

Appendix A

Mr Mathew indicated that he understood the pressures faced by the Council as a result of the absence of a five year housing land supply and the delay in the adjudication on the Local Plan. However, he and others had concerns with regard to the proposed access arrangements and Mr Mathew noted that the County Council believed a western relief road to be the appropriate option for an expanded Eynsham.

Mr Mathew expressed further concern over the proximity of the site to Bartholomew school, the school bus drop off and pick up points and pedestrian crossing. He indicated that existing traffic problems would be exacerbated should it prove necessary to bus children to primary schools in Cassington and Long Hanborough as traffic from this and the recently approved nursery site could only turn left at the A40 junction.

Traffic heading east and towards Oxford would travel through the village via Acre End Street and the development would generate some additional 630 vehicle movements via the Thornbury Road access.

Mr Mathew maintained that development ought not to take place until an access to the west had been provided as to do so would result in unfortunate consequences that would prove difficult to manage.

Mr Mathew acknowledged that the County Council had raised no objections on technical grounds as the proposal was compliant with Department for Transport guidelines but he still considered that it would not be unreasonable to deny planning permission pending delivery of infrastructure to the west.

In conclusion, Mr Mathew suggested that, should consent be granted, any legal agreement should include terms to protect the Pons Hugonis Bridge on Chilbridge Road

Land west of Thornbury Road, Eynsham - Committee address

Nicky Brock – Kemp & Kemp LLP

5 year Supply

The Council accept there is no 5 year housing land supply, and as such the NPPF advises that the supply of housing policies in the local plan are out of date and permission should be granted unless any adverse impacts would significantly and demonstrably outweigh the benefits, and unless specific policies in the Framework indicate development should be restricted.

There are no adverse impacts that outweigh the benefits and there are no policies that restrict the development.

This approach has been supported by Inspectors in recent appeals including the one at the garden centre.

Comprehensive Development

It might be argued by some against the development that the application site should only be developed at part of the strategic development West of Eynsham. Physically this is not necessary, it can very easily be a self contained development accessed off Thornbury Road. The Inspector in the garden centre appeal in August this year decided to attach limited weight to the SHLAA allocation for decision making purposes and concluded that (and I quote)

“he was not presented with any substantive evidence that allowing this appeal would either entirely, or significantly, prevent any such “West Eynsham” scheme from coming forward.”

The same applies equally to this application, and I cannot see any Inspector finding differently at appeal.

Pedestrian and cycle links will be provided to the west to provide links to the strategic development area.

s.106

In terms of s.106, there are a whole raft of payments that will be made to both the District and County Councils including 50% affordable housing which is much needed in the District.

There are no impediments to this site being granted permission today which will help you with your 5 year housing land supply and provide 80 affordable housing units.

The primary school contribution will go to Eynsham Primary school and children will not be bused to other schools as suggested by others.

In my view there are no grounds on which you can justifiably refuse this application today. Please support this application.

Tim Foxall – Glanville Consulting

You will have seen from the Committee Papers that following a detailed review of the technical evidence presented as part of the application documentation, Oxfordshire County Council as Local Highway Authority raised no objection to the application on transport or highway grounds and therefore the application should not be refused on such matters.

Notwithstanding, I am aware that there are concerns locally and therefore I wanted to take this opportunity to address some of the issues which I am aware have been raised as concerns:

Access

Access is proposed via Thornbury Road. Thornbury Road is already laid out to Major Access Road standards as set out in the County Councils' Residential Road Design Guide and therefore is of an appropriate width to serve the quantum of development proposed.

Visibility from Thornbury Road onto Witney Road exceeds that required by Manual for Streets and there is no established accident record at the junction.

The newly installed pedestrian crossing to the south of Thornbury Road is sufficiently far from the junction so as not to cause interference, while providing a well located crossing point for both existing and future residents.

In order to ensure that on-street parking associated with the School does not compromise access to and from the site, a series of Traffic Regulation Orders in the form of double-yellow lines are proposed along Thornbury Road and opposite the junction on Witney Road adjacent to the bus lay-by, thereby helping to ensure that two-way vehicle movements are preserved.

