

MY NAME IS ANDREW FEILDEN. I AM A RETIRED CHARTERED SURVEYOR.

I HAVE BEEN A RESIDENT OF MINSTER LOVELL SINCE 1945

I REPRESENT THE SOCIETY FOR THE PROTECTION OF MINSTER LOVELL.

THE SOCIETY HAS PUT FORWARD A STATEMENT OF CASE COVERING SIX DIFFERENT AREAS THAT WE STRONGLY FEEL THAT THE DEVELOPMENT OF THE APPELLANTS SITE WILL AFFECT EITHER DIRECTLY THE VILLAGE OF MINSTER LOVELL ITSELF OR IMPACT THE LIFESTYLE OF THOSE THAT LIVE ON THE NEW ESTATE.

WE WILL CALL INDIVIDUALS TO SPEAK ON DIFFERENT HEADING.

I WILL INITIALLY DEAL WITH **SUSTAINABILITY, VILLAGE INFRASTRUCTURE AND VILLAGE INTEGRATION.**

THE WEST OXFORDSHIRE DISTRICT COUNCIL PLANNING POLICY QUOTES : - " IN SMALL VILLAGES HAMLETS AND OPEN COUNTRYSIDE, DEVELOPMENT WILL BE LIMITED TO THAT WHICH REQUIRES AND IS APPROPRIATE FOR A RURAL LOCATION AND WHICH RESPECTS THE CHARACTER OF THE AREA" (POLICY OS2 – Plan 2031 p 31 CI 4.23)

SOME THREE YEARS AGO CONSENT WAS GIVEN – AGAINST ALL OBJECTIONS – FOR 124 HOUSES – INCREASED FROM THE ORIGINALLY PLANNED 85 HOUSES, AND THIS NOW FORMS THE DORMITORY DEVELOPMENT OF DOVECOTE PARK, TO THE WEST OF MINSTER LOVELL. THE APPELLANTS'S SITE ADJOINS DOVECOTE PARK – ON THE WEST SIDE AND OPPOSITE SIDE TO THE VILLAGE, WITH THE OBVIOUS ADDITIONAL DISTANCE FROM THE VILLAGE ITSELF.

WITH DOVECOTE AND THE NEW DEVELOPMENT COMPLETED THE POPULATION OF MINSTER LOVELL WILL HAVE INCREASED BY APPROXIMATELY 50% OVER A VERY SHORT PERIOD OF TIME.

ADDED TO THIS CATESBY ESTATES HAVE ALREADY PROMOTED A PLAN SHOWING THE VERY LARGE AREA OF AGRICULTURAL LAND TO THE SOUTH AND WEST OVER WHICH THEY STATE THEY HAVE CONTROL, AND VILLAGERS ARE FEARFUL THAT THIS DEVELOPMENT COULD BE THE START AND POSSIBLY THE ACCESS TO A VERY MUCH LARGER AREA OF DEVELOPMENT INCREASING THE SIZE OF OUR VILLAGE INTO A TOWN.

THE LAND TO BE DEVELOPED URBANISES OPEN AND ACTIVE AGRICULTURAL LAND. TO PEOPLE WHO JUST DRIVE THROUGH THE VILLAGE, THE FIELD THE APPELLANTS PLAN TO DEVELOP IS JUST AN EMPTY AREA, WITH A CROP OR TWO ONCE OR TWICE A YEAR. TO THE VILLAGERS WHO LIVE NEARBY IT IS A RICH HABITAT OF WILDLIFE INCLUDING A FAMILY OF ROE DEER, A BADGER SETT, FOXES, HEDGEHOGS AND A WIDE RANGE OF WILDLIFE – ALL OF WHOM NEED PROTECTION.

WE SUPPORT THE GROUNDS ON WHICH THE ORIGINAL PLANNING CONSENT FOR THE APPELLANT'S SITE WAS REFUSED BY WEST OXFORD DISTRICT COUNCIL AFTER STRONG OBJECTIONS FROM THE OXFORDSHIRE COUNTY COUNCIL, THE PARISH COUNCIL, OUR SOCIETY AND A VERY LARGE NUMBER OF INDIVIDUALS.

THE DEVELOPMENT OF THE PROPOSED SITE WILL COMPLETELY CHANGE THE CHARACTER OF THE VILLAGE AND THE AREA WITH AN ADDITIONAL OUTLYING DORMITORY ESTATE WHICH WILL HAVE LITTLE OR NO PHYSICAL CONNECTION TO THE VILLAGE.

MINSTER LOVELL ITSELF HAS A VERY RESTRICTED LEVEL OF INFRASTRUCTURE AND FACILITIES.

THE NEAREST SHOP – THE VILLAGE SPAR SHOP – IS SOME 23 MINUTES WALKING AWAY FROM THE SITE, DOWN THE SIDE OF A DANGEROUS MAIN ROAD – THE B4047 BURFORD ROAD. HENCE A RETURN JOURNEY OF OVER 40 MINUTES WALKING.

