

WEST OXFORDSHIRE DISTRICT COUNCIL

UPLANDS AREA PLANNING SUB-COMMITTEE

Date: 3 August 2015

Report of Additional Representations



WEST OXFORDSHIRE
DISTRICT COUNCIL

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.

I5/00166/OUT Land West of Shilton Road, Burford	3
I5/02448/S73 Land at Former Churchill House, Hailey Road, Chipping Norton	30

Report of Additional Representations

15/00166/OUT Land West Of Shilton Road Burford	
Officer	Hannah Wiseman
Recommendation	Refuse
Parish	Burford

Application details

Outline application for the erection of up to 91 dwellings (50% affordable) and care/retirement complex (all matters reserved except means of access)

Applicant

Hallam Land Management

Additional Representations

- 1) Six additional representations have been received from third party objectors to the scheme, since the writing of the report. The objections are based on the same grounds as originally reported in the Officers Committee report but include reports on the findings of the Natural History of the site and a traffic survey
- 2) Burford Town Council supports the revised application, although suggestions are made to what is proposed by the current scheme. Those comments are copied below;

BTC supports in principle the application for outline consent for development of the Shilton Road site subject to:-

- The number of houses (50% affordable) not exceeding 100 and the aggregate of assisted living, supported living and care home units not exceeding 120.
- No buildings exceeding two stories.
- Consideration being given to improving the proposed changes to the Shilton Road-A40 junction (e.g. traffic lights or 'no right turn').
- The Shilton Road frontage being softened with mature trees in the same way as the Southern boundary.

- 3) Oxfordshire County Council have responded to the revised proposal via the 'One Voice' System which is attached to this report at APPENDIX 1. Members will note Highways now have no objection to the scheme, but due to pooling restrictions and the CIL regulations the mitigation measures as suggested by the consultee's still cannot be sought through section 106 contributions.
- 4) The applicants have submitted a supporting statement which is attached to this report at APPENDIX 2
- 5) The Landowner has submitted a supporting statement which is attached to this report at APPENDIX 3.

All of the above documents are viewable in full on the Council's website.



OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: West Oxfordshire

Application no: 15\00166\OUT-2

Proposal: Amendment: Residential development of up to 91 dwellings (50% affordable) and 5.5 acres of care provision comprising of up to 78 assisted/supported living apartments and a 90 bed care home.

Location: Land West Of Shilton Road Burford

Purpose of document

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a strategic localities response and technical team response(s). Where local member have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

District: West Oxfordshire

Application no: 15\00166\OUT-2

Proposal: Amendment: Residential development of up to 91 dwellings (50% affordable) and 5.5 acres of care provision comprising of up to 78 assisted/supported living apartments and a 90 bed care home.

Location: Land West Of Shilton Road Burford

Officer's Name: Lisa Michelson Officer's Title: Locality Manager

Date: 30 July 2015

District: West Oxfordshire

Application no: 15\00166\OUT-2

Proposal: Amendment: Residential development of up to 91 dwellings (50% affordable) and 5.5 acres of care provision comprising of up to 78 assisted/supported living apartments and a 90 bed care home.

Location: Land West Of Shilton Road Burford

Transport

Recommendation:

No objection subject to conditions

Key issues:

- Off site pedestrian safety concerns at A361 roundabout – details required
- Other areas of concern with original application have been addressed.
- Overall traffic impact of amendment is less than original application.

Legal agreement required to secure:

The developer will be required to carry out the following mitigation off-site highway works under S278. These works will be a requirement of the S106 agreement, to be carried out prior to first occupation.

- Traffic calming and pedestrian refuge on B4020 in vicinity of the site comprising gateway features as per in principle drawing W14132-601-P6, [plus the addition of any hardstandings for bus shelters necessary](#)
- A new signal controlled pedestrian crossing on the A40, widening of Shilton Road at its junction with the A40, and extended footway between the southern site access and the pedestrian crossing on the A40 as per the above drawing and in principle drawing W14132-600-P4
- Improvements to the informal crossing arrangements on the southern arm of the roundabout junction of the A40 and A361 – details to be agreed.

S106 financial contributions will be required as follows:

- £1,000 per additional dwelling including Independent Living and Supported Living apartments (indicative total £169,000) towards improvements to bus services serving the development.
- £20,000 (to be confirmed) to provide [procurement, installation and ongoing maintenance of bus shelters](#), flagpoles and timetable cases on Shilton Road outside the development, in the event that a new bus service is in operation on that route.
- Travel Plan monitoring and review fees for the residential travel plan £1240
- Travel Plan monitoring and review fees for the 90 bed care home £1240
- A contribution to cover the cost of TROs required for speed limit reduction and traffic calming on Shilton Road.

Conditions:

G18	<p>Development shall not begin until details of the junctions between the proposed road and the highway have been submitted to and approved in writing by the Local Planning Authority, and no building shall be occupied until those junctions have been constructed in accordance with the approved details.</p> <p>REASON: In the interests of road safety. (Policy BE3 of the adopted West Oxfordshire Local Plan 2011)</p>
G19	<p>As soon as development is commenced, the existing means of enclosure on either side of the access(es) to the site and the vegetation within the visibility splay shall be reduced to and retained at a height not exceeding 0.6 metres above the level of the highway for a distance of at least 120 metres in each direction from the centre of the said access; REASON: In the interests of road safety. (Policy BE3 of the adopted West Oxfordshire Local Plan 2011)</p>
G111	<p>Vision splays shown on the submitted plan shall be provided as an integral part of the construction of the accesses and shall not be obstructed at any time by any object, material or structure with a height exceeding 0.6 metres above the level of the access they are provided for.</p> <p>REASON: In the interests of road safety. (Policy BE3 of the adopted West Oxfordshire Local Plan 2011)</p>
G212	<p>No dwelling shall be occupied until all the roads, driveways and footpaths serving the development have been drained, constructed and surfaced in accordance with plans and specifications that have been submitted to and approved in writing by the Local Planning Authority.</p> <p>REASON: In the interests of road safety. (Policy BE3 of the adopted West Oxfordshire Local Plan 2011)</p>
G31	<p>No dwelling shall be occupied until the vehicular accesses, driveways, car and cycle parking spaces, turning areas and parking courts that serve that dwelling has been constructed, laid out, surfaced, lit and drained in accordance with details that have been submitted to and approved in writing by the Local Planning Authority.</p> <p>REASON: In the interests of road safety (Policy BE3 of the adopted West Oxfordshire Local Plan 2011).</p>
	<p>Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:</p> <ul style="list-style-type: none"> • Discharge Rates • Discharge Volumes • Maintenance and management of SUDS features • Sizing of features – attenuation volume • Infiltration in accordance with BRE365 • Detailed drainage layout with pipe numbers and direction of flow. • SUDS (list the suds features mentioned within the FRA to ensure they are carried forward into the detailed drainage strategy) • Network drainage calculations • Phasing • Level information in relation to drainage detail.

