

PLANNING, HIGHWAYS & CONSULTATIONS COMMITTEE MEETING TUESDAY 30th MAY 2017

Comments & Observations

Meeting Ref.	Vale/ County reference	Applicant and application address	Summary of Proposed development	Application Type
1	P17/V0711/FUL	Mr R S Gibbard 16 Holland Road Abingdon OX14 1PH	Erection of detached garage. <u>Comments</u> No objections.	Other
2	P17/V0875/HH	Mr & Mrs. DeLloyd 8 Norman Avenue Abingdon OX14 2HG	Single garage and new orangery. <u>Comments</u> No objections	Other
3	P17/V0880/FUL	Mr Colin Castling 3 Galley Field Abingdon OX14 3RU	Variation of condition 2 (Plans) of Planning Permission P15/V2087/FUL Demolition of existing bungalow. Erection of new 4-bed dwelling. <u>Comments</u> No objections	Minor
4	P17/V0945/FUL	Mr Martin McKenna Abingdon School Park Road Abingdon OX14 1DE	Erection of a sports pavilion. <u>Comments</u> No objections	Minor
5	P17/V1038/HH	Mr Harsha Wardhanealakeshwar 70 Hamble Drive Abingdon OX143TE	Rear and side ground floor extension. Raise flat roof to afford alterations for form office / computer / study room <u>Comments</u> No objections	Other

6	P17/V1155/HH	Mr John Selwood 4 Brode Close Abingdon OX14 2QJ	Single and two storey side extension. <u>Comments</u> <i>No objections but concerned over lack of parking provision in relation to the development and request that this be addressed.</i>	Other
7	P17/V1168/HH	Mr & Mrs Marshall 32 Levery Close Abingdon OX14 3XX	Proposed conversion of existing garage, first floor extension over existing garage and two storey side extension to rear of existing garage. <u>Comments</u> <i>No objections</i>	Other
8	P17/V1183/FUL & P17/V1184/LB	Mr Nigel Warner Abingdon-on-Thames Town Council The Guildhall Abbey Close Abingdon OX14 3JD	Removal of small toilet extension to the rear and construction of a new toilet block and Muniment Room. <u>Comments</u> <i>No comment as the Town Council is the applicant.</i>	Minor
9	P17/V1185/FUL & P17/V1186/LB	Mr Nigel Warner Abingdon-on-Thames Town Council The Guildhall Abbey Close Abingdon OX14 3JD	Alterations to provide powered access doors to the front reception and installation of a platform lift to gain access from the reception area to the main staircase and Old Magistrates' Court <u>Comments</u> <i>No comment as the Town Council is the applicant.</i>	Minor
10	P17/V1187/HH	Mrs Joanne Race 25 Boxhill Road Abingdon OX14 2ET	A 3.5 metre deep single storey extension spanning the back of our semi-detached house. The exterior will have a flat roof with two windows and a single large door. <u>Comments</u> <i>No objections</i>	Other
11	P17/V1213/HH	Mr & Mrs Rowland 38 Austin Place Abingdon OX14 1LX	Two storey side extension including single storey projection at front. Single storey rear extension to replace existing conservatory. Pitch roof over front porch. <u>Comments</u> <i>No objections</i>	Other

12	P17N/1220/HH	Mr & Mrs Brown 6 Barfleur Close Abingdon OX14 2RF	<p><u>Comments</u> No objections</p> <p>Demolition of existing lean to conservatory. Erection of single storey extension to rear and demolition of existing car port and erection of two storey extension to the side of the property.</p>	Other
13	P17N/1230/HH	Mrs Helen Collins 5 Bowyer Road Abingdon OX14 2EW	<p><u>Comments</u> No objections</p> <p>Proposed conversion of an existing workshop (outbuilding) to ancillary annexe accommodation.</p> <p><u>Comments</u> No objections, subject to a condition being placed on the planning permission that the ancillary annexe accommodation must continue to part of 5 Bowyer Road and not allowed to become a separate hereditament, in accordance with the statement in section 6 of the planning application "The use of the outbuilding as ancillary accommodation is considered acceptable. Although the accommodation is self-contained, it is to be used as a domestic annex accommodation by a family member and remains within the same planning unit." (see pre-planning application advice)</p>	Other
14	P17N/1239/HH	Mr & Mrs D Brown 59 Appleford Drive Abingdon OX14 2BX	<p><u>Comments</u> No objections</p> <p>Two storey extension at the side with single storey extensions to the front and rear.</p>	Other
15	P17N/1241/HH	Mr Ashish Halwade 10 Darrell Way Abingdon OX14 1HG	<p><u>Comments</u> No objections</p> <p>Proposed two storey rear extension to extend kitchen into new open plan sitting area, making existing kitchen area a dining room.</p>	Other

