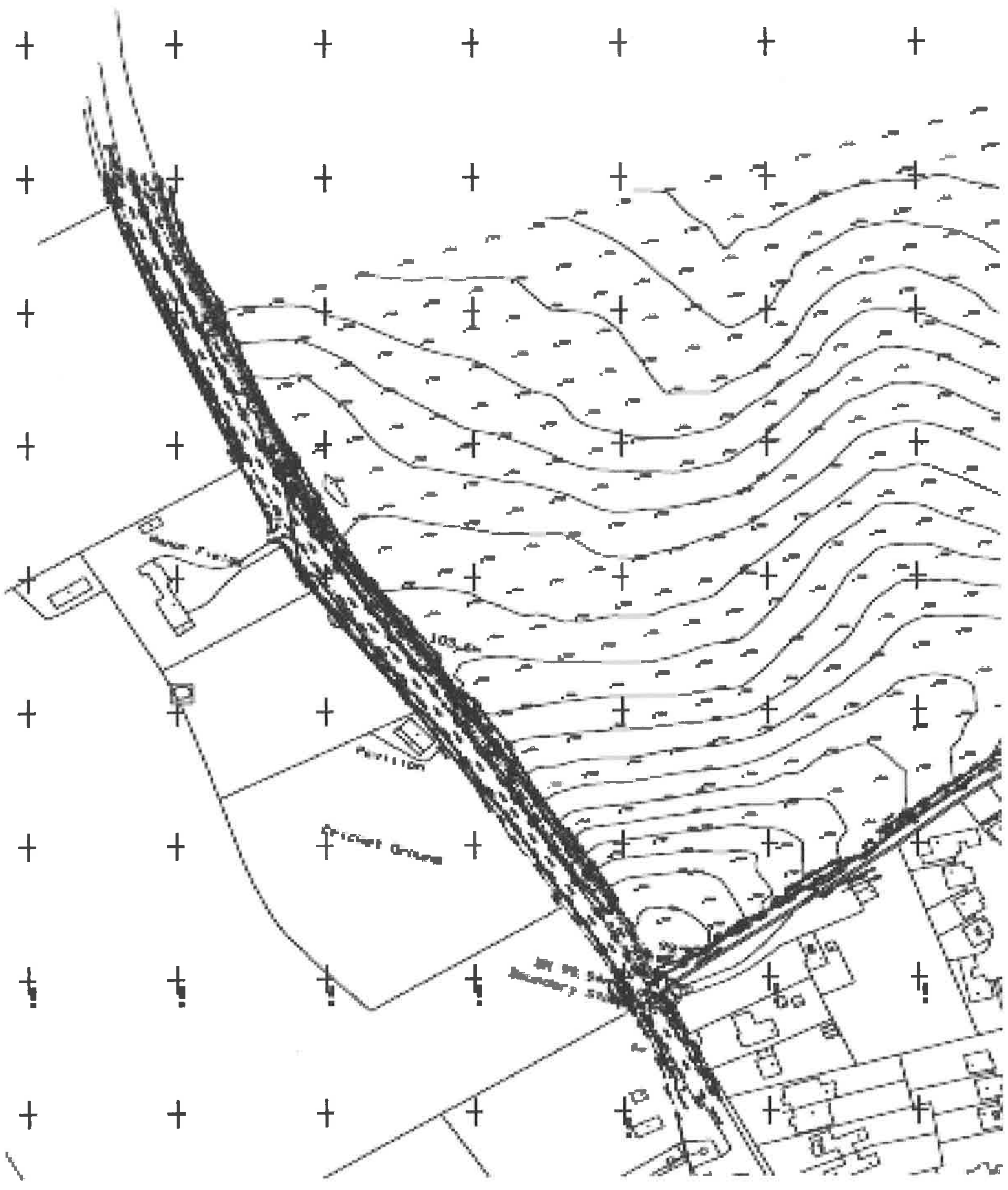
± 6 METRE DIFFERENCE
= 20 FEET

99 METRES ASL

boundary

Pavilion

Cricket Ground



14/0119/P/FP Pony Share scheme and Natural Horsemanship Centre, Witney Road, Hailey.

This application is for permission to run a rural business, being a pony share scheme and natural horsemanship centre. This will mainly be a pony share scheme using my four ponies with occasional small clinics of up to 6 visitors. I teach Parelli natural horsemanship which has a strong emphasis on helping students understand their own goals and ambitions, encouraging them to achieve by teaching them to understand how they learn, and supporting them to progress.