	Prior to commencement on site, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. 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 road safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents.
	Prior to first occupation, a travel plan for the residential development, and a travel plan for the elderly accommodation/care complex, shall be submitted to and approved in writing by the Local Planning Authority. REASON: To promote the use of non-car modes of transport.
	Prior to first occupation a travel information pack shall be submitted to and approved in writing by the Local Planning Authority and thereafter distributed to all new residents. REASON: To promote the use of non-car modes of transport.

Informatives:

Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners.

Detailed comments:

This response needs to be read in the context of OCC's original transport response dated 19 February 2015 (included as annex below). Subsequent to that response I have met with both the developer's transport consultant and the local residents' association to discuss the issues of concern, and additional information has been supplied.

My concerns with the original application are set out below, with the text in italics how they have been addressed:

- The proposed coach park – lack of information about movements and how it would be managed. *The proposal no longer includes a coach park.*
- Possible impact of proposed signalised pedestrian crossing on A40 – in particular the possibility of traffic backing up to the roundabout. *LINSIG modelling was provided demonstrating that queues would not back up to the roundabout. The type of crossing would be able to detect pedestrians, and therefore the time traffic is stopped is variable. Modelling assumed a total of 17 seconds that a vehicle will be stopped, which is considered to be a worst case. Given the likely pedestrian demand at the site, the use of the crossing is likely to be infrequent, with time for the queue to clear between each time the signal stops traffic.*
- Methodology for trip distribution. *Census 2011 travel to work data has now been used to distribute trips, with traffic within the Burford census area distributed proportionately. I am satisfied with the proposed distribution.*

- Vision splays: *Design has been amended to provide DMRB compliant vision splays at the site accesses.*
- Safety of cyclists using the site: *Due to physical constraints is not feasible to provide dedicated cycle facilities linking to local facilities. However, suitable traffic calming has been proposed along Shilton Road (drawings within the Transport Assessment) to improve safety of cyclists leaving the site along Shilton Road towards Burford. At the A41 they could dismount and use the pedestrian crossing towards the town centre.*
- Proposed pedestrian route to the new crossing: *The proposed footway on Shilton Road has now been extended to the southern site access. A slight widening of the footway on the A40 proposed to address a pinch point, such that the footway will meet minimum width requirements, although it will still not be an attractive walking route due to the close proximity of lorries etc.*
- Concern about delays at junction of A40 and Shilton Road leading to unsafe manoeuvres: *A mitigation scheme is proposed to widen the junction providing additional capacity for L and R turn lanes. The modelled delay is less with the development and the proposed mitigation than it would be without either, so with mitigation the risk is reduced.*

The key changes to the proposed development are:

- Reduction in private homes to 91 units from 142
- Increase in the Care Provision to allow for
 - Care Home – 90 bed, 3 Storey
 - Supported Living – Up to 48 Apartments, 3 Storey
 - Independent Living – 30 dwellings
- Removal of the planned Coach Park

Traffic impact

The overall peak time traffic impact is reduced because of the reduction in private homes. (Although the care component has increased from 120 units, the peak vehicle trip generation from this accommodation is typically low.) This reduces the pressure on junctions, which were in any case in the previous application not demonstrated as experiencing a significant impact from this development in the development year (2019).

Concerns had been expressed by other consultees that the assessment of the pedestrian crossing's traffic impact did not address seasonal peaks. Data from a fixed OCC traffic counter east of the A40 did reveal slightly higher summer counts than March, when the counts used to assess the crossing were taken. However, summer holiday peaks would not coincide with peak use of the crossing, which would fall in term time.

Pedestrian and cycle access

Since OCC's response to the original planning application, consultees have expressed concerns about pedestrian safety at the roundabout junction of the A361 and A40. This is on the walking route to the secondary school. The developer has agreed to provide details of modest improvements to the crossing arrangements at this junction. A formal crossing on the A361 north arm is available, although not directly on the desire line for safety reasons.

The improvements will assist more confident pedestrians wishing to cross in safe gaps in traffic closer to the roundabout.

Although the layout would be subject to a reserved matters application, the following comment was noted in the TA and requires clarification: 'In addition to the main vehicular access, two pedestrian and cyclist only routes are also identified to optimise the usage of walking and cycling and improve the permeability of the development site maximising the linkages to the neighbouring services and facilities'. These are not obvious from the layout. Clearly maximising pedestrian and cycling permeability is important but there needs to be a safe way for cyclists to get onto the carriageway.

Travel plan

The amended draft travel plan has not been assessed and will need to be conditioned. OCC will expect the targets within the travel plan to reflect and improve on the stated trip generation in the TA.

Drainage

No further details supplied – note amended wording of condition.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 22 July 2015

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: West Oxfordshire

Application no: 15/00166/OUT

Proposal: Outline application for the erection of up to 142 dwellings and care/retirement complex (all matters reserved except means of access)

Location: Land West Of Shilton Road Burford

Transport

Recommendation:

Objection

Officers recommend the application for planning permission is refused for the following reasons:-

1. The submitted transport assessment does not fully demonstrate that traffic arising from the site can be accommodated safely and efficiently on the transport network, contrary to Policy SD1 of Oxfordshire Local Transport Plan 3 and the National Planning Policy Framework.
2. The proposals do not adequately promote sustainable travel for local journeys, contrary to Policy BE3 of the Draft West Oxfordshire Local Plan Policy BE3, and Policy SD1 of Oxfordshire Local Transport Plan 3.
3. The access arrangements compromise road safety, contrary to Policy BE3 of the West Oxfordshire Draft Local Plan (2012), Policy SD1 of the Oxfordshire Local Transport Plan 3 and the National Planning Policy Framework.

