

WEST OXFORDSHIRE DISTRICT COUNCIL

LOWLANDS AREA PLANNING SUB-COMMITTEE

Date: 14th November 2016

Report of Additional Representations



**WEST OXFORDSHIRE
DISTRICT COUNCIL**

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Report of Additional Representations

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|-------------------------|--|
| Application Number | I5/03148/OUT |
| Site Address | Land West Of Thornbury Road Eynsham Oxfordshire |
| Date | 2nd November 2016 |
| Officer | Phil Shaw |
| Officer Recommendations | Approve subject to Legal Agreement |
| Parish | Eynsham Parish Council |
| Grid Reference | 442549 E 209439 N |
| Committee Date | 14th November 2016 |

Application Details:

Residential development of up to 160 dwellings (means of access only)

Applicant Details:

Sensecall/Wilmshurst/Sherbrooke
C/O Agent
United Kingdom

Additional Representations

Additional comments

As a response to developments subsequent to Eynsham Parish Council's original objection, the Parish Council adds the following:

The WODC revised Draft Local Plan refers to the application site (9.5.40t) and states a key consideration for the site is the traffic impact (9.5.40x), proposing a new western link road to serve the development (Policy EW1b). In light of this, and for the reasons previously stated, the Parish Council continues its objection to Thornbury Road as the only vehicle, cycle and pedestrian access to the proposed site.

While OCC Education has now withdrawn its objection based on revised ONS statistics, OCC still states that it does not believe the primary school can be satisfactorily expanded further. It also admits that there is still a risk that some children would not be able to secure places and would need to travel, by bus or otherwise, to other schools. It has also previously stated that those schools within a reasonable distance are also at capacity. It is unacceptable that pupils should be bussed out of the village because development has exceeded the school's ability for further expansion. The s106 claim for £242,648 by OCC is for retrospective expenditure and will not be used to mitigate the impact of the proposed development.

The Parish Council reiterates all other previous objections with full force and effect.

If the LPA approves this application Eynsham Parish Council now reserves the right to claim a s106 developer contribution in respect of this development

The agent has commented further that in light of the most recent comments from OCC they are prepared to meet the primary school requirements and any others that meet the CIL regulations. In terms of affordable housing they recognise the reasoning behind the 50% request, and are prepared to accept this

as long as there is a mechanism in the s.106 whereby the affordable housing requirement is reduced should the Local Plan Inspector determine that 50% is too high.

In light of the above your officers are recommending that the heads of terms set out at paragraph 5.36 of the report are adjusted accordingly. It is also suggested that a further condition be added requiring the reserved matters layout to be laid out such as to facilitate a road connection to the land to the west should the LPA determine that this is desirable and that the financial terms for making this connection (should it be required by the LPA) are set out and fixed in the 106 agreement.

Errata

The reference in paragraph 5.38 to “section 5.14” should refer to 5.36

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| Application Number | I6/01902/OUT |
| Site Address | Land North Of New Yatt Road North Leigh Oxfordshire |
| Date | 2nd November 2016 |
| Officer | Phil Shaw |
| Officer Recommendations | Refuse |
| Parish | North Leigh Parish Council |
| Grid Reference | 438125 E 213146 N |
| Committee Date | 14th November 2016 |

Application Details:

Residential development comprising of up to 40 dwellings together with access, open space and associated works.

Applicant Details:

Kler Group
CO Agent

Additional Representations

At the time of agenda preparation it was anticipated that Officers would be in a position to make a recommendation on the application. However there are as yet few formal responses to the consultation from the technical consultees, representations are continuing to arrive from residents and the implications of the appeal being allowed on the adjoining site needs to be given due regard. As such officers will be recommending that the application be **Deferred** until the December meeting to enable a fully updated report to be prepared.

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|-------------------------|--|
| Application Number | I6/02369/FUL |
| Site Address | Land On Stanton Harcourt Road Old Station Way Eynsham Oxfordshire |
| Date | 2nd November 2016 |
| Officer | Phil Shaw |
| Officer Recommendations | Approve subject to Legal Agreement |
| Parish | Eynsham Parish Council |
| Grid Reference | 442771 E 208819 N |
| Committee Date | 14th November 2016 |

Application Details:

Extension to existing manufacturing building, erection of two storey manufacturing and office building, two storey research and development building and two storey office building. Creation of new vehicular access onto B4449 with associated gatehouse. Provision of 316 car parking spaces, creation of wild flower meadow and diversion of public footpath.