This would establish a new outdoor leisure facility for Witney residents young and old, as well, the ponies will be used therapeutically for the physically and learning disadvantaged. Membership will encourage access to and recreational use of the safe open space that we have created. It is quickly and easily accessible from the centre of Witney by foot or cycle.

Our aim is to provide our facility with a minimum of environmental impact and to keep its aspect pleasing for neighbours, members and ourselves. We believe that it is in keeping with the surrounding land use-Southdown goat farm immediately East and Field Farm immediately South-both having numerous large farm buildings nearby and clearly visible from the site.

In our supporting statement we have outlined our plans to enhance the natural landscape by re-establishing hedging, planting mixed trees, and organic pasture maintenance to encourage biodiversity.

Respecting Kim Smith's concerns about the visual impact of the mobile structures on site - mobile field shelters, portacabin, storage container and shed, I would ask you to consider imposing conditions such as screening/ painting them to blend in and/ or only allowing them to be moved to areas of the site where they will not impact on the landscape e.g. against the hedge or away from the skyline.

When the hedging is improved and includes evergreen varieties, such as holly and regrows to the height of the portacabin which is 2.6m—the portacabin and storage container will only be visible from the road at the gateway. I was unable to see them from the closest public areas to the North and North East, namely Foxburrow Lane and the Wychwood Project. The dark roofs of the field shelters *are* visible from there but if these are not moved above the mid line of the field in future I don't believe they can be seen and will be less visible from Witney Road as well as they will be obscured by the South hedge.

The fencing is all post with either rails or green electric tape. A 60x20m grass paddock is used for schooling and no surfacing has been applied for.

The proposed small area of hard standing is sited at the bottom of the field where it is only visible from the gateway. The planned surface was hard-core for economy but perhaps a restriction on the type/colour of surface to minimise its impact could allay concerns.

I would also ask you to consider making a site visit if you feel that would be beneficial and deferring your decision until the next meeting. Thank you very much for your time and consideration.



Goodfellows Yard, Filkins - 14/0175/P/FP: Development Control Committee Speech

I am speaking on behalf of the applicant, The Ernest Cook Trust, to urge you to support your officer's recommendation to approve this application.

Goodfellows Yard is an entirely appropriate location for the principle of a residential development, as the site is within the existing built up area of Filkins, and the existing uses of the site and buildings are not protected by local plan policies.

The detailed proposals before you today have been subject to extensive discussions with planning officers both at pre-application and during the planning applications.

Following these discussions, we consider the scheme is now acceptable when considered against saved policies in the local plan, national policy guidance and all material considerations, including:

- visual amenity, including impact on the Conservation Area;
- Highways safety;
- The amenity of neighbours;
- standard of accommodation for future occupiers; and
- Ecological impacts.

The principal buildings are of substantial construction and are fully capable of conversion to residential use. This proposal would also secure the long-term retention of three locally listed buildings and ensure their continued contribution to the character of the village conservation area by not falling into a state of disrepair.

Design matters have been the primary consideration in developing this scheme and the subject of much discussion with officers.

Alterations to the barns have been kept to the minimum necessary to provide suitable accommodation. No extensions to the buildings are proposed and there are no alterations to roof slopes visible from public viewpoints. These measures ensure the agricultural character of the buildings is maintained.

The proposals have also been designed to limit alterations to the open courtyard, with boundary treatments and new buildings positioned away from this area. Furthermore, whilst repositioning of the front boundary wall is necessary to allow safe vehicle access, the fact it is kept ensures character is not materially harmed.

The use of a small section of the field to the rear as amenity space is the result of seeking to limit alterations to the front courtyard and also to provide a suitable standard of private amenity space for

future occupiers. In any case, planting Hawthorn hedges on the boundary will ensure the character to the rear is not compromised. Agricultural access to the remaining field would not be affected.

You will also note the proposal includes suitable parking for the three units, mitigation measures for bats and birds and space for provision of bin storage.

Finally, the Trust is happy to enter a legal agreement to provide the full requested commuted sum for affordable housing and to ensure the ancillary buildings are not used as separate dwellings.

For these reasons, we consider the proposal to be an entirely acceptable sustainable development and therefore request that planning permission is granted.

Thank you