16	P17N1253/HH	Mr & Mrs. P Jubb Cornwallis, 56 Norman Avenue Abingdon OX14 2HL	2 storey side and single storey rear extension. <u>Comments</u> No objections	Other
17	P17N1267/HH	Mr David O'Hara 6 Kent Close Abingdon OX14 3XJ	Front and rear first floor extension and additional parking space. <u>Comments</u> No objections	Other
18	P17N1270/HH	Mr & Mrs Bound 33 Mons Way Abingdon OX14 1NJ	Proposed single storey extension between house and existing garage and 2 storey side extension. <u>Comments</u> No objections subject to the application being in accordance with the original planning conditions in relation to the development of Mons Way.	Other
19	P17N1282/HH	Mr Foulsham 6 Hillview Road Abingdon OX14 1ND	Rear Garden Room <u>Comments</u> No objections <i>Cllr Margaret Crick declared a non-pecuniary interest in application P17N1282/HH (6 Hillview) as she was acquainted with the applicant. The Vice-Chairman, Cllr Mike Badcock chaired the meeting during discussion of this item.</i>	Other
20	P17N1306/FUL	Mr Martin McKenna (Abingdon School) Tilsley Park Dunmore Road Abingdon OX14 1PU	Artificial turf 3G pitch with 3m fencing and 6 x 10m floodlighting columns. <u>Comments</u> No objections, subject to assurance that floodlighting columns are designed to avoid light pollution.	Minor

21	P17V/1346/HH	Mr Charles Crapper 38 Masefield Crescent Abingdon OX14 5PH	<p>Extend existing front door to main dwelling and garage forward in line with existing house front elevation. Remove existing flat roof / balcony balustrading and doors to first floor, replace with mono pitch roof and new windows.</p> <p><u>Comments</u> No objections</p>	Other
22	P17V/0050/O	CEG Land Promotions II Ltd Land North of Dunmore Road / 12 Acre Drive Abingdon	<p>Outline application (with all matters reserved except for principal means of access to highway) for residential development of up to 900 dwellings and 50 retirement homes (use class C3), together with a local centre (including 2.2HAsite for a 1/5fe primary school, community hub, care homes comprising up to 80 beds, children's nursery, public house / restaurant, retail and other services (use class A1, A2, A3, A4, A5, B1, C2, D1 and D2), public open space, recreation areas and sports pitches (including sports pavilion and multi-use games area) play areas, acoustic bund with fencing, and associated infrastructure including roads, sewers and attenuation ponds.</p> <p><u>Comments</u></p> <p><i>The Committee agreed a draft letter to be sent to the District Council in relation to this application. Authority was delegated to the Town Clerk to make non-material alterations to the final draft before sending e.g. for clarity and to include any further references to planning policy in support of the recommendations made in the letter.</i></p> <p><i>Specifically in relation to the timing of the proposed work to create south-facing slip roads at Lodge Hill (the Diamond Interchange) it was noted that in the application the developer had suggested that "at the Local Plan</i></p>	Major

			<p><i>examination the County Council acknowledged that delivery of the slip roads is not essential to allow strategic development to commence at the site and rather a proportion of the development could be delivered ahead of the slip roads. Although this Assessment assumes delivery of the slip roads by 2020, the applicant concurs with the County Council's position on this matter." Members discussed this and concluded that the traffic situation is such that the Council believes that the slip roads must be delivered before any development commences.</i></p>	
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ABINGDON-ON-THAMES TOWN COUNCIL

