

Climate, Biodiversity & Planning Committee Meeting of Witney Town Council



Tuesday, 31st August, 2021 at 6.00 pm

To members of the Climate, Biodiversity & Planning Committee - R Smith, A Prosser, J Aitman, O Collins, L Duncan, V Gwatkin, M Jones and A McMahon (and all other Town Councillors for information).

You are hereby summonsed to the above meeting to be held in the **Main Hall, The Corn Exchange, Witney** for the transaction of the business stated in the agenda below.

Admission to Meetings

All Council meetings are open to the public and press unless otherwise stated.

Numbers of the public will be limited, with priority given to those who have registered to speak on an item on the agenda. Any member of the public wishing to attend the meeting should contact the Democratic and Legal Services Officer (democracy@witney-tc.gov.uk) in advance to reserve a seat.

We will continue to observe social distancing and hand sanitiser will be available.

For further information or clarification regarding the meeting contact the Democratic and Legal Services Officer at democracy@witney-tc.gov.uk Tel: 01993 226071

Recording of Meetings

Under the Openness of Local Government Bodies Regulations 2014 the council's public meetings may be recorded, which includes filming, audio-recording as well as photography.

As a matter of courtesy, if you intend to record any part of the proceedings, please let the Deputy Town Clerk or Democratic & Legal Services Officer know before the start of the meeting.

Agenda

1. Apologies for Absence

To consider apologies and reasons for absence.

Committee Members who are unable to attend the meeting should notify the Democratic & Legal Services Officer (democracy@witney-tc.gov.uk) **prior to the meeting**, stating the reason for absence.

Standing Order 309a)(v) permits the appointment of substitute Councillors to a Committee whose role is to replace ordinary Councillors at a meeting of a Committee if ordinary Councillors of the Committee have informed the Proper Officer **before** the meeting that they are unable to attend.

2. Declarations of Interest

Members are reminded to declare any disclosable pecuniary interests in any of the items under consideration at this meeting in accordance with the Town Council's code of conduct.

3. Public Participation

The meeting will adjourn for this item.

Members of the public may speak for a maximum of five minutes each during the period of public participation, in line with Standing Order 42. Matters raised shall relate to the following items on the agenda.

4. **Planning Applications** (Pages 3 - 4)

To receive and consider a schedule of Planning Applications from West Oxfordshire District Council.

5. **Planning Appeal Decision** (Pages 5 - 8)

To receive and consider notification of the following planning appeal decision:

APP/D3125/W/21/3274682 – 2 Springfield Park, Witney OX28 6EF

6. **Street Naming - Mill Walk, Witney** (Pages 9 - 10)

To receive and consider a street naming request for a development at Mill Walk, Witney.

7. **21/02210/FUL - Witan Park, Witney** (Pages 11 - 30)

To consider the report of the Democratic & Legal Services Officer.



Town Clerk

4

4.1 **WTC/152/21** Plot Ref :- 21/02654/FUL Type :- FULL
Applicant Name :- . Date Received :- 12/08/2021
Parish :- SOUTH Date Returned :-
Location :- OLD ORCHARD COURT Agent
CORNDELL GARDENS
Proposals :- Conversion of roof space to create an additional one bedroom flat.
Observations :-

4.2 **WTC/153/21** Plot Ref :- 21/02628/FUL Type :- FULL
Applicant Name :- . Date Received :- 12/08/2021
Parish :- SOUTH Date Returned :-
Location :- 1 ST MARYS COURT Agent
ST MARYS COURT
Proposals :- Demolition of existing two-storey housing facility and three
bungalows. Erection of two-storey block of 30 flats.
Observations :-

4.3 **WTC/154/21** Plot Ref :- 20/02720/FUL Type :- FULL
Applicant Name :- . Date Received :- 16/08/2021
Parish :- WEST Date Returned :-
Location :- BUILDING 2 & 3 Agent
WINDRUSH PK RD
WINDRUSH PARK ROAD
Proposals :- Demolition of existing redundant asbestos clad industrial building
(building 2 and part of building 3F) to provide new car parking for
135 cars together with associated works. Demolition of existing
redundant asbestos clad industrial building (building 2 and part of
building 3F) to provide new car parking for 135 cars together with
associated works.
Observations :-

4.4 **WTC/155/21** Plot Ref :- 21/02718/HHD Type :- HOUSEHOL
Applicant Name :- . Date Received :- 16/08/2021
Parish :- NORTH Date Returned :-
Location :- 35 - 37 WOODGREEN Agent
WOODGREEN
Proposals :- Single storey rear extension.
Observations :-

4.5	WTC/156/21	Plot Ref :- 21/02719/LBC	Type :- LISTED BUI
	Applicant Name :- .		Date Received :- 16/08/2021
	Parish :- NORTH		Date Returned :-
	Location :- 35 - 37 WOODGREEN	Agent	
	WOODGREEN		
	Proposals :-	Single storey rear extension.	
	Observations :-		
4.6	WTC/157/21	Plot Ref :- 21/02750/HHD	Type :- HOUSEHOL
	Applicant Name :- .		Date Received :- 16/08/2021
	Parish :- EAST		Date Returned :-
	Location :- 87 PENCLOSE	Agent	
	PENCLOSE		
	Proposals :-	Proposed single storey rear extension; front elevation porch addition; ramped access to front door; replacement garage roof and doors.	
	Observations :-		
4.7	WTC/158/21	Plot Ref :- 21/02752/ADV	Type :- ADVERTISIN
	Applicant Name :- .		Date Received :- 23/08/2021
	Parish :- SOUTH		Date Returned :-
	Location :- UNIT 3-4 WOOLGATE	Agent	
	WOOLGATE SHOPPING CENTRE		
	Proposals :-	Erection of two fascia signs and one projecting sign, all internally illuminated.	
	Observations :-		
4.8	WTC/159/21	Plot Ref :- 21/02805/FUL	Type :- FULL
	Applicant Name :- .		Date Received :- 23/08/2021
	Parish :- WEST		Date Returned :-
	Location :- 48 SHERBOURNE ROAD	Agent	
	SHERBOURNE ROAD		
	Proposals :-	Change of use of land to enlarge domestic garden and reposition 1.8m high closeboarded boundary fence.	
	Observations :-		
4.9	WTC/160/21	Plot Ref :- 21/02820/HHD	Type :- HOUSEHOL
	Applicant Name :- .		Date Received :- 23/08/2021
	Parish :- NORTH		Date Returned :-
	Location :- 35 FARMERS CLOSE	Agent	
	FARMERS CLOSE		
	Proposals :-	Single story side extension and reroofing of garage.	
	Observations :-		



Appeal Decision

Site Visit made on 21 July 2021

by Jonathan Edwards BSc(Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 11 August 2021

Appeal Ref: APP/D3125/W/21/3274682

2 Springfield Park, Witney OX28 6EF

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Chris Durici against the decision of West Oxfordshire District Council.
 - The application Ref 21/00028/FUL, dated 5 January 2021, was refused by notice dated 19 April 2021.
 - The development proposed is new dwelling and new access on to Burford Road.
-

Decision

1. The appeal is dismissed.

Preliminary Matters

2. A completed unilateral undertaking, made under the provisions of section 106 of the Town and Country Planning Act 1990, has been submitted by the appellant as part of the appeal. This prevents the implementation of a development granted planning permission for the sub division of the appeal property to form 2 dwellings as well as a rear extension. I have considered the undertaking in my assessment.
3. I have invited comments from the main parties on the revised National Planning Policy Framework (the Framework), issued in July 2021. However, no responses have been received.

Main Issues

4. The main issues are (i) the effect of the proposal on the character and appearance of the area, and (ii) its effect on the living conditions of occupiers of adjoining properties in respect of privacy.

Reasons

5. The site forms part of the back and side garden to 2 Springfield Park which lies on the corner with Burford Road. The front of the proposed house would face Burford Road and it would be readily visible in the street scene.
6. The house would be next to and would have a close visual relationship with 40 Burford Road (No 40). This is one of a pair of semi-detached dwellings which, from the front, are very similar to each other and are largely symmetrical. Moreover, this pair are at the end of a line of other semi-detached properties that appear much alike from the road. The significant level of regularity in the style, form and design of these houses forms a distinctive and attractive element of the street scene.

