

Planning Committee Agenda



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Date: 06 January 2015
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A meeting of the

Planning Committee

will be held on Wednesday, 14 January 2015 at 6.30 pm

The Ridgeway (main hall first floor), The Beacon, Portway, Wantage, OX12 9BY

Members of the Committee:

Councillors

Robert Sharp (Chairman)
Sandy Lovatt (Vice chairman)
Eric Batts
Roger Cox
Anthony Hayward
Bob Johnston
Bill Jones

Sue Marchant
Jerry Patterson
Janet Shelley
Margaret Turner
Catherine Webber
Richard Webber
John Woodford

Substitute councillors

All other councillors trained in planning matters

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A handwritten signature in black ink that reads 'M Reed'.

Margaret Reed
Head of Legal and Democratic Services

Agenda

Open to the Public including the Press

Council's Vision

The council's vision is to take care of your interests across the Vale with enterprise, energy and efficiency.

1. Chairman's announcements

To receive any announcements from the chairman, and general housekeeping matters.

2. Notification of substitutes and apologies for absence

To record the attendance of substitute members, if any, who have been authorised to attend in accordance with the provisions of standing order 17(1), with notification having been given to the proper officer before the start of the meeting and to receive apologies for absence.

3. Declarations of pecuniary interests and other declarations

To receive any declarations of disclosable pecuniary interests, and other declarations, in respect of items on the agenda for this meeting.

4. Urgent business

To receive notification of any matters which the chairman determines should be considered as urgent business and the special circumstances which have made the matters urgent.

5. Statements and petitions from the public on planning applications

Any statements and/or petitions from members of the public under standing order 33, relating to planning applications, will be made or presented at the meeting.

6. Statements, petitions and questions from the public on other matters

Any statements and/or petitions from the public under standing order 32 will be made or presented at the meeting.

7. Materials

To consider any materials submitted prior to the meeting of the Committee.
Any such materials will be on display at the meeting.

Planning applications

All the background papers, with the exception of those papers marked exempt/confidential (e.g. within Enforcement Files) used in the following reports within this agenda are held (normally electronically) in the application file (working file) and referenced by its application number. These are available to view at the Council Offices (Abbey House, Abingdon) during normal office hours.

Any additional information received following the publication of this agenda will be reported and summarised at the meeting.

8. P13/V0709/O - Land South of Park Road, Faringdon, SN7 7PL

(Wards Affected: Faringdon and The Coxwells)

(Pages 4 - 40)

Outline application for residential development (up to 380 units including up to 64 extra care units), employment development, primary school, allotments, public open space and associated infrastructure with new access from Park Road.

9. P13/V1949/O - Bow Farm, Bow Road, Stanford in the Vale, SN7 8JB

(Wards Affected: Stanford)

(Pages 41 - 51)

Demolition of existing agricultural farm buildings. Erection of 20 new residential units (17 structures), conversion of two barns to three residential units.

10. P14/V2286/O - Orchard Way, Harwell, OX11 0LH

(Wards Affected: Harwell)

(Pages 52 - 75)

Outline application for a residential development of up to nine dwellings, with all matters reserved except for access.

11. P14/V2271/FUL - 18 Poplar Grove, Kennington, Oxford, OX1 5QW

(Wards Affected: Kennington and South Hinksey)

(Pages 76 - 83)

Change of use from a single family dwelling to two self-contained flats (for two generations of the family); rear single-storey extension; and rear and side dormers.

12. P14/2505/HH - 21 Bagley Close, Kennington

(Wards Affected: Kennington and South Hinksey)

(Pages 84 - 101)

Rear single and two storey extension.

Agenda Item 8

Vale of White Horse District Council – Committee Report – 14 January 2015

APPLICATION NO.	P13/V0709/O
APPLICATION TYPE	OUTLINE
REGISTERED	7.5.2013
PARISH	GREAT FARINGDON
WARD MEMBER(S)	Roger Cox Mohinder Kainth Alison Thomson
APPLICANT	Bloor Homes Ltd Western
SITE	Land South of Park Road, Faringdon, SN7 7PL
PROPOSAL	Outline application for residential development (up to 380 units including up to 64 extra care units), employment development, primary school, allotments, public open space and associated infrastructure with new access from Park Road. (Environmental Statement received 26 November 2014)
AMENDMENTS	None
GRID REFERENCE	429069/194485
OFFICER	Lisa Kamali

EXECUTIVE SUMMARY

- This application was considered by committee in December 2013, where Members resolved to grant outline planning permission.
- Since the previous resolution a number of other applications have been submitted and are being considered within Faringdon. The cumulative impact of all this proposed development must be taken into account.
- An environmental statement (ES) has been submitted as a result of a revised screening and scoping opinions to assess the cumulative effects of the development. This identified traffic and its associated impacts such as noise and air quality as the areas most likely to have a significant effect and which are covered in the submitted ES.
- The submitted ES concludes that, subject to mitigation, the cumulative impacts are not so great as to cause unacceptable traffic and associated effects.
- Thames Water have prioritised the required upgrades to the Faringdon sewage treatment works in their next plan running to 2020 with the works programmed to take place in 2017, and will therefore be in place for occupation of the houses given the need to market the site and obtain reserved matters permission.
- The site is allocated in the draft Local Plan Part 1 which is currently out for pre-submission consultation.
- The application is recommended for approval subject to the S106 agreement with the county and district councils and subject to conditions.

1.0 **INTRODUCTION**

- 1.1 This application was considered by Committee on 18 December 2013. Members resolved unanimously to grant outline planning permission subject to conditions and S106 agreements with the county and district councils to secure affordable housing and infrastructure contributions. The previous committee report is **attached** at appendix 1, and should be read in conjunction with this updated report.
- 1.2 Since this resolution a number of other applications for housing development have come forward in Faringdon proposing a total of over 1000 new homes. As a result of this material change in circumstances, the application has been re-screened in relation to the requirement for an environmental impact assessment (EIA) based on the cumulative effect of all the development should it go ahead. An environmental statement (ES) has been received as a result of this screening and the subsequent scoping process.
- 1.3 It is considered appropriate for the application to be re-considered by committee in light of the additional development likely to come forward in the town and to ensure that the cumulative impacts have been fully considered.
- 1.4 This application site is located on the southeastern edge of Faringdon. The site is an area of land totalling around 27.8 hectares. To the northern boundary lies Park Road (A417), beyond which lies Folly Park, a recent residential and commercial development allocated within the Vale of White Horse Local Plan 2011. To the west lies existing residential development and the grounds of Faringdon Community College. The A420 runs along the south and east of the site.
- 1.5 Rogers Concrete Limited lies within the southwestern corner of the site and has a lawful use within Classes A1, B2 and B8, primarily acting as a working quarry and concrete yard. There are a number of functional buildings on this part of the site. The remainder of the site falls within three ownerships and is largely open rolling farmland used for grass and arable crops and pasture.
- 1.6 The highest part of the site is a ridge part way across the site, with its highest point on the western boundary. From this point, the land slopes downwards in a southeasterly direction to the A420, and a north and westerly direction to Park Road. The southerly fall to the A420 is around 8.5 metres, whilst the longer, gentler, northerly fall is around 20 metres.
- 1.7 There are a number of trees and hedgerows on the site, none of which are protected by Tree Preservation Orders although most are mature. Generally, these hedges consist of native plants such as hawthorn, crab apple, field maple and elder. Whilst, taken individually, the trees are largely unremarkable; many of the groups collectively offer good screening.
- 1.8 The site is located approximately 1.2 kilometres southeast of Faringdon town centre. The commercial facilities of Park Road, the medical centre and Faringdon community college are all closer than the town centre.
- 1.9 A location plan is **attached** at appendix 2.

2.0 **PROPOSAL**

- 2.1 This application seeks outline planning permission for the following:
- Up to 380 residential units in a mix of 1, 2, 3 and 4 bedroom properties;
 - Up to 3 hectares of employment development, occupying the present site of Rogers Concrete Works;

- A site for a two-form entry primary school to be provided by Oxfordshire County Council in conjunction with the Faringdon Academy of Schools;
- A 'park and stride' facility to serve the existing Secondary School and the new Primary School;
- A 64-bed extra care home, located within the residential portion of the site;
- Open space, including a Neighbourhood Equipped Area of Play (NEAP) and a Local Equipped Area of Play (LEAP);
- Allotments; and
- Associated landscaping, planting and natural drainage.

All matters are reserved except for access.

- 2.2 The new houses will generally be two-storey in height, although the applicant considers there is scope for 2 ½ -3 storey dwellings close to Park Road. Up to 40% of the units (152 units) will be affordable. The precise mix of the affordable units has been agreed with the council's housing team and includes some of the extra care units.
- 2.3 Approximately 6.9 hectares of public open space will be provided within the development, principally by way of a landscaped buffer between the development area and the A420.
- 2.4 The illustrative masterplan indicates a density of around 35 dwellings per hectare across the site as a whole. Approximately 6.8 hectares of public open space will be provided, principally by way of a landscaped buffer between the development area and the A420. The applicants propose that much of this landscaping will take place at an early stage of the development to strengthen the visual containment of the site and town.
- 2.5 Vehicular access will be from a new roundabout junction with Park Road. The existing Sands Hill Lane, which runs parallel with the western boundary of the site, will be retained as a footway and cycleway. A new joint foot and cycleway will be provided along the southern side of Park Road, linking into the existing footpath network to encourage walking and cycling to the town centre and local facilities.
- 2.6 Extracts from the application plans are **attached** at appendix 3. Documents submitted in support of the application including the planning statement, design and access statement, flood risk assessment and transport statement are available on the council's website. In addition to these documents an Environmental Statement has been submitted, which is also available to view on the council's website.
- 3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**
- 3.1 This section of the report provides an outline of the consultation/notification undertaken and a summary of comments received on the application. Copies of all responses are available to view online.
- 3.2 The original comments and objections to the application are set out in the previous report **attached** at appendix 1.
- 3.3 All the appropriate consultations/notifications have been undertaken on the original submission and further information submitted. The latest consultation/notification on further information expired on 7 January 2014.

3.4 **Great Faringdon Town Council – Raised concerns**

The Town Council have raised concerns, which are summarised as follows:-

- It is mentioned that the Bus route No. 66 will be upgrading to 20 minute frequency, but a better evening service from Swindon would be preferable.
- The cycling infrastructure does not take account of the Faringdon Neighbourhood Plan and the Farcycles proposals.
- Traffic flows on five main junctions have been modelled however this modelling appears to be flawed. Calculation of the 2013 situation, which is a good test of how effective the model is, does not tally with the actual situation. The amelioration proposal is for a roundabout, which has since been superseded by the proposal for traffic lights. 0% of Faringdon traffic uses the A420.
- The report also mentions a potential problem at the Marlborough St/Coxwell St/Gravel Walk/Station Rd crossroads, which will be overcapacity in 2018 and may need traffic lights. It states that the maximum queue in 2013 is 5.07 vehicles between 8:00-9:00 am, whereas it has been observed to be often in excess of 10. All of this suggests that the modelling procedure used is not a good predictor of traffic flows. Also peak flows can occur much earlier than the 8:00-9:00 am period, especially at the Park Rd/A420 junction.
- The Drivewalk development south of Highworth Rd does not take into account the 200 house allocation made by the Vale on this site and only refers to the current Drivewalk proposal of ~70 houses.
- The Non-Technical Environmental Statement Summary concludes that the Sandhill-Park Rd development would not cause unacceptable noise and vibration, but it concedes that it will add 39% to the Park Rd/A420 junction traffic at peak times and that the Marlborough St/ Coxwell St/Gravel Walk/Station Rd crossroads will be overcapacity by 2018. It adds that the Sandhill development should not add significantly to traffic at the Coxwell Rd/A420 junction.

The applicant is to respond to these issues and Members will be updated at committee. Issues relating to capacity of junctions are discussed in Section 6 below.

3.5 **Thames Water Development Control** - No comments received to date

3.6 **Natural England** - No comments received to date

3.7 **Environment Agency** - No comments received to date

3.8 **Faringdon Chamber of Commerce** - No comments received to date

3.9 **National Planning Casework Unit (DCLG)** - No comments received to date

3.10 **Oxfordshire County Council (One Voice)** - No overall comments, but referred to professional comments as outlined below.

3.11 **Oxfordshire County Council (Transport)** – no objection subject to mitigation
Responded on 23 December to state:-

“The CTA has concluded that the A420 / Coxwell Road junction would operate substantially above its operational capacity in 2018, with extensive delays and queues from Faringdon. However, it is agreed that the mitigation measures to be provided by the two sites on Coxwell Road (Fernham Fields and The Steeds) will mitigate this impact.

The CTA has concluded that the A417 Gravel Walk / Marlborough Street / A417 Station

Road / B4019 Coxwell Street junction would operate seriously over capacity on its Marlborough Street arm in 2018 (peak hours). The Assessment notes that signalisation of the junction could be implemented to resolve this impact and includes a scheme proposal. No proposed improvements have been suggested by applicants of the proposed developments as part of their individual planning applications. In the light of the CTA conclusion, the highway authority now considers that mitigation of the junction to resolve the congestion impact on the Marlborough Street arm would be required and should now be secured.

The CTA has determined that the A420 / A417 roundabout junction would operate over capacity on its Park Road arm (AM peak) and its A420 north arm (PM peak) in 2018. It is agreed that the mitigation measures to be provided by the South of Park Road development would resolve this impact on the Park Road arm. However, no proposed improvements have been suggested to alleviate the impact on the A420 north arm, although the Assessment has noted that a solution could be easily found to provide additional capacity.

The CTA has suggested that whilst the A420 north arm of the junction would operate over design capacity in 2018, this capacity issue is not due to the proposed development traffic and therefore no further improvements are suggested as being appropriate or necessary. However, from the Environmental Statement, it is noted that the Park Road development would significantly increase the total traffic movements through the junction by 8.5%. The other five development sites would variously contribute to the overall traffic using the junction. In the light of the CTA conclusion, the highway authority now considers that mitigation of the junction to resolve the congestion impact on the A420 north arm would be required and should now be secured.”

- 3.12 **Equalities Officer** - No comments received to date
- 3.13 **Countryside Officer(South Oxfordshire & Vale of White Horse)** - No comments Respdnd on 15 December to state no further comments.
- 3.14 **Conservation Officer Vale** - No comments received to date
- 3.15 **Health & Housing - Contaminated Land** – No comments received to date
- 3.16 **Health & Housing - Env. Protection Team** – No comments received to date
- 3.17 **Drainage Engineer (Vale of White Horse District Council)** - No comments received to date
- 3.18 **Landscape Architect - Vale of White Horse DC** - No comments Responded on 18 December to state no new landscape issues are included in the application, so there are no updates to add to previous landscape consultations.
- 3.19 **Forestry Team (Vale of White Horse)** - No comments Responded on 17 December to state they have nothing to add to their memorandum of 06 June 2013.
- 3.20 **Waste Management Officer (District Council)** – No comments Responded on 16 December to state they have no further comments.
- 3.21 **Local Residents** - No comments received to date

3.22 Any further comments received will be verbally reported to members at committee.

4.0 **RELEVANT PLANNING HISTORY**

4.1 This application has previously been approved in principle at committee (December 2013).

5.0 **POLICY & GUIDANCE**

GOVERNMENT GUIDANCE

5.1 **National Planning Policy Framework (2012) (NPPF)**

At the heart of the NPPF is a presumption in favour of sustainable development (paragraphs 7, 14, 49 and 197).

Paragraph 14 states that at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. For decision-taking, this means approving proposals that accord with the development plan without delay and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted.

Paragraphs 34 and 37 encourage minimised journey length to work, shopping, leisure and education, and paragraphs 57, 60 and 61 seek to promote local distinctiveness and integrate development into the natural, built and historic environment. Paragraph 55 seeks to promote sustainable development in rural areas but resists new isolated homes in the countryside without justification.