Key issues:

- The following have not been assessed as part of the transport assessment:
 - Coach movements in and out of the site, which includes a proposed coach park
 - Impact of proposed signalised crossing on traffic
- Methodology for trip distribution
- Site access: vision splay y distance is not consistent with 85th percentile speeds
- Car dependent location
- Safety of cyclists using the site
- Quality of proposed pedestrian route
- Safety issue at junction of A40 and B2040 – possible mitigation
- Ongoing responsibility for coach park

Legal Agreement required to secure:

Should permission be granted for this development, the following will be required:

- S106 obligation to provide new crossing on the A40 and the footway link to the A40, prior to development. (Note that this will be subject to consultation which the Highways Authority cannot predetermine).

- Contribution of £1000 per additional dwelling towards public transport improvements on the Burford-Witney-Hanborough-Woodstock corridor.
- Contribution of £2480 to cover monitoring support for the two travel plans required – residential and elderly care/residential complex.
- Site access junction works and new crossing on Shilton Road, mitigating works at the junction of the A40 and B4020, moving the speed limit and additional traffic calming on the B4020. The developer would need to cover the cost of implementing the relevant TROs.

Conditions:

Should the Local Planning Authority be minded to grant planning permission for this development then the following conditions should be applied.

G18	Development shall not begin until details of the junctions between the proposed road and the highway have been submitted to and approved in writing by the Local Planning Authority, and no building shall be occupied until those junctions have been constructed in accordance with the approved details. REASON: In the interests of road safety. (Policy BE3 of the adopted West Oxfordshire Local Plan 2011)
G19	As soon as development is commenced, the existing means of enclosure on either side of the access(es) to the site and the vegetation within the visibility splay shall be reduced to and retained at a height not exceeding 0.6 metres above the level of the highway for a distance of at least 120 metres in each direction from the centre of the said access; REASON: In the interests of road safety. (Policy BE3 of the adopted West Oxfordshire Local Plan 2011)
G111	Vision splays shown on the submitted plan shall be provided as an integral part of the construction of the accesses and shall not be obstructed at any time by any object, material or structure with a height exceeding 0.6 metres above the level of the access they are provided for. REASON: In the interests of road safety. (Policy BE3 of the adopted West Oxfordshire Local Plan 2011)
G212	No dwelling shall be occupied until all the roads, driveways and footpaths serving the development have been drained, constructed and surfaced in accordance with plans and specifications that have been submitted to and approved in writing by the Local Planning Authority. REASON: In the interests of road safety. (Policy BE3 of the adopted West Oxfordshire Local Plan 2011)
G31	No dwelling shall be occupied until the vehicular accesses, driveways, car and cycle parking spaces, turning areas and parking courts that serve that dwelling has been constructed, laid out, surfaced, lit and drained in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. REASON: In the interests of road safety (Policy BE3 of the adopted West Oxfordshire Local Plan 2011).
G41	Development shall not commence until a surface water drainage scheme, including details of the phasing of works, has been 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 secure an adequate and sustainable means of disposing of surface water from the site and to avoid flooding. (Policies CC2 and NRM 4 of the South East Plan 2009)

G47	<p>No building shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in Annex F of PPS25 (or any subsequent version), and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:</p> <ol style="list-style-type: none"> I. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; II. include a timetable for its implementation; and III. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. <p>REASON: To secure an adequate and sustainable means of disposing of surface water from the site and to avoid flooding. (Policies CC2 and NRM 4 of the South East Plan 2009)</p>
	<p>Prior to commencement on site, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. 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 road safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents.</p>
	<p>Prior to first occupation, a travel plan for the residential development, and a travel plan for the elderly accommodation/care complex, shall be submitted to and approved in writing by the Local Planning Authority. REASON: To promote the use of non-car modes of transport.</p>
	<p>Prior to first occupation a travel information pack shall be submitted to and approved in writing by the Local Planning Authority and thereafter distributed to all new residents. REASON: To promote the use of non-car modes of transport.</p>

Informatives:

Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners’ liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a ‘Private Road Agreement’ must be entered into with the County Council to protect the interests of prospective frontage owners.

Detailed Comments:

West Oxfordshire Local Plan Policy

The proposed site is not included as an allocated development site in the WODC draft Local Plan (2012) or the Housing Delivery Consultation document (2014). The WODC Strategic Housing Land Availability Assessment (SHLAA) 2014 identifies the site as 146 Land off

Shilton Road as “Not suitable, Available, Achievable, Not suitable,” with comments that the site is “Isolated location and physically segregated from the rest of Burford by the A40.”

Sustainability of the location

In my view the distance from the site to the bus stops on the A40, and the limited frequency of buses serving these stops, coupled with the distance and gradient to Burford centre and the limited grocery shopping facilities and employment opportunities available in the town will result in a development that is reliant on the private car.

It is questionable if the site meets Oxfordshire Local Transport 3 Policy SD1 which states Oxfordshire County Council will seek to ensure that:

- i. the location and layout of new developments minimise the need for travel and can be served by high quality public transport, cycling and walking facilities.

In particular, the site includes an ‘elderly accommodation/care complex’ assumed in the Transport Assessment to have the equivalent of 120 bedrooms. It will be difficult for many elderly people living at the site to access local services due to the walking distances and gradients. Without regular access to facilities there is a risk of some elderly people becoming more dependent on care services. The development site is around 550 metres from a pair of bus stops on the A40. Fit and healthy people can walk this distance for journeys to work, however older people living in the Retirement Complex may well struggle to walk this distance.

Traffic impact

The Transport Assessment provides a fair estimate of trip generation for vehicles associated with the residential and elderly care elements, but provides no information on the expected movements associated with the coach park. No information is provided on how it will be managed in terms of which vehicles are permitted to park/wait there, how long they will be permitted to stay etc., and how this will be controlled. (Consideration also needs to be given to the long term maintenance of the coach park, as this is not something that the county council would want to adopt).

With regard to trip distribution, the methodology is based on actual traffic counts on routes to and from Burford. A more suitable method would use census 2011 travel to work data. Neither method is perfect, but for a settlement the size of Burford, the method used in the TA will include a high proportion of through traffic, whereas travel to work data would better reflect the actual journey patterns of residents.