MOST WILL VISIT THE SHOP BY CAR. THERE ARE ONLY 8 PARKING SPACES

THE VILLAGE DOES HAVE A HAIR DRESSING SALOON, FURNITURE SHOP, KITCHEN DESIGNER AND A POST OFFICE/STORE IN A SMALL SHOPPING CENTRE WITH ONLY 16 CAR PARKING SPACES.

WE ARE INFORMED THE VILLAGE PRIMARY SCHOOL IS FULL FROM NOVEMBER 2024.
THE NEW DEVELOPMENT HAS A PROJECTED DEMAND FOR A FURTHER 40 PRIMARY SCHOOL PLACES.

NO DOCTOR OR DENTIST.

NO PHARMACY.

NO PETROL/DIESEL FUEL STATION OR ELECTRIC CAR CHARGING POINTS.

AND ALMOST NO SPORTS FACILITIES IN THE UPPER VILLAGE

ADDED TO THIS THERE ARE VERY LIMITED PARKING FACILITIES WITHIN THE VILLAGE ITSELF.

THERE IS LITTLE WORK AVAILABLE IN MINSTER LOVELL AND MOST OPPORTUNITIES WILL BE TO THE EAST OF THE SITE VIA THE A40 TOWARDS THE OXFORD AREA. TO GET TO THIS PEOPLE WILL DRIVE VIA BRIZE NORTON ROAD AS THE SHORTEST ROUTE TO THE A40. THIS IS HEAVILY USED AND RUNS DIRECTLY THROUGH THE CENTRE OF THE VILLAGE, HAS ONLY ONE PAVEMENT FOR THE MAJORITY OF THE ROUTE, AND VARIES IN WIDTH BETWEEN 16 TO 17 FT. WHEN TWO LARGE TRUCKS PASS IT OFTEN CAUSES ONE TO GO ON THE PAVEMENT. (SEE BUS PHOTO)

THIS ROAD ALSO HAS A DANGEROUS JUNCTION ON TO THE B4047 (BURFORD ROAD) AT THE NORTH END WHICH IS OVERLOADED DURING COMMUTING AND SCHOOL RUN TIMINGS. (SEE PHOTO)

WE BELIEVE THAT THESE LIMITED FACILITIES AND DISTANCES WILL ENCOURAGE RESIDENTS TO EXTENSIVELY USE THEIR CARS TO GO TO WORK, TO SHOP IN WITNEY AND IN MANY CASES THEY WILL BE FORCED TO TAKE THEIR CHILDREN TO SCHOOL THERE. WE ARE TOLD THERE COULD BE AS MANY AS AT LEAST 600 ADDITIONAL CAR MOVEMENTS PER DAY FROM THIS NEW ESTATE ALONE – AND THAT IS EXCLUDING DOVECOTE.

MINSTER LOVELL HAS A STABLE POPULATION, WITH SOME FAMILIES HAVING BEEN IN THE VILLAGE FOR GENERATIONS. AS WE HAVE SAID THE POPULATION OF THE UPPER VILLAGE IS APPROXIMATELY 1200 PERSONS – INCREASED TO APPROX 1500 WITH THE ADDITION OF DOVECOTE PARK. THERE IS A TRADITIONAL VILLAGE HALL (capacity 100) HEAVILY USED AND THERE IS A STRONG ETHIC FOR VOLUNTEERING FOR THE BENEFIT OF ALL.

HOWEVER IN THE CASE OF DOVECOTE PARK, EXPERIENCE SHOWS THAT PEOPLE WHO HAVE BOUGHT HOUSES THERE, THINK OF THEMSELVES AS LIVING IN “DOVECOTE” NOT MINSTER LOVELL AND USE THE VILLAGE VERY LITTLE, AND AS THE RESIDENTS OF THE NEW SITE WILL BE EVEN FURTHER WEST, WE WOULD EXPECT THEIR REACTION TO BE THE SAME. WE SEE THIS AS AN ALMOST INSURMOUNTABLE BARRIER TO FULL INTEGRATION WITH THE VILLAGE.

WE CAN ALSO SEE LITTLE OR NO OPPORTUNITY FOR BIODIVERSITY NET GAIN, THE DISTANCES WILL INVOLVED WILL ENCOURAGE CAR USE, AND ARE UNLIKELY TO PROMOTE WALKING OR CYCLING.

SURFACE WATER FLOODING ON THE SITE WILL BE DEALT WITH SEPARATELY, BUT IS CLEARLY A WORRY TO THOSE THAT LIVE ADJOINING THE SITE ON EITHER SIDE.

THE SOCIETY DOES NOT SUPPORT THE APPEAL MADE BY THE APPELLANTS AGAINST THE REFUSAL TO THE PLANNING APPLICATION. THE SOCIETY'S REASONS FOR THIS ARE ON THE GROUNDS OF LACK OF FACILITIES IN THE VILLAGE, LACK OF INTEGRATION BETWEEN THE VILLAGE AND THE OUTLYING SITES, AND GENERAL LACK OF SUSTAINABILITY.

WE FEEL IT IS THE WRONG SITE, AT THE WRONG TIME AND DAMAGES THE AREA AND THE HISTORIC VILLAGE.