Paragraphs 47 – 49 require local planning authorities to identify a five year supply of housing sites. Where this cannot be demonstrated relevant local plan policies for new housing development should not be considered up to-date until the shortfall is rectified

Paragraph 56 considers good design is a key aspect of sustainable development.

Paragraphs 57, 60 and 61 also seek high quality design for all development and to promote local distinctiveness and integrate development into the natural, built and historic environment.

Paragraph 64 confirms permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of the area and the way it functions.

Paragraph 109 requires development to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and minimising impacts on biodiversity.

Paragraph 111 encourages the effective use of previously developed land.

Paragraph 123 states that planning policies and decisions should aim, amongst other things, to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.

Paragraphs 173 – 174 aim to encourage viability and deliverability.

Paragraphs 186-187 require council to take a positive approach to decision making.

Paragraphs 204-205 deal with planning obligations, stating that these should be sought where they meet the relevant tests.

Paragraph 206 states that planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects

THE DEVELOPMENT PLAN

Vale of White Horse Local Plan 2011

- 5.2 The development plan for this area comprises the adopted Vale of White Horse Local Plan 2011. The local plan policies relevant to this application were 'saved' by direction on 1 July 2009. These are as follows:-

- GS1 - Developments in Existing Settlements
- GS2 - Development in the Countryside
- DC1 - Design
- DC3 - Design against crime
- DC4 - Public Art
- DC5 - Access
- DC7 - Waste Collection and Recycling
- DC8 - The Provision of Infrastructure and Services
- DC9 - The Impact of Development on Neighbouring Uses
- H10 - Development in the Five Main Settlements
- H13 - Development Elsewhere
- H15 - Housing Densities
- H16 - Size of Dwelling and Lifetime Homes
- H17 - Affordable Housing
- H23 - Open Space in New Housing Development
- NE7 - The North Vale Corallian Ridge
- NE10 - Urban Fringes and Countryside Gaps
- NE12 - Great Western Community Forest
- S11 – Park Road Frontage

5.3 **Emerging Local Plan 2031 – Part 1**

The draft local plan part 1 is not currently adopted policy and this emerging policy and its supporting text has limited weight as per paragraph 216 of the NPPF. Greater regard therefore is to be given to the NPPF in line with paragraph 14 and where relevant, the saved policies (listed above) within the existing Local Plan. The relevant policies are as follows:-

- 1 – Presumption in favour of sustainable development
- 3 – Settlement hierarchy
- 4 – Meeting our housing need
- 7 – Providing supporting infrastructure and services
- 20 – Spatial strategy for the Western Vale
- 22 – Housing mix
- 23 – Housing density
- 24 – Affordable housing
- 26 – Accommodating current and future needs of the ageing population
- 33 – Promoting sustainable transport and accessibility
- 35 – Promoting public transport, cycling and walking
- 36 – Electronic communications
- 37 – Design and local distinctiveness

- 38 – Design strategies for strategic and major development sites
- 39 – The historic environment
- 40 – Sustainable design and construction
- 41 – Renewable energy
- 42 – Flood risk
- 43 – Natural resources
- 44 – Landscape
- 45 – Green Infrastructure
- 46 – Conservation and improvement of biodiversity

5.4 Supplementary Planning Guidance

- Residential Design Guide – December 2009
- Sustainable Design and Construction – December 2009
- Open space, sport and recreation future provision – July 2008
- Affordable Housing – July 2006
- Flood Maps and Flood Risk – July 2006
- Planning and Public Art – July 2006

5.5 National Planning Practise Guidance 2014 (NPPG)

5.6 Emerging Faringdon Neighbourhood plan

The neighbourhood plan has been to examination and the examiners report received, however it is to go back to examination one issue. Although not formally adopted, it can be afforded some weight. The neighbourhood plan acknowledges allocated housing sites on the edge of Faringdon in accordance with the emerging local plan. This application is therefore not contrary to the aims of the neighbourhood plan.

Policy 4.2C: Residential Development beyond the Development Boundary

Policy 4.2D: Planning Gain

Policy 4.3A: Connections

Policy 4.3E: Footpaths and Cycleways

Policy 4.6A: Housing Balance

Policy 4.7A: Materials and Roofscape

Policy 4.7D: Housing Design

Policy 4.7E: Secured by Design

Policy 4.7F: Visual Impact

Policy 4.8A: Improving the Infrastructure

Policy 4.10B: Sports Facilities

6.0 PLANNING CONSIDERATIONS

6.1 The main issues to consider in relation to this application are set out in section 6 of the previous Committee report attached at **appendix 1**. This report seeks to update members on the material changes which have emerged since the previous resolution to grant planning permission. These include:-

- I. Consideration of the cumulative impact of other housing developments in Faringdon which are currently progressing through the planning process and in connection with this, the submission of an Environmental Statement taking into account the cumulative effects of the development;
- II. The emerging local plan;
- III. The updated situation on proposed upgrade works to the Faringdon Sewage Treatment Works by Thames Water; and
- IV. The position with regard to the S106 agreements being progressed with the

District and County Councils.

Cumulative Impact

- 6.2 Since the previous Committee resolution a number of applications for housing in Faringdon have been submitted or progressed. In addition to this site, the application at Fernham Fields has been to Committee and has a resolution to grant planning permission. This application has also had an ES submitted which assessed cumulative impacts, and the application was approved at committee on 17 December subject to legal agreements and conditions. A proposal for 200 units on the opposite the Fernham Fields site, known as The Steeds, is progressing towards committee. The table below sets out the current applications within Faringdon including this site.

Reference	Address	Description of Development
P13/V0709/0	Land south of Park Road	Residential development (up to 380 units including up to 64 Extracare units), employment development, primary school, allotments, public open space and associated infrastructure with new access from Park Road.
P13/V0139/0	Fernham Fields, Coxwell Road	Residential development of up to 200 houses, public open space, associated infrastructure and new access. Cumulative impacts assessed, approved at committee on 17 December 2014.
P13/V1102/0	The Steeds, West of Coxwell Road	Erection of up to 200 dwellings; about 6,000 square metres of Class B1 employment; a Class A1 Retail Shop (about 420 square metres), a public house (Class A4); green infrastructure including sports pitches; allotments; sustainable drainage system and other related infrastructure; internal roads, footways and cycleways; 2 accesses from Coxwell Road and at junction of Coxwell Road/A420
P13/V1653/0	Land south of Highworth Road	Residential development comprising 126 dwellings and associated parking, access roads, footpaths, public open space and landscaping.
P13/V1366/0	Land north of Highworth Road (Humpty Hill)	Residential development of up to 94 dwellings with landscaping, open space, highway improvements and associated works. Refused and appeal currently pending.

- 6.3 The total number of units currently pending in Faringdon is up to 1,000 based on the table above. This includes the appeal scheme, 'Humpty Hill' which is awaiting a decision. It is accepted that this level of development represents a significant increase in the towns' population. However all the sites listed above, other than the Highworth Road appeal scheme, are included in the emerging Local Plan Part 1 as strategic allocations. They therefore form part of the planned growth for the town, supporting its role as the service centre for the Western Vale Sub Area, identified in the emerging local plan. The level of future development proposed would help ensure that Faringdon's key role in the area is maintained and enhanced. Although the emerging local plan has limited weight at this stage, the identification of the site through the local plan process is a key change since the application was considered by committee in

November 2013.

- 6.4 Linked to the issue of cumulative impact is the requirement for development to be screened in relation to the EIA regulations. The original screening opinion was issued prior to most of the other sites being submitted therefore there was no consideration of cumulative impact as required by the current National Planning Practise Guidance (NPPG). The NPPG sets out guidance for screening development. Paragraph 024 Reference ID: 4-024-20140306 states that *“The local planning authorities should always have regard to the possible cumulative effects arising from any existing or approved development. There could also be circumstances where two or more applications for development should be considered together.”*
- 6.5 With this in mind, the application was re-screened in relation to cumulative impact. This concluded that, given the total number of houses amounting to around 1,000 currently pending, an environmental statement (ES) was required. The subsequent scoping opinion issued by the council identified traffic impact and associated impacts (being noise and vibration and air quality) as the main area likely to give rise to significant cumulative effects. For all of the other impacts that each application will have, the scoping opinion concluded that there would be no significant cumulative effect. These more localised impacts can be adequately covered within the scope of each planning application.
- 6.6 Traffic impact was addressed within a Transport Assessment submitted with the original application, and the following measures were proposed to mitigate the additional travel demand as well as generally improving the surrounding transport and street environment:-
- Pedestrian environment improvements focused on the route towards the town centre along Park Road and other routes, as appropriate, in the vicinity of the application site;
 - Provision of new and improved footway/cycleway infrastructure along the site’s Park Road frontage;
 - Highway improvements to local highway network including Park Road;
 - Financial contribution towards improving bus public transport provision, as appropriate; and
 - A Framework Travel Plan, which has been prepared as a guide to managing travel to and from the proposed development.
- 6.7 A Cumulative Transport Assessment (CTA) was carried out as part of the Environmental Statement (ES). The CTA considers walking and cycling networks along with public transport provision, and establishes baseline data for considering existing, committed and proposed traffic flows. It assesses the cumulative traffic impact of the five proposed developments listed in the above table, and also an additional site (Fernham Gate, P14/V0539/O, proposal for 22 homes), which has now withdrawn by the applicant.
- 6.8 The capacity of six key junctions is assessed in the CTA. These junctions are:-
1. A420 / Coxwell Road priority junction
 2. Coxwell Road / Cherry Orchard Roundabout
 3. B4019 Highworth Road / Coxwell Road Priority junction
 4. A417 Gravel Walk / Marlborough Street / A417 Station Road / B4019 Coxwell Street roundabout
 5. A420 / A417 roundabout
 6. Coxwell Road / Fernham Road priority junction

- 6.9 The CTA identifies that the A420 / Coxwell Road and A420 / Park Road junctions would be over capacity in the forecast year 2018 with both committed and proposed development added to the highway network, but that these would operate within capacity with the improvements proposed as part of the planning applications for Fernham Fields (Ref. P13/V0139/0) and the Steeds (Ref. P13/V1102/0).
- 6.10 The Gravel Walk / Marlborough Road / Station Road / Coxwell Street mini roundabout is predicted to operate over capacity in the forecast year 2018 during peak hours should all the developments covered by the cumulative assessment be completed by this time. In the light of the CTA conclusion, the highway authority now considers that mitigation of the junction to resolve the congestion impact on the Marlborough Street arm would be required and should now be secured. The CTA states that signalisation of the junction could be implemented to resolve this impact and includes a scheme proposal (Section 6.47 of the CTA). The CTA appreciates that whilst this would not alleviate all congestion it enables the junction to balance vehicle movements and significantly reduces the queuing problem on Marlborough Street along with the additional benefit of providing safe and convenient controlled pedestrian crossings for pedestrians. This is considered by officers to be an acceptable solution, and the applicant has confirmed they are willing to contribute towards its implementation. Such a contribution will be secured within the Section 106 with the County Council.
- 6.11 The CTA identifies that the A420 / A417 roundabout junction would operate over capacity on its Park Road arm (AM peak) and its A420 north arm (PM peak) in 2018. The mitigation measures to be provided by this development would resolve this impact on the Park Road arm. However, no proposed improvements have been suggested to alleviate the impact on the A420 north arm. It is noted that the Park Road development would increase the total traffic movements through the junction by 8.5%, and that the other five development sites would also contribute to the overall traffic using the junction.
- 6.12 The CTA has suggested that whilst the A420 north arm of the junction would operate over design capacity in 2018, this capacity issue is not due to the proposed development traffic and therefore no further improvements are suggested as being appropriate or necessary. However the highway authority considers that mitigation of the junction is required to alleviate the impact on the A420 north arm and should now be secured. The signalised junction solution identified above would provide such a solution, and the applicant has confirmed they are willing to contribute towards this. Such a contribution will be secured within the Section 106 with the County Council.
- 6.13 The cumulative impact of all six developments is predicted to lead to minor increases in noise and vibration at receptors along the northern part of Coxwell Road and the part of Coxwell Road between Highworth Road and Fernham Road. These would be classed as slight adverse effects. The effects will be slightly reduced with the implementation of travel plans in respect of some of the developments. It is predicted that there would be moderate adverse effect along the short section of road connecting Coxwell Road to the A420, should all the six developments be constructed however there are no sensitive receptors along this section of road.
- 6.14 The conclusions of the original air quality assessment found that there were no unacceptable impacts. The cumulative impact has been addressed in the ES and the conclusion is that this would also be well below unacceptable levels.
- 6.15 In conclusion, the submitted ES has identified that the A420 / Coxwell Road and A420 / Park Road junctions would be able to operate within their design capacity with the improvements which are to be carried out as part of the 'Fernham Fields' and 'The

Steeds' schemes. However, the Gravel Walk / Marlborough Road / Station Road / Coxwell Street mini roundabout, and the north A420 arm of the A420 / A417 roundabout junction would operate over design capacity in 2018. The highway authority considers that mitigation is required to resolve the congestion impacts identified. The applicant has been advised and the council is awaiting detailed mitigation proposals.

Policy Context

- 6.16 As stated above the site is now being progressed through the Local Plan Part 1 which allocates strategic housing sites to meet the district's housing need for the next plan period to 2031. The site has therefore been considered as part of the strategic growth for the area. The plan is now undergoing pre-submission consultation however it is accepted that this currently holds limited weight. However since the previous committee resolution, this represents a material change in circumstances which strengthens the case for development on this site which can be delivered to meet the identified housing need for the area.
- 6.17 Faringdon Neighbourhood plan has been to examination and the report published, however it is now going back to examination on one issue. Some weight can be afforded to the plan given its relatively advanced stage. The neighbourhood plan acknowledges allocated housing sites on the edge of Faringdon in accordance with the emerging local plan. This application is therefore not contrary to the aims of the neighbourhood plan.

Thames Water

- 6.18 Thames Water is committed to upgrading the Faringdon Sewage Treatment Works and given the strategic growth planned for the town is prioritising the required works. The upgrade programme is likely to be carried out in 2017 and the survey works being carried out currently. Given the previous uncertainty as to the timing of the works, and the proposed time frame to deliver the development, an agreement was previously made to forward fund the upgrade works at the cost of other infrastructure contributions.
- 6.19 As the this scheme is now progressing through the local process, rather than as a five-year supply exception site, it is considered reasonable to attach a standard time limit condition which allows three years for the submission of reserved matters and two years after the final reserved matter approval for implementation. It is anticipated that, if permitted, the development would be delivered earlier than this. However, in practical terms, it is unlikely to be ready for occupation prior to the sewage upgrade works being completed. A condition is recommended however to ensure that the development cannot be occupied until the works have been carried out or until Thames Water are satisfied that the drainage requirements of the development can be accommodated.

S106 Update

- 6.20 The following figures have been agreed and the S106 agreements with both the county and district councils are nearing completion:
- 6.21 **County Council agreement**

The applicant has agreed to all of the following except those marked with an asterisk:-

Primary Schools - £2,271,000

Secondary Schools - £1,117,120
Tertiary/Sixth Form - £185,710
Special Education Needs - £55,181
Temporary Education Facilities - £150,000*
Libraries - £80,750
Adult Learning - £10,850
Youth Support Services - £16,600
Waste management - £60,800
Museum resource centre - £4,750
Social and Health Care - £163,900*
Public Transport improvements - £380,000*
Contribution towards a signalised junction to alleviate pressure on the Gravel Walk / Marlborough Road / Station Road / Coxwell Street mini roundabout and A420 / A417 roundabout junction A420 north arm – contribution amount TBA
Monitoring and Administration - £TBC

6.22 In light of the conclusions of the CTA, the county are now also seeking mitigation to resolve the congestion impacts identified at the Gravel Walk / Marlborough Road / Station Road / Coxwell Street mini roundabout, and the north A420 arm of the A420 / A417 roundabout junction. This mitigation would need to be secured by way of a Section 106 agreement. The applicant is yet to respond to this.

