

WEST OXFORDSHIRE DISTRICT COUNCIL
UPLANDS AREA PLANNING SUB-COMMITTEE

Date: 3rd November 2014

**REPORT OF THE HEAD OF PLANNING
AND STRATEGIC HOUSING**



**WEST OXFORDSHIRE
DISTRICT COUNCIL**

Purpose:

To consider applications for development details of which are set out in the following pages.

Recommendations:

To determine the applications in accordance with the recommendations of the Strategic Director. The recommendations contained in the following pages are all subject to amendments in the light of observations received between the preparation of the reports etc and the date of the meeting.

List of Background Papers

All documents, including forms, plans, consultations and representations on each application, but excluding any document, which in the opinion of the 'proper officer' discloses exempt information as defined in Section 1001 of the Local Government Act 1972.

Please note that observations received after the reports in this schedule were prepared will be summarised in a document which will be published late on the last working day before the meeting and available at the meeting or from www.westoxon.gov.uk/meetings

Agenda Index

Please note that if you are viewing this document electronically, the agenda items below have been set up as links to the relevant application for your convenience.

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14/1102/P/OP Land East of Church Road, Long Hanborough	
Date	13/08/2014
Officer	Phil Shaw
Officer Recommendation	Defer
Parish	Long Hanborough
Grid Ref:	

APPLICATION DETAILS

Erection of up to 68 dwellings, public open space and ancillary enabling works together with access from Church Road.

APPLICANT

Corpus Christi College, c/o Agent

BACKGROUND INFORMATION

This application is seeking outline planning permission for the erection of up to 68 dwellings, up to 34 of which are to be affordable dwellings, with access from Church Road. The illustrative plans include open space and associated works. The application site has been promoted by the applicant as part of the Local Plan process and is identified in the SHLAA as potentially being able to accommodate development of the general nature now proposed.

1 PLANNING HISTORY

There is no relevant planning history for this site as it is previously undeveloped and has been used historically for agricultural purposes only.

2 CONSULTATIONS

2.1 Long Hanborough Parish Council

“Hanborough Parish Council (HPC) objects to Savills’ planning application on behalf of landowner Corpus Christi College, because the proposed development would not be sustainable in our parish. Our reasons for objecting are threefold:

- 1) Traffic generated by a development of this scale, added to existing traffic congestion in the parish, would have a severely detrimental impact and would degrade our environment, our economy and our social fabric;*
- 2) A development of this scale would overwhelm public sector and voluntary support services for residents, damaging the community’s health/social fabric;*
- 3) Hanborough Manor Primary School could not accommodate the 17 additional primary school pupils that would be expected* from a development of this scale, without sacrificing scant outdoor play space and thereby jeopardising children’s health, fitness and socialisation.*

*None of these threats to Hanborough’s sustainability could readily be mitigated, except by a substantial reduction in the scale of development proposed. Traffic projections are already dire and neither the GP Surgery nor the School has room to expand their premises for extra people from “up to 68 residential units”.***

HPC has specific comments it wishes to make regarding points in two of Savills’ planning application documents. Numbering corresponds to that of the document paragraphs.

Comment on the Transport Report

We note the contrast between policy aspiration and recognition of the reality in Hanborough: 2.8 “OCC will seek to ensure that developers promote sustainable travel for all journeys associated with new development, especially those to work and education;” versus 7.11 and 7.12 “Our assessment of the Main Road/Church Road/Co-op Access mini-roundabout junction demonstrates that the Main Road West approach arm operates over capacity over the recommended upper limit for all scenarios during the AM peak hour The PM peak period operates slightly worse In 2021, all approach arms (except the Co-op access) operate over capacity in both the ‘with’ and ‘without’ development scenarios. In the worst case, during the 2021 PM peak hour, the Main Road East approach is predicted to operate with a delay of up to 5.5 minute without development traffic. The additional development traffic is predicted to add 45 seconds to the length of this delay in 2021.”

HPC disagrees with the view that 45 seconds of extra fumes, noise and dust is “negligible” when multiplied by the one and a half thousand vehicles affected each hour. Even the 1.7% of extra traffic admitted in paragraph 7.14 (which HPC believes to be an underestimate***) could prove to be the last straw that breaks the camel’s back, reducing painfully slow traffic flow to prolonged period of standstill or worse. Further congestion at the junction of Church Road and the A4095 is likely to lead to the use of Churchill Way (a residential estate road with several blind bends) as a rat run. The increased danger posed to those travelling along or crossing this road would be exacerbated by the significant on-road parking by patients attending the GP Surgery from eight o’clock each morning.****

The impact of development-generated traffic ought not to be isolated as a mere fraction of the problem, as Savills do in their attempt to deny that it would have ‘severe’ consequences when assessed against the National Planning Policy Framework (NPPF), because its addition would have the potential to tip Hanborough’s transport into chaos.

Comment on the Planning and Consultation Statement

At paragraph 8.14 of this document, the question is asked: “Is the Site in a Sustainable Location?” HPC’s answer must be: “Not where up to 68 new dwellings are concerned.” There are constraints upon development in Hanborough that cannot be removed by means of the usual contributions (under Section 106 or another binding agreement) towards highways/transport, education and public realm/open space/recreation projects. Money cannot reduce traffic volume; it cannot create space for another doctor’s consulting room without loss of already inadequate patient parking; and it cannot create space for another classroom without loss of precious outdoor play space.

Oxfordshire’s officer with responsibility for Pupil Place Planning forecasts that 30 local children will be admitted to the reception class in Hanborough’s primary school in 2016-17, 2017-18 and 2018-19 and the school as a whole will be operating at full capacity. Legislation forbids class sizes about 30 in the younger age groups. The school is organised in classes corresponding to National Curriculum year groups. The disruption, dismay and deprivation that would be caused by 17 extra arrivals from a new housing development are too daunting to contemplate.

HPC finds it revealing that this planning application is weak when it comes to extolling the merits of the proposed development for Hanborough or for West Oxfordshire, but strong in its reliance upon the District Council not having been able to identify the 5 year supply of housing land required by our national government. We trust that even if this planning application is considered in the context of a presumption in favour of allegedly sustainable development, ***** it will be denied because the adverse impacts referred to above would significantly and demonstrably outweigh the benefits when assessed against government (and local) policies (ref. NPPF paragraph 14).

* Figure derived from OCC’s standard assumption of 25 infant/junior pupils per 100 households.

*** Hanborough's GP Surgery has several doctors, whose time amounts to the equivalent of 3.5 full-time practitioners, sharing 3 consulting rooms and serving 5,485 patients. They are highly efficient (93%) in using the working space available. Theoretically, if 100% efficiency were possible, another 0.25 of a full time doctor could be based in the surgery and the team could see 7% more patients. Realistically though, as one of the practice partners has stated publicly, an increase of 170 extra patients (the number expected to live in the 68 houses proposed) would be extremely difficult to accommodate.*

**** The 7 day traffic survey began in a week when there was a bank holiday and so it is likely that people will have used the opportunity to take a week's holiday, thus reducing numbers on the road. In normal working weeks, traffic volumes are greater, particularly during inclement weather.*

***** Traffic is also liable to try to escape along the road through Church Hanborough, where there is a weight restriction and a narrow pinch point just north of the Hand and Shears public house.*

****** The applicant asserts that "this residential development will provide an opportunity to create, support and enhance local facilities and service provision," but HPC did not find evidence to support that assertion. The effects on our parish economy, environment and social fabric would be more negative than positive and we therefore consider the applicant's proposals to be unsustainable.*

In addition they set out that should consent be granted they would require funding towards a land swap to allow the school to expand, creation of a new leisure area and facilities, monies towards voluntary services in the village, monies to the surgery and school, traffic calming, tree planting, highway improvements etc"

2.3 WODC: Environmental Health

"No objections or conditions required from an Environmental Protection point."

2.4 WODC: Leisure Services

"Contributions should be made to off-site sport/recreation facilities and casual and equipped children's play spaces should be provided and maintained or funded at a cost of £131,083."

2.5 OCC Highways

"No objection subject to a travel plan and developer contributions of £1000 per dwelling towards public transport plus monitoring costs and conditions regarding the access, traffic calming, travel plans and drainage."

2.6 OCC Education

"No objection subject to contributions towards expansion of permanent primary school capacity in the area (£194,346), secondary school capacity ((£217,812), and Special Education Needs (£9,923) provision in the area.

The Primary School could grow to 1.5fe if adjacent land were acquired and planning is underway for expansion of Bartholomew School. OCC would like to investigate a land swap to enable the school to expand."

2.7 OCC Property

"Mitigation of the impact on existing community infrastructure may be required and OCC may require contributions towards library, strategic waste and recycling facilities, museum resources, social and health

care (adult day care) and adult learning based on the final housing mix. A condition should require provision of fire hydrants.”

2.8 OCC Archaeology

“Initial objection as the site lay to the west of two kilns of Romano British period amongst the earliest such kilns found in Britain and as such of a regional/national interest. Subsequently a further survey has been undertaken that reveals no archaeology on site such that OCC now have no objection subject to a condition requiring a programme of evaluation and mitigation in accordance with an approved scheme.”

2.9 WODC Drainage

“No objection subject to a condition requiring SUDs drainage.”

2.10 Environment Agency

“No objections subject to standard criteria.”

2.11 Thames Valley Police

“Request 11,350 towards IT, Bicycles and ANPR cameras.”

2.12 Thames Water

“Request a Grampian condition to require the developer to produce a drainage strategy and to implement the works before any dwellings are occupied.”

2.13 WODC Arts

“A public Art statement is required to deliver public art at the Reserved Matters stage.”

3 **REPRESENTATIONS**

The following is a summary of the principal matters raised in response to the application proposals. It is not practical to provide details of all of the representations, some of which include detailed technical submissions. However, all representations have been considered in full and are available for inspection.

Objections have been received in some 100 representations on the following grounds:

Policy

- The development would conflict with Policies BE1, BE2, BE3, BE4, NE1, NE3, NE6, H2, H4, H7 and T1 of the adopted Local Plan.
- The housing would not accord with the principles in the emerging plan of growth proportional to the size of settlement and phased over the plan period: it would be disproportionate in number and built at an unsustainable rate.