7. The proposed house would be detached and so it would appear narrow and have less horizontal emphasis compared to the wider pairs of dwellings in the adjoining row. Furthermore, the fenestration and door arrangement in its principal elevation would not be symmetrical and a drainpipe in the centre of the front wall would mar the street view appearance of the house. The proposed vehicular access and parking would be at odds with the adjoining Burford Road residences that have no such features. Also, the house would have no chimney and would be constructed from reconstituted stone, in contrast with the render finish to the neighbouring houses. I am unconvinced that the imposition of planning conditions would enable the re-design of the development so as to fully address all of these discordant elements.
8. The house would align with the front of No 40 and it would be of comparable height with a hipped roof. However, in a context where there is a significant degree of uniformity, the proposal would be markedly incongruous for the reasons set out above. The mix of housing styles in the wider area would not overcome the lack of harmony with the adjacent row of dwellings.
9. The house would be set back from the road and off the side boundaries and it would have no effect on a significant part of the appeal property's side garden and roadside grass verge. Therefore, while it would lead to a noticeable loss of openness, the development would not be prominent or appear unduly cramped. However, this acceptable aspect of the proposal would not redress its discordant design.
10. For these reasons, I conclude the scheme would harm the character and appearance of the area. In these regards, it would not accord with policies OS2 and OS4 of the West Oxfordshire Local Plan 2018 (LP). Amongst other things, these seek to ensure proposals form a logical complement to the existing pattern of development and contribute to local distinctiveness.

Living conditions

11. The rear facing first floor bathroom and bedroom windows of the proposed house would provide new elevated viewpoints close to the boundary with 4 Springfield Park (No 4). Direct views from the windows would be towards the centre and end of No 4's garden but there would also be views at a reasonable angle towards No 4's rear elevation and part of its garden near to the house. As such, the development would be invasive to occupants of No 4 and would lead to a sense of being overlooked.
12. A condition could be imposed that requires the bathroom window to be obscured glazed so as to prevent clear views to the outside. However, such a condition would be unreasonable in respect of the other window as it would be the only source of outlook from a bedroom. The lack of objections from the occupiers of No 4 does not resolve the harm that would be caused.
13. The house would include no windows with direct views towards 2 Springfield Park. Also, the rear windows would only allow views down No 40's back garden towards its far end, as is typical of houses positioned side by side. Therefore, the scheme would not lead to a marked loss of privacy to these properties.
14. Nevertheless, for the above reasons, I conclude the development would harm the living conditions of occupants of No 4 in respect of privacy. In these

regards, it would not accord with LP policy OS4, which amongst other things, looks to ensure development does not harm residential living conditions.

Other Matters and Planning Balance

15. The submissions make reference to planning permissions granted by the Council for other dwellings on corner plots elsewhere. Limited information has been provided on these schemes and how the decisions were reached. As I am unable to draw accurate comparisons with this proposal, these other decisions do not set a precedent that I am bound to follow.
16. The development would make a more effective use of land in a location where residents would have good accessibility to services and facilities. Also, it would add to the housing stock and as a small development it is likely to be delivered quickly. Moreover, it would bring economic benefits in terms of creating construction employment and future occupiers supporting local businesses. I attribute positive weight to these benefits.
17. However, the proposal would not be well-designed and the harm identified in respect of the main issues means it would not accord with development plan policies when read as a whole. The benefits and other considerations are of insufficient weight to justify granting planning permission contrary to the development plan.

Conclusion

18. For the above reasons, I conclude that the appeal should be dismissed.

Jonathan Edwards

INSPECTOR

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Agenda Item 6

From: Address Management (WODC)

Sent: 20 August 2021

Subject: SNN2021156 Address Registration Mill Walk

Re: SNN2021156 Address Registration Mill Walk

I have received an application to address 7 converted flats off Mill Walk Witney .Planning Application 20/03185/FUL

The plan is to allocate a Building Name to the development and address the properties off Mill Walk due to access.

The developer has proposed the following names with detailed explanation of reasoning behind the name

“Arya House”

- name Firstly it is Italian for “Air”. We plan to use contemporary Italian-style fixtures and fittings, and the building is one of the tallest in Witney and is open from all four aspects hence has plenty of light and open air. Four of the flats are duplexes with vaulted ceilings.
- Secondly we are trading as Maple Homes. We try to use names associated with nature. Examples include Maple House and Windrush Court.
- Thirdly “Arya” is very easy to say and I am not aware of any similar names in the area.
- Finally it has meanings in multiple other languages - translations include “Melody” and “Noble”.

For the avoidance of doubt we have no business connection to the “Arya”.

As this only a Building Name and not a new street name we plan to use this name unless you have any strong objections to the use of this Name.

If you could respond by Tuesday 31st August with any strong objections, I would be most grateful.

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CLIMATE, BIODIVERSITY & PLANNING COMMITTEE

Date: 31 August 2021

Title: 21/02210/FUL - Witan Park, Witney

Contact Officer: Democratic & Legal Services Officer – Simon Wright

BACKGROUND

At the meeting of this committee held on 20 July 2021 consideration was given to an application at Witan Park, Witney. The site in question is the former Fabulous Bakin' Boys building. Details of the application can be accessed here: [21/02210/FUL](#)

After discussion the committee resolved:

'Witney Town Council object to this application. The South West corner of the site is adjacent to the main pedestrian access to Witney Lake and Country Park. This important recreational facility is in constant use and the perimeter of this site neighbours the access point to the Public Footpath right of way for families, children and dog-walkers and is also a pedestrian route for school children. The 'IN' and 'OUT' as marked on the vehicle splays on drawing '14920 - 110K - PROPOSED SITE PLAN - A1' indicate that HGVs would cross the pavement at the 'IN' gates and that vehicles exiting at the 'OUT' gates have extremely limited space to join the highway safely. This highway danger is compounded by Avenue Two being regularly used for roadside parking, which would further limit manoeuvrability for large vehicles. Members request that these points are reviewed by the Highways Authority as well as the careful consideration of the Planning Officer. Based on the proposed layout, Witney Town Council would request that prior to occupation, the applicant submit further plans to be approved by the relevant authority, to improve the access to and allowing safe routes for all to access Witney Lake & Country Park.

Additionally, members noted that the highway adjacent to the site is a frequently used cycle route which links into the cycle network for Witney. Allowing HGVs to access the site on the quiet road on the Western boundary would pose a danger for cyclists using this route.

Witney Town Council does agree in principle to the redevelopment of this site and would rather welcome an application with a revised layout that includes the vehicular access being moved to the North of the site where it would be less of a safety risk for our residents using this important recreational space.'

CURRENT SITUATION

The Town Council has been advised by West Oxfordshire District Council that a document supplied by the applicant had not been uploaded to the Planning Portal and have asked if the Town Council would like to reconsider its response in light of the new information. A copy of the document is attached for consideration.

ENVIRONMENTAL IMPACT

Having declared a Climate Change Emergency at its Council meeting on 26 June 2019 – with this in mind Councillors should have due regard to the environmental impact of any decisions they make with regard to its facilities and services it operates.

RISK

In decision making Councillors should give consideration to any risks to the Council and any action it can take to limit or negate its liability.

FINANCIAL IMPLICATIONS

None applicable.

RECOMMENDATIONS

The Committee is requested to consider whether to amend the original response in light of the additional information.



Project: Station Road, Witney
Title: 21198 TN01 – Design of the Site Access
Date: June 2021

1.0 Introduction

- 1.1.1 Jubb has been commissioned by Tilstone Managing Warehouse REIT Plc to provide highways and transport advice in relation to proposals to enhance access to commercial units at Witan Park Industrial Estate. These units are located off Avenue Two to the south of Station Road and north of the A40.
- 1.1.2 The industrial units are located within an existing employment area managed by Tilstone Industrial Warehouse limited that includes commercial units ranging in scale. The approximate total floor area of all commercial areas within the entire site (i.e. Units 1 to 7) is 10,500m².
- 1.1.3 The units benefit from designated staff/visitor parking to the north, and west of these buildings and self-contained service yards that are accessed off Avenue Two to the north through a gated entrance and to the east of the site.
- 1.1.4 The existing layout of the site is as outlined within **Figure 1.1**. In addition, a plan showing the marked number of each unit to the west of the site which the proposals would affect is provided as **Figure 1.2** below.



