

**Councillor Les Goble's notes from the  
community meeting held on Friday  
21<sup>st</sup> April 2025 regarding a planning  
application for 350 houses at Kilkenny  
Farm, Brize Norton.**

**(Planning application 25/00487/OUT)**

(Additional notes taken at meeting and post meeting are  
annotated in red)

**There are proposals by three land agents for 6,700 homes in the Parish of Brize Norton.**

**HarperCrewe Bloombridge Ltd                      350 homes**

**Kilkenny Farm Phase 1**

**HarperCrewe Bloombridge Ltd                      350 homes**

**Kilkenny Farm Phase 2**

**Bloor Homes/Savills                                      3,000 homes**

**Land north of Monahan Way and Burford Road plus employment land**

**Nexus/Lonestar    3,000 homes**

**Land east of Brize Norton village plus employment land between B4477, Witney Road, and Parish boundary**

# **CURRENT HOUSING SITUATION**

## **LOCAL PLAN 2031**

**In the settlement hierarchy Brize Norton is defined as a village (Local Plan item 4.14)**

**Villages are suitable for limited development which respects the village character and local distinctiveness and would help to maintain the vitality of these communities (Local Plan Policy OS2)**

- At the start of 2031 Local Plan period there were 382 dwellings**
- By 2027 the village will have increased in size from 382 up to 1,197, i.e. in excess of a threefold increase**

**THIS CANNOT BE CONSTRUED AS LIMITED DEVELOPMENT. IT IS CLEAR THAT BRIZE NORTON HAS DELIVERED ABOVE AND BEYOND ITS REASONABLE CONTRIBUTION**

# **LOCAL PLAN 2041**

**WODC are developing an updated Local Plan which will inform on housing numbers and sites up to 2041.**

## **Anticipated Plan Timescale**

**May 2025                      Consultation on preferred options**

**October 2025                Draft plan**

**Spring 2026                Examination**

**Summer 2026               Examiner's Summary**

**Autumn 2026               Local Plan 2041 Adopted**

# **LOCAL PLAN 2031**

**As the Local Plan 2041 will not be in place until late 2026, this planning application will be measured against the Local Plan 2031.**

**In 2012 a proposal for 1,000 homes at Kilkenny Farm was rejected and was therefore not included in the 2031 Local Plan.**

**As this planning application is not included in the Local Plan, it is defined as a speculative application.**

**The Local Plan (issued in 2018) states:**

**‘Land to the North of Carterton which falls within Brize Norton Parish is considered to be poorly related to the town, relatively remote from the town centre and segregated by the Kilkenny Lane Country Park.’**

**(Local Plan 9.3.65)**

**Local Plan Policy CA5 - The Carterton sub-area strategy states:**

- **Maintaining, enhancing and extending the green buffer on the northern edge of Carterton including between Carterton and Brize Norton village**
- **Protection and enhancement of the character and setting of cotton and the identity of neighbouring villages**

## **BRIZE NORTON NEIGHBOURHOOD PLAN**

**Our plan has been independently examined and, subject to some modifications to policy wording, the Examiner concludes that the Plan meets all the necessary legal requirements and should proceed to Referendum.**

**Although not adopted at this stage, the Plan carries substantial weight, but it cannot be ‘premature’ with arguments.**

**We can state that ‘this proposal does not meet the expectations of the Brize Norton Neighbourhood Plan’**

**We can also mention the Landscape Character Assessment which states:**

**‘Management recommendations: -**

**Protect views from the Country Park to the agricultural hinterland.’**

**TRANSPORT ASSESSMENT PREPARED BY  
SLR CONSULTING  
TRAFFIC**

**3.5 states that Burford Road is ‘lightly trafficked’!**

**Table 3.1**

**Existing traffic volume: adjacent to Monahan Way**

**Peak Two Way (AM)     237**

**Peak Two Way (PM)     169**

**Table 7.5**

**Traffic volume from new development to Burford Road/Monahan Way junction.**

**Peak Two Way (AM)     193 (less 33 to/from A40)    160**

**Peak Two Way (PM)     182 (less 32 to/from A40)    150**

***(Table 5.4 Indicates: AM peaks at Monahan Way    159***

***PM peaks at Monahan Way    153)***

**Therefore, new traffic volume at Monahan Way**

**Peak Two Way (AM)    397**

**Peak Two Way (PM)    319**

**6.8 states increase of between 2% and 9% at junctions in the study area.**

**BNPC calculates that there is an increase at the Monahan Way junction of 67% in the AM peak time and 89% in the PM peak time.**