Applicant Details:

Polar Technology Management Group Ltd
Penrose House
67 Hightown Road
Banbury
Oxon
OX19 9BE

Additional Representations

OCC Recommendation:

Objection on the grounds of underestimation of the trip generation to and from the expanded development.

Key issues:

- The trip generation figures given relate wholly to the number of employees the company thinks will work at the site on or post 2017 and not, in any way, related to the gross floor area of the site.
- The trip generation figures that the applicant has produced only appear to take into account journeys on to the site in the AM peak and away from the site at the PM peak.
- The draft Travel Plan needs improving.
- A financial contribution is required towards highway mitigation scheme.

Legal agreement required to secure:

Should the Local Planning Authority be minded to grant permission for this proposed development, the following legal agreements will be required:

An agreement is required under Section 106 of the Town and Country Planning Act 1990 to secure the following:

- A financial contribution of £1240 for monitoring fees for a workplace travel plan
- Hard surfacing on the northern side of the B4449 Stanton Harcourt Road immediately north-east of and on the north-eastern corner of the new vehicular access

Is the applicant intending to offer the new access road for adoption? If so, an agreement is required under section 38 of the Highways Act 1980 to enable the Local Highway Authority to adopt the proposed access

road that serves the development as public highway maintainable at public expense. This is subject to the access road being constructed to a standard approved in writing by the Local Highway Authority. For more information on this process please contact our Road Agreements team at: RoadAgreements@Oxfordshire.gov.uk.

An agreement will be required under Section 278 of the Highways Act 1980 to enable the applicant to construct a new vehicular access from the expanded site on to Stanton Harcourt Page 4 of 14

Road together with a footway/hardstanding area on the north-eastern corner of the new access road where it meets Stanton Harcourt Road.

Conditions:

If the Local Planning Authority was minded to grant full planning permission for this proposed development, the following conditions will need to be attached:

Access: Full Details

Prior to the commencement of the development hereby approved, detailed design of the means of access between the land and the highway shall be agreed in writing with the Local Planning Authority. The applicant must obtain prior technical approval for the access scheme with the Local highway Authority. Thereafter, and prior to first occupation of the development, construction shall only commence in accordance with the approved details.

Reason: To provide safe and adequate access to the site | the interests of road safety.

Visibility Splays

Visibility splays must be displayed a the submitted plan, and shall be provided as an integral part of the construction of the accesses and shall not be obstructed at any time by any object material or structure with a height exceeding 0.9 metres above the level of the access they are provided for.

Reason: In the interests of road safety.

Drainage

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Discharge Rates
- Discharge Volumes
- Maintenance and management of SUDS features (this may be secured by a Section 106 Agreement)
- Sizing of features – attenuation volume
- Infiltration in accordance with BRE365
- Detailed drainage layout with pipe numbers
- SUDS (list the suds features mentioned within the FRA to ensure they are carried forward into the detailed drainage strategy)
- Network drainage calculations
- Phasing
- There must be no private drainage discharging on to the public highway

Reason: To secure an adequate and sustainable means of disposing of surface water from the site and to avoid flooding.

Estate Roads

No building shall be occupied until all the roads, driveways and footpaths serving the development have been drained, constructed and surfaced in accordance with plans and specifications that have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety. Page 5 of 14

Car and Cycle Parking

No new building or extension to an existing building shall be occupied until the vehicular accesses, car and cycle parking spaces, turning areas and parking courts that serve that building or extension to that building have been constructed, laid out, surfaced, lit and drained in accordance with details that have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Tracking Analysis for HGVs

Prior to the commencement of the development hereby approved, a plan showing vehicle tracking analysis for HGVs of not less than 16m in length shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the site, HGV routing plans shall only be written in accordance with the approved tracking plan.

Workplace Travel Plan

Prior to the commencement of the development hereby approved, a travel plan, which takes into account the mixed uses which make up this planned development, will be submitted to and approved in writing by the Local Planning Authority. Thereafter, it shall be implemented and monitored in accordance with the approved details.