Figure 1.1 - Existing Unit Site Layout

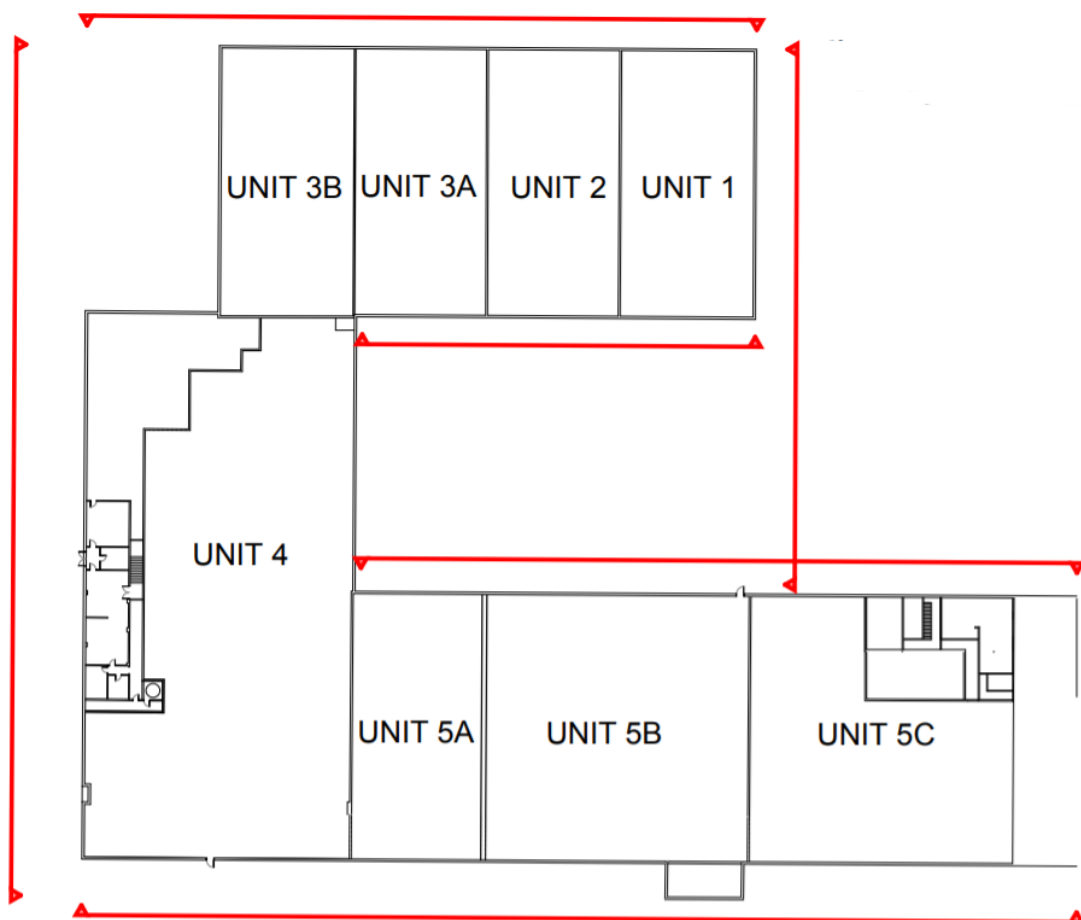


Figure 1.2 – Details of Unit Numbers

1.1.5 The applicant is seeking to enhance the access for deliveries and customers into the site in consideration of a specific occupier (Travis Perkins). Proposals would require the demolition of an existing building (i.e. Unit 4) to introduce a new access and service area for Units 1 to 5A to the west. These changes would enable new occupiers to move into Unit 2-5A (i.e. Travis Perkins), and Unit 1 (Benchmarx kitchens).

1.1.6 This Technical Note (TN) sets out the principles and design considerations adopted, loading area and the new access junction. The structure of the TN is as follows:

- **Section 2** provides an overall description of the surrounding highway network;
- **Section 3** outlines the development proposals;
- **Section 4** sets out the design considerations of the access including required vehicle paths, visibility and pedestrian access;
- **Section 5** provides details of offsite proposed parking restrictions;
- **Section 6** provides detail in relation to car parking
- **Section 7** Reviews traffic impact

1.1.7 In addition, an associated summary relating to this TN is included as **Section 8**.

2.0 Surrounding Highway Network

- 2.1.1 Vehicular Access to the site is via Avenue Two which provides the principle connecting route through the industrial estate in which the site is located. Within the estate, Avenue Two encompasses a north-south route to the west of the Site and a separate spur off of this route, also named Avenue Two, which runs east-west past the northern edge of the site.
- 2.1.2 Avenue Two is of typical urban standard, is approximately 7 metres in width, and subject to a speed limit of 30mph. Footway of suitable width is available along either side of the carriageway.
- 2.1.3 To the southwest of the application site, Avenue Two operates as a cul-de-sac with onwards connections to a combined footway/cycleway that traverses the A40 via an underpass and feeds into the wider pedestrian and cycling network south of the A road.
- 2.1.4 Some 100 metres north of the Site, Avenue Two feeds into Station Road at a priority T-junction as the minor arm. Station Road serves as distributor road connecting the industrial area to Ducklington Road (i.e. the A415) to the west that links with the A40.
- 2.1.5 A schematic diagram of the local road network is provided in **Figure 2.1** below.

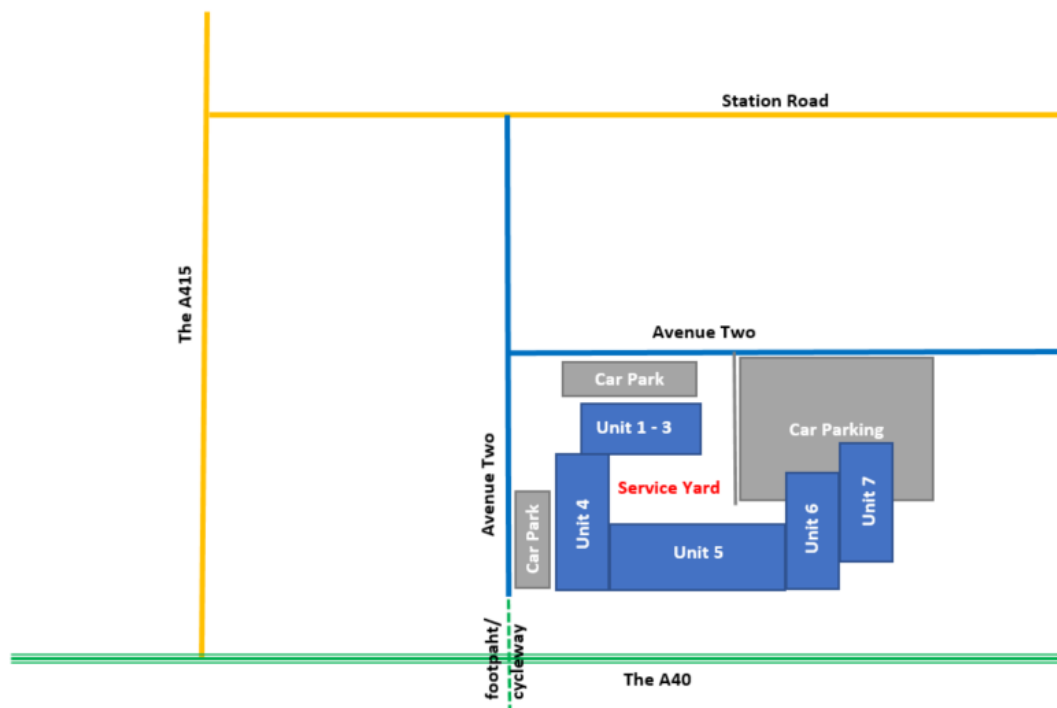


Figure 2.1 Schematic Highway Network

- 2.1.6 To assess the safety level of the adjoining highway network and thus identify any potential conflict points, a review of collision records along Avenue Two was undertaken. It is noted that Avenue Two holds an excellent safety record with no incidents reported along its length during the latest available 5-year accident period between 2016 and 2021. In view of this, considering the lack of accidents recorded on the immediate highway network, it is reasonable to conclude that the adjoining highway does not suffer from any inherent infrastructure weakness that would be considered as dangerous.

3.0 Development Proposals

- 3.1.1 As aforementioned in **Section 1**, it is proposed that a new access area be delivered to the west. To achieve this, the proposals will see the demolition of one of the commercial units (i.e. Unit 4).

