

# Minutes

of a meeting of the

## Planning Committee



held on Wednesday, 8 September 2021 at  
6.00 pm  
in First Floor Meeting Space, 135 Eastern  
Avenue, Milton Park, OX14 4SB

**Open to the public, including the press**

**Present in the meeting room:**

Councillors: Max Thompson (Chair), Val Shaw (Vice-Chair), Ron Batstone,  
Jenny Hannaby, Diana Lugova, Ben Mabbett, Mike Pighills and Janet Shelley

Officers: Emily Hamerton and Michael Flowers

**Remote attendance:**

Officers: Anthony Bubb (Oxfordshire County Council), Adrian Butler, Susie Royce, and  
Tim Williams

### 27. Chair's announcements

The chair welcomed everyone to the meeting, outlined the procedure to be followed and advised on emergency evacuation arrangements.

### 28. Apologies for absence

Councillor Cheryl Briggs tendered apologies.

### 29. Minutes

**RESOLVED:** to approve the minutes of the meeting held on Wednesday 23 June 2021 as a correct record and agree that the chair sign them as such.

### 30. Declarations of interest

There were no declarations of interest.

### 31. Urgent business

There was no urgent business.

## **32. Public participation**

The list showing members of the public who had registered to speak had been sent to the committee prior to the meeting. Statements received from the public were circulated to the committee prior to the meeting.

## **33. P20/V1388/O - Land South of A415, Marcham**

The committee considered application P20/V1388/O for the outline planning permission for residential development of up to 90 dwellings (Use Class C3) including means of access into the site (not internal roads) and associated highway works, with all other matters (relating to appearance, landscaping, scale and layout) reserved. (As per the updated air quality assessment received on 11 November 2020, drainage technical note 29 March 2021, Frilford Lights technical note 31 March 2021 and Frilford lights mitigation 23 July 2021).

Consultations, representations, policy and guidance, and the site's planning history were detailed in the officer's report, which formed part of the agenda pack for the meeting.

The planning officer also informed the committee of a statistical correction within the report at paragraph 5.4 with the figure being 31.5 not 35.5, which was noted by members.

The planning officer explained to the committee that the triangular plot of land bordering the application site was safeguarded within the local plan for a potential road bypass, and the committee were informed that the proposed development would have no impact on this safeguarded site, which would remain reserved for a potential bypass. The planning officer also confirmed that existing trees at the frontage of the site would be retained. The proposal included an uncontrolled pedestrian crossing over the A415, which would provide access to a new pavement on the north side of the A415, which would provide pedestrian access to village facilities, such as the school and recreation ground. A cycle/pedestrian path was proposed in the north western part of the site connecting to the footway beside the A415.

In relation to the traffic impact on the Frilford Lights Junction, the planning officer confirmed that the Oxfordshire County Council's highways engineer considered the traffic queues as severe. In response to these concerns, the planning officer explained that the applicant had proposed to lengthen the existing left hand turn lane on the west bound A415. The planning officer explained that traffic modelling had shown that an extension on this turning lane would mitigate the impact of the site's development and would also increase the operational capacity at the junction beyond its existing levels, and for this reason there were no objections from the Highways Officer. The planning officer also confirmed that there would be a minor increase in nitrogen dioxide levels, but that the increase was considered negligible and would remain below the national targets and the impact would not be harmful.

The planning officer also clarified that planning conditions alongside the Section 106 funding would be used to improve existing bus services, widen the cycle and footpaths towards Abingdon, implement new electric vehicle charging points, and produce a travel plan and information pack regarding sustainable transport options within the local area. Additionally, the planning officer explained that they would seek to condition that heavy good vehicles be diverted east away from the Marcham Air Quality Management Area.

Michael Hoath, representative of Marcham Parish Council, spoke in objection to the application.

Mr Hoath answered a question surrounding foul water capacity. The speaker confirmed that as of January, there was not sufficient existing capacity to meet the new development and that Thames Water had not yet responded to questions raised surrounding whether this had been corrected yet. Additionally, Mr Hoath explained to the committee in response to a question, that traffic queues had a significant trail which had a detrimental impact to air quality.

Ed Barrett, the applicant, spoke in support of the application.

Mr Barrett clarified questions from the committee and explained that electric vehicle charging points would be decided by the reserved matters application. Additionally, Mr Barrett explained that discussions with Thames Water surrounding foul water were ongoing, and that modelling was underway to see if existing capacity was available or if further upgrades were required. Mr Barrett also confirmed that the buildings could not be occupied until any issues were resolved by Thames Water surrounding the foul water issues.

Councillor Catherine Webber, local ward member, spoke in objection to the application.

A question was raised by the committee on who owned the land which was proposed to be used in widening the A415 at the Frilford Lights junction. The planning officer explained that the site was highway land in the control of Oxfordshire County Council. Oxfordshire County Council would expand the Marcham primary school's capacity to support increased pupil demand, and growth from this site was incorporated into the expansion considerations. It was explained by the planning officer that the Community Infrastructure Levy could be used by Oxford Clinical Commissioning Group to expand healthcare provision.

The committee asked additional questions relating to the speed limit of the road and its proposed relocation, alongside what safety measures would be in place for cycle users. The planning officer explained that the enforcement of a speed limit was a police matter and was not a power of the authority. The officer also explained that they were working with the developer to widen the footpath in order to make it safe, and that the new speed limit should help drivers understand that the location was more urbanised. However, the existing measures and proposed changes were deemed as meeting the need to safeguard the public and based on the predicted traffic numbers, and a new uncontrolled crossing would be adequate in providing an additional crossing point for pedestrians.

A motion moved and seconded, to defer planning permission was declared carried on being put to the vote.

**RESOLVED:** to defer planning permission for application P20/V1388/O in order to clarify the following matters;

1. Foul water flooding
2. The capacity at Marcham CE primary school
3. Air quality
4. Frilford interchange capacity
5. Safe crossing points for the cycle link route

6. Separate pedestrian and cycle link details
7. A site visit

The meeting closed at 7.13 pm