**6.17 states that 'it is evident that the development proposals would not have a significant impact on local highway network. At the busiest junction, queues are likely to extend by one vehicle which is not likely to impact the overall operation of the junction.'**

**Given the data provided above, Brize Norton Parish Council will challenge this statement.**

**NOTE - There is no impact assessment for Station Road which carries almost 6,000 vehicles in the peak hours. (Traffic survey carried out in Autumn 2024) This is more than many 'A' roads in the county. This development will create more vehicles passing down Station Road and therefore will have an impact on the village.**

**TRANSPORT ASSESSMENT PREPARED BY  
SLR CONSULTING  
ROADS**

*The 2031 Local Plan states:*

*‘Development in this location would require **SIGNIFICANT** improvements to the Burford Road (Local Plan 9.3.65).*

**3.3 states that Burford Road is a DUAL LANE CARRIAGEWAY**

Burford Road is classified as a ‘single track road with passing places.’ This means the centre section (single car width) has a reasonable foundation. However, the outer edges have been extended to form a dual lane carriageway. These extended areas have no foundations which is why the road is in an appalling condition.

Assessment states there is to be traffic calming on Burford Road but there is no mention of road improvements which needs to go up to the A40.

**There is no mention of upgrading Burford Road to carry the weight of construction vehicles.**

**There is concern about the high volumes of traffic associated with Crocodiles of the World and Burford Road/Monahan Way being used as a diversion route in the event of an accident on the A40. Two more reasons for Burford Road to have significant improvements.**

**There is no confirmation that new bus stops can/will be installed adjacent to the Monahan Way junction. Therefore, the nearest bus stops are over 1km away.**

**The unconfirmed proposed bus stops are very close to the Monahan Way junction. With the increasing traffic travelling north/south on Monahan Way and the 67% to 89% increase in traffic from Burford Road, this will cause massive congestion in the peak hours.**

**The congestion will be exacerbated with the addition of a toucan crossing just south of this junction.**

**Burford Road (east of Monahan Way) will be used as a 'rat run'.**

**BNPC suggests that it recommends 'NO ENTRY' signs be installed from Monahan Way.**

**There is a very dangerous exit from the east end of Burford Road onto Manor Road. If drivers use the southern fork their car has to be half way across Manor Road to be able to see if any cars are driving south from the mini roundabout. If drivers use the northern fork, the junction is very confusing as the exit from Burford Road is on the south side of the mini roundabout so technically, not part of the roundabout 'give way' strategy**

# **FLOOD RISK ASSESSMENT AND DRAINAGE STRATEGY PREPARED BY BAYNHAN MEIKLE**

## **Foul Water Drainage**

**This Consultant states that 100 houses will be connected to Carterton's Sewerage Treatment Works (STW) via Swinbrook Road and 100 houses to Witney's via Burford Road. There will be capacity for the additional 150 houses when both Sewerage Treatment Works have been upgraded.**

**The Consultant has FAILED to declare that for the wastewater to get to Witney, it has to pass through Brize Norton Sewerage Pumping Station (SPS).**

**Brize Norton's SPS becomes overwhelmed in the event of prolonged or heavy rain, and this has occurred since 2000 when Shilton Park was connected to this SPS. When these events happen, it requires the use of up to ten tankers to remove the excess wastewater/surface water 24/7.**

**In the last four years, Thames Water has carried out a large amount of re-lining works to the wastewater network, but a solution has not yet been found, only that the problem is caused inside Shilton Park.**

**At the meeting held on Friday, 28 February 2025 between Thames Water, Brize Norton Parish Council, MP, and WODC, they confirmed that they do not have the funds to carry out the remedial works inside Shilton Park and this issue has now been moved down Thames Water's list of priorities. **The only thing TW has agreed to, is to install flow meters within Shilton Park to see if they can trace the area which is causing the problem.****