Scale and impact on infrastructure

- A number of substantial developments have already recently been approved or proposed in the village
- The increase in residents could not be supported by the Hanborough Manor CE Primary School and Long Hanborough Surgery, which are at capacity with inadequate parking and no scope for

expansion, shops (for which parking is already problematic) and employment leading to commuting and increased tensions.

- Claims that Freeland and Long Hanborough schools have identified expansion space are not true.
- Children having to attend school outside the village would be socially harmful and would increase traffic: every child should be able to attend their local school and integrate into their community.
- Freeland School is also near capacity, experiences parking problems and the village does not have street lighting to make walking from the site safe in winter.
- Eynsham Medical Centre to which a modest extension has been made in recent years is not a practical alternative to the village facility as it is 7.25km away and a return journey is impractical by public transport. The only realistic option would be for the developer to make provision for increased capacity.
- Train services are already overcrowded and additional carriages could not be added without an expansion of the station
- Recent surveys show heavy use of the station car park (85-90%) and this will only increase as there are plans to encourage greater use of the station by residents of Witney.
- No consideration has been given to the impact on inadequate broadband, electricity (brief interruptions of supply are regular) or sewerage infrastructure (regular and recent sewerage blockages nearby in Long Hanborough and Freeland) which are inadequate.
- Additional police infrastructure would be necessary
- The need for possible off-site sewerage network improvements is identified but a solution should be found before the application is determined.
- Local voluntary groups will not be able to cope with the increased demands from the new development.
- The development would destroy the local community.
- The site is not well sited to access local services and facilities.
- If the development is to be approved, the dualling of the A40, all infrastructure improvements, etc should be in place before development commences, and an improved cycle path to the station and a footpath to the village centre through the green space north of Hurdeswell and opportunities for self-build housing should be secured. Also, no development should take place until a year after completion of the Wolvercote and Cutteslowe Roundabout improvements, further traffic surveys have been undertaken and a Pelican crossing is provided at the site entrance.
- A smaller development may be more easily assimilated
- It is too many too quickly

Traffic impact

- Increased traffic on the A4095, which is already congested and could take additional traffic from planned development at East Witney, would result in traffic delays and jams and inhibit use by emergency services.
- The Transport Assessment concluded that the A4095 traffic flow is above capacity.
- It is peak flows not average flows that need to be considered and road will become gridlocked.
- Congestion on the A4095 would make egress from roads leading to it and from the site very difficult (particularly turning right in the morning peak time to destinations in the village, the station and towards Oxford) and construction vehicles would cause a particular problem at the Bladon pinch point.
- The Local Plan 2011 (p64) identifies the A4095 as one of the roads where a combination of local and through traffic are causing congestion and environmental damage particularly in settlements on these routes.
- Church Hanborough would become a rat-run.
- Survey data is unrepresentative

- Increased traffic increase noise would spoil a quiet area and the villages of Long Hanborough and Freeland.
- Increased fumes in the villages and wider impact on global warming for CO emissions
- Church Road varies in width
- Increased traffic on narrow, unlit village roads in Long Hanborough and Freeland (en route to the A40) without footways would be dangerous.
- Increased traffic on the A4095 at speeds that are not controlled by cameras would be a danger to an increased number of pedestrians trying to cross the road.
- There are few local employment opportunities so residents will commute to work.
- Residents will be likely to use cars because buses are infrequent, unreliable and stop at 7pm; there are no bus shelters or real time timetables; bus services do not coincide with train times; buses do not go to the Summertown area; cycle lanes are inadequate and dangerous; there are no cycle racks at bus stops and inadequate racks at the station; the station is too far away to walk to.
- Insufficient provision is made for car parking and there would therefore be congestion within the development.
- Consideration should be given to improving bus routes through the village; to a cycle path between Long Hanborough and the Eynsham roundabout along Lower Road, and to supporting alternative routes to Oxford and London from Witney

Landscape impact and character

- The green gap between Long Hanborough and Freeland would be significantly eroded.
- The loss of productive agricultural land and greenfield development is not justified: it would harm the rural character and context of the area.
- The development would not be physically integrated in the village, being a clear extension,
- The development would be a satellite rather than being absorbed within the village and would not contribute to social cohesion.
- The scale of development would fundamentally spoil the rural feel of the village and urbanise an existing village.
- The density, layout and design are inappropriate for a rural village setting Light pollution would be caused.
- The development would result in the loss of trees and hedgerows.
- Pinsley Woods would be affected

Biodiversity impact

- The site sustains a lot of flora and wildlife
- HPFA will continue to cut hedges as required by needs of sport

Drainage

- The ability of the site, which has flooded in recent years, to accommodate run-off water with heavy winter storms and increased hard surfaces is queried. Particularly following the new Cotsway development.

Living conditions

- Existing properties in would experience noise disturbance and loss of privacy and light and of outlook
- If approved, conditions should control construction access and hours of operation to safeguard local residents.

Other options

- If there is to be development in this area it should be smaller and sited to the north of Witney Road where it would be bordered on two sides by existing development, by Witney Road and a public footpath and would not reduce the gap to Freeland.

Other issues

- This development could set a precedent for further development,
- No EIA, and no measures to mitigate CO2 emissions, for local energy generation or for renewable energy have been required or proposed.

Procedural matters

- The site is not within walking distance of Chipping Norton or 1.2m from Combe Station (it is only a request stop halt) as stated in the submitted Planning and Consultation Statement.
- Few local residents were aware of the public consultation event.
- The submitted Travel Plan lacks details.
- More information is needed on the types and mechanisms for the affordable housing and potential infrastructure contributions before the application is determined.
- A site visit should be undertaken before the application is determined.
- Consent of HPFA is needed before a land swap is undertaken
- No access should be shown to HPFA land
- Approval in advance of local plan is premature

4 APPLICANT'S CASE

A Planning Statement, Ecological appraisal, Landscape and Visual Assessment, Design and Access Statement, Sustainability Statement, Draft Heads of Terms, Flood Risk Assessment, Archaeological Assessment, Transport Assessment and Arboricultural report were submitted in support of the application and are available to view on line or upon request to the case officer. The full summary of the Planning Assessment is reported below:

This planning application is submitted on behalf of Corpus Christi College and seeks outline permission for a residential development of up to 68 dwellings, including means of access and associated development on land off Church Road, Long Hanborough.

This scheme is demonstrated to offer a means of delivering sustainable residential development in a highly sustainable location in Long Hanborough, a settlement which is able to offer the facilities and services necessary to sustain a development of this character. Those facilities and services, including public transport connections, are easily accessible from the site by cycling or walking.

The site currently forms agricultural land and in policy terms, lies outside of the existing built up boundary of Long Hanborough. The Council's SHLAA confirms the site's suitability for development of up to 70 dwellings.

The development plan for the site is now largely outdated with the South East Regional Spatial Strategy now revoked and the plan period for the West Oxfordshire Local Plan having expired in 2011. The NPPF therefore forms a key material consideration in the determination of this application. Notwithstanding this, the proposal fully accords with spatial strategy of the emerging local plan which specifically refers to the application site as a suitable location for development.

As set out in Section 5, the NPPF requires Local Planning Authorities to demonstrate a five year supply of housing land. The Council has confirmed in its Housing Consultation paper (July 2013) that West Oxfordshire District Council is currently unable to demonstrate a full five year supply (at 4.7 years) of deliverable land. Paragraph 14 of the NPPF is therefore engaged. The statement has demonstrated that the proposals are highly sustainable in all three dimensions referred to in the Framework.

The only way to address this shortfall in housing within the District is to approve planning applications for deliverable housing development in locations. In accordance with paragraph 14 of the NPPF planning permission should therefore be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF. Paragraph 14 requires a presumption in favour of sustainable development.

Where relevant, the proposal accords with the provisions of the adopted and emerging development plan, together with the Core Planning Principles as listed in paragraph 17 of the NPPF. The application has no specific land use constraints or landscape designations of merit that would adversely affect development.

The proposal clearly demonstrates an entirely deliverable sustainable development that will deliver much needed housing in the short term and hence in accordance with paragraph 14 of the NPPF planning permission should therefore be granted.

5 POLICY

- 5.1 The following policies of the adopted plan are considered relevant
- BE1- Environmental and Community Infrastructure
 - BE2- General Development Standards
 - BE3- Provision for Movement and Parking
 - BE4- Open space within Adjoining settlements
 - NE1- Safeguarding the Countryside
 - NE3- Local Landscape Character
 - NE6- Retention of Tress, Woodlands and Hedgerows
 - NE9- Surface Water
 - NE13- Biodiversity Conservation
 - T1- Traffic General
 - T2- Pedestrian and Cycle Facilities
 - T6- Traffic Management
 - H2- General residential Development standards
 - H3- Range and types of residential accommodation
 - H7- Service Centres
 - H11- Affordable housing on Allocated and previously unidentified sites

The provisions of the NPPF and PPG are also of relevance

6 PLANNING ASSESSMENT

- 6.1 Taking into account the representations of the interested parties, planning policy and other material considerations, your officers consider that the main issues are:
- Principle of Development
 - 5 year housing land supply and status of housing policies
 - Design
 - Neighbourliness, Pollution and Environmental Health
 - Landscape impact

- Traffic and Highways Impact
- Archaeology
- Ecology
- School provision/expansion
- Infrastructure and SI06 requirements generally

6.2 At the time of agenda preparation there are a series of issues that are outstanding as identified in the above report. In particular the ability of this development to potentially resolve some of the education capacity issues that exist in the settlement is under active negotiation and various options to enable the school to expand to meet current and future needs are being actively explored by the relevant parties. As such it would be inappropriate to determine the application at this stage and so **deferral** is recommended. However, following their site visit there may be particular issues that are not addressed above that Members would want clarification upon as part of a final report to a future meeting and so the report is presented as a mechanism that any such issues can be identified at the meeting. Any debate on the matter should be limited to identification of these issues and not the merits of the proposals as it would be inappropriate to debate the merits of the application in the absence of a full report

RECOMMENDATION

DEFER

14/1121/P/FP Hopkins Yard Market Street Charlbury	
Date	31/07/2014 11/08/2014
Officer	Cheryl Morley
Officer Recommendation	Grant, subject to conditions
Parish	CHARLBURY
Grid Ref:	435631,219512

APPLICATION DETAILS

Extensions and conversion of barn to create dwelling and associated works.