Although the Transport Assessment says there are no clusters of accidents, there have been three injury accidents involving the right turn from B4020 to A40 in the latest 5-years. The development would add to the volume of right turners and increase delays at this junction (to over 70 minutes per vehicle in the pm peak), potentially resulting in drivers making more risky manoeuvres, thereby increasing the risk of collisions. This could potentially be mitigated with a right turn restriction (subject to consultation) but the impact of such a restriction at the Burford roundabout would need to be tested.

The proposed signalised crossing of the A40 is welcomed in principle, but the TA does not include an assessment of its impact on traffic flow on the A40 or at the Burford Roundabout. The implementation of the crossing would be subject to a Traffic Regulation Order, which would be subject to consultation, and an assessment of the traffic impact would need to be considered as part of the process. Therefore the developer should provide this assessment.

Site access

The Transport Assessment says that speed surveys have been carried out on Shilton Road near to the proposed site accesses, and show 85th percentile speeds of 42.7mph northbound and 46.3mph southbound, although this is within a 30mph limit. This is a reflection of the fact that the road is straight, wide and rural in character, with properties well set back from the road behind hedges and walls. The fact that the southbound speeds (leaving the town) are greater than the northbound speeds (approaching the town) reinforces this. The proposals include moving the speed limit south to the boundary of the site. However, no traffic calming is proposed, and the indicative layout shows properties well set back from the road behind trees. Apart from the new junction markings and refuge crossing adjacent the characteristics of the road would be largely unchanged from the viewpoint of drivers. Also the changed speed limit would be subject to consultation, with the risk that it could not be implemented.

Therefore the proposed 43m visibility splays at the new access points are inadequate.

The y distances should have been designed to DMRB standard appropriate for the speed limit. The minimum therefore acceptable is 120m. In practice I believe this is achievable by removing vegetation within the highway boundary.

No swept path analysis has been provided to show that HGVs and buses can negotiate the new accesses safely. This also needs to be shown for the garden centre access given the proximity of the new refuge.

No indication is given of which of the two site accesses would be used by the coaches. The route needs to accommodate coaches, which means it must be 6m wide. The proposed site accesses are only 5.5m in width which would be unacceptable for coach use.

The proposed new section of footway along the west side of Shilton Road is welcomed. However, this only starts at the northern end of the site. Access along Shilton Road south of that point would be within the development. The indicative layout shows the route parallel to Shilton Road would be via shared use private driveways, which is unacceptable, especially as the proposed elderly care complex is at the southern end of the site. The roadside footway needs to extend along the highway at the front of the development, as far as the southern access and pedestrian path to the care complex. (This would also provide a safe and convenient walking route to the garden centre providing access on foot from the town).

Physical constraints would unfortunately prevent the new section of footway providing a shared use cycle link along Shilton Road. Cyclists accessing the development would therefore have to use Shilton Road, and the speed of traffic may well act as a deterrent. Subject to consultation, the Highways Authority would prefer the speed limit to be moved a few metres further south than proposed, to include the goods access to Burford Garden Company.

With the safety of cyclists and users of the crossing in mind, the developer would be required to propose further mitigation to reduce speeds, though this should not include narrowings, given the required occasional use by wide vehicles associated with RAF Brize Norton.

Streetlighting would need to be extended to the new start of the speed limit.

Revised drawings will need to show the lane widths on the B2040 at the new site access junctions.

Public transport

The current frequency and operating hours of bus services to and from Burford are unattractive for new residents choosing a means of travelling to work, which means they are likely to choose the car over the bus. There is a Local Transport Plan strategy to improve the frequency of buses on the Burford Witney-Hanborough-Woodstock corridor, so developer contributions are sought towards delivery of this strategy, of £1000 per additional dwelling. Connections would be made at Witney for Oxford, and Hanborough for rail. The contribution would also be applied to the care/retirement residential units, which should be assessed as 'additional dwellings'.

It should be noted that bus service x10 (Witney-Burford-Wychwoods-Chipping Norton) was withdrawn recently and replaced with a Wychwoods-Burford shuttle bus, to connect with service 233 from Burford to Witney. The frequency of bus service from Burford to Witney was therefore reduced to one bus per hour. This service does connect with the railway at Hanborough (rather than Charlbury) but there are no explicit timetabled connections with trains.

Travel plan

For the residential development

A residential travel plan and travel information pack would be required for this site. Both of these documents should be sent to the Travel Plan Team at Oxfordshire Country Council (OCC) for approval before first occupation. A travel Plan information pack would need to be given to every household when they move into their new home.

For the care / retirement complex development

A travel plan would be required; this will look at travel for both residents and staff at the facility and a travel information pack that focuses on the specific needs of the residents. Both of these would need to be sent to the Travel Plan Team at OCC for approval before first occupation.

Public rights of way

There is a public footpath running immediately to the west of this application site, which extends south to link with Shilton and Carterton. The indicative layout does not currently appear to offer a link onto this. In order to allow access into the countryside for residents and visitors this link should be provided.

Comments on indicative layout

- See comments on coach access route above.
- See comments on pedestrian access above
- See comments on access to right of way above
- Private drives parallel to B4020 – these look too close to the site access junctions – risk of conflict between vehicles exiting driveways and those turning into the site off the B4020.
- No vehicle access/turning head shown for the care complex.
- No pedestrian access shown for the care complex.
- Coach route cuts through the care complex car park, which may not be the safest arrangement.
- How is access to the car park/coach park going to be managed?

Officer's Name: Joy White

Officer's Title: Senior Transport Planner

Date: 19 February 2015

District: West Oxfordshire

Application no: 15\00166\OUT-2

Proposal: Amendment: Residential development of up to 91 dwellings (50% affordable) and 5.5 acres of care provision comprising of up to 78 assisted/supported living apartments and a 90 bed care home.

Location: Land West Of Shilton Road Burford

Archaeology

Recommendation:

No objection subject to conditions

Key issues:

There are no known archaeological features within or adjacent to the application area. There are however a number of cropmark features in the areas that appear to be archaeological and there is increasing evidence of historic activity on the limestone plateau. We would therefore recommend that should planning permission be granted that conditions are attached that will require an appropriate level of investigation. This is in line with the NPPF and Local Plan Policy BE13.