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06 June 2017

Mr Peter Brampton
Planning Officer
Vale of White Horse District Council
135 Eastern Avenue
Milton Park
Abingdon
OX14 4SB

Dear Mr Brampton

Application number P17/V0050/O, Land north of Dunmore Road and Twelve Acre Drive Abingdon: Outline application (with all matters reserved except for principal means of access to the highway) for residential development of up to 900 dwellings and 50 retirement homes (use class C3), together with a local centre, (including: 2.2HA site for a 1.5fe primary school, community hub, care homes comprising up to 80 beds, children's nursery, public house/restaurant, retail and other services (use classes A1, A2, A3, A4, A5, B1, C2, D1 and D2) public open space, recreation areas and sports pitches (including sports pavilion and multi-use games area) play areas, acoustic bund with fencing, and associated infrastructure including roads, sewers and attenuation ponds (As amended by drawings and information accompanying agent's letter dated 2 May 2017)

Thank you for consulting the Town Council in relation to the above application. The Council has considered the original plans dated 6th January 2017 together with the amended plans of 2nd May 2017 in drafting this response.

The Town Council notes that the development site is earmarked in the Vale of White Horse Local Plan 2031 for housing. Part One of the Plan, which includes the strategic allocation, has now been approved and land has been taken out of the Green Belt to accommodate the development. Consequently,

within the context of Local Plan policy, the Town Council has no objection to the application subject to a number of conditions to meet the Council's concerns. These are detailed in this letter.

Traffic and Access

Lodge Hill Diamond Interchange Part One of the Local Plan 2031, Core Policy 4 (Meeting Our Housing Needs) provides for 800 dwellings to be allocated to this site and this is further detailed in Core Policy 8 (Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area). Core Policy 8 includes the requirement that growth is managed to minimize pressure on the highway network. The planning application itself is for up to 900 homes and 50 retirement homes will add a very substantial number of vehicles to an already congested area and increase the pressure on an already pressurised highway network.

The Transport Assessment within the application makes the assumption that south facing slip roads on the A34 Lodge Hill Junction, i.e. the Diamond Interchange, will be delivered by 2020. It states: *"it is understood that if OCC secure funding towards delivery of the slip roads from the Local Enterprise Partnership, a delivery timeframe of 2020 is anticipated. This Assessment therefore assumes that the slip roads will be in place by 2020, with traffic assignment and distribution assumptions made on this basis."* It then follows that if the slip roads are not in place by 2020, the Traffic Assessment – a key part of the application – is invalid.

The document goes on to state that the site is due to be developed over a number of years through to 2028. In terms of build out, 45 dwellings are anticipated to be completed by 2018, with a further 45 in 2019 and then 90 dwellings per annum each year up to 2028. The 50 retirement homes are anticipated to be completed between 2020 and 2024. Paragraph 7.6 of the Traffic Assessment states that *"at the Local Plan examination the County Council acknowledged that delivery of the slip roads is not essential to allow strategic development to commence at the site and rather a proportion of the development could be delivered ahead of the slip roads. Although this Assessment assumes delivery of the slip roads by 202, the applicant concurs with the County Council's position on this matter."*

The Town Council has strongly argued for the Diamond Interchange at Lodge Hill for many years, in order to mitigate already difficult traffic conditions in and around Abingdon. It has noted the progress which has been made in relation to this matter. Without a Diamond Interchange at Lodge Hill then the proposed development would mean that the traffic situation would deteriorate further and become completely unsustainable. The Town Council notes the equivocal statement made in the previous paragraph (italicised) but the traffic situation is such that the Council believes that the slip roads must be delivered before any development commences. This after all is the assumption that underpins the whole of the Traffic Assessment. Consequently the Town Council recommends that a condition is put in place in this regard.

In the absence of such a condition the Town Council would object to the application. This objection would be on the grounds that the application contravenes Core Policy 8 (Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area) of the adopted Part 1 of the Vale of White Horse District Local Plan 2031 in that growth would not have been managed to minimize pressure on the highway network. In addition the development would also contravene retained Policy DC5 (Access) of the Vale of White Horse District Local Plan 2011 particularly in that the road network cannot accommodate the traffic arising from the development.

