

Comments for Planning Application 20/00934/FUL

Application Summary

Application Number: 20/00934/FUL

Address: Land To The Rear Of The George Inn 5 Sandford Road Littlemore Oxford Oxfordshire OX4 4PU

Proposal: Erection of 2 x 1 bed, 3 x 2 bed and 3 x 3 bed dwellings with associated off-street parking, private amenity, secure bicycle parking and recycling and refuse storage provisions.

Case Officer: Clare Gray

Customer Details

Name: Mrs Ruth McNamara

Address: The Manor House Sandford Road OXFORD

Comment Details

Commenter Type: Neighbours

Stance: Customer objects to the Planning Application

Comment Reasons:

- Access
- Amount of development on site
- Effect on adjoining properties
- Effect on character of area
- Effect on pollution
- Effect on traffic
- General dislike or support for proposal
- On-street parking
- Parking provision

Comment: I live directly opposite the George pub and my major concerns relate to:

- a) over-development of the site
- b) impact on the character of the Littlemore conservation area
- c) impact on traffic, parking
- d) increased pollution within the Littlemore conservation area

The proposed development is within the center of the Littlemore conservation area. This is a picturesque historic village with number of ancient and sympathetically constructed buildings many of which have an association with John Henry Newman who was recently canonized in Rome. Littlemore is one of small collection of villages with conservation protection adding value to historic Oxford; having a the proposed number of houses squashed onto a small footprint next to a village pub dating back to the 1800's and surrounded by listed buildings, would in my opinion ruin the village atmosphere and community feel. Other Oxford conservation villages (Iffley village, Old

Headington, Old Marston, Sandford village) do not contain dense housing areas sandwiched between historical buildings, so I am at a loss as to why this is considered reasonable in Littlemore.

The burden of additional traffic from the proposed development plus the planned 270 new homes in Littlemore Park will not only increase pollution levels but put pressure on Sandford road and Oxford road which are already congested, as there is no other way to access the ring road for this traffic. Cars exiting the development will not be able to adequately view Sandford road in either direction, their view being obscured by the pub on one side and residential house on the other - this will inevitably cause cars to push out into the middle of the road and oncoming traffic to swerve to miss them. This is most likely to occur during morning school run for the two local primary schools colliding with the morning commute. The pedestrian crossing is busy with small children during these times and this will be the epicentre of the traffic chaos. It is a 'perfect storm'.

The parking reserved for the George pub is inadequate and will result in cars parking along the Sandford Road and Railway lane, blocking drives, bus stops and the areas adjacent to the zebra crossing. A number of local residents are key workers and may struggle to leave their property if their drives are blocked.

Railway lane is narrow and does not have any form of traffic calming system. Cars already park up onto the pavement during normal hours making it difficult for wheelchair users and parent pushing prams to use the pavement.

Traffic and parking are considerably worse during Oxford United match days. The publican at the George arranges security on these days to control parking locally but this would push the problem onto the surrounding residents.

The George pub allows parents of children at the Emmanuel primary school to use the rear parking area for drop off and pick. This reduces traffic congestion and allows young children to safely access transport without crossing the busy Sandford Road. As this is an independent school pupils travel from areas outside Oxford so car usage is higher than that of the local John Henry Newman primary school.

I therefore object to the proposed development. I do consider that a smaller development should be pursued i.e. fewer houses that are architecturally sympathetic with the surrounding properties and that do not put pressure on traffic and parking.