Legal agreement required to secure:

None

Conditions:

1. Prior to any demolition and the commencement of the development a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation, relating to the application site area, which shall be submitted to and 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)

2. Following the approval of the Written Scheme of Investigation referred to in condition 1, and prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their

wider context through publication and dissemination of the evidence in accordance with the NPPF (2012).

Informatives:

None

Detailed comments:

There are no known archaeological features either within or immediately adjacent to the application area. However there are a number of cropmark features, including a possible ring ditch and a series of enclosures in the wider vicinity. Also there is increasing evidence of historic activity on the limestone upland plateau.

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of a staged programme of archaeological investigation to be undertaken in advance of development. This can be ensured through the attachment of suitable negative conditions.

Officer's Name: Hugh Coddington
Officer's Title: Archaeology Team Leader
Date: 14 July 2015

District: West Oxfordshire

Application no: 15\00166\OUT-2

Proposal: Amendment: Residential development of up to 91 dwellings (50% affordable) and 5.5 acres of care provision comprising of up to 78 assisted/supported living apartments and a 90 bed care home.

Location: Land West Of Shilton Road Burford

Education

Recommendation:

Approval subject to the conditions

Key issues:

Based on a unit mix of:

- 13 x 1 Bed Dwellings
- 34 x 2 Bed Dwellings
- 33 x 3 Bed Dwellings
- 11 x 4+ Bed Dwellings

£294,067 Section 106 required for expansion of permanent primary school capacity in the area. This site lies within Burford Primary School's designated catchment area.

No Section 106 is expected to be required for expansion of permanent secondary school capacity in the area. This site lies within Burford School's designated catchment area.

£14,891 Section 106 would normally have been required as a proportionate contribution to expansion of Special Educational Needs provision in the area. **However, solely due to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended), Oxfordshire County Council is not seeking a financial contribution toward SEN provision in this instance.**

Legal Agreement required to secure:

£294,067 Section 106 developer contributions are required towards the expansion of permanent primary school capacity serving this area, by a total of 25.39 pupil places, at Burford Primary School. This is based on Department for Education (DfE) advice weighted for Oxfordshire, including an allowance for ICT and sprinklers at £11,582 per pupil place. This is index linked from 1st Quarter 2012 using PUBSEC Tender Price Index.

Conditions:

Planning permission to be dependent on a satisfactory agreement to secure the resources required for the necessary expansion of education provision. This is in order for Oxfordshire County Council to meet its statutory duty to ensure sufficient pupil places for all children of statutory school age.

Informatives:

Indexation

Financial contributions have to be indexed-linked to maintain the real values of the contributions (so that they can in future years deliver the same level of infrastructure provision currently envisaged). The price bases of the various contributions are covered in the relevant sections above.

General

The contributions requested have been calculated where possible using details of the development mix from the application submitted or if no details are available then the County Council has used the best information available. As the planning application is an outline proposal and in recognition that the delivered scheme may differ from that so far assumed and assessed the council provides & requires a matrix mechanism for inclusion within the S106 agreement. The matrix sets out the contributions payable per 1, 2, 3 & 4+ bedroomed dwelling built. This avoids potential over / under payment of infrastructure contributions.

Detailed Comments:

Primary:

Burford Primary School admits 15 Reception pupils per year and is effectively full. There is very little scope for any expansion due to the constrained site, but an initial options appraisal has identified the potential of the school to expand to an intake of 20 children per year, in total 35 more children than the school's current capacity. This would be sufficient to meet the expected pupil generation from this development.

Further expansion of the school is not expected to be possible. If, by the time of this development, circumstances are such that the school cannot accommodate all pupils generated, be expanded, it is likely to result in some children from the town needing to travel to other schools. As these schools are more than walking distance, this would increase road traffic, and is likely to result in higher transport costs for the county council.

Secondary:

This area feeds to Burford School (an academy), which is expected to have sufficient capacity to accommodate the likely level of local housing growth. No developer contributions are currently sought.

Special:

Across Oxfordshire 1.11% of pupils are taught in special education establishments. Solely due to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended), Oxfordshire County Council is not seeking a financial contribution toward SEN provision in this instance.

Officer's Name: Diane Cameron

Officer's Title: School Organisation Officer

Date: 16 July 2015

District: West Oxfordshire

Application no: 15\00166\OUT-2

Proposal: Amendment: Residential development of up to 91 dwellings (50% affordable) and 5.5 acres of care provision comprising of up to 78 assisted/supported living apartments and a 90 bed care home.

Location: Land West Of Shilton Road Burford

Property

Recommendation:

No objection subject to conditions

Key issues:

- The County Council considers that the impacts of the development proposal (if permitted) will place additional strain on its existing community infrastructure.

- The following housing development mix has been used:

13 x One Bed Dwellings
34 x Two Bed Dwellings
33 x Three Bed Dwellings
11 x Four Bed Dwellings
78 assisted/supported living apartments
90 bed care home

- It is calculated that this development would generate a net increase of:

412.09 additional residents including:

203.69 resident/s aged 65+
155.67 residents aged 20+
18.31 resident/s ages 13-19
20.9 resident/s ages 0-4

Legal agreement required to secure:

• Adult Day Care	£224,059
Total	£224,059

Administration & Monitoring fee £5,000.00

The County Councils legal fees in drawing up and/or completing a legal agreement will need to be secured. An administrative payment is also required for the purposes of administration and monitoring of the proposed S106 agreement.

Detailed comments for contributions sought

Social & Health Care - Day Care Facilities

This development is served by Witney Resource Centre and this development will place additional pressures on this adult day care facility. To meet the additional pressures on day care provision the County Council is looking to expand and improve the adult day care facility in Witney Resource Centre

Contributions are based upon a new Day Care centre offering 40 places per day (optimum) and open 5 days per week; leading to an equivalent costing of £11,000 per place at 1st Quarter 2012 price base (this in non-revenue). Based on current and predicted usage figures we estimate that 10% of the over 65 population use day care facilities. Therefore the cost per person aged 65 years or older is £1,100.