The proposals will include the following:

- Two new one way access points to the west of the site consisting of separate entry (i.e. north) for goods vehicles and trade customer light goods vehicles, and exit (i.e. south) for goods vehicles only;
- A one way circulatory area from the north entry through to 7 customer parking pick spaces (south of Unit 3B and Unit 3A) and through to the parking area north of Units 1 to 3B and the existing access to the north;
- The existing access to the north will be retained as an in and out access for Travis Perkins users that do not need to pick up large stock items (i.e. retail customers choosing kitchens, staff, and trade customers picking up small items), trade customers exiting from the one way circuit, and an in and out access for the Benchmarx kitchens users;
- Parking east of the retained access north of Unit 2 will be set aside for Benchmarx Kitchens (i.e. the 8 spaces east of the existing northern access) and Travis Perkins (i.e. the 13 spaces west of the northern access).

- 3.1.2 **Figure 3.1** below shows an extract of the improved service yard layout, with the full plan attached as **Appendix A**.

- 3.1.3 It is noted that the final occupiers will ensure that the layout of storage and circulation areas are provided to ensure safe circulation and provide appropriate visibility and margins between vehicles, stock and pedestrian movement areas.

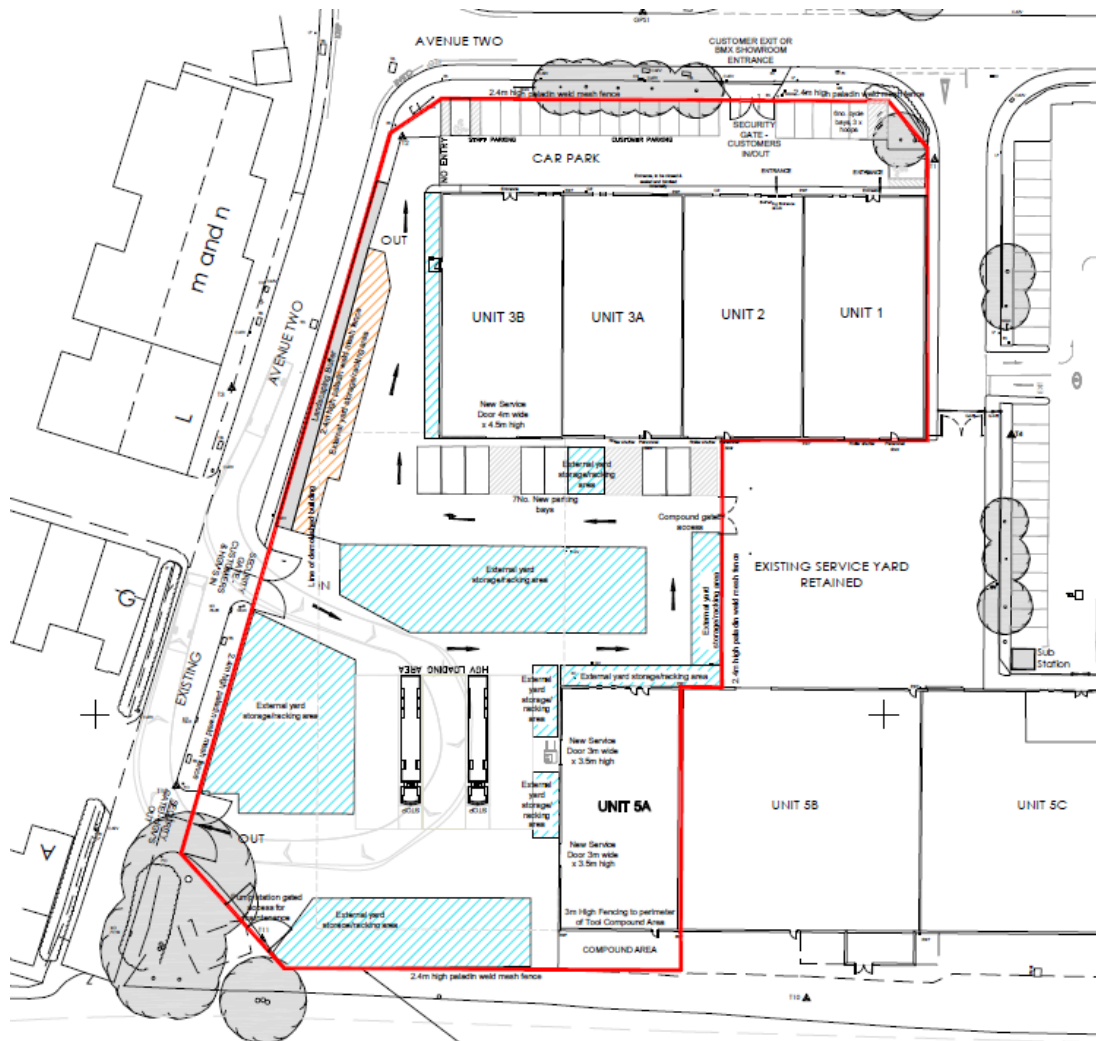


Figure 3.1 Proposed Layout Change

3.1.4 It is noted that service and delivery access to the remaining units within the employment facility to the east (i.e. Units 5B, 5C, 6 and 7) will continue to be via the east via the existing service area and will be reduced in scale to accommodate the circulatory area for Travis Perkins customers and deliveries.

4.0 Design Consideration of the Site Access

Vehicle Path Analysis

4.1.1 Swept path analysis has been undertaken of the goods in and out of the loading area which is shown in **Appendix B**. This assessment shows 16.5m articulated vehicles can enter and exit the site using the newly created access points to the west as appropriate.

4.1.2 In addition, movements are also shown of the proposed new trade customer one-way system to show a light panel van can use this as appropriate. This swept path analysis is included as **Appendix C** of this TN.

- 4.1.3 Finally, a swept path analysis is also shown of a 16.5m artic in the existing service area to the east which will continue to provide a loading area for other existing units. This swept path analysis is included as **Appendix D** of this TN.

Junction Visibility

- 4.1.4 A diagram as set out within **Appendix E** demonstrates that visibility from the proposed goods exit is also shown to be in accordance with the appropriate Manual for Streets standards for a 30mph road (i.e. 43m from a 2.4m set back). Furthermore, this diagram also shows the visibility at the existing access to the north.

Pedestrian Access

- 4.1.5 It is proposed that pedestrian access to the proposals be achieved from the existing access to the north opposite Unit 2, which will link with the pedestrian building access points opposite this access. There is already a network of pedestrian routes connecting with this point of access on Avenue Two.

5.0 Offsite highway proposals

- 5.1.1 In order to facilitate access to the west of the site, and ensure that the associated swept path movements are feasible, parking restrictions are proposed on the section of road to the west (i.e. Avenue Two) between the existing keep clear markings to the north and the end of the road to the south. Details of these proposed parking restriction, which will be implemented through an appropriate Traffic Regulation Order, are set out below in **Figure 5.1**. It is noted that, based on the swept path shown, a reduced area could also be implemented, and still be appropriate, to just cover the area required to allow vehicles into and out of the site if preferred by the Local Highway Authority.