Highway Impact

The proposed development is anticipated to generate only a modest level of AM and PM peak vehicular movements, with traffic dissipating across the local highway network.

During pre-application discussions it was agreed with the Highway Authority that a number of local junctions should be assessed in detail in order to ensure that development generated trips did not give rise to an adverse impact.

The results of this analysis, which were based upon traffic data recorded during term time, showed that although traffic flows do increase as a result of the development, the impact was de minimus and certainly not to a level that could be regarded as 'serve' in the context of the National Planning Policy Framework.



**THE SOCIETY
FOR THE
PROTECTION OF
MINSTER LOVELL**



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The Society for the Protection of Minster Lovell does not object to suitable developments in the village; however the size, nature and location of this application is not appropriate.

Our village was originally called Charterville and was a planned CHARTIST Village dating from the late 1840's. A number of the original bungalows remain scattered throughout the settlement and are listed. However, due to a lack of available resources, the village does not have conservation status. More modern developments have been constrained within the original outlines of the CHARTIST settlement and this is strikingly clear from maps. This historic character is more apparent from a map than on the ground. To extend the boundaries of the village as proposed would be permanent and irreversible and should be avoided. They are contrary to National Policies which refer to pattern and character of an area.

The proposed population increase is out of proportion and balance to the scale of the Village. The applicant states that 85 new dwellings will increase Minster Lovell's population by an average of 200.

We believe this to be a gross underestimate. Minster Lovell's population would increase by more than 14%.

The applicant refers to the current draft local plan which states that 'Minster Lovell is a sustainable settlement close to Witney and, offering its own range of services and facilities'. This is untrue. Apart from small local shops and a post office all other services and facilities involve travelling to Witney or beyond. The scale of the proposed development would dominate rather than integrate with the existing village. It would be an urban type estate tagged on to, and beyond, the clearly defined boundary. To permit this application would set a

precedent. Whilst not ensuring other sites would definitely be allowed or refused, it does make it more likely. Further development to the south or west would have irreparable consequences to the existing linear, historic structure and character of Minster Lovell.

Because previous permission was given for relatively dense, more modern housing developments, it does not mean that this should be repeated.