**BRIZE NORTON PARISH COUNCIL  
CONSIDERS THAT THERE SHOULD BE NO  
FURTHER CONNECTIONS TO THE BRIZE  
NORTON SPS UNTIL REMEDIAL WORKS  
HAVE BEEN COMPLETED.**

**INFRASTRUCTURE MUST BE IN PLACE BEFORE ANY  
ADDITIONAL HOUSING IS CONSIDERED.**

**The Consultant states that the foul water from the proposed development will be connected to the Burford Road system just outside of the site.**

**According to the latest drawing provided by TW at the meeting held on Friday, 28 February 2025, there is NO wastewater system on Burford Road (west side of Monahan Way). This would be confirmed by the fact that all the houses along this section of road have their own septic tanks. Their drawing indicates that the nearest wastewater system is on Burford Road (east side of Monahan Way).**

**BNPC has no confidence in Thames Water to rectify the current issues and due to their current financial situation, no confidence that the upgrades to the Carterton and Witney STWs will be completed in the stated timescale. Any upgrades to Witney STW WILL NOT resolve the issues with Brize Norton's SPS.**

**N.B. When responding to a recent planning application at Peashell Farm, Witney Town Council highlighted the following concern:**

**Sewerage – Witney Town Council resolved a vote of no confidence during 2024 in Thames Water's ability to provide adequate infrastructure and improvement in their sewage treatment works' capacity.**

## Surface Water Flooding

**3.5.3 The Consultant is aware of some recent flooding (2007) in the south-east of the site adjacent o Westbrook House (caused by inadequate ditch maintenance).**

**The Consultant has failed to declare that there have been numerous flooding events since 2007 in the Burford Road/Kilkenny Lane area.**



**JUNCTION OF KILKENNY LANE & BURFORD ROAD NOVEMBER 2024**



**JUNCTION OF BURFORD ROAD & MONAHAN WAY NOVEMBER 2024**

**The Consultant has failed to declare that Westbrook House was flooded in 2025. The ditch was fully maintained, the flooding was caused by field surface water run off flowing into the property.**

**The Consultant has failed to acknowledge the WODC reports which were written after the 2007 flooding and that that not all the works required by them have been carried out.**

## **KILKENNY LANE COUNTRY PARK**

**Due to the location of this proposed development, it will transform the Country Park into an URBAN PARK.**

**To exasperate the situation, the main connectivity to Carterton (Shilton Park) is via a new foot/cycle path across the centre of the park, this is not conducive for a country park. It will remain unlit throughout the hours of darkness so there must be great concerns for safety.**

**There is NO agreement with WODC that this foot/cycle path can be constructed.**

**This proposed foot/cycle path crosses a bridleway and will cause displacement of wild life.**

**Kilkenny Lane Country Park has a very delicate biodiversity network and using it as a main 'connectivity' route between the proposed development and Carterton will destroy the very rationale for it's being. It is designed as a natural barrier between the 'hard edge' of Carterton and the open countryside to the north, not a means to leapfrog between two developments.**

**The Brize Norton Neighbourhood Plan examiner has found that the 'Local Green Space Policy' designation for Kilkenny Lane Country Park is sound and complies with the NPPF. Therefore, the LGS policy relating to this Country Park is to be approved.**

## **ADDITIONAL COMMENTS**

### **NHS**

**This development will have a negative impact on the already strained NHS services, including Doctors and Dentists in Carterton. Broadshires Health Centre (the closest to the new development) is already at full capacity and will need to receive significant funds to be able to expand its facility to take on additional patients**

### **Schools**

**This development will have a significant impact on school places, both in Brize Norton and Carterton. Brize Norton is a feeder school to Burford Secondary School in criterion 5, which is already oversubscribed. Children under this criterion will probably mean that the cut of point comes down and then the closest to the school distance rule comes into play disadvantaging children from Brize Norton.**

### **Proposed Railway Line**

**WODC has requested that an allowance is made for a proposed railway line through the parish of Brize Norton. The two other developers have made provision, but Bloombridge has not.**