APPLICANT

Mr David Maxwell, 1 Westminster Palace Gardens, Artillery Row, London, SW1P 1RL

BACKGROUND INFORMATION

Hopkins Yard constitutes a range of former agricultural buildings and garages located on approximately 845 square metre site in Charlbury Conservation Area and the Cotswolds Area of Outstanding Natural Beauty. Whilst the group of un-listed buildings as a whole is of low quality and little architectural value, the 'historic core' of the barn range is an important vernacular structure of some interest.

This application seeks planning permission for the extensions and conversion of barn to create dwelling and associated works. (Alterations to the approved application 13/0398/P/FP).

The application was deferred for a site visit at the previous Uplands Sub Committee. There are additional comments at paragraphs 2.1, 2.2 and 3.6.

I PLANNING HISTORY

I.1 11/1020/P/FP: Change of use of barn to dwelling – Permission refused for the following reason:

That the existing building proposed for conversion has been subject to a number of alterations and extensions which have compromised the former agricultural quality of the barn to the detriment of the character and appearance of the building. As such, the building is not considered to be worthy of retention and as such would be contrary to policies BE10 and H7 of the West Oxfordshire Local Plan 2011.

- 1.2 13/0398/P/FP: Extensions and conversion of barn to create dwelling and detached garage. Granted subject to conditions on 25th June 2013.

2 CONSULTATIONS

2.1 Charlbury Town Council (Initial comments)

1. *Can the letters from immediate neighbours be given careful consideration please.*
2. *This is possibly an important Anglo-Saxon site (see attached) and therefore we would ask for an archaeological survey.*
3. *We are not happy with the proposal to use zinc cladding. We would prefer to see blue slate for roofing and natural stone for walls in this important part of the Conservation Area.*
4. *Can a site visit be arranged to enable the committee to understand the context of the application. Can the application go to committee please.*
5. *Can previously applied conditions be revisited as they were relevant on this conspicuous site.*
6. *We object to this application.*

Charlbury Town Council (Comments after amended plans)

“The Town Council reviewed the proposed changes and wish to reiterate its views that all walls on this building should be in natural stone and roofs in slate. The wood is unacceptable and therefore is objected to.”

2.2 Charlbury Conservation Area Committee

Previous comments:

- *Objection to the use of brown coloured zinc sheeting. The roofs in particular will be clearly visible and intrusive in the local area. The materials should be of natural grey slate on the steep pitched roofs of natural Cotswold stone walling.*
- *The proposed scheme would compare unfavourably with recent adjacent new buildings constructed in materials normally used in the Conservation Area.*

The committee had received copies of revised drawings submitted to the case officer before re-application:

- *The Committee welcomed the opportunity to comment on the proposed revisions. The proposal is to alter the materials of the smaller new pitched roof building adjacent to the existing renovated barn to timber clad walls and matching concrete Cotswolds grey irregular tiles.*

The committee considered the removal of the Brown Zinc and the use of matching roof tiles an improvement but preferred natural stone to the timber cladding proposed.

2.3 Natural England

“Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites.

Having reviewed the application Natural England does not wish to comment on this development proposal.”

2.4 Cotswolds AONB

“Cotswolds Conservation Board will not be commenting on the planning application. This does not imply either support for, or an objection to, the proposals.”

2.5 OCC Highways

“The proposal, if permitted, will not have a significant detrimental impact on the road network.

No objection subject to condition.”

2.6 WODC Engineers

“No objection subject to conditions.”

2.7 OCC Archaeology Department

“No objections subject to conditions.”

3 REPRESENTATIONS

The Revd John Witheridge – Minster Cottage, Church Street

“There is not sufficient space for us to turn our car at the garage, so we have to reverse, and then turn in Hopkins Yard. We are concerned that there will not be space for this to happen when the barn is converted. There is a turning space in the plans but I am not confident that is large enough or angled in a way that will allow us to turn.”

Ms Morris

- Concerns with boundary walls;
- Zinc Roof;
- Master bedroom clad in brown zinc and height.
- Connection to drains

Mrs Clarke – Bramley Barn, Market Street

- Concerns with roof materials and the zinc master bedroom;
- Height of the development;
- Building work and the times work is carried out.

Mrs Way – Bramley House, Market Street

- Roofing material;
- The zinc of the master bedroom;
- Heights of the buildings;
- Construction work;
- Drainage.

Prof Geoffrey Walton –Owner of The Alley, Market Street, Downstone House, Griffin House and Griffin Cottage

- No concerns with the latest application provided the site is operated in a responsible fashion during acceptable working hours.
- Septic tank arrangements

Mr Mercer – Chatterpie House, Market Street

- The proposed is immediately opposite Hopkins Yard;
- We are totally in support of the proposal. The area is currently run down and unsightly and the planned development will tidy this up and improve it considerably.

4 APPLICANTS CASE

The applicant's agent has submitted a detailed Design and Access Statement in support of the application.

The Design and Access Statement concludes with the following points:

- The proposed development is of considerable architectural merit;
- The development retains a fine example of a traditional stone Cotswold barn. The proposed conversion retains the historical appearance and integrity of the main retained barn.
- The scale and massing of the development sits comfortably within the site. This application in fact reduces the footprint of additional development.
- The development does not impact the existing amenity of neighbouring occupiers, in terms of the loss of privacy.
- The removal of the more modern outbuildings to the rear of the site enhances the Conservation Area.
- The removal of the modern garage extension to the front of the main two storey barn, significantly improves appearance and historical integrity of the existing main barn.
- The proposal makes efficient use of the brown field site.
- The proposal complies with local planning policies BE2, BE10 and BE5.
- This revised application has no more impact on any relevant policy over the existing permission ref: 13/0398/P/FP.

5 POLICY

5.1 The relevant West Oxfordshire Local Plan Policies are considered to be:

Policy BE2 – General Development Standards
 Policy BE3 – Provision for Movement and Parking
 Policy BE5 – Conservation Areas
 Policy BE10 – Conversion of Unlisted Vernacular Buildings
 Policy H2 – General Residential Development Standards
 Policy H7 – (The erection of new dwellings in) Service Centres

5.2 In terms of the National Planning Policy Framework, section 6 (delivering a wide choice of high quality homes), 7 (requiring good design) and 12 (conserving and enhancing the historic environment) are also particularly relevant.

5.3 The West Oxfordshire Design Guide is also an important consideration.

6 PLANNING ASSESSMENT

6.1 As noted above, Hopkins Yard constitutes a range of former agricultural buildings and garages located on an approximately 845 square metres site in the Charlbury Conservation Area and the

Cotswolds Area of Outstanding Natural Beauty. Whilst the majority of the un-listed buildings on the site are low quality and are of little architectural value, the 'historic core' of the barn range as important vernacular structure of some interest.

- 6.2 This application seeks planning permission for the erection of a new dwelling on site incorporating the most important element of the existing range. The amended scheme will be prominently visible from third party property, but will only be visible in glimpse views from the public realm.
- 6.3 Taking into account the relevant planning policy, the comments of the objectors and all other material considerations, in your officers' opinion the key considerations of the application are:
- Design and Siting;
 - Residential Amenity;
 - Highways and Parking;
 - Additional considerations

Design and Siting

- 6.4 The principle of development is considered acceptable as this application is seeking alterations to application 13/0398/P/FP of which was previously approved 25th June 2013. The alterations are considered to be appropriate to the site. The materials to the additional master bedroom have been amended and changed from brown zinc to timber feather boarding and a stone slate roof to reduce the impact that would be caused to the surrounding street scene, Conservation Area and neighbouring properties.
- 6.5 With respect to the specifics of the design, officers consider that the forms of the proposed additions are respectful to the hosting building and would not cause a detrimental effect to the Conservation Area. Your officers recommend that conditions are applied to ensure the chosen materials and detailing of the extensions are appropriate. However, officers consider that the principle of the modern materials for the rear extension, in contrast to the vernacular materials used in construction of the historic barn, is acceptable; the 'legibility' of the site will be retained and there will be clear distinction between old and new. This approach is recognised as acceptable in the West Oxfordshire Design Guide. As such the development is considered to be in accordance with policies H2, BE2 and BE5 of the adopted West Oxfordshire Local Plan 2011.

Residential Amenity

- 6.6 Officers acknowledge the concerns raised by neighbouring properties but the proposed alterations to the approved scheme 13/0398/P/FP are considered not to cause any further adverse effects to neighbouring amenity. Officers recommend that an informative is attached to the decision to highlight that 'The grant of planning permission does not override the personal property rights of neighbours, landowners and other interested parties.' To address the concerns raised by the letters of representations received.

Highways and Parking

- 6.7 The Local Highway Authority Area Liaison Officer has assessed the proposal for parking and has no objections to the proposed alterations subject to the relevant conditions attached to the schedule.

Additional considerations

- 6.8 Officers note the concerns of the neighbours in regards to drainage. This issue will be dealt with through the appropriate conditions attached.

- 6.9 Issues relating to damage to private property caused by building works are civil issues which will need to be addressed by the interested parties through the appropriate channels.

Conclusions

- 6.10 In light of these observations, having considered the relevant planning policies and all other material considerations, your officers consider that the proposed development is acceptable on its planning merits.

