

WEST OXFORDSHIRE DISTRICT COUNCIL

LOWLANDS AREA PLANNING SUB-COMMITTEE

Date: 14th December 2015

Report of Additional Representations



**WEST OXFORDSHIRE
DISTRICT COUNCIL**

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Report of Additional Representations

Application Number	15/03165/FUL
Site Address	Northmoor Park Church Road Northmoor Oxfordshire OX29 5UH
Date	12th November 2015
Officer	Phil Shaw
Officer Recommendations	Refuse
Parish	Northmoor
Grid Reference	442092 E 202732 N
Committee Date	16th November 2015

Application Details:

Demolition of industrial units and the erection of 5 self-build live/work units and a sewage treatment plant.

Applicant Details:

Northmoor Park Ltd
Northmoor Park
Church Road
Northmoor
OX29 5UH
United Kingdom

Additional Representations

Further Agent Comments

I note that County Highways have no objection to the proposal and see that a benefit will accrue from the proposed changes.

Whilst I appreciate that the local plan inspector has not publically published his findings following the initial examination, it seems apparent that the housing numbers are more than likely to increase probably to the SHMA target, in addition a shortfall in completions and a realistic supply analysis taking account of the local plan delay would indicate a shortfall of supply in the District. In addition the Council have indicated at the examination that they intend to introduce a further clause to allow development in village such as Northmoor subject to a neighbourhood plan. I realise that Northmoor does not have a neighbourhood plan as such, but this proposal does meet the published Parish guidance on new development and has wide spread local support.

In terms of a comment made at committee regarding new build industrial units, you will note the comments from the county highway engineer about the concern regarding traffic generation and the viability report submitted makes it clear that this is not considered to be a viable option for the site. His comments add weight to our arguments that redevelopment of the site for employment is not acceptable and furthermore that there are substantial planning benefits, including the improvements to the visual appearance of the conservation area and highway safety and convenience as well as providing more work based working within the District and an opportunity for occupants to build internally to their own specification as a self-build scheme.

I sense that we may have to agree to disagree about the merits of this proposal, but in this case it is my view that notwithstanding our arguments regarding housing supply all the clauses of Policy E6 have been met, where the policy only requires one clause to be met and that permission could be granted.

The applicant, after the visit, has highlighted to me that the Parish Council has very recently been applying for grants towards refurbishments for the Village Hall, partly to support its wider use by the community and improve its sustainable credentials (e.g. solar panels, disabled access and essential repairs etc.), including it is suggested as a business hub for the high proportion of people who work from home in Northmoor (11% in the 2011 census in contrast to 6% across the District). This would clearly be compatible with the live/work units that are proposed through this application and as such would be compliant with the CIL 123 guidance. The applicant has therefore asked that members be aware that a sum of £5,000 per unit is offered to be paid towards these essential works through a unilateral agreement in favour of Northmoor Parish Council and subject to permission for the 5 live work units being granted.

I trust you will agree that this will add to the substantial planning gains proposed in terms of Policy E6.

The applicants Civil Engineer advised that requirements for safe access and exit from new developments in flood risk areas are as follows, in decreasing order of preference:

- Safe dry route for people and vehicles
- Safe dry route for people
- If a dry route for people is not possible, a route for people where the flood hazard (in terms of depth and velocity of flooding) is low and should not cause a risk to people.
- If a dry route for vehicles is not possible, a route for vehicles where the flood hazard (in terms of depth and velocity of flooding) is low to permit access for emergency vehicles. However the public should not drive vehicles in floodwater.

The depth of flood water within the access road has been assessed against the Environment Agencies flood data and established with a maximum depth of 25mm. Access is deemed safe up to flood velocities of 4.5m/s. Given that the site is on the edge of the flood envelope and 80m from a smaller watercourse, it is anticipated that flow velocities would not exceed 0.5m/s. Access to and from the site is considered safe. He also advises that the sequential test is met

County Highways have raised no objections subject to conditions