Beyond the issues of funding, the Council is also concerned that in the response of Highways England it is stated that *"the deliverability of the provision of south facing slips has to date not yet been demonstrated."* Their response goes on to state that it needs to be demonstrated that there would not be a detrimental impact to the safe and efficient operation of the A34 from the south facing slips and that it is not presently known what level of infrastructure might be required and if this would mitigate any potential safety concerns as a result of the proposal. Their response concludes with the statement *"At this time there is insufficient information to determine the impacts from the proposal to the A34, therefore we would ask that the authority does not determine the application (other than a refusal) ahead of us receiving the relevant information."* The Town Council is concerned that any changes to the A34 should comply with the recommendations/ requirements of Highways England.

County Council response The Town Council notes that in the County Council response to the Consultation, their views in relation to transport and highways as at the time of considering this matter were yet to be received. The Town Council would wish to see any conditions which the County Council may place on this development to be incorporated into any planning permission, otherwise the Town Council would register an objection.

Other mitigation in relation to impact on traffic and highways Even with the implantation of the Diamond Interchange at Lodge Hill, the proposed development would place additional significant strain on the road network in Abingdon and in particular Marcham Road, Copenhagen Drive, Dunmore Road and the Oxford Road. The Environmental Statement within the application details various mitigation measures which are proposed by the developer. The Council would wish to see developer contributions towards improvements to these roads to order to mitigate the impact of the additional traffic. Again, the Town Council would wish to see the County Council's comments in this regard, which were not available at the time of drafting this response, and be assured that their recommendations also be taken in to account and implemented.

Speed limit Dunmore Road The Town Council has a particular concern in relation to the Dunmore Road. This currently forms part of a relief road around Abingdon with housing to the south and agricultural land/ green belt to the north. However if this development takes place then there will be housing on both sides of the road and therefore the Town Council would wish a

condition of the planning permission to be that the speed limit on this road be reduced to 30mph in the interests of public safety as it will, in effect, be a road which is going through a residential area. This would be in accordance with retained Policy DC5 (Access) of the Vale of White Horse District Local Plan 2011 which requires the road network to accommodate traffic arising from the development without causing safety problems.

Access to the development Retained Policy DC5 (Access) of the Vale of White Horse District Local Plan 2011 requires safe and convenient access to be provided in relation to developments and that the road network accommodate developments without causing congestion. The Council is concerned that at present the western part of the site is only accessed via the Dunmore Road and that this does not meet the requirements of Retained Policy DC5. Consequently the Council would condition its approval of this application on access also being provided from the A4183 Oxford Road with any necessary improvements being made to the Oxford Road in order to facilitate this. This will mean that access to and from the A34 can be gained much more readily without need to add to congestion to the already busy Dunmore Road. The Council also believes that there should be access to the eastern side of the development from the A4183 as well as Twelve Acre Drive.

Air Quality

The Council is concerned about the impact of the development on air quality in Abingdon. The Environmental Statement within the application claims that the residual impact on air quality of both the construction phase and the operational phase of the development would be negligible. However the Council notes that this is contradicted by the comments made by Tim Williams, Environmental Health Officer at the District Council. Mr Williams' comments include the following points:

- *Junctions and pedestrian crossings in relation to the proposed development could impede traffic flow along the northern relief road and therefore increase traffic through the town centre where there is an Air Quality Management Area (AQMA) and congestion is already a problem.*
- *The traffic assessment does not include the Colwell Drive / Marcham Road junction in the list of junctions assessed and has not been included in the air quality assessment. There is already significant congestion in and around this area and any significant additional traffic from Colwell Drive will impact negatively on the AQMA and possibly require the extension of that area to include Marcham Road.*

The transport assessment and therefore the air quality assessment have used a traffic model based on the assumption that the south facing slip road at Lodge Hill will be in place and in use by 2020. Without these south facing slips in place, then there would be a significant air quality impact on the local

road system and air quality in Abingdon. This would be in contravention of Retained Policy DC5 (Access) of the Vale of White Horse District Local Plan 2011 which requires that the road network can accommodate the traffic arising from the development without causing safety, congestion or environmental problems; and Retained Policy DC9 (Impact of Development on Neighbouring Uses), which does not permit development if it unacceptably harms the amenities of neighbouring properties and the wider environment in specifically in terms of smell, dust, heat, gases or other emissions and pollution.