RECOMMENDATIONS

Permit subject to the following conditions;

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: The time condition is imposed in order to comply with the requirements of the Town and Country Planning Act 1990 (As amended).
- 2 The development shall be carried out in accordance with the plans accompanying the application as modified by the revised plans deposited on 22nd September 2014.
REASON: The application details have been amended by the submission of revised details.
- 3 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order, 1995 (or any Order revoking and re-enacting that Order with or without modification), no development as described in Classes A to H shall be constructed without Planning Permission being first obtained from the Local Planning Authority.
REASON: Control is needed to ensure the character of the Conservation Area is preserved. (Policies BE2 and BE5 of the West Oxfordshire Local Plan 2011)
- 4 That, prior to the commencement of development, a full surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the size, position and construction of the drainage scheme and results of soakage tests carried out at the site to demonstrate the infiltration rate. The development shall be carried out in accordance with the approved details prior to the first occupation of the development hereby approved.
REASON: To ensure the proper provision for surface water drainage and/ or to ensure flooding is not exacerbated in the locality (The West Oxfordshire Strategic Flood Risk Assessment, National Planning Policy Framework and the supporting Technical Guidance).
- 5 The car parking areas (including where appropriate the marking out of parking spaces) shown on the approved plans shall be constructed before occupation of the development and thereafter retained and used for no other purpose.
REASON: To ensure that adequate car parking facilities are provided in the interests of road safety. (Policy BE3 of the adopted West Oxfordshire Local Plan 2011)
- 6 Notwithstanding details contained in the application, detailed specifications and drawings of all windows, doors, rooflights, lantern light and typical eaves and verge details for the new extension, with assemblies shown at 1:20 scale and each component at 1:5 scale, including details of external finishes and colours shall be submitted to and approved in writing by the Local Planning Authority before development commences. The development shall be carried out in accordance with the approved details.
REASON: To ensure the architectural detailing of the buildings reflects the established character of the area. (Policy BE2 of the adopted West Oxfordshire Local Plan 2011)

- 7 That a sample of the proposed timber and treatment to be used on those parts of the buildings to be timber feather boarding shall be submitted to and approved in writing by the Local Planning Authority before development commences.
REASON: To ensure the character of the Conservation Area is preserved. (Policy BE2 and BE5 of the adopted West Oxfordshire Local Plan 2011)
- 8 That part of the development to be constructed of natural stone shall be constructed of natural stone of the same type, colour and texture and laid in the same manner as the stone used in the existing building.
REASON: To safeguard the character and appearance of the area. (Policy BE2 of the adopted West Oxfordshire Local Plan 2011)
- 9 That a sample of the stone to be used in the construction of the boundary walls shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The development shall be carried out in accordance with the approved details.
REASON: To ensure the character of the Conservation Area is preserved. (Policy BE2 and BE5 of the adopted West Oxfordshire Local Plan 2011)
- 10 The roof slopes shown on the approved plans to be covered with stone slate shall be covered with stone slate a sample of which shall be submitted to and approved in writing by the Local Planning Authority before development commences.
REASON: To ensure the character of the Conservation Area is preserved. (Policies BE2 and BE5 of the adopted West Oxfordshire Local Plan 2011)
- 11 The building shall not be occupied until the private road, parking and manoeuvring areas shown on the submitted plans have been drained, constructed and surfaced in accordance with a detailed plan and specification that has been submitted to and approved in writing by the Local Planning Authority. Those areas shall be retained thereafter and shall not be used for any purposes other than for the parking and manoeuvring of vehicles.
REASON: To ensure that a usable parking area is provided and retained. (Policy BE3 of the adopted West Oxfordshire Local Plan 2011)
- 12 No development shall take place until plans of the site showing the existing and proposed ground levels and finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. These levels shall be shown in relation to a fixed and known datum point. The development shall then be carried out in accordance with the approved details.
REASON: To safeguard the character and appearance of the area and living/working conditions in nearby properties. (Policy BE2 of the adopted West Oxfordshire Local Plan 2011)
- 13 The window and door frames shall be recessed a minimum distance of 75mm from the face of the building unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure the architectural detailing of the building reflects the established character of the locality. (Policy BE of the adopted West Oxfordshire Local Plan 2011)
- 14 The applicant, or their agents or successors in title, shall be responsible for organising and implementing an archaeological watching brief, to be maintained during the period of construction/during any groundworks taking place on the site. The watching brief shall be carried out by a professional archaeological organisation in accordance with a Written Scheme of Investigation that has first been approved in writing by the Local Planning Authority.
Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2012).

- 15 Following the approval of the Written Scheme of Investigation referred to in condition 1, no development shall commence on site without the appointed archaeologist being present. Once the watching brief has been completed its findings shall be reported to the Local Planning Authority, as agreed in the Written Scheme of Investigation, including all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication.
Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2012).

NOTE TO APPLICANT

The grant of planning permission does not override the personal property rights of neighbours, landowners and other interested parties.

14/1159/P/FP Chipping Norton Golf Club Southcombe Chipping Norton	
Date	13/08/2014
Officer	Abby Fettes
Officer Recommendation	Grant, subject to conditions
Parish	CHIPPING NORTON
Grid Ref:	433566,227051

APPLICATION DETAILS

Extension to golf club to provide new function suite and hotel accommodation with additional parking.

APPLICANT

Cotswold Club Chipping Norton Chipping Norton Golf Club, Southcombe, Chipping Norton, Oxfordshire, OX7 5QH

BACKGROUND INFORMATION

The proposal is for full planning permission for a single storey extension to the front of the existing clubhouse and a two-storey side extension at the Chipping Norton Golf Club.

The single storey extension would comprise a new function suite for weddings and private parties. It would project some 18m forward of the existing building and would be some 15m wide. It would have a flat roof with railings around its outer edges and would be used as a balcony/terrace with access from the existing first floor of the clubhouse. A new pitched roof with hipped end would project from the existing clubhouse roof over part of the balcony area.

The two-storey extension would be linked to the side of the clubhouse by a recessed, flat-roofed and glazed reception area. It would provide 34 bedrooms and in total the extension would extend some 44m from the clubhouse and be some 16m in depth. It would be constructed with walls of stone and timber cladding under a pitched roof clad in slates around a hidden area of flat roof. An additional 59 car parking spaces would be provided to the rear.

I RELEVANT PLANNING HISTORY

12/0156/P/FP Erection of floodlit golf driving range, professional's shop, office, teaching and meeting rooms with associated landscaping, parking and access track. Outdoor facilities to include floodlit practice ground, three hole short course and putting green. Approved

13/1426/P/FP Erection of extension to function room. Approved

13/1719/P/FP Change of use of land to site a temporary marquee for functions. Approved

14/0344/P/FP Change of use of land to site a temporary marquee for functions. Approved

14/0744/P/S73 Removal of condition 4 of planning permission 1233/94 to enable the use of the clubhouse for social functions (retrospective). Approved

2 CONSULTATIONS

2.1 Chipping Norton Town Council

“No objection – agree in principle.”

2.2 Highways

“No objection subject to conditions relating to approval of a construction traffic management plan and of road, parking and manoeuvring area specifications.”

2.3 Thames Water

There are no public sewers in the vicinity, so no comments.

3 REPRESENTATIONS

- 3.1 One letter of support from Mr N Laister of Southcombe Farm on grounds that the development would be good for the local economy and jobs but only if the secondary access through Salcombe Farm is not used as has been required in three recent permissions, on grounds of highway safety and to safeguard children at the Fairytale Farm.

4 APPLICANT'S CASE

- 4.1 The submitted Design and Access Statement explains the proposals as follows:

1 The provision of Function Suite facilities for weddings and private parties has the ability to create important revenue and already a planning permission has been granted by West Oxfordshire for a temporary marquee erected abutting the main club house, but this is not a long term solution in either practical or aesthetic terms.

2 The grounds of the Club (140 acres) include a further 38 acres currently unused and with an existing direct access onto the A44. The Club House has already greatly improved its Dining and Bar facilities and the opportunity is there at the southern end of the club to create a bedroom/Hotel wing of 34 rooms and parking at the rear, without negatively impacting on the surrounding landscape of the Club. The Club has a very fine 18 hole course suitable for high level tournaments, as well as encouraging Golfing breaks both at mid-week and weekends. The investment in this new facility is seen as both bringing key revenue to the Club and attracting more people to the Cotswolds and Chipping Norton area.

5 POLICY

- 5.1 The following policies of the West Oxfordshire Local Plan 2011 (LP) are considered to be particularly relevant:

BE2 General Development Standards
NE3 Local Landscape Character
TLC1 New Tourism, Leisure and Community Facilities

TLC3 New Build Tourist Accommodation

- 5.2 Also of relevance are policies of the Draft West Oxfordshire Local Plan 2012 (DLP), particularly Core Policy 14 – Sustainable Tourism, the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG).

6 PLANNING ASSESSMENT

- 6.1 Taking into account the representations of the interested parties, planning policy and other material considerations, your officers consider that the main issues are considered to be:
- The acceptability in principle of the proposed leisure and tourist facilities
 - The impact of the development on the character and landscape of the area
 - The impact on living conditions in nearby properties.
 - Highway safety

The acceptability in principle

- 6.2 LP Policy E7 supports and expansion of existing businesses in the area and Policy TLC1 allows in principle for community facilities to meet local needs and new recreational and cultural buildings where they are essential to the existing use of the associated land and are appropriate in scale. LP Policy TLC3 only allows for the construction of new hotels in the open countryside in limited circumstances including when they are in association with acceptable wider leisure and sporting facilities that already exist.
- 6.3 DLP Core Policy 14 supports tourism and leisure development which utilises and enriches the natural and built environment and existing attractions of West Oxfordshire to the benefit of visitors and local communities. Facilities will be located within or close to existing settlements and reuse existing buildings where possible. In the countryside facilities may be justified where there is a functional linkage with a particular countryside attraction but subject to specific locational or functional requirements, the town centre first approach will be applied to hotels. The new Local Plan is at early stage in its preparation and consequently little weight can be attached to policies in the DLP.
- 6.4 Particular attention should therefore be paid to the NPPF. This states that local planning authorities should apply a sequential test to planning applications for main town centre uses (including hotels) that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered.
- 6.5 However, this sequential approach should not be applied to applications for small scale rural offices or other small scale rural development.
- 6.6 The NPPF also states that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:
- support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings;
 - promote the development and diversification of agricultural and other land-based rural businesses;
 - support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.