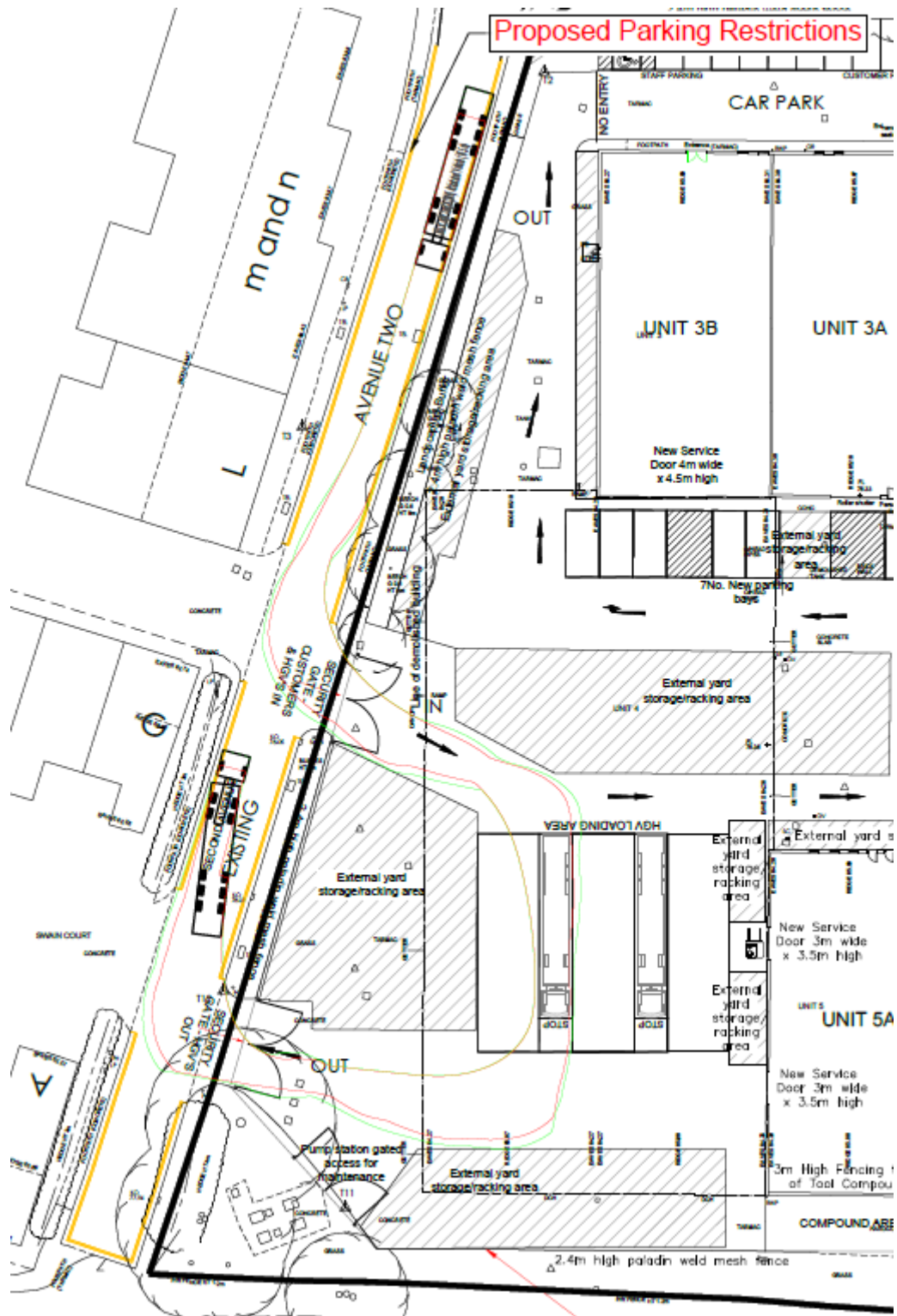


Figure 5.1 Proposed Parking Restrictions

6.0 Car Parking

- 6.1.1 The existing marked parking area will for the most part be retained with only 2 spaces being removed north of Units 1-3 to accommodate room for a disabled bay. This loss of parking is not considered significant.
- 6.1.2 In addition, whilst informal parking space would be removed to the west of Unit 4 this parking is currently used for this building (i.e. unit 4) which will subsequently be demolished.

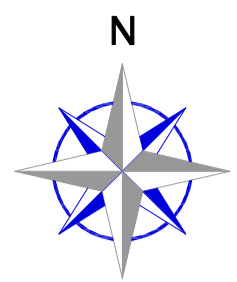
7.0 Traffic Impact

- 7.1.1 It is noted that previous consent has been granted for the use of B8 as well as B2 uses in December 2019 (Planning Application Reference 19/03448/FUL). Thus the proposed occupation of Unit 2-5A by Travis Perkins, and Unit 1 by Benchmarx kitchens is not forecast to lead to increase in traffic generation as these units already have consent for these types of users (i.e. B8).
- 7.1.2 In addition, the proposals would also lead to the demolition of Unit 4, which is 1,940m² in terms of scale, and therefore traffic associated with this unit would be removed.
- 7.1.3 It should also be noted that the combining of units for a single occupier (i.e. Travis Perkins) would provide more opportunity for the management of vehicle numbers and for more control of traffic flow.

8.0 Summary

- 8.1.1 The technical note demonstrates that the development proposal provides an appropriate access, parking and circulation area for the new uses proposed. Furthermore, the proposals will not compromise the ability for other nearby units in terms of service access and operation. Thus, there are no transportation reasons that would prevent the granting of consent to these proposals in this instance.

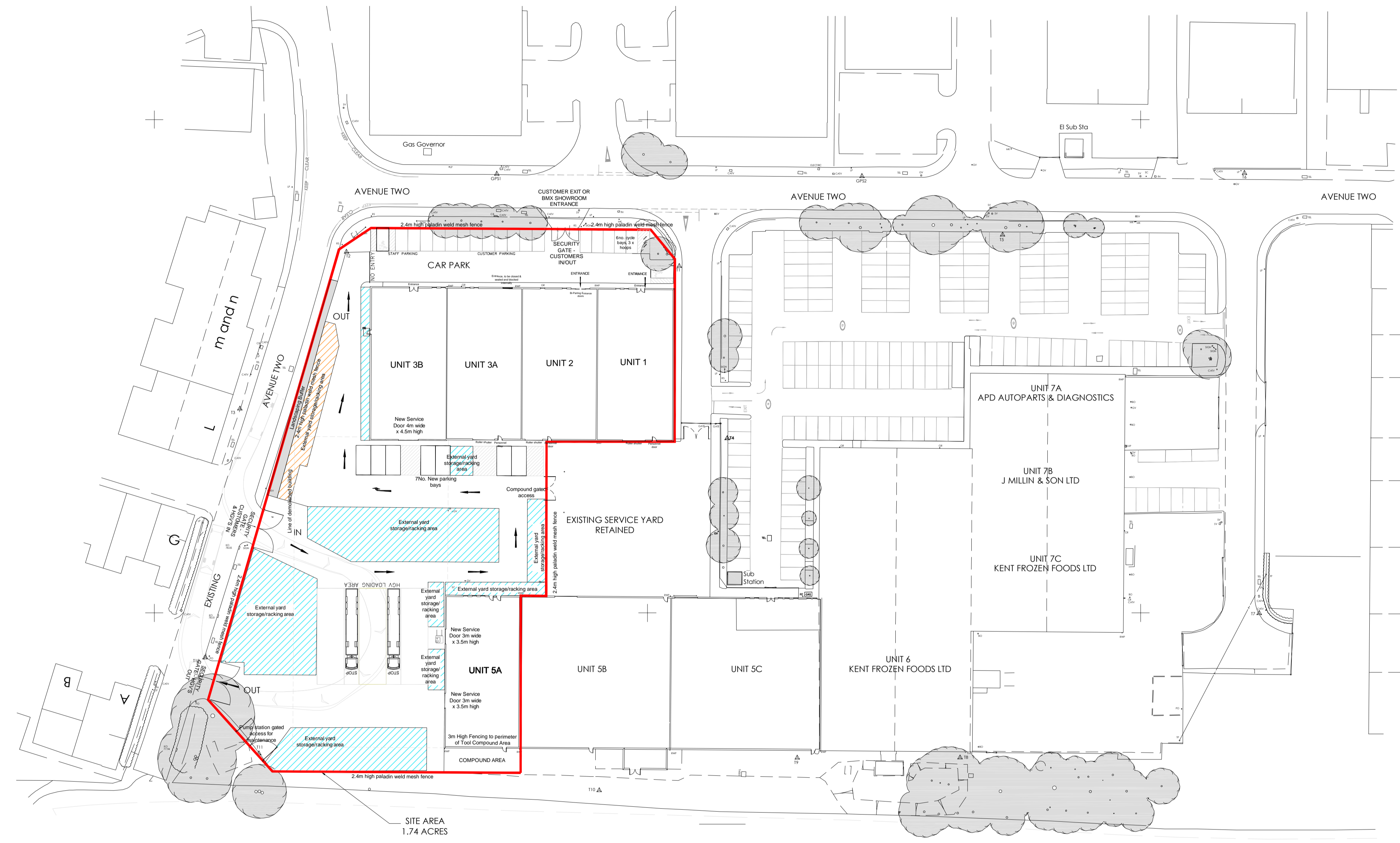
Appendix A Improvements to Service Yard Layout



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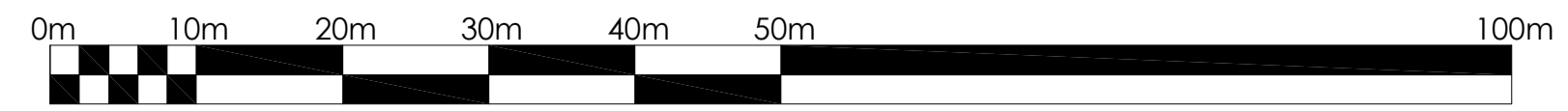
THE HARRIS GROUP LTD DOES NOT ACCEPT LIABILITY FOR ANY DEVIATION FROM OUR DRAWINGS OR SPECIFICATION.

Note:
Information is based on received Topographical information - MK Surveys dwg 24410. Assumed site boundary and site constraints subject to confirmation.
All Legal easements and extent of existing underground services locations are subject to confirmation.