In his comments Mr Williams concludes that the Diamond Interchange *“would be fundamental to this development being acceptable. In view of this I wish to object to the proposed development, subject to confirmation from the Highway Authority that funding is in place and the south facing slips at Lodge Hill will be constructed and be in use prior to the commencement of any of the proposed development.”* The Council agrees and therefore re-iterates its recommendation in relation to the need for the south facing slips/ diamond interchange to be implemented ahead of the development taking place; without this condition the Town Council would object to the application.

In relation to the development itself, it is noted that the site is very close to the A34 and there needs to be an adequate distance between the A34 and the proposed housing to ensure that air quality is acceptable.

Cycle Access to Radley Station

The proposed development is close to Radley Railway Station, the distance being between 3.2km and 2.3km from the two main areas of the development, and it is important that residents are encouraged as much as possible to access the railway station other than through using their cars, in order to reduce pressure on the local road network. The route proposed in the planning application for cyclists to go between the proposed development to the railway station is neither safe nor convenient. Retained Policy DC5 (Access) of the Vale of White Horse District Local Plan 2011 requires that off-site improvements to the highway infrastructure, including cycleways, should be secured where these are not adequate to service the development. The route outlined in the application is not adequate and the Town Council supports the construction of a new cycle track as proposed in Radley Parish Council’s draft neighbourhood plan and submitted as part of their response to this consultation.

The Council would wish provision for this proposed cycle route to be a condition of any planning permission.

Wootton Road Roundabout

The Council has concerns regarding the design for the Wootton Road roundabout. It is noted that the proposals include a revised layout for the roundabout, reverting to the previous two-lane approach and this is

welcomed. However, it is difficult for cyclists to cross the roundabout safely and this needs to be addressed in accordance with Retained Policy DC5 (Access) of the Vale of White Horse District Local Plan 2011.

Health Services

The proposed development will place pressure on local health services due to the number of additional residents. It is noted that there are no proposals within the planning application for a new health centre. Consequently residents would have to register at another surgery, the closest being the Long Furlong Surgery. However, it is understood that Long Furlong is not in a position to take on additional patients and there is no room for an expansion of the surgery.

Core Policy 38 of the Local Plan 2031 requires that proposals for new housing must provide for a master plan which includes provision for health care facilities. The Council considers that this is not adequately provided for in the application. However, it is noted that the proposed development would deliver a "local centre" including space for a community hub and the Council would ask that a condition be placed upon the application for a health centre to be provided as part of that community hub.

Flood Risk

The Council has noted the comments of the Environment Agency in their letter of 29th March 2017 in which they object to the planning application and recommend refusal of planning permission on the grounds of flood risk. In particular they point out that part of the site lies within flood zones two and three, whereas the flood risk assessment states that the site lies wholly within flood zone one, which is the zone with the lowest risk. The Environment Agency stated that *"the flood risk assessment and environmental statement chapter submitted both fail to fully address existing risk of fluvial flooding on the site, and the potential increase in risk as a result of these works."*

It is noted that the amended plans have been revised to remove development from within flood zone two and it is stated that *"it was not a master plan intention to include development within FZ Two"*. However we cannot find a reference to flood zone three.

The Council requests that planning permission is not granted unless the Environment Agency is fully satisfied with the arrangements in place to mitigate flood risk.

Waste Water and Water Supply Infrastructure

It is noted that the consultation response from Thames Water states that both the existing waste water infrastructure and the existing water supply infrastructure have insufficient capacity to meet the additional demands for the proposed development. Consequently, the Town Council believes that the

conditions recommended by Thames Water should be part of any planning permission granted by the District Council.

I trust that the above comments are helpful in determining the application.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Nigel Warner', is written over a horizontal line. The signature is cursive and somewhat stylized.

Nigel Warner
Town Clerk