- 6.7 The principle of allowing the site to be used for social functions that are not directly related to the use of the land as a golf club has already been accepted by permissions allowing for restrictions on the use of the clubhouse to be removed and for the erection of a marquee for that purpose. Permissions for a marquee have been only been for limited periods because of its poor sound insulation and its impact on the character of the area. Those inherent limitations of a marquee can in principle be addressed satisfactorily by a building of substantial and permanent construction.
- 6.8 LP Policy TLC3 does allow for new hotels in limited circumstance including where they are associated with existing sporting facilities. Whilst the accommodation would not be occupied wholly in association with use of the golf course, it would be a complementary facility for golf breaks and major competitions. Furthermore, the proposal would not constitute an entirely new hotel in the countryside, but would be limited to bedroom accommodation that would be serviced by dining and bar facilities in the existing clubhouse. For this reason, and having regard to its relatively small scale, the proposal is not considered to conflict with the 'town centre first' approach in the NPPF but in any case any conflict is considered to be outweighed by the provisions relating to the promotion of the rural economy. The hotel element would support the expansion and viability of the existing business and would accord with LP Policies E7 and TLC3
- 6.9 The development as a whole is therefore considered to be acceptable in principle.

The character and landscape of the area

- 6.10 The application site is located approximately 1km to the east of Chipping Norton and south of the a44 London Road. It is in open countryside but outside the Cotswold Area of Outstanding Natural Beauty. The West Oxfordshire Landscape Assessment identifies the site within the Enstone Uplands Landscape Character Area and the Open Limestone Wolds landscape type where the area is described as having a rolling landform with distinctively elevated and open character. It recognises that the open wolds landscapes are very visually exposed and particularly sensitive to development.
- 6.11 Despite this general characterisation of the local landscape, there are several buildings close to the existing clubhouse including Hillcrest School, Southcombe Garage, The Quiet Woman Antique Centre and some residential properties with enclosed grounds and a number of tall hedges and trees. The proposed development which comprises extensions to one of these buildings would not therefore appear unduly conspicuous in the local landscape.
- 6.12 The building designs have evolved in consultation with your officers who now consider the proposals to be sympathetic in scale form and design to the existing clubhouse and the external materials to be complementary.
- 6.13 The development would not be harmful to the character or landscape of the area and would not conflict with LP Policies BE2 or NE3.

Living conditions in nearby properties

- 6.14 The development would not be so close to any residential property as to cause any loss of outlook, daylight or privacy. Use of the car park and increased traffic to and from the site would also be unlikely to cause undue noise or disturbance to local residents.
- 6.15 Permissions for a marquee for social functions included a condition precluding amplified music outside the hours of 11:00am and 11:00pm and on Bank Holidays, Good Friday and Christmas Day. Although the function room would achieve higher standards of noise insulation than a marquee it would have opening windows in its side elevations. Having regard to the tranquil nature of the

surrounding area, it is considered that such a restriction remains necessary to safeguard living conditions in nearby properties as well as the character of the area.

- 6.16 Subject to this restriction it is considered that the development would not unacceptably harm living conditions in nearby properties or conflict with LP Policy BE2.

Highway safety

- 6.17 The function room would replace the existing marquee, but the hotel accommodation would generate a need for additional parking. However, an additional 59 car parking spaces, including disability spaces and five cycle spaces would be provided.
- 6.18 Two means of vehicular access are shown on the application drawings although planning permissions for the erection of floodlit golf driving range have shown or required access to be taken via the existing golf club access and not the direct access to the A44. A condition to this effect is therefore appropriate and necessary in the interests of safety and to safeguard children using the adjacent Fairytale Farm.
- 6.19 The Local Highway Authority Area Liaison Officer has assessed the proposal from parking and safety perspectives and has not objected to the scheme. Therefore, officers do not consider that the proposed development will create undue danger within the site or that it will detract from the safety and convenience of users of the public highway.

Conclusions

- 6.20 In light of these observations, having considered the relevant planning policies and all other material considerations, your officers consider that the proposed development is acceptable on its planning merits.

RECOMMENDATION

Permit subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To comply with the requirements of the Town and Country Planning Act 1990.
- 2 The development shall be carried out in accordance with plans accompanying the application except as revised in accordance with other conditions of this permission.
REASON: For the avoidance of doubt as to what is permitted.
- 3 Details and samples of the materials to be used for the external walls and roofs shall be submitted to and approved in writing by the Local planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To safeguard the character and appearance of the area. (Policy BE2 of the adopted West Oxfordshire Local Plan 2011)
- 4 The building shall not be occupied until the private road, car and cycle parking and manoeuvring areas have been drained, constructed and surfaced in accordance with a detailed plan and specifications that have been submitted to and approved in writing by the Local Planning Authority. Those areas shall be retained thereafter and shall not be used for any purposes other than for the parking and manoeuvring of vehicles.
REASON: To ensure that a usable parking area is provided and retained. (Policy BE3 of the adopted West Oxfordshire Local Plan 2011)

- 5 Prior to the commencement of development a revised block plan showing the omission of the direct access from the A44 shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with these approved details and all vehicular and pedestrian access to the site shall be taken through the existing golf club.
REASON: In the interests of highway safety.
- 6 A Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved CTMP shall be implemented prior to any works being carried out on site, and shall be maintained throughout the course of the development.
REASON: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times.
- 7 Prior to the commencement of development, a full surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the size, position and construction of the drainage scheme and results of soakage tests carried out at the site to demonstrate the infiltration rate. Where appropriate the details shall include a management plan setting out the maintenance of the drainage asset. The development shall be carried out in accordance with the approved details prior to the first occupation of the development hereby approved and shall be maintained in accordance with the management plan thereafter.
REASON: To ensure the proper provision for surface water drainage and/ or to ensure flooding is not exacerbated in the locality. (The West Oxfordshire Strategic Flood Risk Assessment, National Planning Policy Framework and the supporting Technical Guidance)
- 8 No amplified music shall be played in the function room at any time on Bank Holidays or other than between the hours of 11:00am and 11:00pm on any other day.
REASON: To safeguard living conditions in nearby properties and the character of the area (Policy BE2 of the adopted West Oxfordshire Local Plan.

NOTE TO APPLICANT:

The Surface Water Drainage scheme should, where possible, incorporate Sustainable Drainage Techniques in order to ensure compliance with the Flood and Water Management Act 2010. Where communal drainage schemes are proposed approval of the scheme will be required from Oxfordshire County Council and the scheme will need to be adopted under the Flood and Water Management Act.

14/1234/P/OP Land South of Witney Road, Long Hanborough	
Date	13/08/2014
Officer	Hannah Wiseman
Officer Recommendation	DEFER
Parish	Long Hanborough
Grid Ref:	441670,214193

APPLICATION DETAILS

Erection of up to 169 dwellings including new access, open spaces and associated works.

APPLICANT

Pye Homes Ltd, Langford Locks, Kidlington, OX5 5EB

BACKGROUND INFORMATION

This application is seeking outline planning permission for the erection of 169 dwellings, 83 of which are to be affordable dwellings, with access from Witney Road, including open space and associated works. The application is considered a departure from the Local Plan, and due to the scale of the development proposed, is presented to Uplands Area Sub Committee as an interim report.

The purpose of this report is to provide an interim update to members on the key determining issues of the case with a summary of the representations received so far. As some matters are still outstanding at the time of writing the report, Officers do not feel they have enough information to allow a clear recommendation to be formed at this time. Officers will therefore summarise the main aspects of the case below which will enable members to give consideration to before the arranged site visit on 30th October 2014.

1 PLANNING HISTORY

There is no relevant planning history for this site as it is previously undeveloped and has been used historically for agricultural purposes only.

2 CONSULTATIONS

2.1 Long Hanborough Parish Council

Objection in summary on the following grounds:

- *The site is not suitable for development under the District Council's housing policies and site assessments (SHLAA).*
- *The site is isolated and not integrated with the existing village, so cannot represent good design to which great importance is attached.*
- *There is a lack of capacity in key infrastructure to serve the development including primary schools and GP surgery, with no proposals to address this.*
- *The development would compromise the separation of Long Hanborough and Freeland, harming the local landscape character.*
- *There are significant concerns regarding traffic impact and how this has been assessed. The 'recalibrated' traffic assessment model neither appears to represent the reality of drivers', cyclists', and pedestrians' daily experience, nor is it consistent with the parallel survey by Cole Easton. It is implausible to assert "no adverse impact in terms of delay and queuing".*
- *The suggested improvements to local infrastructure and support for the maintenance of Blenheim Estate are not secured, are unsubstantiated and should be disregarded.*

The proposal clearly conflicts with adopted Local Plan policies including Policies BE1, BE2, BE3, NE3 and NE6 and with a number of policies in the NPPF. There are significant and demonstrable adverse impacts arising from the development, such that it can only be concluded that the proposals does not represent sustainable development under the terms of local and national planning policy. Accordingly, planning permission should be refused.

2.2 Freeland Parish Council

Objection: the development is not sustainable and the adverse impacts referred to below would significantly and demonstrably outweigh any benefits when assessed against government and local planning policies. In summary, these impacts are:

- *severe detriment to the character of the village and its landscape setting because of the sensitive nature of the local landscape, the highly prominent and exposed nature of the site and the considerable size of the development.*
- *the increased traffic and number of vehicles generated by the development (particularly having regard to the few local employment opportunities) which will aggravate the existing severe congestion on the*

A4095 and increase the difficulty and danger for vehicles accessing the road from Freeland to travel eastwards. It would also result in more 'rat running' through Freeland to the A40.

- the inadequacy of the local infrastructure and especially local school and the GP surgery, both of which are at capacity with no space to expand. Freeland Primary School already has a problem with too many parked cars at drop-off and pick-up times and this would get worse to the detriment of safety. These concerns are identified in the District Council's SHLAA and Infrastructure Delivery Plan.

2.3 WODC: Environmental Health

"A noise assessment report following guidance in the NPPF should be produced to assess the noise impact of the ever increasing traffic flows along Witney Road, the noise from which will inevitably impact on any new properties fronting or close to the road."

2.4 WODC: Leisure Services

"Contributions should be made to off-site sport/recreation facilities (£187,590) and casual and equipped children's play spaces should be provided and maintained or funded at a cost of £138,217."

2.5 OCC Highways

"Objection: The proposed development would increase traffic through the mini-roundabout at the junction of Main Road (A4095), Church Road and store access, resulting in considerable queuing and delay to the detriment of the convenience of highway users and contrary to Oxfordshire Local Transport Plan 3 and the NPPF.