Rev	Date	Description	Rev By	Chkd By
K	16/06/21	Line marking updated to north car park storage area hatches updated.	SDH	JMH
J	11/06/21	Storage areas highlighted within yard.	SDH	JMH
H	28/05/21	Fencing note location to landscaping buffer amended.	SDH	JMH
G	27/05/21	Pump station gates handed to aid access.	SDH	JMH
F	25/05/21	Fence line updated, and cycle space indicated. Two bay removed to suit.	SDH	JMH
E	24/05/21	Drawing updated to suit survey information and proposed site information.	SDH	JMH
D	21/05/21	Yards areas marked out removed. Entrance doors to units 1 and 2 updated.	JMH	JMR
C	10/03/21	NW gate to unit 3 relocated to north of unit 2 to secure car park. Unit 6A plans updated to suit dwg 111B.	JMH	JMR
B	19/02/21	GA plan and site information updated.	JMH	JMR
A	13/02/21			

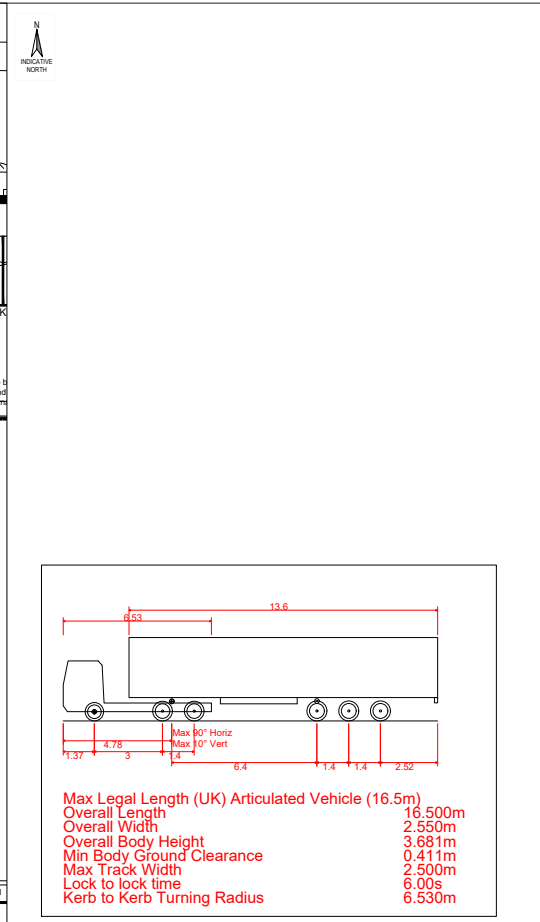
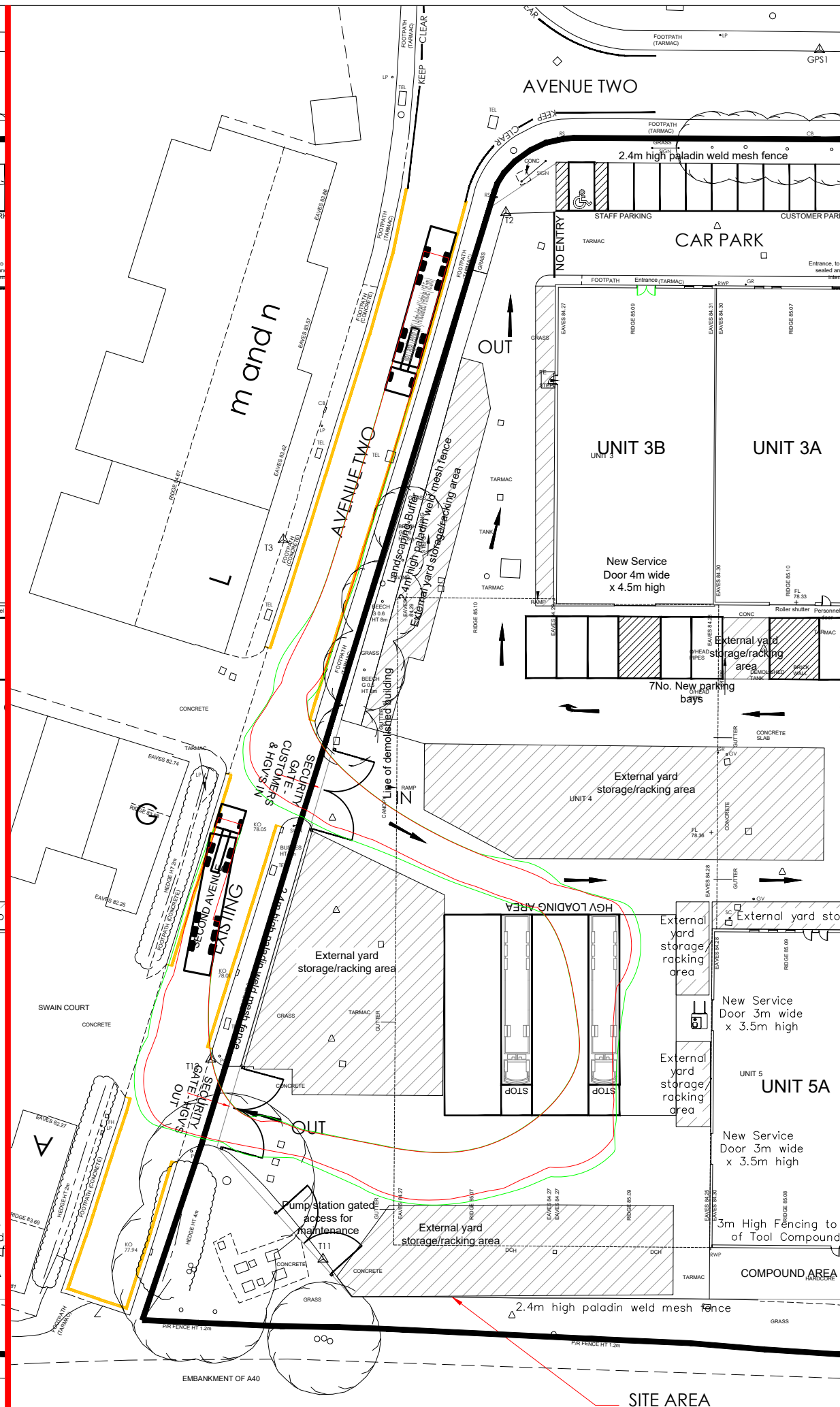
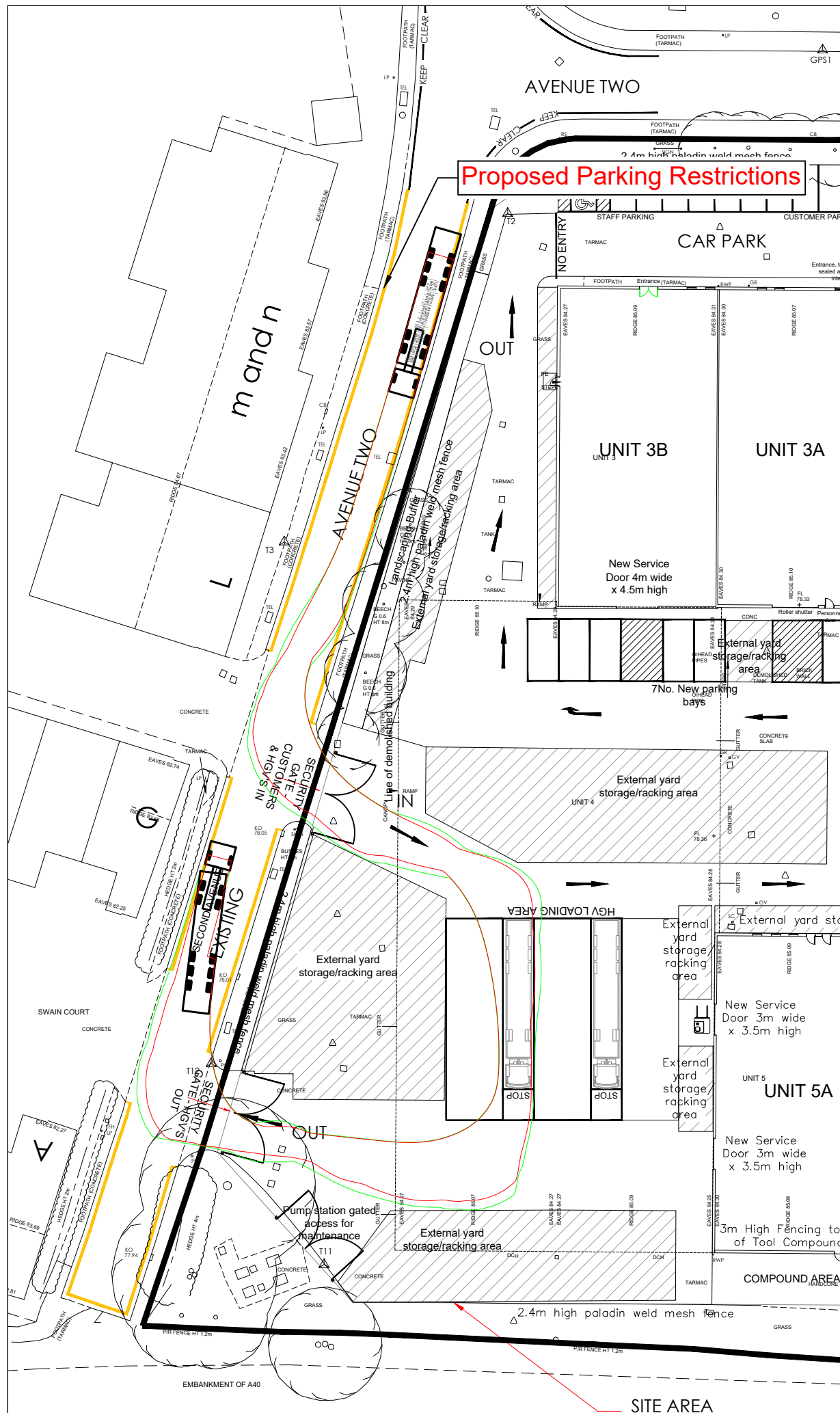
Project Title	Demolition and Refurbishment Works		Drawing Title	Proposed Site Plan	
	Witney Industrial Estate Witney Oxfordshire		Job-Dwg No	14920 - (P) 110	
Client	Tilstone Industrial Ltd			Rev	K
Status	Planning				
Scale	1:500	Drawing Size	A1		
Date	Jan 2021	Drawn By	JMH	Checked	JMR