- The contribution for the provision of adult day care infrastructure in respect of this application would therefore be based on the following formula:

£1,100 x 203.69 (the forecast number of new residents aged 65+) = £224,059

Conditions:

- The County Council as Fire Authority has a duty to ensure that an adequate supply of water is available for fire-fighting purposes. There will probably be a requirement to affix fire hydrants within the development site. Exact numbers and locations cannot be given until detailed consultation plans are provided showing highway, water main layout and size. We would therefore ask you to add the requirement for provision of hydrants in accordance with the requirements of the Fire & Rescue Service as a condition to the grant of any planning permission.

Informatives:

- Fire & Rescue Service recommends that new dwellings should be constructed with sprinkler systems

Indexation

Financial contributions have to be indexed-linked to maintain the real values of the contributions (so that they can in future years deliver the same level of infrastructure provision currently envisaged). The price bases of the various contributions are covered in the relevant sections above.

General

The contributions outlined towards sustainable community infrastructure and its capital development have been calculated where possible using details of the development mix from the application submitted or if no details are available then the County Council has used the best information available. Should the application be amended or the development mixed changed at a later date, the Council reserves the right to seek a higher contribution according to the nature of the amendment.

The contributions which are being sought are necessary to protect the existing levels of infrastructure for local residents. They are relevant to planning the incorporation of this major development within the local community, if it is implemented. They are directly related to this proposed development and to the scale and kind of the proposal.

Contributions required to mitigate the impact of the development on infrastructure but which due to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) OCC cannot require a s106 obligation in respect of:

• Library	£8,241.80
• Central Library	£7,067.35
• Waste Management	£26,373.76
• Museum Resource Centre	£2,060.45
Total*	£43,743.36

*Total to be Index-linked

• Administration & Monitoring	£5,000.00
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The County Councils legal fees in drawing up and/or completing a legal agreement will need to be secured.

Oxfordshire County Council is **not** seeking a contribution towards library, central library, waste management or museum resource centre infrastructure from this application due to the pooling restrictions contained within Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) which took effect from the 6th April 2015. The property response '*No objection subject to conditions*' relies upon funding for infrastructure as critical mitigation being delivered through CIL where there is no opportunity to gain contributions through Section 106 due to current legislation. OCC hold a statutory obligation to deliver services such as education through schools.

Details of these contribution rates for sustainable capital development are set out below.

Contributions not sought solely due to S106 pooling restrictions:

Library

This development is served by Burford Library.

The development proposal would generate the need to increase the core book stock held by 2 volumes per additional resident. The price per volume is £10.00 at 1st Quarter 2012 price base; this equates to £20 per resident.

- The contribution for the provision of supplementary core book stock in respect of this application would therefore be based on the following formula:

£20 x 412.09 (the forecast number of new residents) = £8,241.80

Central Library

Central Library in Oxford serves the whole county and requires remodelling to support service delivery that includes provision of library resources across the county.

Remodelling of the library at 3rd Quarter 2013 base prices leaves a funding requirement still to be secured is £4,100,000. 60% of this funding is collected from development in the Oxford

area. The remainder 40% is spread across the four other Districts. 40% of 4.1M = £1,604,000.

Population across Oxfordshire outside of Oxford City District is forecast to grow by 93,529 to year 2026. £1,604,000 ÷ 93,529 people = £17.15 per person

- The contribution for the provision of central library infrastructure in respect of this application would therefore be based on the following formula:

£17.15 x 412.09 (the forecast number of new residents) = £7,067.35

Strategic Waste Management

Under Section 51 of the Environmental Protection Act 1990, County Councils, as waste disposal authorities, have a duty to arrange for places to be provided at which persons resident in its area may deposit their household waste and for the disposal of that waste.

To meet the additional pressures on the various Household Waste and Recycling Centre provision in Oxfordshire enhancements to these centres are either already taking place or are planned, and, to this end, contributions are now required from developers towards their redesign and redevelopment.

A new site serving 20,000 households costs in the region of £3,000,000 at 1st Quarter 2012 price base; this equates to £64 per resident.

- The contribution for the provision of strategic waste management infrastructure in respect of this application would therefore be based on the following formula:

£64 x 412.09 (the forecast number of new residents) = £26,373.76

County Museum Resource Centre

Oxfordshire County Council's museum service provides a central Museum Resource Centre (MRC). The MRC is the principal store for the Oxfordshire Museum, Cogges Manor Farm Museum, Abingdon Museum, Banbury Museum, the Museum of Oxford and the Vale and Downland Museum. It provides support to these museums and schools throughout the county for educational, research and leisure activities.

The MRC is operating at capacity and needs an extension to meet the demands arising from further development throughout the county. An extended facility will provide additional storage space and allow for increased public access to the facility.

An extension to the MRC to mitigate the impact of new development up to 2026 has been costed at £460,000 at 1st Quarter 2012 price base; this equates to £5 per person.

- The contribution for the extension of the Museum Resource Centre in respect of this application would therefore be based on the following formula:

£5 x 224.59 (the forecast number of new residents) = £1,122.95

Officer's Name: Oliver Spratley

Officer's Title: Corporate Landlord Officer

Date: 23 July 2015

District: West Oxfordshire

Application no: 15\00166\OUT-2

Proposal: Amendment: Residential development of up to 91 dwellings (50% affordable) and 5.5 acres of care provision comprising of up to 78 assisted/supported living apartments and a 90 bed care home.

Location: Land West Of Shilton Road Burford

Minerals & Waste

Recommendation:

No objection

Key issues:

The proposed development may sterilise deposits of limestone within the site and could prejudice the possible working of limestone deposits of long-term strategic importance for Oxfordshire within adjoining land.

It therefore needs to be considered against Oxfordshire Minerals and Waste Local Plan policy SD10.

In view of the uncertainty over the presence of workable limestone deposits within the site and the existing constraints on the possible working of mineral deposits in this area on the southern edge of Burford, it is unlikely that the mineral sterilisation that would result from the proposed development would be sufficiently significant to justify an objection to development of this site on minerals safeguarding policy grounds.

Legal agreement required to secure:

None

Conditions:

None

Informatives:

None

Detailed comments:

Published BGS mapping shows the application site to be within an area that is generally underlain by deposits of limestone, of the Jurassic White Limestone Formation, which form part of a more extensive outcrop of limestone lying to the south of the River Windrush Valley, particularly along the south side of the A40 to the east and west of Burford. However, the

published BGS mapping indicates that these limestone deposits do not outcrop within the application site itself, although they do so within land around the site.