It is noted that the submitted transport assessment fails to appraise properly the traffic impact of the development."

2.6 OCC Education

"No objection subject to contributions towards expansion of permanent primary school (Hanborough Manor CE Primary School is the catchment school) capacity in the area (£625,428), secondary school (Bartholomew School is the catchment school) capacity (£721,235), and Special Education Needs (£33,722) provision in the area.

The Primary School could grow to 1.5fe if adjacent land were acquired and planning is underway for expansion of Bartholomew School."

2.7 OCC Property

"Mitigation of the impact on existing community infrastructure may be required and OCC may require contributions towards library, strategic waste and recycling facilities, museum resources, social and health care (adult day care) and adult learning based on the final housing mix. A condition should require provision of fire hydrants."

2.8 OCC Archaeology

"No objection subject to a condition requiring a programme of evaluation and mitigation in accordance with an approved scheme."

3 **REPRESENTATIONS**

The following is a summary of the principal matters raised in response to the application proposals. It is not practical to provide details of all of the representations, some of which include detailed

technical submissions. However, all representations have been considered in full and are available for inspection.

Objections have been received in some 332 representations on the following grounds:

Policy

The development would conflict with Policies BE1, BE2, BE3, BE4, NE1, NE3, NE6, H2, H4, H7 and T1 of the adopted Local Plan.

The housing would not accord with the principles in the emerging plan of growth proportional to the size of settlement and phased over the plan period: it would be disproportionate in number and built at an unsustainable rate.

The site was considered unsuitable for development in the SHLAA (June 2014).

Scale and impact on infrastructure

A number of substantial developments have already recently been approved or proposed in the village (over 100 including Church Road).

The increase in residents could not be supported by the Hanborough Manor CE Primary School and Long Hanborough Surgery, which are at capacity with inadequate parking and no scope for expansion, shops (for which parking is already problematic) and employment leading to commuting and increased tensions.

The applicant's claims that Freeland and Long Hanborough schools have identified expansion space are not true.

Children having to attend school outside the village would be socially harmful and would increase traffic: every child should be able to attend their local school and integrate into their community. Freeland School is also near capacity, experiences parking problems and the village does not have street lighting to make walking from the site safe in winter.

Eynsham Medical Centre to which a modest extension has been made in recent years is not a practical alternative to the village facility as it is 7.25km away and a return journey is impractical by public transport. The only realistic option would be for the developer to provide a site and building shell for a new medical practice to maintain a high standard of care.

Train services are already overcrowded and additional carriages could not be added without an expansion of the station

Recent surveys show much greater use of the station car park (85-90%) than suggested by the applicant and this will only increase as there are plans to encourage greater use of the station by residents of Witney.

New bus stops near the site entrance could have an impact of the existing stop near Wroslyn Road which serves Freeland – it could be unviable/impractical to operate both.

No consideration has been given to the impact on inadequate broadband, electricity (brief interruptions of supply are regular) or sewerage infrastructure (regular and recent sewerage blockages nearby in Long Hanborough and Freeland) which are inadequate.

Additional police infrastructure would be necessary

The need for possible off-site sewerage network improvements is identified but a solution should be found before the application is determined.

Local voluntary groups will not be able to cope with the increased demands from the new development.

The development would destroy the local community.

The site is not well sited to access local services and facilities.

If the development is to be approved, the duelling of the A40, all infrastructure improvements should be in place before development commences, and an improved cycle path to the station and a footpath to the village centre through the green space north of Hurdeswell and opportunities for self-build housing should be secured. Also, no development should take place until a year after

completion of the Wolvercote and Cutteslowe Roundabout improvements, further traffic surveys have been undertaken and a Pelican crossing is provided at the site entrance.

Traffic impact

Increased traffic on the A4095, which is already congested and could take additional traffic from planned development at East Witney, would result in traffic delays and jams and inhibit use by emergency services.

The Transport Assessment conflicts with that (Cole Easdon) for a development of 68 homes at Church Road, which concluded that the A4095 traffic flow is above capacity. It is also based on observations on one day only.

It is peak flows not average flows that need to be considered.

Congestion on the A4095 would make egress from roads leading to it and from the site very difficult (particularly turning right in the morning peak time to destinations in the village, the station and towards Oxford) and construction vehicles would cause a particular problem at the Bladon pinch point.

The Local Plan 2011 (p64) identifies the A4095 as one of the roads where a combination of local and through traffic are causing congestion and environmental damage particularly in settlements on these routes.

Wroslyn Road would become a rat-run.

Increased traffic increase noise would spoil a quiet area and the villages of Long Hanborough and Freeland.

Increased fumes in the villages and wider impact on global warming for CO emissions

Increased traffic on narrow, unlit village roads in Long Hanborough and Freeland (en route to the A40) without footways would be dangerous.

Increased traffic on the A4095 at speeds that are not controlled by cameras would be a danger to an increased number of pedestrians trying to cross the road.

There are few local employment opportunities so residents will commute to work.

Residents will be likely to use cars because buses are infrequent, unreliable and stop at 7pm; there are no bus shelters or real time timetables; bus services do not coincide with train times; buses do not go to the Summertown area; cycle lanes are inadequate and dangerous; there are no cycle racks at bus stops and inadequate racks at the station; the station is too far away to walk to.

Insufficient provision is made for car parking and there would therefore be congestion within the development.

Consideration should be given to improving bus routes through the village; to a cycle path between Long Hanborough and the Eynsham roundabout along Lower Road, and to supporting alternative routes to Oxford and London from Witney

Landscape impact and character

The green gap between Long Hanborough and Freeland would be significantly reduced (by 50%) to the detriment of their distinctiveness and separate characters and to their landscape setting.

The loss of productive agricultural land and greenfield development is not justified: it would harm the rural character and context of the area.

The development would not be physically integrated in the village, being a clear extension, not infilling and having only one direct link along the busy A4095.

The development would be a satellite rather than being absorbed within the village and would not contribute to social cohesion.

The scale of development would fundamentally spoil the rural feel of the village and urbanise an existing village.

The density, layout, design and height (particularly 3 storey houses) are inappropriate for a rural village setting— family houses with good gardens are needed not a dense development with flats.

The proposed landscaping is totally inadequate.

Light pollution would be caused.

The development would result in the loss of trees and hedgerows.
The hedgerow between the two fields should be retained in its entirety.
It is not clear how the altered pavement cycle route can be accommodated without removing a hedgerow.
A Category 'A' oak tree should not be lost for a bus stop.

Biodiversity impact

The site and copse on the edge sustain a lot of flora and wildlife including great crested newts, bats, bird species of conservation concern/importance and apparently a badger sett.
The ecological report is based on a desktop study and a broad based Phase I study and is inadequate.
If the development is to be approved, biodiversity mitigation measures should be required.

Drainage

The ability of the site, which has flooded in recent years, to accommodate run-off water with heavy winter storms and increased hard surfaces is queried.
Would the proposed attenuation pond really work and would it be safe?
The Flood Risk Assessment is flawed being based on data collected at the height of one of the driest summers for some years.

Living conditions

Existing properties in Hurdeswell and Marlborough Crescent would experience noise disturbance and loss of privacy and light and of outlook because of the excessively high houses
A turning circle to the rear of properties in Hurdeswell would not provide a good standard of amenity for existing residents but would cause noise and pollution.
A proposed public footpath along the rear garden of 54a Hurdeswell would be likely to have street lighting which would be a nuisance and being of little use would encourage anti-social behaviour.
If approved, conditions should control construction access and hours of operation to safeguard local residents.

Other options

If there is to be development in this area it should be smaller and site to the north of Witney Road where it would be bordered on two sides by existing development, by Witney Road and a public footpath and would not reduce the gap to Freeland.

Other issues

Why are 6m and 7m easements proposed – are these for access for further development?
How was a figure of 83 affordable homes derived – there is no record of a need in the village for that number? Affordable housing should be provided nearer towns and cities where those in need are already living and where facilities exist
Why is the open space mainly at the back of the larger houses where the outlook is open anyway rather than closer to existing houses?
Why is a disproportionate number of affordable houses and 1 bed properties closest to existing houses?
The stated need for small family housing in the village is not substantiated
This development could set a precedent for further development, particularly to the north of Witney Road.

Blenheim should not be rescued at the expense of the harm the development would cause and are the estimates of the funds required credible? How would any profits be secured to be spent on the World Heritage Site?

If the development is to be approved, could the developer donate serviced land to Freeland for a slower community-build scheme?

No EIA, and no measures to mitigate CO2 emissions, for local energy generation or for renewable energy have been required or proposed.

The field was a landing place for bombers in WW2 and there could be bombs on the land.

Procedural matters

The site is not within walking distance of Chipping Norton or 1.2m from Combe Station (it is only a request stop halt) as stated in the submitted Planning and Consultation Statement.

The application draws conclusions from a National Traffic Survey dated 2008 and the 2001 Census both of which are out of date. Why was the 2011 Census not used?

Few local residents were aware of the public consultation event.

The submitted Travel Plan lacks details.

More information is needed on the types and mechanisms for the affordable housing and potential infrastructure contributions before the application is determined.

The need for an Environmental Assessment has been avoided by dividing the development (originally 362 houses) into two phases.

A site visit should be undertaken before the application is determined.

4 APPLICANT'S CASE

The following documents were submitted in supported of the application and are summarised below:

Planning Statement

The site is located on the western boundary of the village of Long Hanborough, 10 miles North West of Oxford and 5 miles east of Witney. The site is within walking distance of the nearest petrol station and shop. The proposal will include a mix of houses size which is compliant with the recommendation of the recent SHMA. 24.8% of the site area will be as public space. The main access will be from the Witney Road, A4095. Pedestrian and cycle links will be proved to link up to existing facilities to Hanborough Train station. The proposal has been designed to form a properly integrated sustainable development to Long Hanborough.

A community engagement event was held with local residents- 315 people attended and 247 people left feedback comments. A meeting has also been held with the Local GP which established the surgery is under pressure and has expanded as much as possible within the existing site. Figures show that as Long Hanborough is part of the Eynsham Medical group, there appears to be capacity overall as the Eynsham surgery has recently expanded.