Reason: To provide safe and adequate access to the site in the interests of road safety.

Informatives:

Existing Highway Boundary

In order to be sure that the new proposed vehicular access displayed in the site plan submitted, the applicant will need to ascertain the exact boundary of the existing highway. To get this information, please contact our Highway Records team at: LandandRecords@Oxfordshire.gov.uk.

The County Archaeologist has provided an overview of the importance of the SAM which is reported below:

The area south west of Eynsham off the B4449 and west of Oasis Park is rich with well-preserved archaeological remains. The majority of the features survive as cropmarks. In this case they are well defined and extensive. Cropmarks are visible, often from the air as marks in some types of growing or mature crops and in pasture when conditions are suitable. They are essentially the result of differential growth in vegetation due to the presence of archaeological features and outlines of them are visible within the crop. These appear to sit on a slightly raised gravel island.

The archaeological features date from the Neolithic period through to the Anglo Saxon period suggesting that there has been almost continual occupation and activity for over four thousand years (c4000BC to 1000AD). There are significant Neolithic features including Long Barrows and a causewayed enclosure. During the Bronze Age a number of barrows (burial mounds) were erected forming a substantial barrow cemetery. A number of these are definable as rare and unusual types of barrow. During the later prehistoric and Romano British settlement developed in the form of round houses, trackways, enclosures and pits. There is evidence of further settlement in the Anglo Saxon period. Although the cropmarks do not form a contiguous spread it is likely that the small areas where there are no cropmarks visible do contain archaeological deposits although not of a scale that would be readily definable as cropmarks.

Three areas of the cropmarks are scheduled ancient monuments (SM 119). Scheduled Monuments are of national importance and have statutory protection under the 1979 Ancient Monuments and Archaeological areas Act. Some of the cropmark areas are not scheduled but the features are in most cases directly associated with the scheduled areas and are individually of monument types that Historic England considers being of national importance. Under Paragraph 139 of the NPPF (2012) features that are demonstrably of equivalent significance to scheduled monuments should be considered subject to the same policies and constraints for designated heritage assets. Any potential development will require the consent of the Secretary of State and will be subject to rigorous examination and investigation in advance of any consent being granted. It should also be borne in mind that any mitigation is likely to be expensive and time consuming. The Local Plan also requires the same.

The area south west of Eynsham is therefore considered to contain nationally important archaeological features within a well preserved historic landscape. The type of features themselves are rare but their importance increases when they are surviving together.

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| Application Number | I6/02588/OUT |
| Site Address | Land West Of Minster Lovell South Of Burford Road Minster Lovell Oxfordshire |
| Date | 2nd November 2016 |
| Officer | Phil Shaw |
| Officer Recommendations | Approve subject to Legal Agreement |
| Parish | Minster Lovell Parish Council |
| Grid Reference | 430851 E 210716 N |
| Committee Date | 14th November 2016 |

Application Details:

Residential development of up to 85 dwellings together with a new vehicular access onto Burford Road (B4047), footpath links, areas of public open space, children's play area, landscaping and land for potential burial ground (means of access only).

Applicant Details:

Mr & Mrs Martin and Jenny Kinch
C/O Strutt & Parker LLP

Additional Representations

Thames Water has advised the developer as follows:

To be able to assess this application we need the point of discharge into the public system as the flow rates and type of connection (pumped or gravity). We are aware of the hydraulic flooding risk in Brize Norton area, to ensure there is no detriment in the existing levels of service we requested the "Grampian Style". Also, a drainage study is ongoing within the catchment, as you referred in the document attach. We are in the first stage of that study: Initialise/prepare. At this stage, we are gathering information and preparing for camera surveys and installation of depth monitors (winter time). The strategy will develop throughout the 4-stage framework to define how we intend to alleviate sewer flooding or to address growth related issues in each area sustainably.

With regards to sewage treatment, there is currently sufficient capacity to accommodate this development.

OCC Archaeologist

I have revised my response to this application and recommended conditions for an evaluation and mitigation as appropriate.

It is understood that the agent has sent a letter to all members advising that the site is allocated in the emerging plan, there are no technical objections and the scheme will offer a number of benefits to the village in terms of contributions and facilities