Note - For fence and gate details refer to dwg 14920 - 115.



Appendix B Swept Path Analysis of Goods Vehicles



P1	14.06.21	Preliminary issue	AB	JD
Rev	Date	Description	By	Apvd

PROJECT:
TRAVIS PERKINS, WITNEY

TITLE:
16.5M ARTICULATED VEHICLE - SWEPT PATH ANALYSIS

CLIENT:
TILSTONE MANAGING WAREHOUSE REIT PLC

SCALE@A3:
1:500

PROJECT REF:
21198

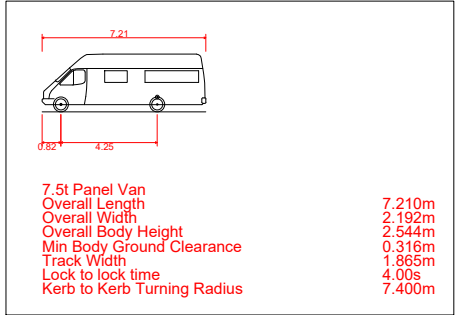
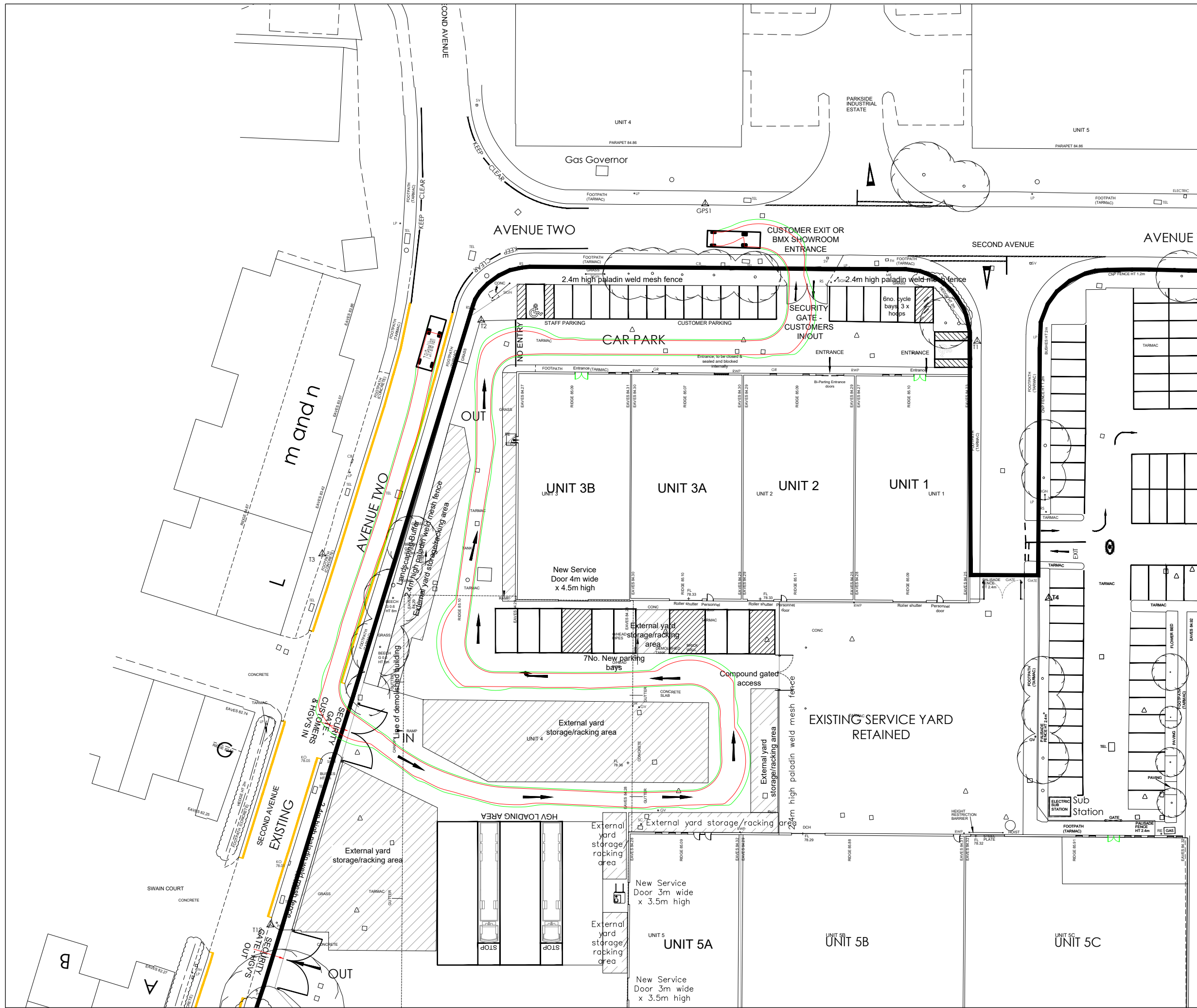
DRAWING No:
001

REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix C Swept Path Analysis of Customer Panel Vans