The NPPF sets out the framework in which planning decisions should be assessed and sets the framework in the presumption in favour of sustainable development. Government in recent years has sought to emphasise freeing up planning and incentivising the development industry to build in attempt to increase housing numbers. Paragraph 158 of the NPPF states that local authorities should have up to date local plans and requires LPA's to have objectively assessed projected housing needs by carrying out a Strategic Housing Market Assessment (SHMA).

The SHMA has been undertaken by all Oxfordshire district councils and identifies the scale, mix of housing and the range of tenures that the local population is likely to need over the plan period. WODC have used the government's household projections figures and adjusted this though the

SHMA process to calculate housing requirements as an interim measure. Using this measure WODC cannot demonstrate that they can provide a 5 year housing land supply to meet the projected requirement.

Recent case law and the suspension of the Cherwell Local Plan Examination indicates that WODC are not using the appropriate housing needs projections and therefore cannot demonstrate an adequate five year land supply of deliverable housing. This means WODC can only demonstrate a 4.26 year land supply with a shortfall of 521 houses. Paragraph 49 of the NPPF states that local housing policies should not be given any weight if the local authority cannot demonstrate a 5 year land supply for housing.

The WODC local plan is date expired and the NPPF strongly endorses LPAs to have up to date local plans. The NPPF also states that the weight should be given to relevant policies in the existing plans according to their degree of consistency with the NPPF; therefore, any policies which are in conflict with the NPPF can be given little weight. Applications should therefore be determined by housing policy contained within the NPPF.

The site is close to Oxford and Oxfordshire City Deal area. The City Deal will result in the creation of the 18,600 jobs in the region and identifies that housing choice is required as it is currently a barrier to growth and more housing is essential for the future of the knowledge economy in Oxfordshire.

The statement seeks to demonstrate that the proposed development represents sustainable development in accordance with policy; there is an established need for housing and the City Deal highlights a future need. The proposed site is available, deliverable and sustainable in an appropriate location that can help the district council meet its shortfall in housing.

The development submitted is for 169 new homes including 83 affordable dwellings which will clearly meet an identified need for additional homes. This application is submitted on the basis that the council does not have an up to date local plan or a 5 year land supply and therefore the council should grant planning permission without delay unless: i) any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the framework when taken as a whole, or ii) specific policies in the framework indicate development should be restricted. The 'Golden thread' of sustainable development has been met by these proposals which represent a sustainable addition to Long Hanborough.

Design and Access statement

This proposal will consist of up to 169 Dwellings this will include 49% affordable homes in line with the WODC requirement of a mix of housing types. This statement focuses on the relationship of the proposal to the local character, location and constraints of the site. Long Hanborough has good transport links and a train station, health service shops and churches etc. The proposed development makes the best use of existing public links where possible. Bus routes run through Long Hanborough and the main road is a direct route to Witney and Oxford. There is particular need for small family housing in the village. The site is in a location covered by the City Deal and required housing to correspond with employment. The Local Plan identifies Long Hanborough as a service centre and as such is able to support the settlements retail and services so they continue to remain viable.

The settlement of Long Hanborough is one of two villages in the parish of Hanborough and has a history dating back to 11th Century and was derived from a small rural hamlet and has had continued growth the current to be the sustainable village it is. Later growth in the village has been subject to infill and most latterly in the area south of Witney Road which saw development in the 1980's.

A study has been made of the area to help define the design strategy, including the context of Long Hanborough, Church Hanborough and North Leigh. The village contains a variety of architectural styles and uses local stone predominantly under pitched, thatched, stone, slate and clay tile roofs. The dwellings are largely characterised by traditional materials and vernacular details.

The site is defined by the existing residential boundaries along the eastern edge of the site, the Witney Road defines the north boundary, and there is an existing row of trees to the southern boundary whilst the western boundary remains undefined. The site has a nominal fall in topography from west to east, the majority of the site is dominated by arable land and is therefore of fairly low ecological interest. The site has an existing and direct access from the Witney Road. Existing hedgerows have been identified as worthy of retention although the remainder of the site is predominantly uncultivated scrubland. A sewer runs across the site which requires an easement of 6 metres, a drainage line runs along the southern boundary which will be used as run off and an attenuation area.

It is felt this site provides an appropriate edge of settlement progression for the growth of the village. The western edge of the village is limited by the existing isolated dwelling and the belt of landscaping to the perimeters of both sites creates a natural edge and clear separation between Freeland and Long Hanborough.

The original concept plan changed as a result of public engagement and the changes made will ensure that the existing properties in Hurdeswell will continue to enjoy a good standard of amenity as will the future residents of the proposed development. The gross area of the site is approx 7.9 hectares of which the developable is around 6 hectares. The development will be proposed as a mix of 1,2,3, and 4+ bedroom houses and apartments. The dwelling mix closely reflects the current SHMA housing mix for new developments.

The overall pattern of the development has been devised to play a role between the post war housing to the east and the open countryside. The village extension will form a low key gateway to Long Hanborough. The proposed development is comprised of a mix of terraced, semi detached and detached two storey buildings under pitched roofs. The development has been designed to accord to the principles of 'secured by design' with reference to Access and Movement, Surveillance, Structure, activity, ownership and management and protection.

The site is located immediately adjoining the village to form a cohesive extension to the existing settlement. The development is arranged around the principle access road, with the central access creating a spine of green space running through the development. Car parking will be interspersed informally to avoid any sense of domination and to create a casual feel which will be legible to visitors. The secondary roads have been designed with changes in paving material to provide more informal shared space feel. Parking will be provided in accordance with local authority guidelines and where possible will be 'on plot' to neutralise its impact on the character of the area.

A landscape Master-plan has been produced and tries to implement green infrastructure and sustainable design ideas. Many of the existing mature trees have been retained in and reinforced with additional proposed planting. Existing hedges have been retained lining the Witney Road. SUDs have been incorporated through the use of an attenuation pond and a swale system. All dwellings will exhibit a high level of architectural quality and will be designed to meet the requirements of Lifetime homes and to include features such as WC located on entrance storey, Low level thresholds to entrance doors and load and non load-bearing partitions to enable future adaptations. Materials have been selected to ensure the character of the local area is respected, but at the same time being hardwearing. The scheme has been designed with careful reference and respect for the village context and the development has been carefully considered to deliver a sustainable development providing much needed additional housing stock and have been designed appropriately to the context and needs of the local area.

Planning Statement- Addendum

The applicant has provided an addendum to the original planning statement in response to the consultation comments received to date. This report provides further information regarding what the applicant's view is on the Council's 5 year housing land supply as a result of the grant of permission for a development of 700 homes in East Carterton. They suggest the local plan is out of date, regardless of whether a 5 year housing land supply can be demonstrated by the figures suggested, and therefore paragraph 14 of the NPPF should take precedence providing that any adverse impacts of the proposed development do not significantly or demonstrably outweigh the benefits.

The applicant confirms that they see several key benefits of the proposal which would outweigh any perceived harm, including; Provision of 83 affordable housing for local people, increasing mix and choice of housing available, enhancement of the biodiversity of the site, increased open space for community to enjoy, improved cycle and pedestrian routes through the villages, easy access to regular public transport, dedicated pedestrian and cycle access to the local facilities, close to Long Hanborough Business park and is therefore considered to be a highly sustainable development all of which should be given great weight in the determining of the application.

The applicant has agreed with Oxfordshire County Council to a financial contribution and would enter into an obligation to assist with funding toward expanding the school. The applicant is also looking into the feasibility of expanding the Long Hanborough Surgery to create an additional consulting room. The applicant is therefore happy to discuss securing through s106 negotiations, contributions which may be required, at the recognised figure of £100 per head (circa, £37k).

The applicant submits that the space maintained between the proposed development and village of Freeland is approx. 250m and is substantial enough to retain the distinct identity of both settlements. It is noted that the East Carterton scheme proposes to maintain a distance of 150m between the proposed development and Brize Norton, and this was considered acceptable.

The landscaping proposed on the site will involve the removal of sections of existing hedgerows but the replacement planting will have matured within 5 years and will consist of native or naturalised species that will provide a net gain in canopy cover, biodiversity and visual amenity. The loss of the existing hedge would be short term there would therefore be no material harm to the character of the road corridor in the medium or long term.

The applicant considered drainage details and water capacity issues can be sufficiently dealt with on site and provision would need to be in place before any build out in any case. Discussions with Thames Water are on-going. The applicant is satisfied to adhere to any proposed condition imposed with reference to the internal noise levels of proposed properties from road traffic noise. The applicant also notes that there is a capacity issue at the local school and believed this issue is capable of resolution subject to the payment of the contributions towards the necessary expansion of the school. The applicant will enter into an obligation to pay reasonable contributions towards the education facilities.

The applicant wishes to make further submissions on the traffic impact of the proposal after meeting with the County Council Highway Team. This can be reported to Members as a late representation. The applicant also wishes to clarify that any capital gain as a result of any consent for this proposal will be ring fenced to be used solely in connection with on-going repairs and maintaining the World Heritage site, Blenheim Palace, as there is documentation in place which ensures any uplift in value and capital gains are only routed this way. The granting of consent of this site would significantly help protect, in perpetuity, the long term future on this significant heritage asset.

5 POLICY

The following policies of the adopted plan would be applicable to this case:

BE1- Environmental and Community Infrastructure
BE2- General Development Standards
BE3- Provision for Movement and Parking
BE4- Open space within Adjoining settlements
NE1- Safeguarding the Countryside
NE3- Local Landscape Character
NE6- Retention of Trees, Woodlands and Hedgerows
NE9- Surface Water
NE13- Biodiversity Conservation
T1- Traffic General
T2- Pedestrian and Cycle Facilities
T6- Traffic Management
H2- General residential Development standards
H3- Range and types of residential accommodation
H7- Service Centres
H11- Affordable housing on Allocated and previously unidentified sites

6 PLANNING ASSESSMENT

Taking into account the representations of the interested parties, planning policy and other material considerations, your officers consider that the main issues of this case are:

- Principle of Development
- Design and layout
- Impact on Neighbouring amenity
- Impact on visual amenity- Landscape and coalescence
- Traffic and Highways
- Ecology
- School capacity
- GP surgery capacity
- Infrastructure and S106

7 CONCLUSIONS

In light of these observations, having considered the relevant information submitted to date, your officers consider that further information and evidence is required on many of the key determining issues for this site and therefore no firm recommendation can be put forward at this time. It is therefore recommended that officers await the outstanding information and defer the recommendation until a subsequent meeting.