6.23 **Vale of White Horse agreement**

The applicant has agreed to all of the following:-

Sport and recreation off-site– £612,253
Open space maintenance on site - £539,238
Public right of way improvements and extensions - £25,000
Street Naming - £4,058.40
Waste and recycling - £64,000
Public Art - £25,000
Section 106 monitoring - £9,440

6.24 **Faringdon Town Council** – The applicant has offered the following, however officers are yet to hear from the Town Council regarding acceptability or otherwise. Members will be updated.

Pump House - £23,085
Corn Exchange - £18,468
Town Workshop and Maintenance Depot - £20,520

6.25 The total S106 package equates to just over £15,000 per dwelling. It should be noted that the contributions are in addition to the new roundabout junction with Park Road. And new joint foot and cycleway along the southern side of Park Road, which will be provided by the applicant.

6.26 The affordable housing provision proposed is up to 40% and the mix and tenure has been agreed with the Housing Department.

6.27 Recommended conditions are set out in section 8 of the report. These have been slightly amended from the previous report to take account of the altered time limit. In addition, several detailed conditions which related to future reserved matters rather than outline have been removed.

7.0 **CONCLUSION**

- 7.1 The cumulative impact of the site in relation to all other sites in Faringdon has been assessed and an ES concluding that there are no significant effects has been submitted and considered acceptable by all relevant technical officers.
- 7.2 The Cumulative Transport Assessment (CTA) submitted as part of the Environmental Statement (ES), identifies cumulative congestion impacts at the Gravel Walk / Marlborough Road / Station Road / Coxwell Street mini roundabout, and the north A420 arm of the A420 / A417 roundabout junction. Mitigation is required to address these impacts and needs to be secured by way of a Section 106 agreement. The applicant has agreed in principle to contribute towards this mitigation.
- 7.3 Committee have previously resolved to approve the scheme, and there are no new material planning considerations which have arisen since which would justify taking a different view, subject to the abovementioned mitigation being secured.
- 7.4 The site is within the emerging Local Plan Part 1 which, although currently has limited weight, forms part of the strategic vision for the growth of Faringdon.
- 7.5 There is a largely agreed S106 package which mitigates the impact of the development on local infrastructure.
- 7.6 The proposal is considered acceptable given the following:
- Environmental Sustainability – The site is visually reasonably well-contained, lying on the edge of the town, and will not have a materially harmful impact on the wider landscape
 - Economic and Social Sustainability – The site will improve pedestrian and cycle access from this part of Faringdon to the town centre. Faringdon is one of the district's largest settlements and the growth of the town is planned as part of the emerging Local Plan
- 7.7 The proposal would result in a sustainable development, in terms of the relationship and proximity to local facilities and services, and in terms of its environmental impacts, when assessed against the NPPF.

8.0 **RECOMMENDATION**

- 8.1 **It is recommended that outline planning permission is granted subject to the completion of S106 agreements with the County and District Councils to secure mitigation of the identified impacts on the Gravel Walk / Marlborough Road / Station Road / Coxwell Street mini roundabout and the north A420 arm of the A420 / A417 roundabout junction, and contributions to local infrastructure and affordable housing, and the following conditions:**

1. **Standard Outline time limit – commencement within two years of reserved matters approval.**
2. **Reserved matters to be submitted within three years of outline permission.**
3. **Development in accordance with the approved plans.**
4. **Visibility Splays to be agreed.**
5. **Access, parking and turning to be agreed.**
6. **New estate roads to county council standard.**
7. **No drainage to highway.**
8. **Green Travel Plans to be agreed.**

9. Phasing of development (full).
10. Drainage details (surface and foul) to be agreed.
11. No dwelling to be occupied until sewage treatment work upgrade completed.
12. Sustainable Drainage Scheme to be agreed.
13. Details of sewer connections to be agreed.
14. Construction traffic management plan to be agreed.
15. Works in accordance with Flood Risk Assessment.
16. Tree Protection to be agreed.
17. Wildlife Surveys to be updated prior to each phase.
18. Reptile Translocation Strategy to be agreed.
19. Habitat Management Plan for quarry to be agreed.
20. Refuse storage to be agreed.
21. Noise mitigation as per submitted statement.
22. Contamination Assessment to be agreed.
23. Scheme of Archaeological Investigation to be agreed.
24. Programmge of Archaeological Investigation to be agreed.
25. Noise levels at boundary of school not to exceed 50 db.
26. Position of Fire Hydrants to be agreed.
27. Pedestrian crossing between schools to be agreed.

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APPLICATION NO.	<u>P13/V0709/O</u>
APPLICATION TYPE	OUTLINE
REGISTERED	7.5.2013
PARISH	GREAT FARINGDON
WARD MEMBER(S)	Roger Cox Mohinder Kainth Alison Thomson
APPLICANT	Bloor Homes Ltd Western
SITE	Land South of Park Road, Faringdon, SN7 7PL
PROPOSAL	Outline application for residential development (up to 380 units including up to 64 extra care units), employment development, primary school, allotments, public open space and associated infrastructure with new access from Park Road.
AMENDMENTS	None
GRID REFERENCE	429069/194485
OFFICER	Peter Brampton

1.0 INTRODUCTION

- 1.1 This application site is located on the southeastern edge of Faringdon. The site is an area of land totalling around 27.8 hectares. To the northern boundary lies Park Road (A417), beyond which lies Folly Park, a recent residential and commercial development allocated within the Vale of White Horse Local Plan 2011. To the west lies existing residential development and the grounds of Faringdon Community College. The A420 runs along the south and east of the site. A working quarry lies beyond, to the southwest of the site.
- 1.2 Rogers Concrete Limited lies within the southwestern corner of the site and has a lawful use within Classes A1, B2 and B8, primarily acting as a working quarry and concrete yard. There are a number of functional buildings on this part of the site. The remainder of the site falls within three ownerships and is largely open rolling farmland used for grass and arable crops and pasture.
- 1.3 The highest part of the site is a ridge part way across the site, with its highest point on the western boundary. From this point, the land slopes downwards in a southeasterly direction to the A420, and a north and westerly direction to Park Road. The southerly fall to the A420 is around 8.5 metres, whilst the longer, gentler, northerly fall is around 20 metres.
- 1.4 There are a number of trees and hedgerows on the site, none of which are protected by Tree Preservation Orders although most are mature. Generally, these hedges consist of native plants such as hawthorn, crab apple, field maple and elder. Whilst, taken individually, the trees are largely unremarkable; many of the groups collectively offer good screening.
- 1.5 The site is located approximately 1.2 kilometres southeast of Faringdon town centre. The commercial facilities of Park Road, the medical centre and Faringdon community college are all closer than the town centre.
- 1.6 The application comes to committee as thirteen letters of objection have been received.

1.7 A location plan is **attached** at Appendix 1.

2.0 **PROPOSAL**

2.1 This application seeks outline planning permission for the following:

- Up to 380 residential units in a mix of 1, 2, 3 and 4 bedroom properties
- Up to 3 hectares of employment development, occupying the present site of Rogers Concrete Works
- A site for a two-form entry primary school
- A 64-bed extra care home, located within the residential portion of the site and included within the
- Open space, including a Neighbourhood Equipped Area of Play (NEAP) and a Local Equipped Area of Play (LEAP)
- Allotments
- Associated landscaping, planting and natural drainage.

All matters are reserved except for access.

2.2 The new houses will generally be two-storey in height, although the applicant considers there is scope for 2 ½ -3 storey dwellings close to Park Road. 40% of the units (152 units) will be affordable. The precise mix of the affordable units has been agreed with the council's housing team and includes some of the extra care units.

2.3 The illustrative masterplan indicates a density of around 35 dwellings per hectare across the site as a whole. Approximately 6.8 hectares of public open space will be provided, principally by way of a landscaped buffer between the development area and the A420. The applicants propose that much of this landscaping will take place at an early stage of the development to strengthen the visual containment of the site and town.

2.4 Vehicular access will be from a new roundabout junction with Park Road. The existing Sands Hill Lane, which runs parallel with the western boundary of the site, will be retained as a footway and cycleway. A new joint foot and cycleway will be provided along the southern side of Park Road, linking into the existing footpath network to encourage walking and cycling to the town centre and local facilities.

2.5 Financial contributions towards off-site services are required to mitigate the impact of the additional residents who will occupy the proposed development. As well as ensuring affordable housing and public open space is achieved on site, the applicants will provide financial contributions to a number of infrastructure requirements. The contributions currently proposed by the applicant can be summarised thus. They are the subject of further negotiations with both the county and district council.

2.6 **County Council requests**

- Primary Schools - £3,841,000
- Secondary Schools - £1,117,120
- Tertiary/Sixth Form - £185,710
- Special Education Needs - £55,181
- Temporary Education Facilities - £346,500
- Libraries - £80,750
- Adult Learning - £10,800
- Youth Support Services - £16,600
- Waste management - £60,800
- Museum resource centre - £4,750
- Social and Health Care - £163,900

- Public Transport improvements - £380,000
- Highway Improvements and Bus Shelters - Secured as part of a Section 278 agreement with the highways authority

2.7 **Vale of White Horse requests**

- Sport and recreation - £843,177
- Public Open Space maintenance - £1,107,969
- Improvements to off site children's play at Tuckers Park - £80,000
- Public Art - £45,000
- Waste - £64,600
- Street Naming – TBC
- Police – TBC

2.8 Faringdon Town Council has made requests for financial contributions to the provision/improvement/maintenance of public services within the town. These requests have been passed to the applicant, with further discussions needed to agree a final sum.

2.9 Extracts from the applications plans are **attached** as Appendix 2. Documents submitted in support of the application, included the planning statement, design and access statement, flood risk assessment and transport statement are available on the council's website.

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

3.1 **Great Faringdon Town Council** – *“No objections on the proviso that the Town Council is involved in any discussions regarding Section 106 contributions for the town.”*

3.2 **Neighbour Representations** – Thirteen letters of objection from neighbouring residents have been received to this application. The main concerns can be summarised thus:

- Query need for additional housing in Faringdon
- Concerned any new housing will be complete before the necessary employment development is brought forward
- Number of houses exceeds that proposed in template for site within consultation version of Local Plan Part One 2029
- Development will cause loss of a greenfield site
- Impact on quality of landscape on southern edge of town
- Impact on local facilities, in particular health care
- Harm to highway safety from increased traffic on local roads
- Inadequate access road to commercial parts of site
- Will adequate parking be provided?
- Increased risk of flooding
- Harm to water supply and water pressure in area
- Impact on capacity of sewer network
- Loss of light, outlook and privacy to rear of properties along Town End Road
- Concern over height of new dwellings to rear of Town End Road
- How will buffer between Town End Road and new properties be maintained?
- Reduction in property values on Town End Road
- Indicative layout inappropriate, not respecting existing surroundings
- Increased noise disturbance for Town End Road
- Insufficient amount of allotments on site
- Loss of wildlife habitat
- Harm to strength of TV and radio signals

In addition, a petition of 22 signatures from residents of Town End Road has been received, reiterating some of the above concerns.

- 3.3 **Great Coxwell Parish Council** – Supports the application as it is on an allocated site in the emerging Local Plan 2029 and the scheme will provide appropriate infrastructure
- 3.4 **Oxfordshire County Council Transport Strategy** – Supports the principle of residential development on this site. Supports the retention of Sands Hill as a footpath/cycleway. Supports the extension of the foot/cycleway along the site frontage. Requests financial contributions to public transport improvements and bus shelters
- 3.5 **Oxfordshire County Council Highways** – No objections subject to conditions relating to access, pedestrian safety and construction traffic.
- 3.6 **County Archaeologist** – No objections subject to conditions requiring provision of archaeological investigation and implementation of watching brief during construction
- 3.7 **Oxfordshire County Council Rights of Way** – No objections
- 3.8 **Oxfordshire County Council Drainage Engineer** – No objections subject to condition requiring SUDS strategy for entire site
- 3.9 **Oxfordshire County Council Minerals and Waste team** – Seeks confirmation detailed layout of scheme will not conflict with or prejudice complicants with the restoration or aftercare conditions that apply to the adjacent Sandhill quarry, which will cease operations in February 2042.
- 3.10 **Drainage Engineer** – No objections subject to agreed of County Council drainage engineer, Thames Water and the Environment Agency, and the implementation of appropriate conditions
- 3.11 **Environment Agency** – No objections subject to conditions relating to SUDS drainage and contaminated land assessments.
- 3.12 **Thames Water Development Control** – Has indicated an incapacity of the existing sewage treatment works to accommodate additional housing and development within Faringdon. Requires conditions relating to the phasing of development and a foul drainage strategy to be agreed prior to works starting on site. Also raises concern about water supply and water pressure, with a pre-commencement condition requiring a water impact study requested.
- 3.13 **Housing Development Team** – 40% of the units are required to be affordable. Proposed acceptable mix to applicant, which has been accepted.
- 3.14 **Natural England** – No objections
- 3.15 **Countryside Officer** – No objections subject to conditions relating to badger surveys, a relocation strategy for lizards and a habitat management plan for the quarry.
- 3.16 **Forestry Officer** - Detailed layout will need to show compliance with the requirements of the relevant British Standard 5837 of 2012 – “Trees in relation to design, demolition and construction”. Some initial concerns about proximity of new houses to important trees will need resolving at detailed stage

- 3.17 **Equalities Officer** – General comments on design of scheme provided
- 3.18 **Health and Housing – Noise** – No response received at time of writing, verbal update at committee
- 3.19 **Health and Housing – Contaminated Land** – No response received at time of writing, verbal update at committee
- 3.20 **Landscape Architect** – Concerned about number of units being proposed on site and how close residential development projects south towards the A420. Also concerned that proposals for Rogers Concrete site does not re-grade the land but will re-use existing ground level, making development prominent within the landscape. Good to see the phasing plan starts with the open space adjacent to the A420. Bund and acoustic fence will need careful detailing. What is the proposal for the orchard? Tree planting within the school site would help reduce the impact of this building within the landscape. Who will maintain landscape buffer between Town End Road and the new dwellings on this part of the site?
- 3.21 **Waste Management Officer** – General comments about the council's waste contract provided. Financial contribution of £170/dwelling sought.
- 3.22 **Oxfordshire Geology Trust** – Exposures on the Rogers Concrete site are important. There should be some retention of outcrop at both the north and south exposures in Faringdon quarry, with access to visitors.

4.0 **RELEVANT PLANNING HISTORY**

4.1 None

5.0 **POLICY & GUIDANCE**

5.1 **Vale of White Horse Local Plan 2011 policies;**

- GS1 - Developments in Existing Settlements
- GS2 - Development in the Countryside
- DC1 - Design
- DC3 - Design against crime
- DC4 - Public Art
- DC5 - Access
- DC7 - Waste Collection and Recycling
- DC8 - The Provision of Infrastructure and Services
- DC9 - The Impact of Development on Neighbouring Uses
- H10 - Development in the Five Main Settlements
- H13 - Development Elsewhere
- H16 - Size of Dwelling and Lifetime Homes
- NE12 - Great Western Community Forest
- NE7 - The North Vale Corallian Ridge

5.2 **Emerging Vale of White Horse Local Plan 2029**

5.3 **Supplementary Planning Documents/Guidance (SPD/SPG)**

- Residential Design Guide – December 2009
- Sustainable Design and Construction – December 2009
- Open space, sport and recreation future provision – July 2008
- Affordable Housing – July 2006
- Flood Maps and Flood Risk – July 2006
- Planning and Public Art – July 2006

5.4 **National Planning Policy Framework (NPPF) – March 2012**

Paragraphs 14 and 29 – presumption in favour of sustainable development

Paragraphs 34 & 37 – encourage minimised journey length to work, shopping, leisure and education

Paragraph 47 – five year housing supply requirement

Paragraph 50 – create sustainable inclusive and mixed communities

Paragraphs 57, 60 & 61 – promote local distinctiveness and integrate development into the natural, built and historic environment

Paragraph 99 – Flood risk assessment

Paragraph 109 – contribution to and enhancement of the natural environment

Paragraph 111 – encourage the effective use of land

6.0 **PLANNING CONSIDERATIONS**

Current policy position

- 6.1 This site is an unallocated site within the adopted Vale of White Horse Local Plan 2011. Thus, this scheme is contrary to Policies GS2 and H10 of the Local Plan, which restrict development on unallocated greenfield sites and housing developments outside the towns of the district. Ordinarily, the council would only consider the potential development of this land through the local plan process given the site's size and location and its potential to be part of a larger strategic housing land allocation. This process would ensure the planning for and management of the necessary combined infrastructure delivery. However, the council must assess this application on its own merits.

