

Planning Application No 16/03627/OUT-2

Proposal: Development for up to 40 dwellings and a shop with associated infrastructure works. Alterations to existing and provision of new vehicular access and pedestrian accesses (amended description)

Location: Land at Butts Piece Main Road Stanton

We have occupied the house known as Butts Piece for 34 years. The four bedroomed house was built on the corner of the field proposed for development. House deeds grant right of access to the track which runs the whole length of our property and is our only access point. We exit our property onto Main Road. We already have a footpath at the front of our house which exits onto the corner and there have been some near misses when bicycles suddenly appear. Developers now wish to transform the track to the field into a footpath.

One cannot predict how many pedestrians will use the footpath but among them will be children and dog walkers who could be unpredictable in their movements. We use the track for vehicular access as do our neighbours at Lena Cottage. It can be a busy access on a bend as we have frequent visitors from family and friends to delivery men, sometimes van drivers seeking other addresses and often in a hurry. There will be certain conflict between pedestrians who will be hidden from view to vehicles turning off Main Road from the Eynsham/Witney direction. Vehicles making a right turn must decide to cross quickly to avoid conflict with both following and oncoming traffic and this without adequate view into the proposed footpath, particularly when it is unlit.

My husband spoke to you about the danger of pedestrians crossing on the dangerous bend. Thank you for responding to this and conducting a site visit. Following further discussion the developer is required to construct a section of footway leading to a crossing point at a safe distance from the bend.

We have serious reservations about the second footway which is planned to run alongside the road towards the school as in the last few weeks we have witnessed a motor cycle misjudge the bend and cross to the offside of the road and a motorist came round the bend from the direction of Eynsham to find a horse rider in front of him. He swerved to avoid a collision, resulting in an oncoming vehicle being forced to mount the grass verge where the second new footpath is proposed.

Could I remind the Committee that OCC Highways is still objecting to the development due to the lack of public transport in the village which infers an increase in vehicular activity on inadequate roads. There is heavy traffic from the Industrial Estate including artics, and on the Haul Road plus 50 more houses on the old Airfield, 15 at Northmoor and the refurbished Harcourt Arms. All of this traffic will use Main Road.

If the committee is minded to grant the application, could it not be approved without the proposed footpath between the new development and Main Road? It presents an unacceptable risk that can be avoided. It will cost money to maintain and steps to minimise problems will result in ever more risks to pedestrians. I would respectfully ask the Councillors to consider whether the benefits outweigh the risks. I would be grateful too if our concerns could be detailed in the Minutes.

Thank you for listening to me. I am sure by now you find this topic tedious as do we. When considering the proposed new development, we understand we may have to forsake our privacy, and lose the green field and wildlife we have loved but the safety and wellbeing of our family and fellow villagers raises anxiety and takes our thoughts to a whole new level when considering the possible consequences of the proposed footpath.

Yvonne Piusnet

11/9/2017

## Appendix B

Mr Mellor reminded Members that this was the third time that an application on this site had been before Members with a recommendation of approval. The principle of development had been accepted and the application had been deferred at the last meeting to enable the applicants to respond to the Parish Council regarding the footpath layout.

Discussions had taken place regarding the layout and crossing point and the applicants had agreed to provide and fund a footpath as requested by the Parish Council. In addition, the applicants had agreed to resurface the village hall car park.

No other issues had been raised previously and no objections had been received from the statutory consultees. The Highway Authority, Environment Agency, Thames Water, Historic England and the Council's Officers were all content with the proposals and Mr Mellor reminded Members that the Council lacked a demonstrable five year housing land supply. The development would provide a significant element of affordable housing in what had already been identified as a sustainable location and Mr Mellor invited Members to accept the Officer recommendation and approve the application.

**Four Winds, Bushey Ground, Minster Lovell** **Appendix C**  
**Committee Presentation**

1. My name is Paul Slater from Edgars Limited, the applicants agent. Thank you for giving me the opportunity to address you in respect of this application.
2. I hope you found the recent Committee site visit informative. I wanted to briefly address the comments made at the previous committee.
3. Firstly, I want to reiterate that the proposal is for private use as a single dwelling. The accommodation and music room proposed are ancillary and reflect the applicants accommodation requirements and personal music interests. The applicant is content that occupation of the property as a single dwelling will be controlled by condition.
4. Secondly, I understand it was questioned whether the required accommodation could be provided as a larger extension to the building rather than utilising detached outbuildings.
5. In this regard, I would note that the design has been discussed extensively with your officers, mindful that the existing cottage is Grade II listed.
6. The proposal removes previous unsympathetic extensions to front and rear of the cottage. The proposed link extension and its contemporary design allows the historic form of the original listed cottage to be more readily distinguished and appreciated – thereby preserving and enhancing it. A larger extension is more likely to dominate the form of the original cottage rather than reveal it.
7. The ancillary cabins are contained to the northern part of the plot and follow the build line of adjoining dwellings with their associated outbuildings.
8. The cabins are located in relatively close proximity to the main dwelling and form an inward facing courtyard reinforcing their

ancillary nature. The southern half of the plot will remain undeveloped.

9. Finally, with regard the access, the proposal is for a single dwelling - as existing. Due to the reorganisation of the internal space of the existing dwelling, only two additional bedrooms are proposed. It is noted that OCC Highways have not objected as the proposal is not a significant intensification of the use of the site.
10. As several of you experienced on site the access onto the plot is currently quite narrow and this will be widened slightly as part of the proposals, improving visibility and providing an additional passing place along Bushey Ground.
11. On behalf of the applicant, I hope that you can support your officer's recommendation to approve this application.

## Appendix D

Mr O' Rourke advised that his client, Bellway Homes, was a high quality, successful housebuilder which wished to build upon its existing reputation in the wider Oxfordshire area in West Oxfordshire.

He recognised that the outline application had been controversial but the principle of development had now been established. The issue now was to see how to bring the development forward in a way that mitigated the concerns initially expressed. The proposed layout conformed to both local and national planning policy and to the existing built environment as required under the NPPF. Changes had been made to the application in response to the concerns expressed and, following a review of the vernacular architecture, the house type designs were 100% bespoke for the site.

The proposed development would provide 50% affordable housing with 30 new homes for rent and 7 shared ownership units. In addition, the application would make provision for £270,000 in developer contributions. The scheme was supported by the Council's Officers and would contribute to the housing supply as the developers were keen to proceed as soon as possible.

Mr Holden indicated that, whilst the layout of pedestrian footways had been set and fixed at outline stage, the applicants had acquired the site to the south. This offered the opportunity to provide an improved arrangement through a hybrid scheme and Mr Holden asked for the Sub-Committee's support in achieving this through the technical consultation process.