8 RECOMMENDATION

Defer

14/1296/P/FP Old Woodstock Town Football Club	
Date	3/11/14
Officer	Hannah Wiseman
Officer Recommendation	Grant Subject to Conditions
Parish	Woodstock
Grid Ref:	

APPLICATION DETAILS

Erection of six, 15m high floodlighting columns

APPLICANT

Old Woodstock Town Football Club, Woodstock

BACKGROUND INFORMATION

This application is seeking planning permission for the erection of six 15m high floodlight columns . The application is presented to Uplands Area Sub Committee due to an express call in from Councillor Julian Cooper based on the refusal reasons of the earlier application for planning permission in 2009.

1 PLANNING HISTORY

W96/1061: Erection of twelve 7m high floodlighting columns on three tennis courts at the Woodstock Bowls and Tennis club – Refused.

09/0287/P/FP: Erection of six 15m high floodlighting columns- Refused

2 CONSULTATIONS

2.1 Woodstock Town Council

“Strongly support the planning application but the integrity of the public footpath must be maintained at all times.”

2.2 WODC: Environmental Health

“The Senior Technical Officer has assessed the lighting details submitted with the application and the relevant technical guidance and as a result has suggested that conditions would be required on any consent to ensure i) the lighting scheme shall comply with the Institution of Lighting Engineers guidance note on light protection dated 2005 ii) the luminance produced should not exceed 5 Lux in the vertical plane and iii) Suggested hours of use between 9am and 9pm.”

2.3 Sport England

“Raises no objection to this application.”

3 REPRESENTATIONS

There have been eleven objections received in relation to the proposals. The following is a summary of the principal matters raised in response to the application proposals;

- Light pollution contravening policy BE21 affecting the night sky and reasonable living conditions of the local residents.
- Noise pollution of after dark games
- Loss of amenity land and prevention of access to footpath

- Adverse visual impact due to the height of the columns
- The light emitted will affect our garden and the habitable rooms to the rear of our house
- Evening matches will increase the vehicular and pedestrian traffic causing likely parking problems.
- Concerned about the amount of use and difficulty of the lighting to be controlled and policed.
- Extending the playing house in to the evening would be intolerable in this residential area
- Landscaping will not be sufficient and new planting will not establish in time
- The access is inadequate for the increase in use of the club
- Noise pollution from more players and spectators
- Previous application of similar type previously refused by Uplands Area Sub Committee and this scheme is no different
- The site is bordered on three sides by residential houses and this would be unsuitable development in this location
- The proposal would completely change the residential character of the area
- Where would the additional spectators park?
- Alternative sites should be sought

One comment has been received from 6 Recreation Road, citing there is no objection to the application per se, but that the access road Recreation Road is on the deeds of the property and they have to contribute to any road repairs that may occur, increased use may well add to general wear and tear of this road when it is used for parking.

One comment of support has been received from a resident on New Road.

4 APPLICANT'S CASE

The following document was submitted in support of the application and is summarised below:

Design Statement

The Woodstock Town Football Club was formed in 1911 and has always been located in New Road. The club has been used for local neighbouring community uses for over 100 years and runs different clubs, hosts quizzes and fete's etc. The team has now reached a position in the league where they cannot progress any further until evening matches can be held. The proposal is to erect 6x 15m high floodlights to allow evening matches to take place.

The lighting scheme has been devised by an experienced specialist company which has been devised to minimise any upward lighting. There have been revisions to the previous proposal by the way of relocating the playing area 6m east, further away from Cadogan Park. The position of the lights with hoods will result in little impact on the immediate neighbourhood or surrounding landscape.

The club requires the floodlights in order not to be relegated to a lower league and their continued success depends on being able to host evening matches. It is hoped that the revised application will be received favourably so that the club can continue to provide a valid service to the local community and beyond.

5 POLICY

The following policies of the adopted plan are considered applicable to this application:

- BE2- General Development Standards
- BE5- Conservation Areas
- BE21- Light Pollution
- TLC1- New Tourism, leisure and Community facilities

6 PLANNING ASSESSMENT

- 6.1 The application seeks planning permission for the erection of six, 15m high floodlighting columns around the pitch at Woodstock Town Football Club. The application site is located within a predominantly residential area to the south of New Road which is in a conservation area and is some distance away from the World Heritage Site.
- 6.2 Taking into account the representations of the interested parties, planning policy and other material considerations, your officers consider that the main issues are considered to be:
- Impact upon neighbouring amenity
 - Impact on upon the wider Landscape

Impact upon neighbouring amenity

- 6.3 The application site is bounded on three sides by residential properties; to the east it is adjacent to Woodstock Primary School. The distance from the rear gardens to the nearest floodlighting columns on New Road is approximately 21m and approximately 33m from the boundary of the nearest property at Cadogan Park. The previous application, ref. 09/0287/P/FP was refused by the Uplands Area Planning Committee on the grounds that;

'The proposed lighting due to the level of illumination and glare, together with the extent of the horizontal light pollution will have a detrimental impact on amenity of the occupiers of neighbouring residential properties, particularly 14 and 15a Cadogan Park . As such the proposal is considered to be contrary to policies BE2 and BE21 of the adopted West Oxfordshire Local Plan 2011. The proposed Floodlighting will result in unreasonable disturbance and loss of amenity to the occupants of neighbouring residential properties. As such, the proposal is considered to be contrary to policies BE2 and BE19 of the West Oxfordshire Local Plan 2011. '

- 6.4 The closest properties which are likely to be most affected by the proposal are 6 Recreation Road and 14 and 15a Cadogan Park as noted above. The occupiers at 6 Recreation Road have not objected to the proposal on the grounds of the flood lighting but with regard to the on-going maintenance of the access road. This would not be a planning matter; this would be a private matter between the owners and whoever else holds title deeds to the road to resolve. The eastern elevation of 15a Cadogan Park is approximately 40m from the nearest floodlight column. This elevation features a gable end with one window which appears to serve a stairs landing.
- 6.5 The application is supported by a layout plan which indicates the light spillage from the proposed lighting. The plan shows that the light would spill in to the rear gardens of 15a, 14 and 13 Cadogan Park but that that the lux level at that point where it spills to the garden boundaries would be approximately 2-5 lux. To give an indication of what this light spillage would equate to, a typical well lit residential street would be approx. 15 lux and a sunset around 10 lux. The light spill would therefore be at a very low level at this point at the edge of the residential properties.
- 6.6 The details provided of the lamps show that they face down, have hoods and by their design reduce light overspill and any upward light glare. The hoods will be finished in a light grey power coating and the columns will rise to a height of 15m and be in a galvanised metal finish. The re-design and the positioning of the floodlights in this application has been done so as to cause as minimal impact upon neighbouring amenity as possible and to overcome the previous objections raised by members in the 2009 application. The drawings show that the light spillage will have some impact on neighbouring amenities but officers do not consider that the level of light spillage would be harmful to the extent that would warrant refusal of the application. Any limited harm caused by the light spillage, in this instance, is considered to be outweighed by the clear benefit to the local community by supporting the continued success of the local football team and community use of the facilities. Policy TLC1

states that permission will be granted for community facilities to meet local needs and where possible facilitate new and improved provision to maximise the potential for community buildings and that a balance will need to be struck if the benefits of the scheme will outweigh any potential adverse environmental impact.

- 6.7 Comments have been raised within the consultation responses that the use of the club may intensify as a result of the night time playing being available. The applicant submits that evening matches are likely to be held once a week at a maximum which would finish around 9.20pm, allowing for extra time in a match, 9.50pm. In the winter a weekend match may extend until around 5pm when the lights may be required. It is not considered that the provision of the lights would lead to an intensification of the grounds which would result in adversely affecting the existing character and nature of the area. Concerns were also raised regarding the sometimes offensive nature of the language overheard on match days. It is clearly beyond the control of the council to be able to monitor this and it is not considered that the provision of the lights would have any additional adverse impact on this element of the spectator aspect of the sport. It is however suggested that a condition be imposed restricting the hours of use so that the lights are never on between the hours of 22:00 and 09:00 in the interest of protecting neighbouring amenities into the evening.

Impact upon the wider Landscape

- 6.8 The erection of the six columns around the edge of the grass pitch are not considered in themselves, to have any unduly harmful impact on the character or the area and they will not be widely visible from many public vantage points. As detailed above there would be minimal vertical light spillage associated with the proposed floodlighting due to the provisions of the hoods on the lights and the directed beams of the particular bulbs used. As a result it is not considered that the proposal would have any harmful impact on the wider adjacent conservation area.
- 6.9 The comments received also indicate a concern that the relocation of the pitch area further east would encroach or affect the footpath to the east of the site. The layout plans indicate that this would not be the case and that the pitch can be relocated slightly and not affect the footpath running south from Recreation Road. The access to the recreation ground beyond the pitch also remains unaffected.

Conclusions

- 6.10 In light of these observations, having considered the relevant planning policies and all other material considerations, your officers consider that the proposed development is acceptable on its planning merits.

RECOMMENDATION

Permit subject to the following conditions;

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: The time condition is imposed in order to comply with the requirements of the Town and Country Planning Act 1990 (As amended).
- 2 That the development be carried out in accordance with plan No.s 187112:2, 1: 187112: 3, UKS5665/5, HL250DI5MAST, and submitted technical details of the model 'Challenger 1 AL570'.
REASON: For the avoidance of doubt as to what is permitted.
- 3 The use of the floodlighting hereby permitted shall not be operational between the hours of 22:00 and 09:00.

REASON: In the interest of protecting neighbouring amenities and ambient light levels.

- 4 The illumance produced by the asymmetric distribution floodlighting shall not exceed 5 Lux in the vertical plane at heights at or above ground level, along or beyond the perimeter of the site.
REASON: In the interest of protecting neighbouring amenities and uses.