Principle of development

- 6.2 .At the heart of the NPPF is a presumption in favour of sustainable development. The NPPF is clear that council's should grant planning permission where the development plan is absent, silent or the relevant policies are out of date, unless any adverse impacts significantly and demonstrably outweigh the benefits of the proposed development when assessed against the policies of the NPPF as a whole (Para 14 refers).
- 6.3 Paragraph 47 of the NPPF confirms the need for a council to have a demonstrable five-year supply of housing land, with a 20% buffer to accommodate a persistent under-supply of housing land. It is well documented this council does not currently have this five-year supply and has persistently under-delivered on housing. This lack of a five-year housing land supply requires some flexibility in line with the NPPF when assessing applications that do not accord with local plan policies.
- 6.4 This approach is necessarily for a limited time, and is aimed at identifying planning sites suitable to address the housing shortfall whilst meeting the relevant sustainability and design criteria of the NPPF.
- Emerging policy position*
- 6.5 The emerging Local Plan Part One identifies Faringdon as the market town of the Western Vale sub-area. Within this emerging strategy, Core Policy 3 identifies this site as a site suitable for new housing. Within the sub-area, Core Policy 17 states 1468 houses will be provided by 2029, of which around 350 units from this total will be provided for on this site.
- 6.6 The Development Template for the site states the council would expect the following key objectives to be achieved:
- Around 350 houses and up to 3 hectares of business development compatible

with neighbouring uses

- To provide for a new primary school on site
- To deliver a high quality, sustainable and mixed use urban extension, providing 40% affordable housing and a suitable mix of housing
- To ensure the development integrates with the existing development in Faringdon whilst minimising the impact of the development on the town's landscape setting
- Providing requisite infrastructure to mitigate the impact of growth

6.7 At this stage, the emerging Local Plan only has limited weight, as it has only undergone an initial public consultation. This application is submitted ahead of the strategic site allocation in the emerging Local Plan, but the Development Template outlined above has been a central factor in the evolution of the submitted scheme.

6.8 At this time, the overriding definition of sustainable development against which this application must be assessed remains that of the NPPF and its associated sustainability tests

Sustainability assessment

6.9 As outlined, Faringdon is identified as a growth point in both the current and emerging Local Plan. The council believes the town has the requisite facilities to meet the growing demand for housing in the area. From the centre of the site, the town centre is around 1.2 kilometres away. This is a reasonably direct walk or cycle along Park Road. The applicants propose to provide new links to the existing foot and cycleway network in the town. The existing infant and junior school lie on the northern side of the town centre, so are a slightly further walk from the site, whilst, as outlined in Section 2, a new primary school is an integral part of this scheme. The overall distances from the site to the facilities of the town are not unreasonable for a settlement of this size.

6.10 Furthermore, there are a number of key facilities closer to the site that will be easily accessible for the new residents. These include the new Tesco superstore on Park Road, the White Horse Medical Practice which lies opposite the site, Faringdon leisure centre and Faringdon Community College. The indicative masterplan for the site includes a suggested link from the western boundary of the site directly into the college site for easy access. The masterplan also includes a proposed link from the northeastern corner of the site into the existing employment allocation on the eastern side of Faringdon.

6.11 This site also has good access to and will support and enhance the existing public transport network of the town. The applicants propose that one of the existing bus routes will loop around the site. This, coupled with the provision of new bus stops, will ensure that all residents live within 400 metres of a bus stop.

6.12 In line with the requirements of the emerging Local Plan development template, Sands Hill Lane will be retained as a footpath and cycleway. This continues onto Galley Hill where it connects to a network of public footpaths and bridleways.

6.13 The development will also provide three hectares of employment land on the Rogers Concrete site. Neighbour representations have quite rightly queried whether the employment opportunities in Faringdon will grow alongside the housing. In this case, the emerging Local Plan is clear this site should deliver appropriate employment land and this proposal complies with this request.

6.14 Bloor Homes have an option, agreed with all the landowners, to develop the whole site. They have confirmed they intend to move quickly to implement the scheme and that it is

deliverable within the eighteen month time period proposed. Given the clear demand for additional housing in the district, the provision of three hectares of employment, a new primary school and the sustainable nature of Faringdon as a settlement, the reasonable proximity of the site to local services and the improvements to sustainable methods of transport proposed as part of the planning gain of this development, this site is a suitable location for housing development when assessed against the tests of the NPPF.

6.15 *Cumulative impact considerations*

Using the latest population data available to the council, which assumes an occupancy rate of 2.409 people per house, this development will increase the population of Faringdon by 915 people (rounded). Using the latest data, this represents an increase in the population of 12.1%. 380 houses represents an 11.7% increase in the number of households in the town. These increases are not considered inappropriate for growth of a sustainable market town such as Faringdon

6.16 However, it is also important to consider the cumulative impact of this development and the recent resolution by planning committee to approve 200 houses on land at Fernham Fields (Application: P13/V0139/O). Building on this data, the overall increase in the population of Faringdon will be 17.2%; whilst the overall increase in the households will be 19.8% (all figures are rounded).

6.17 It is important to note there are two other applications for residential development in the town at the time of writing. These are on the western edge of Faringdon and are undergoing negotiation with council officers.

6.18 Overall, a near 20% increase in the population, with the possibility of further schemes coming forward does represent quite a significant increase in the population of the town. However, the emerging Local Plan makes clear that Faringdon is a strategic growth area for the district up to 2029. When the permissive approach to new housing in Faringdon and the current housing shortfall in the district are considered, officers conclude the increase in the population of the town is not so high as to be harmful to the character and vitality of the town, and will improve its long term sustainability.

Infrastructure

6.19 One of the key aspects of this scheme is the provision of a two form primary school on the site. Oxfordshire County Council is clear this development would trigger the need for the construction of a new primary school, as the existing infant and junior schools would not be able to expand sufficiently to cope with the new pupils who will live in the new housing developments in the town. This scheme will result in new pupils equivalent to half a one form entry school, so in building a two form entry school, this will create some additional capacity in the town.

6.20 Consequently, this proposal, again following the development template in the emerging Local plan, allocates land for this new school. The overall strategy is for the existing infant school to relocate into this new primary school, with an expanded age range. The current junior school will remain where it is, and will also expand its age range to become a primary school. This strategy has been formed following consultation with the Multi-Academy trust and local residents as part of the neighbourhood plan process. It is the county council's preferred option for increasing the primary school capacity of Faringdon and so the provision of the school on this site is a cornerstone of the strategic allocation of this land in the emerging Local Plan. Financial contributions for this project have also been sought from the Fernham Fields development and will be requested from the other residential developments in the town, should they progress in a positive manner.

- 6.21 The County Council has some concerns over the phasing of works and that the new primary school may not be provided before the school population exceeds the capacity of the existing schools. Accordingly, a financial sum to the provision of temporary school accommodation has been requested from this development and is the subject of negotiations between the applicant and officers.
- 6.22 The County Council also request a financial contribution to the expansion of Faringdon Community College. There is room for the College to expand on its current site to accommodate the growing school population in the town.
- 6.23 In terms of public transport, Oxfordshire County Council wishes to increase the frequency of the No.66 bus route which runs between Oxford and Swindon from 30 minutes frequency to 20 minutes frequency. Financial contributions from new residential development along the A420 are requested to pump-prime this service. This development will be liable for this contribution, and will also provide bus shelters as part of the highway works to improve the access to public transport in this part of Faringdon.
- 6.24 This development will also make substantial financial contributions to sport and leisure facilities, waste management, health care and other facilities and services in the town. These contributions are sought in conjunction with Oxfordshire County Council and Faringdon Town Council. This recommendation incorporates a three month period for officers at both the district and county councils to complete negotiations on the Section 106.

Use of land

- 6.25 Paragraph 111 of the NPPF states, "*planning decisions should contribute to and enhance the natural and local environment.*" The site is presently agricultural land, so it is not brownfield land. This greenfield site lies in relatively open countryside, albeit on the edge of Faringdon.
- 6.26 The applicant's geological survey reveals the site largely consists of mudstones, sand and clay. The site is considered low-grade agricultural land. Paragraph 112 of the NPPF states, "*Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a high quality.*" Given this stance, there is no objection to the loss of this land from agricultural production.

Affordable Housing and Housing Mix

- 6.27 The applicant has indicated their acceptance to the requisite affordable housing provision on the site. This is 40% (152 units) to accord with local plan policy. This provision will be secured through a legal agreement should the recommendation of approval be agreed. The mix of affordable housing has been agreed between the council and applicant in line with the identified housing needs of the district.
- 6.28 Of the 152 units, all of the 64 units within the Extra Care Home will be affordable. 48 one-bed apartments and 16 two bed apartments are proposed. Within this, 3 of the one-bed and 11 of the two-bed units will be offered as shared ownership, whilst 45 one-bed and 5 two-bed will be offered as affordable rent.
- 6.29 This leaves 88 houses as affordable units on the rest of the site. The agreed mix for this housing is 4 one-bed apartments (4.5%), 4 two-bed apartments (4.5%), 45 two-bed houses (51.1%), 25 three-bed houses (28%) and 10 four plus-bed houses (11.4%). (All figures are rounded.) The mix of tenures (affordable rent/shared ownership) is also agreed.

6.30 The council will require an appropriate spread of affordable units across the site, mixed in with, and indistinguishable from, the market housing.

6.31 Oxfordshire County Council has confirmed that providing more Extra Care accommodation within the Faringdon area is a strategic priority. Thus, there is strong support for the proposal within this scheme for a 64-bed extra care scheme, centrally located within the site and enjoying good access to the town centre and other facilities. The extra care scheme will be expected to have a day care/social facility open to older people in the Faringdon area. As such, no financial contribution for adult social care is sought.

Visual impact – landscape, layout, design and appearance

6.32 The NPPF is explicit in seeking a high quality outcome for good design in terms of layout and building form, seeing as a key aspect of sustainable development. Paragraph 109 states, *“the planning system should contribute to and enhance the natural and local environment.”* In consultation, the council’s landscape officer has raised concern at the number of units, how close the residential development will project to the A420 and the proposal to provide the new employment at existing land levels, again increasing the prominence of the development from the A420. The applicant’s landscape and visual impact assessment report contends the development will not significantly adversely affect the landscape character of the area, the setting of Faringdon or its visual relationship with the wider landscape.

6.33 Faringdon sits in a dip in a limestone escarpment that runs on a southwest to northeast alignment. The site lies on the southern side of this dip, between Faringdon Hill to the north and Galley Hill to the south. The vegetation within the site consists of a small number of mature hedgerows and some areas of scrub. The masterplan identifies and retains the majority of hedgerows and groups of trees that offers screening and landscape value.

6.34 There are a number of key concepts within the submitted layout that the applicant contends are to the advantage of the scheme:

- Retains Sands Hill Lane and the mature hedgerows as integral features of the layout
- Locates the primary school next to the secondary school
- Locates the school away from the noise of the A420
- Keeps the main distributor road through the site away from the school frontage
- Provides a circular route for cars and coaches to access the school without turning round
- Limits housing development in the southern end of the site in order to leave a substantial buffer to the A420.

6.35 The landscape strategy within the development seeks to achieve the following:

- Residential development along Park Road, set behind a landscape buffer
- A belt of communal open space (native planting) to improve conservation, biodiversity and amenity and contribute to the creation of the Great Western Community Forest (Policy NE12)
- Creation of necessary SUDS swales and ponds (including a wildlife pond)
- Native screen planting along the A420 and the southern site boundary
- Earth mounding along the southern boundary to the primary school, and the public open space along the southern boundary between the housing and the A420.
- Provision of NEAP and LEAPs
- Provision of buffer along the rear boundaries of properties on Town End Road

- 6.36 One of the key elements of the landscape strategy is the phasing of development. The applicants commit that the first phase of development will be the planting of the Community Forest along the southern and eastern boundaries. This planting will play a crucial role in establishing the landscape setting of the development before work advances on the housing and school, which will be part of Phase 2. The employment development on the Rogers Concrete site would be the fourth and final phase.
- 6.37 The landscape assessment contends the main value of the existing site is the network of mature hedgerows and trees. As discussed, there will be retained and will form part of the structural landscape within the site. This approach is welcome.
- 6.38 The landscape assessment splits the visual impacts of the development into two groups, from adjacent land and more distant views from the higher ground to the north and south.
- 6.39 Most views from the site are from the adjacent land and in particular from the three roads that encircle the site (the A420, Park Road and Sands Hill Lane). These views are generally restricted to localised glimpses through the vegetation that surrounds the site. Park Road is already heavily developed, serving recent developments such as Folly Park, the new Tesco superstore and the existing Esso garage. As such, the overall character of Park Road is already suburban in nature and so the overall harm to the vistas from this road will not be significant.
- 6.40 There is one public footpath that cuts across the northeastern corner of the site. Clearly the impact on the view from the footpath is severe, but this harm is limited to within the confines of the site. The footpath will be retained and will serve as part of the expanded public right of way network this development will provide. Overall, the harm to the view from this short section of footpath is outweighed by the benefits of this proposal.
- 6.41 Similarly, the impact of views from Sands Hill Lane will be affected severely. However, the function of this lane will change as part of the development, being retained as a key foot and cycle way. Thus, the harm to the views from this public vantage point is not significant.
- 6.42 From the A420, the development will undoubtedly be prominent. This is a major trunk road running between Oxford and Swindon and so it is from here that most people will gain a view of the new buildings. The land slopes upwards from the A420 to the ridge part way across the site. Of course, the presence of this major trunk road has an impact on the quality of the landscape, but nonetheless, mitigating the harm to these views has been a central factor in the evolution of the landscape strategy.
- 6.43 This is where the phasing of the development becomes important. The belt of tree planting that forms part of Phase 1 will be the major change in these views. These trees will establish by Year 5, and will be offering good screening by the time building works on the residential part of the site are complete. The Council's landscape architect has confirmed that this phasing plan is acceptable and will play an important role in mitigating the impact on views from the A420.
- 6.44 It is important to note that, from the A420, views of the Rogers Concrete Plant site are, and will remain, prominent. This is the closest part of the site to the A420. Nonetheless, further planting is proposed to soften this part of the scheme. Furthermore, it is important to highlight the functional nature of this site as it stands. Although part of the reserved matters application, it is likely the new B1 employment

provision will be of a much higher quality than the existing buildings on site. As the council's landscape architect identifies, it is regrettable that these new buildings will be built on the same ground levels as the existing buildings. Sitting within a quarry, there is scope to reduce the floor levels of the buildings. However, on balance, it is considered the visual impact of this part of the site would not be sufficient to warrant a refusal of planning permission. The scale, appearance, layout and landscaping of this part of the site will need careful detailing at reserved matters stage.