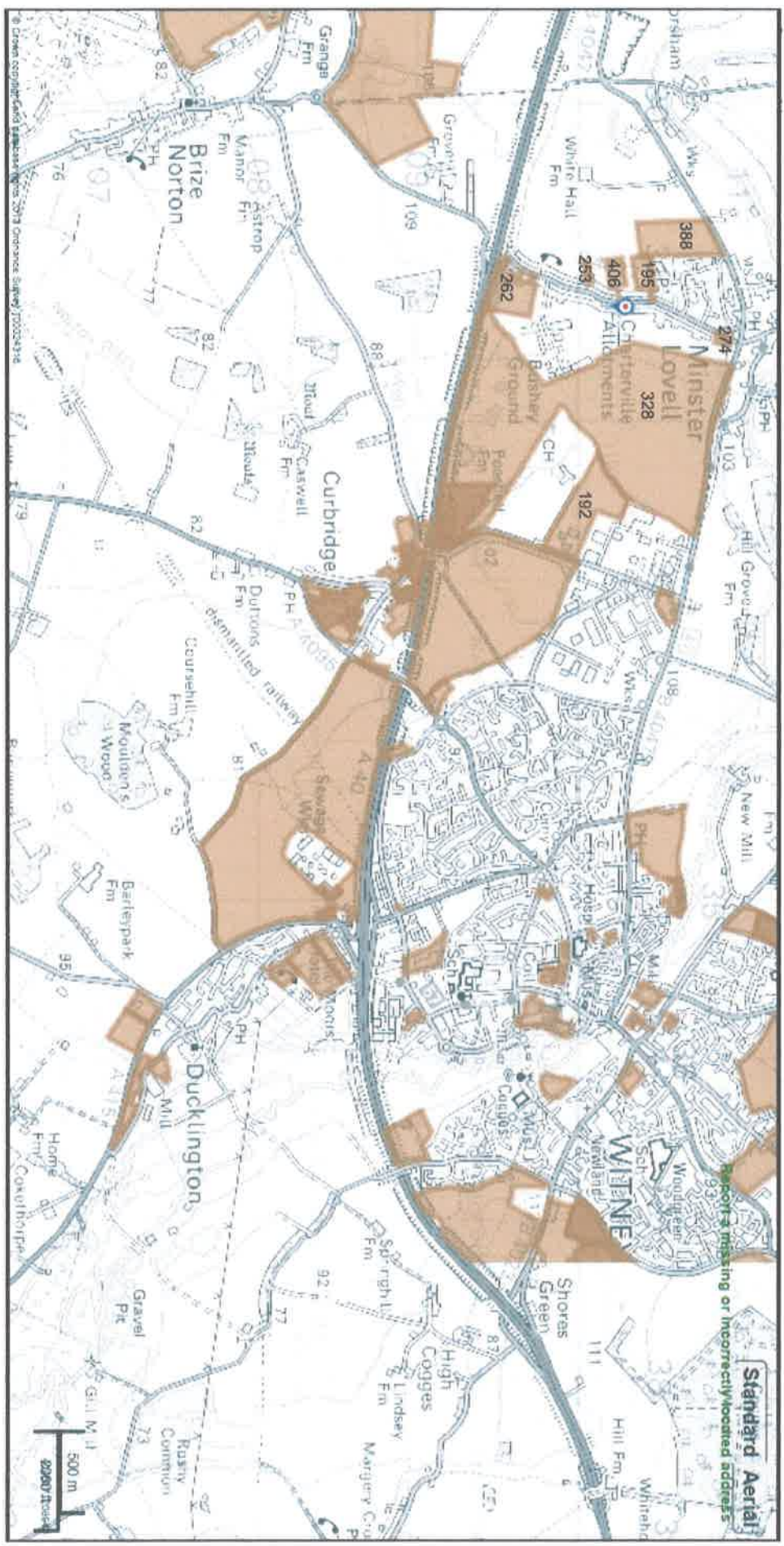
Over 160 residents have registered their objections to this application with West Oxfordshire District Council, highlighting the effect they believe such a development would have on the village infrastructure and utilities.

The disadvantages of this proposed development outweigh any advantages.

We urge the Council to refuse this application.

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West Oxfordshire District Council's Strategic Housing E& Economic Land Availability Assessment Map 2016