The Council is not aware of any detailed geological information on the depth, extent and quality of these limestone deposits, nor of any current minerals industry interest in the working of limestone in the immediate area of this site, and it is therefore uncertain whether there is a commercially workable deposit of limestone at this location. But the White Limestone has been and continues to be quarried nearby to the east, where two of Oxfordshire's larger limestone quarries – Whitehill Quarry and Burford Quarry – are situated.

The Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy draft proposed submission document, as approved for publication and submission by the County Council on 24 March 2015, identifies strategic resource areas as locations for mineral extraction (policy M3). For crushed rock, these areas include The Burford area south of the A40. The limestone bearing land around the proposal site lies within this strategic resource area. Policy M8 of the Core Strategy draft proposed submission document (March 2015), on safeguarding of mineral resources, specifically includes the crushed rock strategic resource areas in policy M3 as areas that will be safeguarded.

The proposed development needs to be considered against saved Oxfordshire Minerals and Waste Local Plan policy SD10 on protection of mineral resources. This policy dates from 1996 but it is consistent with the NPPF (paragraph 143, bullet 3). Under policy SD10, development which would sterilise the mineral deposits within this site should not be permitted unless it can be shown that the need for the development outweighs the economic and sustainability considerations relating to the mineral resource.

The application site is on the edge of the existing built-up area of Burford; there are existing houses and a garden centre located immediately to the north and to the east, on the other side of Shilton Road. These existing developments would be a constraint on any mineral working within the application site and the surrounding area due to the need there would be for adequate unworked margins (buffer zones) between these sensitive developments and any mineral working. This would be likely to rule out mineral working within most if not all of the site itself and would also be likely to affect any working of limestone deposits within adjoining land, particularly to the south. The extent of the unworked margins required would be increased by the development proposed on the application site but it is unlikely that this would greatly increase the quantity of mineral that would be prevented from being worked.

Taking into consideration the uncertainty over the presence of a workable mineral deposit within this site; the constraints from existing development that already apply to any mineral working within the site and the surrounding area; and the limited additional constraint on any such working that the proposed development would introduce; I consider there to be insufficient justification for these mineral deposits to be safeguarded from the effect of the proposed built development and, accordingly no objection should be raised to this application on minerals policy grounds.

Officer's Name: Peter Day

Officer's Title: Minerals & Waste Policy Team Leader

Date: 15 July 2015



Unit 3 Apex Court, Woodlands, Bradley Stoke, Bristol BS32 4JT
 t: 01454 625532 f: 01454 625534
 e: hallamlandswest@henryboot.co.uk
 www.hallamland.co.uk

Our ref: AB/kn

Your ref:

Date: 29th July 2015

Councillor Mr Jeff Haine
 13 Poplar Farm Close
 Milton-Under-Wychwood
 Oxon OX7 6LX

Dear Councillor Haine

Application 15/00166/OUT – Outline application for the erection of up to 91 dwellings (50% affordable) and care/retirement complex on land west of Shilton Road, Burford.

Hallam Land Management Ltd (HLM) and the Owners of the above mentioned site, 'The Burford Relief in Need' and the 'Burford School Foundation' charities, would be pleased if you would consider the following matters when considering the planning application before you next Monday.

The Scheme

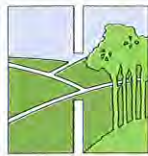
We have sought with our application proposals to propose a development sympathetic to the character and vernacular of Burford, comprising high quality design, appropriate to the Town.

Responding to concern and objections, the scale, massing and density of development has been considerably scaled down from the original proposals. The number of houses have been reduced from 142 to 91 dwellings (with 46 being affordable) coupled with a care home (of up to 90 beds); 48 assisted living apartments; and 30 supported living units. The scheme is supported by the Town Council who consider the proposals will be of significant benefit to the town, extending the community offer, allowing young families and the elderly alike the opportunity to stay in their local area, which they struggle to do at the moment.

Planning Policy

Policy H4 of the Council's Submission Draft Local Plan advocates the delivery of retirement development and Policy H3 the delivery of affordable housing. The Burford-Charlbury Sub Area is deficient; quite simply there is no retirement care in Burford town (yet the context is that Burford has by some distance the highest percentage of population over 60 in the whole of Oxfordshire (Census 2011 data)); and there is very limited affordable provision (yet the context detailed in the committee report is that there are 112 people eligible for affordable housing in Burford). Windfall provision will deliver negligible if any affordable dwellings and no retirement care.

The Draft Local Plan recognises the significance and importance of Burford as a key Rural Service Centre and directs growth to the Sub-Area. Much of the Sub-Area is highly constrained and it is important to note that the site on the Shilton Road lies outside the Cotswolds AONB and will have no effect on the character or setting of Burford's historic core or its Conservation Area.



Committee Report

Highways and statutory consultees.

Oxfordshire County Council no longer object to the application; indeed none of the statutory consultees object. In reply to the officer comment (para 5.12) that it would be difficult to cross the A40 at peak times (a key part of the officer's assessment), this is simply not the case. The proposal includes a new signalled controlled pedestrian crossing of the A40 (supported by County Highways and which the Town Council have sought for a number of years) which will allow safe and easy access into town for new and existing residents on the Shilton Road. As well as the A40 crossing, the proposals include a range of other highway network improvements, including:

- a pedestrian refuge on Shilton Road;
- footpath widening;
- improved pedestrian crossing towards secondary school;
- a reduction in Shilton Road speed limit to 30mph.
- new bus shelters, bus stops and bus timetable information on either side of Shilton Rd (these facilities will be served by a new bus service to be operated by Stagecoach between Burford and Carterton which will operate on a 30 minute frequency. Residents will be able to easily catch the bus on the site frontage to reach the facilities and services in Burford and the even greater level of facilities, retail facilities and services that are available within Carterton. These bus stop facilities will also be available for the staff and clients of the Burford Garden Centre hence improving general accessibility.
- funding of £169,000 towards bus services.

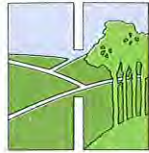
The committee report (5.12) states that "there is nothing contained within this application that leads officers to any different conclusion to that of the SHLAA". The basis of the SHLAA conclusion is that the A40 is a significant barrier. However, all of the aforementioned improvements were not available to the SHLAA assessment team, they are only available now, and it seems to us that a balanced assessment has not been undertaken. The assertion that the A40 will be a barrier post the improvements does not seem appropriate.