- 6.45 Turning to more distant views of the site, these are particularly from public rights of way on Galley Hill to the south and Faringdon Hill to the north. From Galley Hill, the central portion of the site and Rogers Concrete are particularly visible. The mitigation measures outlined above will also play a role in softening the impact from this view. The residential development will merge into the existing housing on the current southern edge of Faringdon, particularly once the planting has established. Furthermore, the closest part of the site to Galley Hill will be the large recreational area. This will blend in with the intervening planting. Overall, the impact on this vista will be negative, but it is considered that the harm will not be sufficient to warrant a refusal of planning permission.
- 6.46 From Faringdon Hill to the north, the central, highest portion of the site will be seen clearly (in particular the school), although the northern section of the site will be screened by existing development and planting. From here, the new woodland planting on the eastern side of the site will be seen, given a sense of containment to the new housing. Again, given the distances involved, new housing on this land will be seen in conjunction with Faringdon as a whole and the impacts are not considered severe.
- 6.47 Overall, the scale of this development, coupled with the prominence of the site, means that some negative impacts on the quality of the landscape cannot be avoided. Thus, it is a question of balancing the benefits of this development against this harm. As discussed, Faringdon is seen as a strategic growth point for this council, to provide some of the new housing the district needs to meet growing demand. The scheme will bring forward 152 units of affordable housing and will provide a new primary school as part of the overall education strategy for Faringdon. It will also improve accessibility to footpath and cycle ways, and public transport, in this part of the town. Given the clear stance of the NPPF to support sustainable development, it is considered the positive aspects of the proposal will comfortably outweigh the harm to the local landscape.
- 6.48 The indicative layout of the scheme shows a good degree of permeability. A single main street runs north to south through the development, from the new roundabout to the employment site. This street is "kinked", and will incorporate on-street parking and changes to surfacing to discourage high vehicle speeds. This street will also accommodate the bus loop and have bus shelters on it to ensure all residents live within 400 metres of a bus stop. The primary school is located off this main street, on a secondary road. This ensures a convenient and safe drop off point for pupils, whilst forming part of the bus loop so that school buses can enter and leave the development in a single direction, again for safety purposes. This secondary road will also provide access to the extra care home.
- 6.49 A number of smaller residential streets will project from this main bus loop. Again, shared surfaces will be used to limit vehicular speeds and manage the transition into residential zones. Block sizes are appropriate, so there are no overly large swathes of residential development with poor access and little natural surveillance. All roads have active frontages, and there is good surveillance of the new woodland and associated public rights of way. The school is well linked to the rest of the scheme and this will encourage parents to walk or cycle with their children to school.

- 6.50 At this stage, this layout is indicative, and there are some areas of concern. In particular, the NEAP and LEAP are not particularly well related to the development and, in their current positions, would not enjoy a good level of natural surveillance or use. They will need to be incorporated more centrally in the final layout, which is a reserved matter.
- 6.51 Other areas of concern that will need addressing for the reserved matters application is the amount of public open space that is located within the heavily landscaped and woodland parts of the site along the western boundary. It is not clear how usable this space will be, particularly given the manner in which the land falls away, the lack of natural surveillance and the distances involved. Furthermore, by having the majority of public open space on this side of the development, some of the housing blocks are likely to appear over-urbanised. It is likely that some of the public open space will need to be relocated more centrally to the housing, encouraging use and giving the residential areas more breathing space. However, this would likely increase the developed area of the site, which may have implications on the landscape impact of the scheme. Subject to further consideration of these points, this is an acceptable indicative layout that confirms this quantum of development can be supported.
- 6.52 The average density of the scheme is 35 dwellings per hectare. The design and access statement confirms that the new housing will be largely between 2 and 3 storeys in height. A few bungalows are proposed close to Town End Road. The tallest buildings will be located along the main street, reaching three storeys and a maximum height of 12 metres. The largest swathe of the site will be residential zones with buildings reaching a maximum height of 10.5 metres (2.5 storeys). Along the southern part of the development, the school will reach a maximum height of 10 metres, whilst the adjacent housing will be a maximum of 8.5 metres. The employment buildings will largely be two storeys, reaching a maximum of 10 metres.
- 6.53 Overall, this approach is reasonable and will ensure an efficient use of the land. It is not possible to use the entire site and achieve a lower density as that would cause unacceptable harm to the landscape. Generally, the highest density development will be located on the northern portion of the site, closest to the existing town. The lower density parts of the scheme are to the south and east, closest to the most prominent views.
- 6.54 The development will be broken up into different character areas that will take their cue from the local vernacular. The use of occasional three storey buildings, differing roof designs and materials and sensitive boundary treatments will create a good sense of place for the scheme. These details will all form part of the reserved matters application.
- 6.55 Overall, this site can accommodate the proposed development. Although only indicative, the proposed layout is quite detailed, showing a hierarchy of streets, acceptable block sizes, active frontages, good links to pedestrian and cycle ways and an appropriate approach to the density and scale of the development. The proposed layout is broadly acceptable and can form the basis of the subsequent reserved matters application. The council's urban design officer will be asked to input into this process.
- Impact on residential amenity*
- 6.56 Given the sites location on the outskirts of the town, there are few neighbours immediately affected by the indicative layout. However, there is a clear potential impact on Town End Road, which faces eastwards across the site. These are two-storey properties and sit on lower ground than the application site. The indicative layout shows two-storey properties of 8.5 metres in height backing onto Town End Road.

6.57 The indicative layout incorporates a planted buffer along the rear boundaries of the properties that back onto Town End Road. This will ensure a good degree of privacy for these neighbouring properties. The applicants have confirmed that the maintenance of this buffer will be the responsibility of each individual house owner, secured by a covenant at the time of sale.

6.58 The council's Residential Design Guide requires back-to-back distances of 21 metres. The indicative layout achieves this comfortably. Thus, whilst the loss of the current rural outlook from the rear of Town End Road is regrettable, the overall impact on the amenity of these properties is not considered sufficient to warrant a refusal of planning permission.

Living conditions of future occupiers

6.59 Given the indicative nature of the layout, it is not possible to assess whether individual plots will benefit from appropriate amenity space. However, the reserved matters application will need to demonstrate appropriate garden sizes for all new homes.

6.60 Thus, the main concern with this application is the potential noise implications from housing being so close to the A420, which is clearly a fast, busy and noisy road. The applicants have acknowledged this and provided a full noise assessment with the application. At the time of writing, the council's environmental health team are reviewing this assessment and a verbal update will be offered to the committee. A number of mitigation measures are proposed within the report. These results indicate the level of noise experienced within the development will be within tolerable and acceptable levels. Thus, subject to the condition outlined in Section 8, this scheme will not result in unacceptable levels of noise within the new units.

Highway Safety

6.61 Some local objections have raised concerns about the impact on highway safety from this proposal, with particular regard to the increased traffic on the town's roads. The applicants have provided a full transport assessment in support of the application.

6.62 The Highways Authority has assessed the proposal for a new roundabout on Park Road, to allow access to the new development, and confirms it is acceptable. The roundabout is a sufficient distance from the main roundabout that forms the junction between the A420 and Park Road. This roundabout will have the benefit of reducing traffic speeds along Park Road further and ease capacity at the A420 junction by regulating traffic flow.

6.63 Internal roads are confirmed to meet the required standards within Manual for Streets and will allow access for all forms of transport, including buses, lorries and emergency vehicles.

6.64 As discussed previously, pedestrian and cycle ways are a key feature of the layout. There is some concern about the number of vehicles that will need to cross Sands Hill Lane when it becomes a pedestrian and cycle way. It is likely that some traffic calming measures at these crossovers will be necessary to encourage use by pedestrians and cyclists, particularly as this land will serve the new school.

6.65 The applicants have confirmed that car and cycle parking will meet County Council standards. This will form part of the reserved matters application.

6.66 The Transport Assessment incorporates a detailed assessment of the local road network, existing vehicular trips on roads that serve the site or pass near by, and then

applies accepted standards for trip generation for the new development. These assumptions incorporate an allowance that some trips to school and work will be wholly within the confines of the site.

- 6.67 In summary, the trip generation from this development will not have a significant impact on the operation of the main routes in this part of the town. The Highways Authority has confirmed their acceptance of the Transport Assessment. There are a number of mitigation measures necessary to make the highway safety impacts of this development acceptable, which include the provision of the roundabout and new pedestrian crossings on Park Road. These improvements form part of the suggested conditions for this permission, or will form part of the Section 278 agreement the applicants will need to enter into with the Highways Authority to deliver improvements to the highway.

Drainage and Flooding Issues

- 6.68 As with other housing applications in the town, Thames Water have indicated that the Faringdon sewage treatment works currently works at capacity and so, currently, there is no option for this development to simply connect to the existing sewer network. The upgrade of the sewage treatment works is currently in Thames Water's development plan for 2015-2020. This delay would not bring this development forward as a contribution to the housing shortfall in the district. For the avoidance of doubt it should be noted that there is sufficient capacity in the pipe network.
- 6.69 The applicants have been made aware of this situation, which also affects the other applications in the town. At the meeting of the planning committee on 27 November, the Fernham Fields application was accepted on the basis the developer behind that scheme will enter into the necessary agreements with Thames Water to bring forward the upgrades to the sewage treatment works. The commencement conditions on that recommendation reflected the need for these upgrades to happen before work started on site. These same conditions are recommended for this scheme. It is likely that the financial contributions from this scheme will need to be adjusted to take account of the cost borne by the Fernham Fields developer to upgrade the sewage treatment works. How this cost is "equalised" across the two schemes will be the subject of further negotiations before the Section 106 agreements are completed.
- 6.70 With this approach agreed between all parties, the council is satisfied the current capacity issues within the local sewage network can be overcome prior to the first unit of this scheme being occupied.
- 6.71 The application site falls wholly within Flood Zone 1 and so passes the Sequential Test in the NPPF which seeks to direct residential development to those areas at least risk of flooding. There are no historic flood incidents recorded for this site. Accordingly, the Environment Agency has no objections to this scheme, subject to the relevant conditions recommended in Section 8 of this report. The applicants propose a SUDS strategy for the entire site, which includes an attenuation basin along the northern boundary. As is normal for this type of application, conditions covering a SUDS scheme and a foul and surface water drainage strategy for the entire site are recommended.
- 6.72 Finally, Thames Water requires a condition relating to a water supply impact study. This will require the developers to ensure there is an adequate supply of clean drinking water in the area, and that this can be delivered at an acceptable pressure.

Ecology

- 6.73 A population of common lizards has been found in the northeastern part of the site.

These will need to be relocated in order for the development to proceed without harming the species. This relocation strategy can be covered by condition.

- 6.74 Two disused badger setts have been found close to one of the mature hedgerows. It is unlikely that any specific mitigation for badgers will be necessary, provided the setts remain inactive. However, badgers are mobile species and so wildlife surveys will need updating through construction works. Again, a condition can cover this.
- 6.75 The large area of woodland planting along the eastern boundary of the site will provide opportunity for new wildlife habitats to be established, mitigating the loss of grassland and arable farmland. The details of these new habitats will form part of the reserved matters application.
- 6.76 Both the council's countryside officer and the Oxford Geological Society have identified that the Rogers quarry site offers the most ecological importance on the site. It is important the geological exposures of the site are retained and maintained throughout the development and thereafter. The indicative layout shows the northern quarry will be retained as a "wildlife area", whilst the southern quarry will be largely given over to employment. However, there are exposures of interest in both quarries, so access to these will need to be maintained for future study. This access will be covered by a clause of the Section 106 agreement with the district council.
- 6.77 The future management of the quarry will need to form part of the reserved matters application, as this is an important local site.

Other Issues

- 6.78 The reserved matters application would require the applicant to demonstrate adequate provision of refuse and recycling storage. This is to meet the requirements of the council's waste contractor.
- 6.79 It is currently proposed that the development would achieve the equivalent of Level Three when measured against the Code for Sustainable Homes. However, the Fernham Fields application achieves Code Level Four, and it is considered this scheme should aim to achieve the same. Details of this would form part of a reserved matters application.
- 6.80 The council's forestry officer has confirmed that the final layout for the site will need to accord with the relevant British Standard to demonstrate that the retained trees on the site will be adequately protected during construction operations. There are some concerns that residential development will project too close to some of the more important trees of the site.
- 6.81 Section 106 agreements with the Vale and with Oxfordshire County Council are under negotiation, and officers are confident that planning permission can be granted. However, to allow time for securing a full and proper set of contributions, officers propose a three month period following this committee to finalise the agreements. If unforeseen problems arise, then officers will require authority, in consultation with the chairman and vice-chairman of the committee and local ward members, to refuse the application.

7.0 CONCLUSION

- 7.1 This site is proposed as a strategic housing allocation in the emerging Vale of White Horse Local Plan Part One 2029. At this stage, this document (and allocation) have only been through an initial public consultation and so have limited weight in the decision making process. Nonetheless, this application has been submitted in

anticipation of this strategic allocation and closely follows the template for development within the emerging Local Plan.

- 7.2 Despite the above, this proposal does not accord with the current development plan and so the council has advertised it as a departure. However, in light of the current shortfall in the council's five year housing supply, and the clear guidance of the emerging Local Plan the proposal is considered acceptable
- 7.3 When assessed the definition of sustainability in the NPPF, Faringdon is one of the most sustainable settlements in the Vale of White Horse and so is seen as a growth area. It has all the necessary facilities to support an increase in the population, and will benefit from further employment allocations in the emerging Local Plan. It is a town that will need to accommodate some of the increased housing demands placed on the district.
- 7.4 This site is considered the most appropriate for large-scale residential development in Faringdon. This is particularly the case due to the excellent links along Park Road to the town centre and the proximity to other facilities such as Faringdon Community College. This proposal will increase access to footpaths, cycleways and public transport for new and existing residents, increasing the sustainable nature of the proposal. It will also provide a new primary school that is needed to cope with the expansion in pupil numbers that Faringdon will experience in the next plan period.
- 7.5 The site is prominent, and will have some negative implications for the quality of the landscape around Faringdon. However, the applicants propose a substantial landscaping and planting strategy that will be brought forward before building works commence. This will mitigate the impact of the new housing from all local and more distant vantage points. Subject to appropriate detailing at the reserved matters stage, the harm to the landscape from this proposal will be comfortably outweighed by the benefits it will bring to the town.
- 7.6 There are no technical concerns with the application, subject to the recommended conditions. Appropriate financial contributions will be sought to offset the impact of this development on the town's infrastructure. Importantly, there is a house builder on board with an option on the entire site. This makes the site deliverable within eighteen months. This makes a measurable contribution to help address the current housing land shortfall. Therefore, this application is recommended for approval.

8.0 **RECOMMENDATION**

It is recommended that authority to grant outline planning permission is delegated to the head of planning in consultation with the committee chairman, vice-chairman and local ward members subject to:

1. A S106 agreement with both the County Council and District Council in order to secure affordable housing and the following infrastructure:

- **Education**
- **Strategic highways and public transport**
- **Outdoors sport and green infrastructure**
- **Indoors sports and leisure**
- **Other community infrastructure**
- **Waste management**
- **Local labour and training scheme and**
- **District and County Council monitoring costs**

2. Conditions as follows

- 1 : Commencement - 6 months after reserved matters approval, or 6 months after completion of sewage treatment work upgrade, whichever is later**
- 2 : Reserved matters submitted within 1 year of outline consent**
- 3 : Approved plans**
- 4 : Sample materials to be agreed**
- 5 : Visibility Splays to be agreed**
- 6 : Access, Park. & Turning to be agreed**
- 7 : New Estate Roads to county council standard**
- 8 : No Drainage to Highway**
- 9 : Green Travel Plans to be agreed**
- 10 : Submission of Landscaping Scheme**
- 11 : Implementation of Landscaping Scheme**
- 12 : Boundary Details to be agreed**
- 13 : Phasing of Development (Full)**
- 14 : Drainage Details (Surface and Foul) to be agreed**
- 15 : No occupation until Faringdon STW upgrade works complete**
- 16 : Sustainable Drainage Scheme to be agreed**
- 17 : Details of sewer connections to be agreed**
- 18 : Water Supply Infrastructure study to be agreed**
- 19 : Construction traffic management plan to be agreed**
- 20 : Works in accordance with Flood Risk Assessment**
- 21 : Tree Protection to be agreed**
- 22 : Wildlife Surveys to be updated prior to each phase**
- 23 : Reptile Translocation Strategy to be agreed**
- 24 : Habitat Management Plan for quarry to be agreed**
- 25 : Refuse Storage to be agreed**
- 26 : Noise mitigation as per submitted statement**
- 27 : Contamination Assessment to be agreed**
- 28 : Scheme of Archaeological Investigation to be agreed**
- 29 : Programme of Archaeological Investigation to be agreed**
- 30 : Noise levels at boundary of school not to exceed 50 db**
- 31 : Position of Fire Hydrants to be agreed**
- 32 : Crossing facility between primary and secondary school to be agreed**
- 33 : No one architectural firm to design more than 80 units**

3. If the required section 106 agreements are not completed, and planning permission cannot be granted by 18 March 2014, it is recommended that authority to refuse planning permission is delegated to the head of planning in consultation with the chairman and vice-chairman.

