**Appendix 2**

**Summary of Public Response to applications 12/02935/FUL and 12/02967/FUL**

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| **Comments of Objection** |
| Increased traffic generally on already heavily congested local roads and specifically at junctions (Hollow Way/ Barracks Lane/ Horspath Road; Hollow Way/Garsington Road; and The Slade/Horspath Driftway) with more traffic to come because of developments in the wider locality which use this route including at the Business Park:* Extra traffic dangerous for the many users of the local road network with narrow footways
* Already suffer long waits at the traffic lights at the Hollow Way/ Barracks Lane/ Horspath Road junction – this has potential for gridlock
* Restricted access for emergency vehicles
* Difficult for local residents to get out of the area to go to work at peak times
* The urban clearway in Hollow Way not well enforced creates extra local traffic difficulties
* Already suffer from pollution from waiting traffic in the area – will get worse
* The development is against Core Strategy Policy CS19 because there will be more accidents on Hollow Way
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| Barracks Lane unsuitable for access to school/housing/pitch developments:* Will become bottleneck because Barracks Lane is dead end so people have to turn round in the access way
* Poor visibility around many parked cars on Barracks Lane
* Parking on both sides of Barracks Lane mean only one vehicle can pass along it
* Parking on Barracks Lane will get worse and problems will arise as they did when the Club was running
* Can’t restrict parking on Barracks Lane because local people need it to park their cars who have no other option
* Is heavily used by pedestrians, children and cyclists – access to Oxford Spires Academy – will become more dangerous
 |
| Access point for new developments from Barracks Lane to William Morris Close:* Dangerous for children
* Will adversely affect amenity of flats
* There will be parents and staff school parking in nearby residential areas
* There is often ice on the road at this junction
* Poor visibility because of high wall at the junction
 |
| Inadequacy of traffic assessments:* This will be the largest primary school in East Oxford
* Wide catchment, people will come from far away – a much greater proportion will drive to school, too far for many to walk
* Walking overestimated, driving underestimated
* Unrealistic to expect primary school children to use alternative local transport
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| Green Travel Plan inadequate:* no real positive measures are suggested for achieving reduced car travel
* Can penalties be introduced if the aims are not met?
 |
| Transport Assessment poor:* makes erroneous/misleading comparisons with non-free schools with a narrower catchment
* Need better/more traffic surveys – one day not enough
 |
| Open space should be retained:* Has been well used by local people for 80 years and valued as an open green space, it is not redundant
* Adds to the character of the area, part of green image of the city
* Local and Government planning policy indicates it should be kept open
* Previous planning permission (for the Lord Nuffield Club) was conditional on retention of the open space – this should be upheld
* It should be safeguarded land for long term use
* The all-weather pitches do not allow for the informal recreation that people enjoy on this land
* No floodlighting means that public use restricted
* Need to retain footpath from Crescent Road to Beresford Close
* Negative impact on local wildlife
 |
| Retain the former club building in community use:* Needed locally with the closure of Temple Cowley Pools and Gym
* Can find a user who will make it viable, many clubs looking for premises
* A valuable local facility
* Use for old people’s clubs
* Removal of essential local community sports facility unacceptable in view of Olympic legacy
 |
| The need for the school: * No need for a school – there are enough locally, will lead to other schools closing
* Agree need for school but this is the wrong site for traffic reasons
* Objection to faith based school – 40% Oxford residents not Christian
 |
| The school and its site:* Parents will also park in Crescent Road (unacceptable and dangerous)
* Use of the footpath through Beresford Close is unsuitable because it goes through a car park not along a path; also not adopted and unlit, suffers anti-social behaviour
* Significant impact to privacy of local residents
* Inadequate on-site turning, set-down/drop-off area and parking for staff
* Design unacceptable – bright modern colours and materials not appropriate
* Future extensions to the school should be restricted
* Noise from school will affect amenity of rear gardens to properties in Hollow Way
* Loss of parking around field for residents of William Morris Close
 |
| Housing:* No need for this given developments locally and at Barton
* Too high density, area already high density – this will make it worse
* Poor design – windows too small, roof blank, needs to incorporate solar panels etc., question need for chimneys
* Adversely affects the amenities of properties adjacent – Crescent Road, Hollow Way and Beresford Place: loss of privacy, light, outlook, overshadowing
* 3-storey is out of scale and overbearing, out of keeping with locality
* Access road less than 10m from ground floor bedrooms in Beresford Place, intrusive vehicle headlights.
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| Drainage:* Steep hill, surface water run-off already a problem causing flooding down Barracks Lane to Boundary Brook
* More hard surface area will exacerbate this
 |
| Local house prices will fall |
| Statement of Community Involvement misleading |

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| **Comments of Support** |
| Need for school:* Desperate need for primary places, other schools full, many people have to travel out of the area to school, pressure will increase due to population growth,
* educational underachievement leads to poverty: need a good school to raise achievement
 |
| A good re-use of a redundant building with the added bonus of community use of the building and grounds |
| A good site for a school, well connected to transport and for walking |
| Extended school hours will spread the traffic implications. Can monitor traffic problems and adjust as the school grows. |
| Great need for new housing |
| There will be better use of the open space if developed for all-weather pitches |

**13/002500/OUT**

**Appendix 3**

**Original Morris Motors Club site**



**13/02500/OUT**

**Appendix 4**

**Block plan of the 2004 permission showing housing development on part of the previous open space and the re-sited Lord Nuffield Club building**

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