Design and Landscape Impact

In respect of design, we have spent considerable time with officers in revising illustrative plans (albeit that it is an outline proposal) and we have submitted a 'Vision Statement' to explain the nature of the scheme in more detail, which we encourage you to look at.

The revised proposals set properties back behind a substantial planted verge with well-spaced detached dwellings being framed in a landscaped setting. On the other key boundary to the south, it is proposed that the boundary is planted with a fast-growing, including semi mature, native hedgerow, within a mixed tree belt. The southern boundary vegetation would be planted in advance of any construction in order to speed establishment and therefore visual effectiveness.

The committee report relies on comments from the Council's Landscape Architect, and although the report does not make clear, the comments relate to the initial January proposals, not the amended submission made on 1st July. The Landscape Architect's comments do not consider the proposed landscape mitigation



Hallam Land Management

The Landscape and Visual Assessment (LVA) submitted with the application properly assesses landscape impact, and suggests that 3 storey development is acceptable without unacceptable harm. Despite this the applicants are willing to restrict building heights to 10.5m, thus ruling out 3 storey buildings on any part of the site. We will accept a condition to this effect.

The Natural England response is detailed on page 6 of the Committee report, and although not factored into the officer's planning assessment section, they conclude that "Natural England agrees with the conclusions drawn in the LVA, and would welcome the full landscape and planting plan, which is to be submitted at Reserved Matters. We advise that this, together with the recommendations made in 6.3 'Landscape and Visual Mitigation Measures in the Proposed Scheme, should be attached as appropriately worded conditions to planning permission, should your authority be minded to grant it."

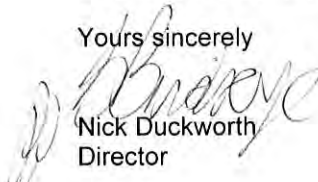
Conclusion

In assessing the proposals as a whole, it is considered that the report provides a far from balanced approach. The conclusions do not adequately assess:

- Affordable housing; just three lines of mention in the report, yet 46 properties will be provided.
- Retirement care; the proposal providing specialist care accommodation for a wide range of people, including many existing residents of Burford who wish to remain as part of the community.
- Job creation; the care elements will generate local employment opportunities (a 60-bed care home generates circa 60 'full-time equivalent' jobs).
- The report assesses sustainability without the context of the Highways Authority finding the proposals acceptable or the extensive improvements to the highway and travel network detailed above. OCCs position was only confirmed positively post publication of the report.
- Far from undermining the strategy of the emerging Local Plan the proposal would be consistent with the housing requirements detailed within the Council's housing delivery strategy for this part of the district.
- The proposals have the support of the Town Council, which again has received little attention within the Committee Report.
- The landscape concerns are a 'make-weight' in the recommendation, and the assessment does not consider the extensive mitigation proposed or the fact that only a very small proportion of the Sub-Area is outside of the AONB, as this site is.

Thank you for taking the time to read my letter and we, and the two Burford Charity landowners, respectfully request that given the substantial benefits associated with this proposal, you exercise your discretion, and vote in support of the application.

Yours sincerely


Nick Duckworth
Director

Landowner Statement.

Application No. 15/00166/OUT – Land to the west of Shilton Road, Burford.

The landowners are:

1. Burford School Foundation (a charity) which owns the historic school buildings in Burford Lower High St, e.g., the boarding houses, the Horniman's cottage complex and the old gymnasium 33 High Street, and;
2. The Burford Relief in Need charity which funded and administered the day centre at the former Burford hospital, closed by the NHS, and which owns and administers the various Burford almshouses.

Regrettably the landowners regard the WODC planning officer's report on the above application as confusing and with significant planning related omissions known to have been presented and discussed.

The landowners engaged professionals to submit their application against objectives written into a legal agreement. In outline the objectives are, not in any priority order:

- A care home complex with freehold extra care housing;
- Residential and affordable housing;
- A40 traffic light controlled crossing as a minimum with footpath, etc., upgrades;
- Traffic calming on the Shilton Road if achievable within OCC requirements.
- A coach park was also included but the primary school and town council support this while the chamber of trade and independent traders do not – held in abeyance at present.

Previous WODC Uplands planners to the present team have always advised that an upgrade to the town car park would be a mandatory requirement for any planning permission on this site. Consequently, the landowners have secured Charity Commission permission to use an amount from the proceeds of sale, estimated at £160k by WODC, to increase the capacity of Guildenford car park 34m x 90m to accommodate approx. 100 further cars. (if not a S106 inclusion). With the redevelopment of the Warwick Hall well under way with its café and wedding venue opportunities this car park upgrade is seen as an important requirement for the town traders. Warwick Hall target ready for use 2Q16.

2019 is the target development year for the application site.

The landowners request that you study the more detailed further representation submitted by Hallam Land.

Derek Cotterill
Chairman, Burford School Foundation.

29 July 2015

Report of Additional Representations

15/02448/S73 Land at Former Churchill House Hailey Road Chipping Norton	
Officer	Kim Smith
Recommendation	Approve Subject to Legal Agreement
Parish	Chipping Norton

Application details

Erection of 10 dwellings with associated vehicular access, landscaping and parking. (Variation of condition 2 of Planning Permission 12/0599/P/FP) to allow the use of a stonework finish instead of timber cladding and render panels and relocation of windows.

Applicant

Greensquare

Additional Representations

Mrs Helina Taghavi of 26 Tilsley Road Chipping Norton has written in respect of the application. Her comments are as follows:

The tallest building with a very steep roof is totally out of proportion compare to all the rest; its design and layout are out of character with the surrounding area and it is such an eye sore right opposite our house. Moreover as it is exactly in front of our house, it has cut much of the light from our living room, dining room and two of our bedrooms. Obviously we will be greatly overlooked if this building stays at the design and layout it has been built.

We have lived happily at 26 Tilsley Road for 32 years and are greatly concerned about the constructions which have been erected at Churchill House plot.

The Town Council object to this planning application and would prefer the original approved plan. The Churchill Road side of the plot is too high and residents opposite the site are objecting strongly to this development.