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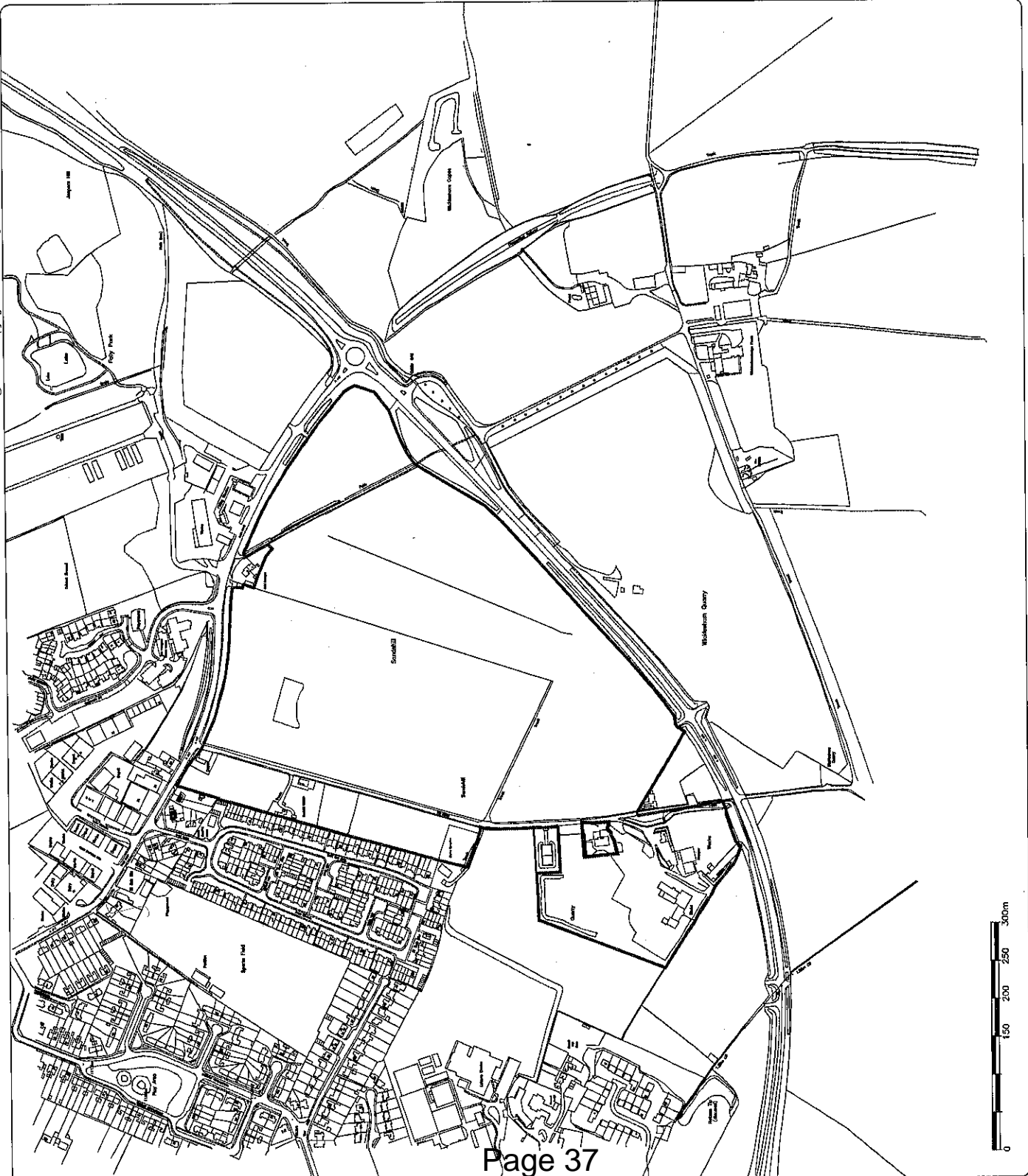
Rev	Date	Name	Revision Details
A	17/10/12	WW	APPLICATION BOUNDARY REVISED
B	22/02/13	WW	APPLICATION BOUNDARY REVISED

Drawing Location Plan
 Project Land off Park Road Faringdon
 Client Bloor Homes
 Drawing No 6011-102 Rev B
 Scale 1:5000 @ A3
 Date July 2012



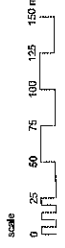
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- Planting Mixes**
- MIX A: NATIVE WOODLAND**
A combination mix of trees and shrubs, including native species, to be planted in a 1.5m x 1.5m grid. The mix is to be planted in a 1.5m x 1.5m grid. The mix is to be planted in a 1.5m x 1.5m grid. The mix is to be planted in a 1.5m x 1.5m grid.
 - MIX B: SCREEN PLANTING**
A combination mix of trees and shrubs, including native species, to be planted in a 1.5m x 1.5m grid. The mix is to be planted in a 1.5m x 1.5m grid. The mix is to be planted in a 1.5m x 1.5m grid.
 - MIX C: NATIVE SPECIMEN TREES**
A combination mix of trees and shrubs, including native species, to be planted in a 1.5m x 1.5m grid. The mix is to be planted in a 1.5m x 1.5m grid. The mix is to be planted in a 1.5m x 1.5m grid.
 - MIX D: ORNAMENTAL SPECIMEN TREES**
A combination mix of trees and shrubs, including native species, to be planted in a 1.5m x 1.5m grid. The mix is to be planted in a 1.5m x 1.5m grid. The mix is to be planted in a 1.5m x 1.5m grid.
 - MIX E: NATIVE SPECIMEN TREES**
A combination mix of trees and shrubs, including native species, to be planted in a 1.5m x 1.5m grid. The mix is to be planted in a 1.5m x 1.5m grid. The mix is to be planted in a 1.5m x 1.5m grid.
 - MIX F: NATIVE SPECIMEN TREES**
A combination mix of trees and shrubs, including native species, to be planted in a 1.5m x 1.5m grid. The mix is to be planted in a 1.5m x 1.5m grid. The mix is to be planted in a 1.5m x 1.5m grid.

- Key:**
- Site boundary
 - Existing Planting Revealed
 - Existing contours
 - Proposed earth mounding
 - Native Woodland (Mix A)
 - Screen Planting (Mix B)
 - Native Specimen Trees (Mix C)
 - Ornamental Specimen Trees (Mix D)
 - Proposed Native Hedgerow (Mix E)
 - Pond & Wetland Planting (Mix F)
 - Area to be grassed with wildflower meadow



LAND AT PARK ROAD, FARINGDON - ILLUSTRATIVE LANDSCAPE MASTERPLAN

POTLUS & WYNLON
Landscape Architects

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NOTE:
1. Plan based on Ordnance Survey Map with the permission of the Controller of Her Majesty's Stationery Office Crown Copyright PFA Consulting Licence No. AL 1000010158. The map shows a measured distance of 60 metres (based upon a 95% likelihood).
2. Detailed design to be based on full topographical survey.

KEY:
 Footway/Cycleway
 Footway/Cycleway
 Footway/Cycleway
 County Council's Records

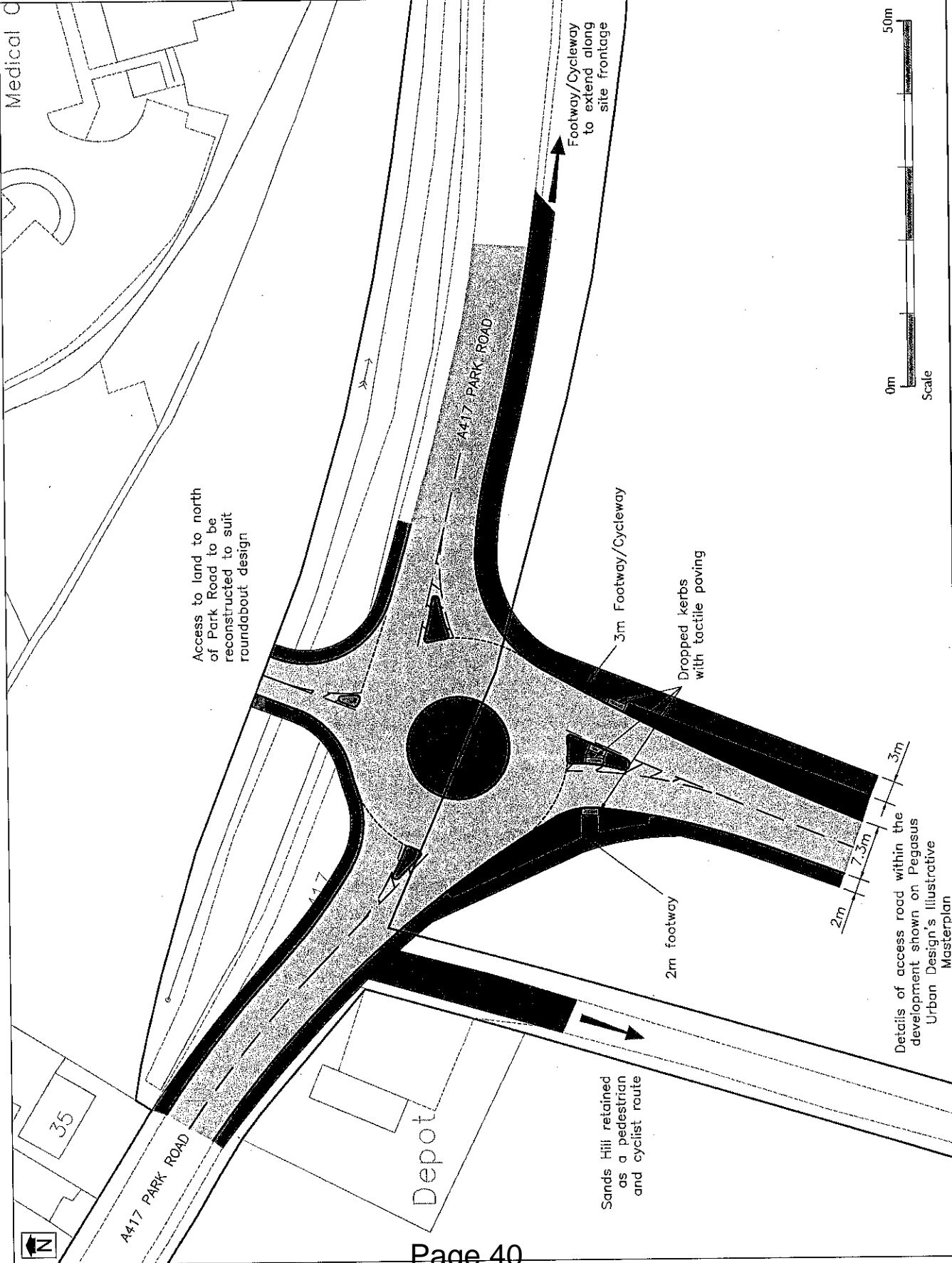
Rev	Date	Description	Initials
A	18/01/2013	Issue	

Bloor Homes

**Land at Park Road
Faringdon**

**Plan Showing Proposed Site
Access on Park Road**

Drawing No.	B579/03	Rev. A
Date	February 2013	
Scale	1:500 @ A3	
Drawn By	DTB	
Checked By	DTB	
File Ref.	B579_03_1-31 Access	



Details of access road within the development shown on Pegasus Urban Design's illustrative Masterplan

APPLICATION NO.	P13/V1949/O
APPLICATION TYPE	OUTLINE
REGISTERED	11.10.2013
PARISH	STANFORD IN THE VALE
WARD MEMBER(S)	Robert Sharp
APPLICANT	Mr Mark Stoneham
SITE	Bow Farm, Bow Road, Stanford in the Vale, SN7 8JB
PROPOSAL	Demolition of existing agricultural farm buildings. Erection of 20 new residential units (17 structures), conversion of two barns to three residential units (already consented ref P12/V1739/FUL) (revised drawings received March 2014)
AMENDMENTS	None
GRID REFERENCE	434395/194171
OFFICER	Martin Deans

SUMMARY

This application was considered by committee on 18 June 2014 when it was resolved to delegate authority to grant planning permission to the head of planning services in consultation with the chairman subject to the completion of section 106 legal agreements. Subsequently it has become clear that part of the formal request for local contributions and benefits made by Stanford Parish Council was not reported formally to committee. The application is being brought back to consider this element in the context of the application.

The particular part of the parish council request relates to the dedication of a strip of land on the farm, approximately 600m long, for use as a public footpath to help towards the provision of a circular footpath route around the village. Officers have assessed the request using the three legal tests in the Community Infrastructure Levy Regulations 2010 and the request fails to meet two of the three tests. Consequently officers cannot support this particular request.

The remaining details of the application are the same as reported to committee on 18 June 2014. The recommendation therefore is to delegate authority to grant planning permission subject to the completion of section 106 agreements.

1.0 INTRODUCTION

- 1.1 This outline planning application was presented to committee on 18 June 2014. Committee resolved to delegate authority to grant outline planning permission to the head of planning in consultation with the chairman subject to the completion of section 106 agreements with the district council and the county council. The committee minute is **attached** at appendix 1 and the site location plan can be found **attached** at appendix 2.
- 1.2 The section 106 agreements are now nearly complete. However, it has become clear recently that a written request made by Stanford in the Vale Parish Council in connection with the application, for land on Bow Farm to be dedicated for use as a public footpath, was not formally presented to committee and, therefore, has not been formally considered. Consequently the application is being presented to committee again to enable this request to be considered within the context of the application. The original report has been amended to reflect this additional issue.

- 1.3 The application site is 0.9ha in area and comprises a collection of vernacular and modern agricultural barns on the north eastern edge of the village. The site lies behind a line of detached and semi-detached residential dwellings that front onto Bow Road (B4508). The site lies outside the village conservation area and approximately 50 m away from the boundary. Stanford is one of the larger villages in the Vale, and, excluding the new housing under construction to the west of Faringdon Road, has approximately 855 households and a population of approximately 2,000.
- 1.4 The vernacular barns have been the subject of a recent planning permission for the conversion to three residential units under separate consent. The remaining agricultural buildings are of no architectural merit.
- 1.5 The site is easily identifiable with no artificial (new) boundaries proposed. To the north, east and south open arable fields exist.

2.0 **PROPOSAL**

- 2.1 The applicant seeks outline planning permission for the erection of 17 new homes in addition to three already permitted. The total quantum of units on the site is therefore 20. The three permitted dwellings would use the existing farm access. The proposed additional 17 dwellings would use a new vehicular access to be formed from some of the gardens belonging to two properties, no.1 Bow Cottages and no.26 Bow Road.
- 2.2 The following mix of housing is proposed which includes the three consented smaller units;

	Affordable	Open	Total
1-Bed	-	-	-
2-Bed	6	4	10
3-Bed	2	6	6
4-Bed	0	4	4

Copies of the means of access plans, indicative house types and an illustrative layout can be found **attached** at appendix 3. The illustrative layout is indicative and shows that the quantum of development can be accommodated within the site whilst allowing for public open space, suitable gardens, parking and a path to the pond.

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 3.1 **Stanford In The Vale Parish Council** – Objection, a full copy of the response can be found **attached** at appendix 4.

Oxfordshire County Council – An education objection to the additional strain placed on the local primary school.

County Highways Officer – Originally objected to the use of the existing access. The amended new access is in a position suggested by the county highways officer with visibility splays designed to meet national standards.

Forestry Team – No objections

Landscape Officer – No objections

Drainage Engineer - Original holding objection lifted and the use of conditions is recommended.

Countryside Officer – No objection following the protected species survey and its

mitigation strategy.

Environmental Protection Team – No objections

Conservation Officer – No objections

Thames Valley Police – No objection

County Archeologist – No objection.