Rev	Date	Description	By	Apvd
P1	16.06.21	Preliminary issue	AB	JD

PROJECT:
TRAVIS PERKINS, WITNEY

TITLE:
7.5T PANEL VAN - SWEEP PATH ANALYSIS

CLIENT:
TILSTONE MANAGING WAREHOUSE REIT PLC

SCALE@A3:
1:500

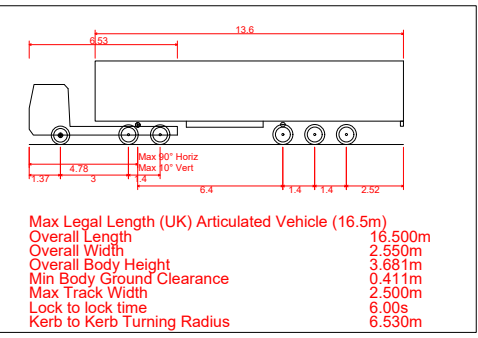
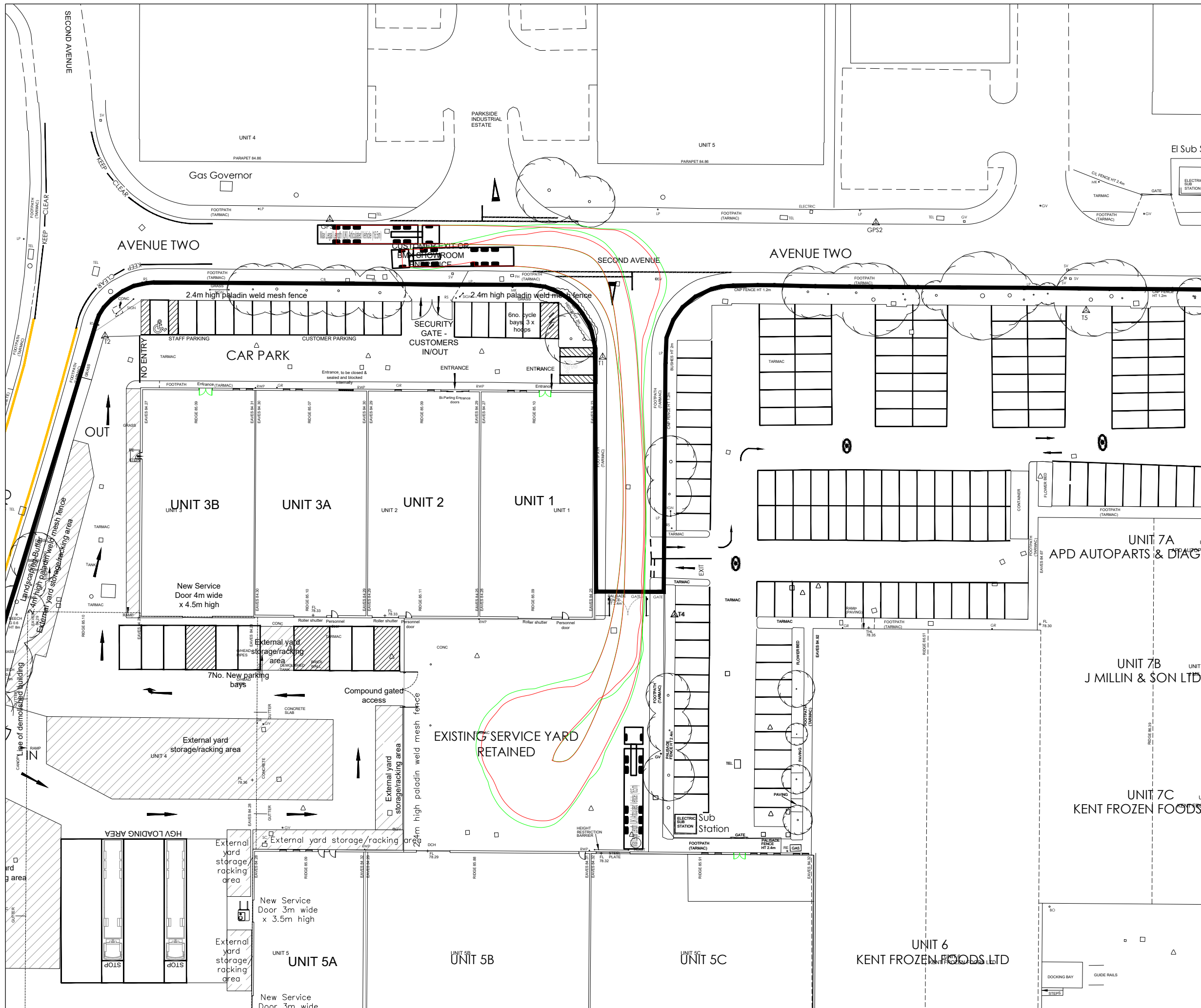
PROJECT REF:
21198

DRAWING No: 002 **REV:** P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix D Swept Path Analysis of Existing Loading Area to the East



Rev	Date	Description	By	Apvd
P1	16.06.21	Preliminary issue	AB	JD

PROJECT:
TRAVIS PERKINS, WITNEY

TITLE:
MAX LENGTH ARTICULATED VEHICLE
- SWEEP PATH ANALYSIS

CLIENT:
TILSTONE MANAGING WAREHOUSE
REIT PLC

SCALE@A3:
1:500

PROJECT REF:
21198

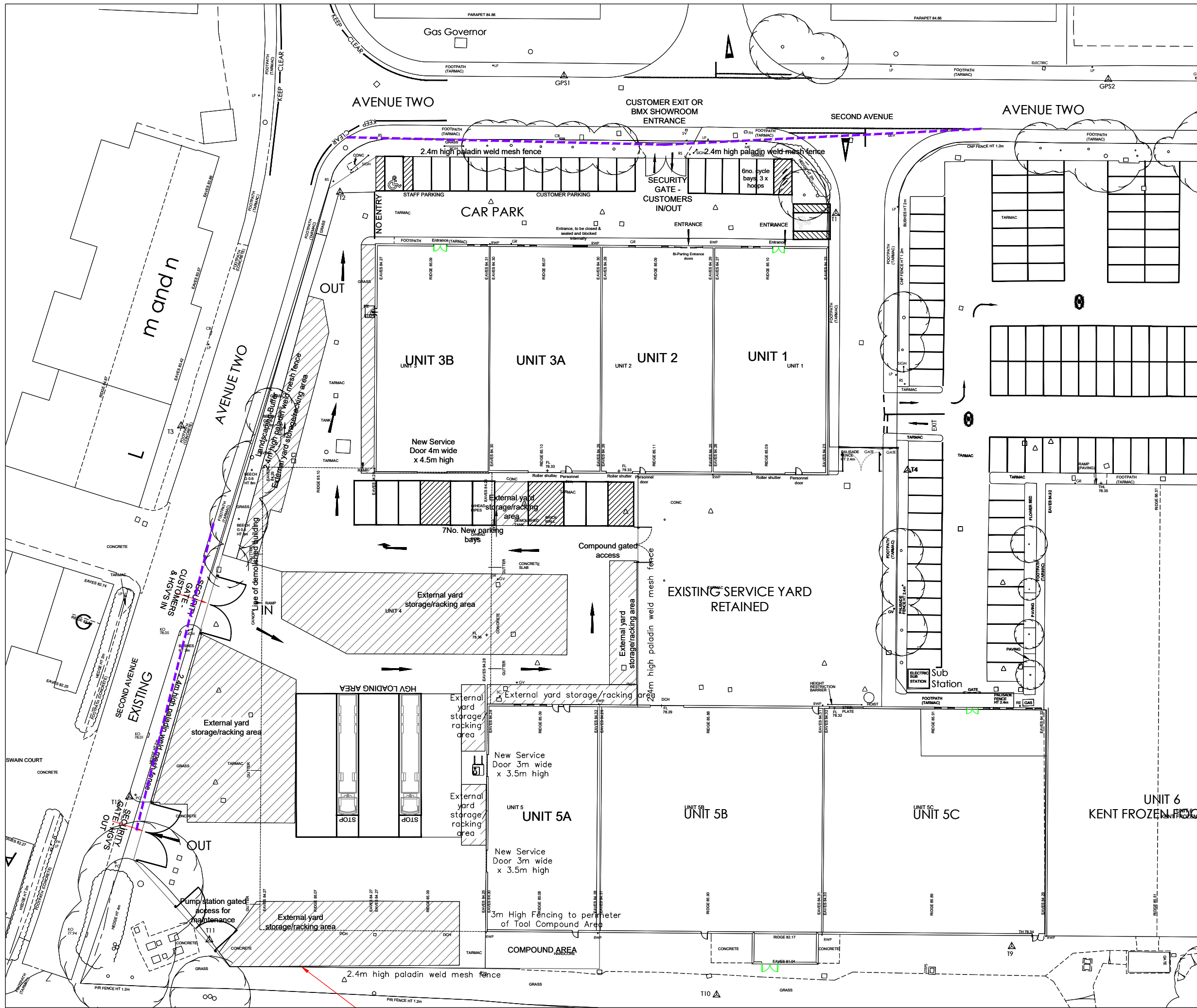
DRAWING No:
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REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix E Details of Junction Visibility



KEY:
 - - - - - 2.4m x 43m Visibility Splays

P1	14.06.21	Preliminary issue	AB	JD
Rev	Date	Description	By	Apvd

PROJECT:
 TRAVIS PERKINS, WITNEY

TITLE:
 VISIBILITY SPLAYS

CLIENT:
 TILSTONE MANAGING WAREHOUSE REIT PLC

SCALE@A3:
 1:500

PROJECT REF:
 21198
 DRAWING No: 003
 REV: P1

Revision Referencing
 P = Preliminary A = Approval T = Tender C = Construction