Google Earth



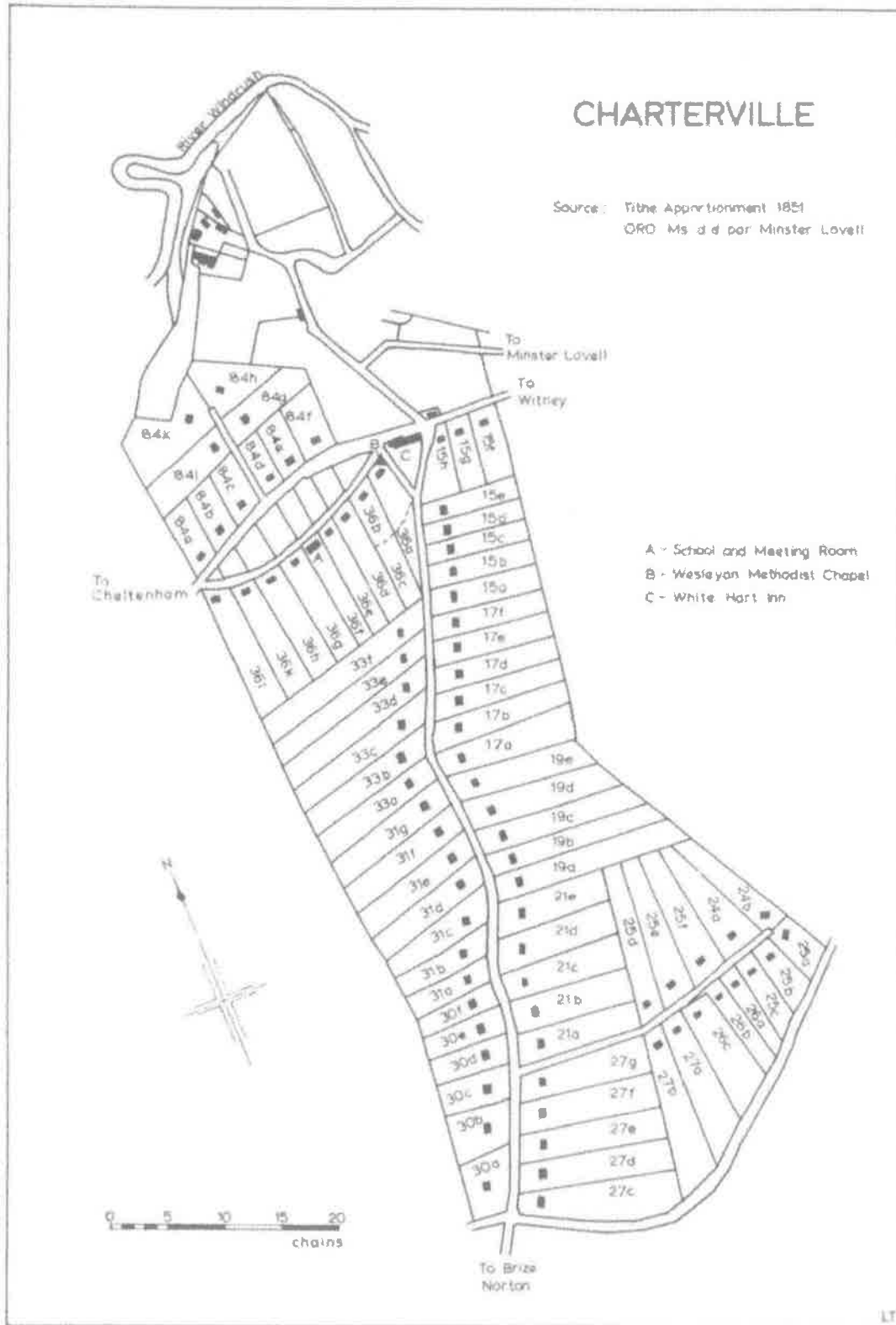


Fig. 1. Charterville in 1851. (For details of occupiers and plot size see Table 3.) The scale of 20 chains equals 1/4 mile and approximately 0.4 km.

Appendix D

Mr Stowell indicated that the application was unpopular locally, having prompted some 160 objections. He explained that he would concentrate on three specific areas of concern.

A development of 85 units represented growth of the settlement of some 15% and would generate an increase in population of between 200 and 300 persons. Expansion at this level would overwhelm the existing local facilities. Mr Stowell noted that the local primary school was already full and suggested that the County Council's calculation that the new development would give rise to an additional 15 pupils was an under- estimation.

Mr Stowell expressed concern over the additional traffic generation arising from the proposed development. He explained that parking serving the local post office and shop was already used to capacity and indicated that roads in the vicinity of the site were narrow.

The development would not provide any new amenities for the village. The proposed new football pitch was not wanted as the local football club did not wish to move from its present location. The development would be a drain on existing resources and infrastructure.

Mr Stowell contended that the site was too remote and lacked pedestrian access to the village. He indicated that the Parish Council owned the adjoining land and would not permit the creation of a pedestrian access through it. The site was a half a mile from the nearest bus stop and a mile from the Post Office and residents would not walk these distances.

There was concern that the grant of planning permission would set a precedent for the development of adjoining areas of land.

In conclusion, Mr Stowell expressed concern over traffic generation from the site, indicating that traffic would pass Wenrisc Drive, Upper Crescent and the primary school.

Lowlands Planning Committee 14 November 2016

Chair, Members, good afternoon and thank you for the opportunity to speak to you today which I do on behalf of the applicant and owner of the site.

I would like to make just three key points to highlight the merits of the scheme before you.