Neighbours – 18 letters of objection raising the following issues:-

- principle of development
- means of access
- proximity of units to existing dwellings
- impact on protected species
- impact on nearby heritage assets
- impact on local surface water flooding
- impact on sewer network
- local primary school lacks capacity

One letter of support has been submitted.

4.0 **RELEVANT PLANNING HISTORY**

4.1 [P13/V1546/O](#) – Withdrawn pending refusal (08/08/2013)

Outline application for demolition of existing agricultural farm buildings. Erection of 10 new residential units (7 structures), conversion of two barns to three residential units (already consented ref P12/V1739/FUL)

[P12/V1739/FUL](#) – Approved (11/12/2012)

Conversion of two barns to provide 3 new residential dwellings. As amended by drawing number COM-001A & acknowledgement letter from agent dated 10-10-2012.

5.0 **POLICY & GUIDANCE**

5.1 **Adopted Vale of White Horse Local Plan 2011** policies;

GS1 – provides a general location strategy to concentrate development within the five main settlements (policy H10), and smaller-scale development in the larger villages (policy H11) and small villages (policies H12 and H13).

DC1 - Design – requires new development to be high design quality in terms of layout, scale, mass, height, detailing, and materials to be used.

DC13 - Flood Risk and surface water drainage – The assessment of sites and the use of SUDS schemes.

DC14 - Flood Risk and surface water drainage – The assessment of sites and the use of SUDS schemes.

DC3 - Design against crime – New development should reflect published guidance such as “eyes on the street” to reduce opportunities for crime by using natural surveillance, urban design etc.

DC4 - Public Art – requires development on sites of 0.5ha or more to contribute towards public art in the area.

DC5 - Access – Seeks to ensure that vehicular movements both within and into sites do not cause safety, congestion or environmental problems. Parking standards and cycling provision should also be adequate. Reference is also made to the need to secure sufficient off-site highway improvements to mitigate the impact of the development.

DC6 - Landscaping – requires hard and soft landscaping to protect and enhance the visual amenities of the site and surroundings and to maximise nature conservation and wildlife habitat creation.

DC7 - Waste Collection and Recycling provision

DC8 - Provision of infrastructure and services – secured via a legal agreement for local and district wide services.

DC9 - Impact of development on neighbouring uses – There should be no harmful impact on neighbours from, amongst other matters, overlooking, overshadowing or overdominance.

HE10 - Archaeology

NE4 - Other Sites of Nature Conservation Value

H11 – Development in the larger villages – New development within the built-up areas of the larger villages. This policy seeks to protect the identity of the larger settlements from expansion that could materially harm their character. It currently has little weight due to the lack of a five year supply of housing land.

H17 – The provision of 40% affordable homes.

H23 – Open space in new housing development – requires 15% of the residential area to be laid out as public open space.

NE9 – seeks to protect the wider landscape of the Lowland Vale.

5.2 **Supplementary planning guidance**

Residential design guide (December 2009)

Sustainable design and construction (2009)

Open space, sport and recreation future provision (July 2009)

Affordable housing – provides further guidance in relation to the local plan policy H17.

Planning and public art (July 2006) – Sites over 0.5ha should provide a contribution towards public art in accordance with local plan policy DC4.

5.3 **National Planning Policy Framework (NPPF) – March 2012**

Paragraphs 14 & 49 – presumption in favour of sustainable development

Paragraphs 34 & 37 – encourage minimised journey lengths to work, shopping, leisure and education

Paragraph 47 – five year housing land supply requirement

Paragraph 50 – create sustainable inclusive and mixed communities

Paragraph 57, 60 & 61 – promote local distinctiveness and integrate development into the natural, built and historic environment

Paragraph 99 – flood risk assessment

Paragraph 109 – contribute to and enhance the natural and local environment

Paragraph 111 – encourage the effective use of land by re-using land that has been previously developed

Paragraph 119 – the presumption in favour of sustainable development does not override protected species and habitats

Paragraph 126-134 – Historic assets and environment

6.0 PLANNING CONSIDERATIONS

6.1 The key issues in this application are considered to be;

- Principle of development
- Means of access
- Layout and amenity considerations
- Mix proposed and other constraints

6.2 *Principle of the proposed development* - This is an application for outline planning permission along with the means of access, the detailed elements of the works (design, parking, landscaping and materials and scale) will be the subject of a future reserved matters application. The NPPF seeks to bolster the delivery of housing in particular where councils are unable to demonstrate a five year land supply. The balance in reaching decisions is outlined in paragraph 14 of the NPPF, which states that sustainable development permission should be permitted unless "... any adverse impacts... would significantly and demonstrably outweigh the benefits, when assessed against [the framework]... as a whole". The current lack of a five year housing land supply means that the housing supply policies of the adopted local plan have relatively little weight.

6.3 *Local Plan Policies* – Although the application is contrary to local plan policy H11, little weight can be attached to the policy. The proposed development, therefore, needs to be considered on its site specific merits and, in particular, in relation to its sustainability as defined by the NPPF in terms of the economic, social, and environmental dimensions. The inspector in the appeal on the land west of Faringdon Road concluded that Stanford is a relatively sustainable location. This report, therefore, focuses on site specific issues and consideration of whether the specifications of the NPPF are satisfied in terms of providing sustainable development to help address the current shortfall in the five year supply of housing land

6.4 The landowner has placed much emphasis on the reorganisation of his wider farming business as part of the overall proposals. Officers place little weight on this factor as such matters do not require planning permission and are not part of the remit of the planning system other than to support economic growth (NPPF para 18).

6.5 *The Village* – Stanford in the Vale is one of the larger villages within the district and the most recent assessment of the facilities in the parish produces a score of 14, putting the village in the "larger villages" category. The location of the application site is on the outer edge of the village but is on an established farm yard and lies within a 20-minute walk of the main village centre, where the primary school and shops are located. In addition, the NPPF puts strong emphasis on permitting new homes to further enhance rural vitality. For these reasons, and in view of the appeal decision at land west of Faringdon Road, the principle of the proposal is considered to be acceptable.

6.6 *Design and Housing Mix* – This application was originally received in September 2013

and has undergone a complete re-design including means of access, housing mix and illustrative layout following concerns and input from nearby residents and planning officers at the local and county level. The revised scheme features a mix of housing that strongly matches the results of the SHMA and also the parish council's own surveys from 2013. This mix is orientated towards smaller family units and starter homes, rather than larger executive units.

- 6.7 *Impact on Existing Homes* – The proposed removal of garden space from two existing dwellings to create a new access is a consideration. The garden area lost to the new access road is considered to leave a reasonable area for both and will not erode private space unacceptably. Turning to amenity relationship, little weight is assigned to the cessation of farming activities on the site as reason to approve this scheme. No environmental health complaints appear on Vale records and the existing relationship is a historic one. The illustrative layout shows relatively large separation distances, to be utilised for public open space, and consequently no harm to neighbours from overlooking or loss of light. The application is therefore considered to comply with policy DC9 of the local plan.
- 6.8 *Means of Access* – Proposed access details were amended at the suggestion of county officers and the new means of access provides far superior visibility splays into and out of the scheme. Adequate parking has been provided on the indicative layout for residents and visitors, as well as ample opportunity for casual parking and means for a waste lorry to reverse and leave the site in a forward gear. The application is considered to accord with policy DC5 of the local plan.
- 6.9 *Heritage Matters* – The conservation officer has raised no comments or concerns regarding the impact on the conservation area. Therefore the application is considered to accord with the provisions of local plan at policy HE1.
- 6.10 *Visual Impact* - Policy NE9 seeks to protect the wide and open views across the lowland vale. The existing poor quality agricultural buildings are not considered to contribute positively towards the area, and provide an existing identifiable boundary for the proposed housing. The backland nature of the site means it is not particularly prominent from Bow Road and this, combined with the indicative layout showing a good separation between existing and proposed housing, leads officers to conclude that the new housing will be seen from the ground as part of the village, rather than an incursion into open countryside.
- 6.11 *Ecology and Trees* – No objections following professional surveys which also include remedial strategies for species and protection plans for the roots of existing trees.
- 6.12 *Archaeology* – the county archaeologist is satisfied with the findings of the archaeology reports commissioned by the applicant. Therefore the application is considered to accord with policy HE10 of the adopted local plan.
- 6.13 *Drainage* – The village is known to have surface water problems. The site is entirely within flood zone 1, the lowest risk of potential flooding from a river. Therefore the applicants have employed a consultancy to form a drainage strategy for the site. The SUDS-based proposals have been assessed by the council's drainage engineer who is satisfied that a suitable SUDS scheme can attenuate and offset the impact of the new roads and houses. The proposals once implemented are intended to account for 1:100 year storms and an allowance for global warming of 30% increase in rainfall. With regard to foul drainage Thames Water have not objected to the proposals and have recommended the use of suitable standard conditions relating to sewage and surface water.

- 6.14 *Update on Parish Council Requests* - As part of the consideration of the application the parish council submitted a formal request for contributions towards local projects and other benefits. As committee is aware, the consideration of all requests for contributions has to be assessed against the legal requirements contained in paragraph 122 of the Community Infrastructure Levy Regulations 2010. These require that the contribution is
- Directly related to the development
 - Fairly and reasonably related in scale and kind to the development
 - Necessary to make the development acceptable in planning terms

All three of these requirements have to be met for a contribution or other benefit requested under a planning application to be legally acceptable.

- 6.15 When the application was presented to committee on 18 June 2014 the committee report included a recommended financial contribution to the parish council of £45,000. This was considered to be a proportionate amount of money given that the size of the development, 20 dwellings, represents an increase in the number of households in the village of only approximately 2.2%. However, the report did not cover the parish council's request for the designation of a strip of land on the farm as a public footpath, between the application site and Horsecroft, the village lane approximately 600 m to the south. The position of this suggested footpath is shown on the plan **attached** as appendix 5.
- 6.16 It has since transpired that, for the parish council, the request for the public footpath is the most important of all of the requests it made, and comes before any financial contributions. There is a desire to form a circular footpath route around the village and the land at Bow Farm will provide a missing link in the planned route.
- 6.17 The request has been assessed against the three legal tests in the CIL Regulations. The first test is whether the request for the footpath is directly related to the development. The answer to this is that the new section of footpath would be for the benefit of future residents of the housing. So it is directly related to the development.
- 6.18 The second and third tests in this instance are linked. The main issue here is whether the request is fair and reasonable given the scale of the proposed development – in other words, whether it is proportionate. The request is for approximately 600m of footpath. The cost of providing and maintaining the footpath would be borne by the parish council, so it is the benefit of providing the land that is required. The parish council's plans for the circular route around the village suggest a total route in the order of five or six kilometres (up to 3.75 miles) in length. Therefore the requested length of footpath is approximately 10% of the entire length of the circular route.
- 6.19 The request requires the applicant to sacrifice current farming land, outside the application site, for use as a public footpath for the benefit of the village as a whole. In terms of assessing whether a request for the benefit of the whole village is proportionate in the context of a particular planning application, it is accepted practise to compare the proposed increase in population from the new housing to the existing population, and relate this pro-rata to the proportion of the benefit being requested. In this case the proposed increase in population relatively small, only 2.2%, much smaller in proportionate terms to the proportion of the total footpath that is being requested.
- 6.20 The request therefore fails to meet the test of being fairly and reasonably related to the scale and nature of the development. The proportion of footpath being requested is too large to be fairly and reasonably met by a development of only 20 dwellings. The

request therefore also fails to meet the test of being necessary to make the development acceptable in planning terms. In light of this, officers cannot support this element of the parish council's request.

- 6.21 *Other Social Infrastructure and Contributions* - Oxfordshire County Council has raised an objection to the application on the grounds that there is insufficient capacity at the local primary school to support the seven new pupils likely to be of primary school age. However this outcome does rely on the inability of the county council to expand the village school, to seek more suitable sites for the school, or acquire new land for its expansion. Such options are the subject of a current feasibility study by OCC. This issue is likely to be the only planning area where this application is lacking but officers do not consider this to be a reasonable ground to refuse the application when assessed overall.
- 6.22 With regard to secondary schooling King Alfred's in Wantage has spare capacity, but is approaching its limit. Funding has been agreed to contribute towards the new school secondary school in Grove Airfield. Special education needs contributions have also been sought and agreed. The following contributions have been sought and agreed by the developers to offset the impact of the additional residents on nearby infrastructure. These contributions will be secured on-site and by means of a section 106 agreement.

District Level;

Affordable housing	On site (40%)
Parish contributions for facilities	£45,000
Leisure	£40,000
Public Art	£6,000
Street Naming and numbering	£500
Waste and recycling	£3400
Vale Total	£94,900

Oxfordshire County Council contributions;

Education – Primary	£81,074
Education – Secondary	£118,750
Education – SEN	£6,131
Public Transport & Highways	£19,435 & off-site works
Library	£4,420
Day care	£4,400
Waste infrastructure	£3,328
Museum	£260
Monitoring fee	£3,750
OCC Total	£241,548

7.0 **CONCLUSION**

7.1 In summary the application is considered acceptable due to;

- The site is located within one of the larger villages in the district and is considered to be sustainable development
- The housing mix includes much needed 2/3 bed units
- The contribution towards the five year land supply shortfall including affordable.

The application is considered to comply with the principles of the local plan and the

NPPF *as a whole* noting the strong weight of the five year land supply shortfall.

8.0 **RECOMMENDATION**

That authority to grant outline planning permission is delegated to the head of planning, in consultation with the chairman, subject to:-

i) The completion of section 106 legal agreements with the district and county councils to secure contributions and on-site affordable homes.

ii) Conditions as follows:-

- 1 : Approved plans and documentation.**
- 2 : Submission of reserved matters within six months.**
- 3 : Ridge heights (two storey).**
- 4 : Demolish specified buildings before occupation.**
- 5 : Final layout shall be informed by constraints.**
- 6 : Sample materials required (all).**
- 7 : Withdrawal of permitted development (Part 1 Class A) - no extensions etc.**
- 8 : Secured By Design approval.**
- 9 : Vision splay details.**
- 10 : Construction traffic management.**
- 11 : Protection of trees and hedges during development.**
- 12 : HY19 - No drainage to highway (full).**

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Councillor Robert Sharp declared a disclosable pecuniary interest in application P14/V0885/FUL as the owner of the land to which the application related. He left the meeting for the duration of this item.

Minute 41: Councillor Jerry Patterson declared he knew the objectors to the application.

PI.38 STATEMENTS AND PETITIONS FROM THE PUBLIC ON PLANNING APPLICATIONS

A list showing the members of the public wishing to address the committee on each planning application was tabled and agenda items were taken in the order of the list.

PI.39 STATEMENTS, PETITIONS AND QUESTIONS FROM THE PUBLIC ON OTHER MATTERS

A question from Dr Les Clyne was read out on his behalf by the clerk:

"At the meeting of the planning committee on 4 December 2013 at which the go ahead was given for the Grove airfield development, the resolution stated:

'If the outcome of negotiations to finalise the details of the affordable housing, infrastructure or planning conditions varies significantly from those identified above, or if there is an unacceptable delay in progressing towards the issue of a decision, the application will be brought back to the planning committee for further consideration.'

It is now over 6 months since the go ahead was given but as far as I am aware no Section 106 agreement has been signed, and I have had no response to a recent e-mail to a council officer asking for the current estimated date for the signing of the agreement. Please could you therefore tell me when it is expected that the agreement will be signed and also tell me what are the five most important issues that still remain to be resolved."

The Chairman responded by stating that as set out in Standing Order 32 (12) (c) of the council's constitution, a written answer would be sent within ten clear working days of the meeting, and in this particular case circulated to committee members and appended to the minutes on the council's website.