Firstly, the site has been identified as a proposed allocation in the Council's latest draft Local Plan. In order to help meet the increased housing requirement for the district, Members accept that a number of additional housing sites are needed. The land west of Minster Lovell is one of those identified in the Local Plan as being suitable. Minster Lovell is a sustainable settlement, close to Witney, with a good range of services and facilities. The Local Plan considers the site is a logical compliment to the existing scale and pattern of the built-up area, being situated next to the more modern part of the village. Furthermore, it states the development offers the opportunity to enhance the western edge of the settlement.

Secondly, there are no technical constraints to application. Oxfordshire County Council is satisfied with the proposal in terms of the access and highway safety. The scheme includes the relocation of the gateway feature and extension of the 40 mile an hour speed limit further west on the Burford Road. This, in combination with the new housing, should assist in reducing vehicle speeds entering the village.

The County Archaeologist and Environment Agency have no objection, and neither has Thames Water who have confirmed that there is sufficient sewage capacity to accommodate the development.

And thirdly, the proposal offers the opportunity to provide several benefits for the village. We have always highlighted my client's willingness to work with the local community and to deliver enhancements to village facilities through the development. My client is happy to meet the various requests through a S106 agreement, including those items sought by the Parish Council and Minster Lovell Playing Field Trust. These include:

- Over £60,000 to the refurbishment of the nearby Ripley Avenue Play Area;
- A new permanent football pitch for Minster Lovell Football Club, or financial contributions in lieu towards the existing club facilities;
- A contribution towards a new village hall; and
- A contribution towards replacement play equipment behind St Kenelm's Hall.

In addition, significant contributions will be made towards improving sustainable transport including £85,000 to improve the local bus service and over £190,000 towards the cost of a cycle route between Minster Lovell and Carterton.

To conclude, it is considered that the proposed development is a sustainable one and is an identified site in the Council's emerging Plan. It will help deliver much needed market and affordable housing along with a number of benefits for the local community. As such, I hope you will be minded to endorse your good officer's recommendation and vote to approve the application.

Thank you Chair.

14 Moorland Road, Notes

1. **We submit Applications every 2 weeks on average**, and if there is a query we are informed. In this instance the first I heard there was an issue was by e mail just after 4.00pm last Wednesday advising a refusal and I had until 12noon on Friday to register to speak today
2. **The plan you have in form of you is factually incorrect**. There are a number of commercial units to the western boundary at the front which are, interesting, missing from your paperwork. They are on the Planning Application
3. **Consultations** – no comments at all from Highways, Architect or the Town Council, other than noting the objection from no 10.
4. **The comments about being in flood zone 2** is odd as I was in Witney in 2007 and the floods were nowhere near here. The land rises from the public Highway and the front of the proposed build is 600mm high than the road.
5. **Planning Policy**. We all know there is no policy at the moment.
6. However, I am aware of the Planning Inspectors comments and if you wish to meet this demand, in a sustainable way, you need to significantly intensify development close to the town centre wherever possible so minimise the use of cars and dependency on public transport
7. This site is within easy walking distance to the town centre and ideal for more efficient use. Your report has said it is in a sustainable location., Actually it is in a highly sustainable location.
8. **Design**. Somewhat critical comments have been made on the design although WODC's architect had no comments. Therefore I question where these comments came from.
 - a. Comments have been made about the **Street scene**. There is no street there
 - b. Comments have been made about **a cramped site**. The internal and external space is greater than Madley Park, Jacobs Mill and Ashcombe Crescent behind the cinema– I know that because we surveyed them
 - c. **Impact on no 16**. no 16 faces slightly south east. It will have full sunshine from around 10.30am in the morning and there are no windows in the east elevation of that building facing the site
 - d. **Height**, we have deliberately kept the height down, by using a 1.75 height building and the ridge is only 800mm higher than no 16

- e. Development at the rear. There are many examples of similar development such as this on Moorland Road
- 9. I am aware of paragraph 14 of the NPPF and there is a presumption in favour of development unless there are significant impacts.
- 10. This is an ideal location for redevelopment due to its very close location to the town centre, not being in a conservation area and there is much haphazard development there already.

In conclusion I therefore consider the report in front of you has factual errors, the usual consultation process has been ignored and the information set out appears to me, to have been distorted for reasons which are unclear to me.