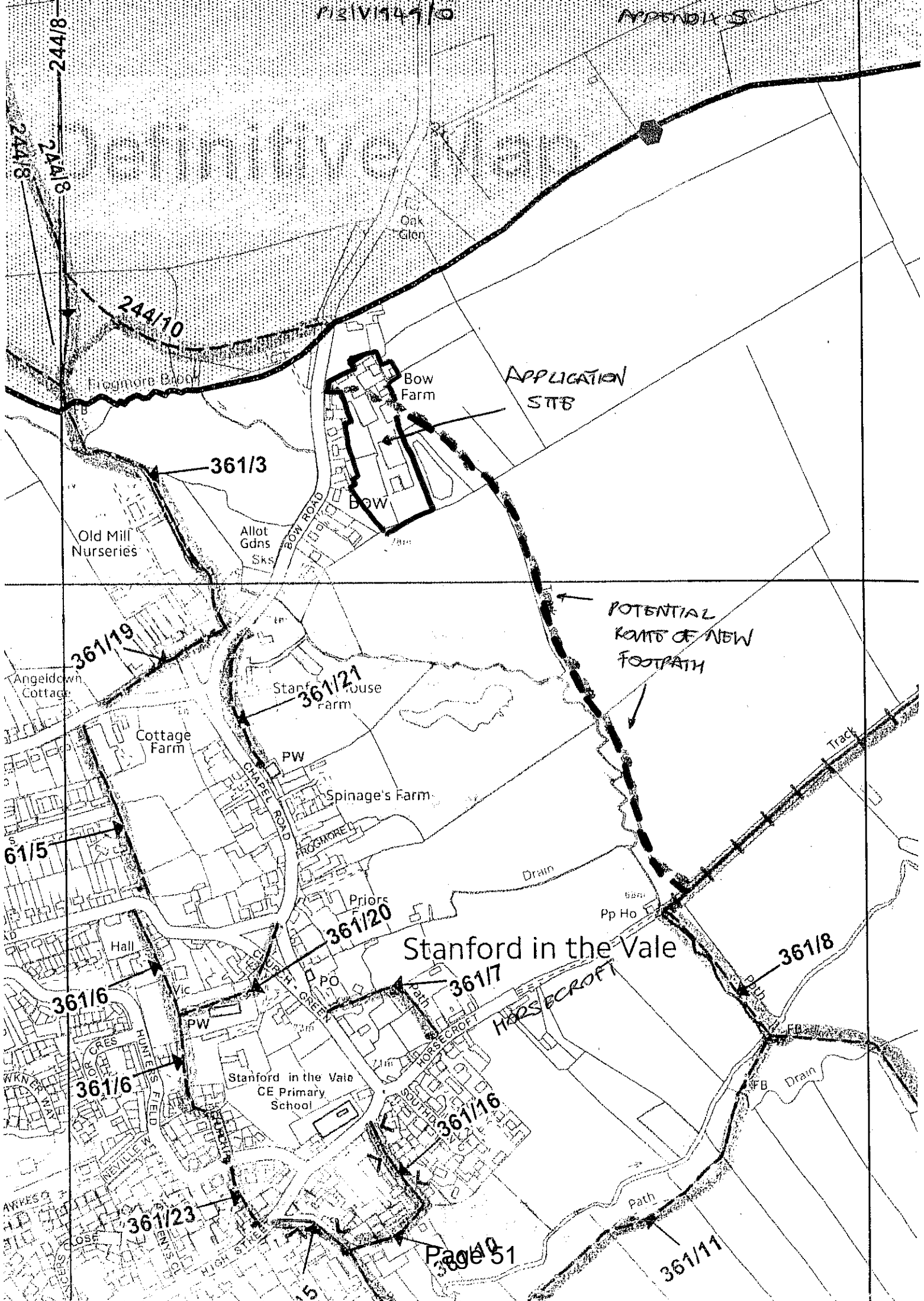
PI.40 P13/V1949/O BOW FARM BOW ROAD STANFORD IN THE VALE

The officer presented the report on application P13/V1949/O for outline permission for the demolition of existing agricultural farm buildings and building 20 new residential units and converting two barns to three residential units at Bow Farm, Bow Road, Stanford in the Vale, SN7 8JB.

Consultations, representations, policy and guidance and this site's planning history are detailed in the officer's report which forms part of the agenda pack for this meeting.

Updates:

- Correction to the report at 2.2 – four 3-bedroom open market units.
- Buildings are non-designated heritage assets and not listed.
- There was an ongoing viability study on school provision.



APPLICATION
STB

POTENTIAL
ROUTE OF NEW
FOOTPATH

Stanford in the Vale

Agenda Item 10

Vale of White Horse District Council – Committee Report – 14 January 2015

APPLICATION NO.	P14/V2286/O
APPLICATION TYPE	OUTLINE
REGISTERED	10.10.2014
PARISH	HARWELL
WARD MEMBER(S)	Margaret Turner, Reg Waite
APPLICANT	Mr Richard Womersley-Smith
SITE	Orchard Way, Harwell, OX11 0LH
PROPOSAL	Outline application for a residential development of up to 9 dwellings, with all matters reserved except for access (as amended by revised application form, drawings 2867.100 and JNY8144-04, and agents email dated 24-11-14).
AMENDMENTS	Application revised to specify the number of dwellings and provide an illustrative layout plan.
GRID REFERENCE	448806/189152
OFFICER	Lisa Kamali

EXECUTIVE SUMMARY

The application is before committee due to objections from Harwell Parish council and five local residents.

The proposal is to develop the site to provide a new road access from Orchard Way and nine two storey dwellings. All matters are reserved except for access.

The key issues are:-

- The principle of the development
- Adequacy of the illustrative layout
- Landscape and visual impact
- The impact on neighbours
- Transport impacts
- Sewage and drainage
- Ecology/Biodiversity
- Archaeology

This report seeks to assess the planning application against the national and local planning policy framework where relevant and all other material planning considerations.

It is the officers' view that the principle of the development is acceptable given the current housing land supply situation and the sustainable location of the site alongside existing housing and within a reasonable distance of amenities and transport links.

Officers consider that the illustrative layout is acceptable in terms of design and the quantum of development proposed which includes 40% affordable housing. The quality of the development for future residents and the impact on neighbouring properties are both considered acceptable.

Whilst the proposal will alter the outlook from neighbouring properties and the appearance of the site generally, the landscape and visual impact is acceptable given

the context of the site subject to a condition requiring retention of both rows of trees along the western boundary of the site.

The development will have an impact on existing parking arrangements in the street and may result in some additional congestion, but the county council has no objection and parking impact can be minimised through the imposition of planning conditions and a legal agreement. Transport and parking impacts arising from the proposal cannot be described as severe in the context of the NPPF.

The technical issues relating to drainage and sewage, ecology/biodiversity and archaeology are acceptable subject to conditions.

Overall, the development is considered to amount to sustainable development, and this application is recommended for approval subject to conditions and a legal agreement with the county and district councils.

1.0 INTRODUCTION

- 1.1 The 0.31 hectare site is roughly square in shape and is accessed via an existing gap between the houses at No. 31 and No. 33 Orchard Way. The site access is in the ownership of the Council and the applicant has confirmed that the requisite notice has been served on the Council.
- 1.2 The site lies immediately adjacent to the built up area of Harwell village. The site has not been developed previously and is covered in grass, shrubs and trees. There is an informal path through the site to a walkway over the western boundary however this is not a public right of way. The site is relatively level and is bounded by residential gardens on three sides (north, east and south), and by two rows of mature and semi-mature trees, a land drainage ditch and agricultural fields to the rear (west).
- 1.3 The existing dwellings on Orchard Way comprise a mixture of bungalows and two storey houses, and the character of the immediate area is residential. There is a school to the north of the site and one of the accesses to that school is from Orchard Way some 40 metres to the north of the site entrance.
- 1.4 The Vale of White Horse Local Plan 2011 identifies the site as being within the Area of Lowland Vale (Policy NE9), where development is not permitted if it would have an adverse impact on the landscape, particularly on the long open views within or across an area.
- 1.5 The site has no special land use designations and whilst some of the trees on the site are mature or semi-mature, none are protected by a Tree Protection Order (TPO).
- 1.6 A site location plan is **attached** at appendix 1.

2.0 PROPOSAL

- 2.1 The application seeks approval for a development of nine two storey dwellings. The planning application is made in outline with the means of access onto Orchard Way only to be considered. The applicant has provided an illustrative site layout plan in order to demonstrate that nine dwellings can be successfully accommodated within the site.
- 2.2 The application proposes a single vehicular access to the site from Orchard Way via an existing gap between the houses at No. 31 and No. 33 Orchard Way. This land is

owned by the council and negotiations are underway whereby the applicant will eventually purchase the land. Within the site, the nine new dwellings will front the access road and a turning head at the rear of the site.

- 2.3 The applicant has confirmed that the dwellings are to be no more than two storeys in scale with a maximum ridge height of 8.75 metres.
- 2.4 The indicative layout plan indicates that most of the vegetation on site, including the inner row of maturing Alder trees along the western boundary would be removed to facilitate the development.
- 2.5 The proposed site layout plan is attached at **appendix 2**. All other plans and documentation submitted with the application can be found on the council's website.

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 3.1 This section of the report provides an outline of the consultation/notification undertaken and a summary of comments received on the application. Copies of all responses are available to view online.

All the appropriate consultations/notifications have been undertaken on the original submission and further information submitted. The latest consultation/notification on the amendment expired on 18 December 2014.

- 3.2 **Local Member, Councillor Stewart Lilly** – no objection

- 3.3 **Harwell Parish Council** – objects

Harwell Parish Council objected to the original application on 11 November, and lodged a further objection to the revised application on 9 December.

The reasons for objection are summarised below:-

- The application is difficult to review because this is only an indicative plan and may be subject to change at a future stage, and the suspicion remains that this application is a "Trojan horse" and a subsequent application will open the way to a larger number of houses.
- There is no affordable housing, which is contrary to Vale policy.
- If permission is granted access to the site should only be for a specified number of dwellings.
- Loss of parking is an issue and will impact residents.
- The applicants Transport Statement is flawed and a more rigorous approach should be taken to traffic surveys. The Transport Statement does not provide sufficient data to assess the possible implications for congestion and child safety.
- Requested that the eventual layout takes the existing informal right of way through the site into account and continues to provide suitable access to the Recreation Ground for pedestrians.
- If the Vale sells that land it should take into account the impact that the development will have on its immediate neighbours and ensure that it sells for a price that can be used for the benefit of the immediate community.

A full copy of these objections are attached at **appendix 3**.

The Parish Council has made the following Section 106 requested, should the application be approved:-

- £12,000 towards community facilities
- £12,000 towards sports facilities
- £2,000 to fund enhancements to church building.
- £2,000 towards improvements to Royal British Legion club.
- The Parish has also requested that an access through the site be maintained and captured through a legal agreement however the applicant has refused to provide such a walkway.

3.4 Harwell Village Hall – no strong views

Noted that the village hall carpark in Westfields Park has planning permission to be enlarged which will increase traffic down Westfields. Stated the Harwell village hall needs to keep the village hall car park for village hall users.

3.5 Representations from local residents - objection

At the time of writing this report, 11 objections have been received from 5 different addresses. If any further responses are received, Members will be verbally updated at committee. The issues raised are summarised below:-

- Residents feel the parking survey deliberately avoided the peak time in the morning and did not begin until 11:00am to make the results more favourable to the proposed development.
- A local resident has carried out his own vehicle survey using what is in his opinion a more appropriate time 8am -9am. The council should give this significant weight.
- The Transport Statement makes very little of the lost parking spaces which will have a huge impact on the residents that use them. It is an already congested road and the loss of these spaces and the increased traffic will just make the issue worse.
- The proposed access is dangerous and will cause major problems.
- The proposed access will run directly across the front gate of 33 Orchard Way and mean that ultimately mean they can no longer park outside their property. On the access map a driveway has been marked into 33 Orchard Way but is the side access to the property and not for a car.
- Highway code guidelines mean that no-one will be able to park within 10 metres of the junction or on a bend, so neighbours would lose any parking they have outside their properties.
- Loss of privacy and overlooking from new dwellings.
- Loss of sunlight.
- Adverse impacts on wildlife and ecology.
- The development will spoil the view.
- Impacts due to vehicles used in construction of the development.
- Devaluation of properties.

3.6 Thames Water Development Control - No objection

Responded on 5 November to state they are not affected by the development.

Responded again on 11 December raising no objection in terms of sewage infrastructure capacity and water infrastructure capacity. Recommended an informative relating to water pressure.

3.7 Oxfordshire County Council Transport – no objection

Responded on 11 November to state no objection subject to conditions relating to drainage and a travel plan, and a legal agreements (S106, S38 and S278). The key issues are summarised below:-

- The Transport Statement submitted with the application has been assessed and noted. Information on drawing no's: JNY8144-01 & -02 has been considered but

further details, including access arrangements for no.33 and associated vision splays boundary treatment, parking bays adjacent no.26 etc. are required for consideration and approval by the to the Local Highway Authority (LHA).

- A Traffic Regulation Order (TRO) for junction protection is likely to be required – estimated cost £5k.
- A service-strip adjacent the boundary with no.33 will be required.
- A developer contribution rate of £2,737 per dwelling is required, through a s106, towards improved strategic transport infrastructure in the eastern part of Science Vale.
- A Sustainable Urban Drainage System (SUDS) compliant Drainage Strategy for this development will be required including detailed calculations, for approval before implementation of any permission that may be granted.
- Travel Information Packs for this site will be required for approval before first occupation – travelplan@oxfordshire.gov.uk can advise.
- A developer contribution of £795 per additional dwelling towards development of the Science Vale public transport network, inclusive of routes through Harwell village.
- Any proposed internal layout will need to accord with Manual for Streets principles, including servicing/emergency vehicle access/egress, and constructed to adoptable standards.
- Construction Traffic Management Plan (CTMP) will be required, before implementation, as access egress to the site passes the school on Westfield.

3.8 Oxfordshire County Council Archaeology - No objection

Originally responded on 17 October recommending the implementation of an archaeological field evaluation prior to the determination of the application. This work was carried out the applicant and the county responded again on 16 December to state they have no objections subject to conditions for an Archaeological Written Scheme of Investigation (WSI), and a staged programme of archaeological evaluation and mitigation.

3.9 Drainage Engineer (Vale of White Horse District Council) – no objection.

Responded on 27 October raising the following questions, stating these must be addressed at application stage.

- The application states that 'mains drainage' will serve the proposal though there are no apparent foul or surface water sewers in the near vicinity and offsite works to enable such connections to be made are likely to be required.
- Thames Water should be consulted on the capacity of nearby sewers to receive additional flows from the site.
- A Suds -based system will need to be provided for this site rather than the proposed direct connection into a surface water sewer.

Later confirmed that these comments amounted to no more than a request for the applicant to change the responses on the application form regarding surface water drainage, and that this should drain to an appropriate SUDS system rather than to a mains sewer as proposed. It is noted that the application form has been amended accordingly. Recommended a condition for a SUDS compliant drainage scheme.

3.10 Landscape Architect - Vale of White Horse DC - No objection

Responded on 3 November to state that it is difficult to comment due to the lack of specific detail. Noted that the following:-

- The proposed road access drawing does not indicate the boundary vegetation lost on the northern side of the proposed access road.
- The transport report shows the loss of existing parking spaces to allow access

and vehicle tracking paths, but not whether these spaces are to be relocated else where on the street or on plot. This would have some impact of the appearance of the road if road verges and front garden vegetation are to be lost.

Responded again on 8 December to state no further comments on the amendments.

3.11 Forestry Team (Vale of White Horse) - No strong views

Responded on 7 November to There are no adverse arboricultural implications with the creation of the access. Responded to amended scheme on 12 December to raise the following issues:-

- The layout shows the row of trees forming the internal line adjacent to the western boundary will be removed to facilitate sufficient useable garden space. In their own right, the trees add depth to the boundary treatment and contribute to a linear woodland strip that lines the footpath. Without its retention, I am concerned that the tree cover will appear thin, have views through to the site and alter the character of this edge of village area.
- This need not be an insurmountable problem as the orientation of the dwellings appears to have been considered in relation to the potential for shading but the drawback of the scheme is that it is at the expense of a substantial row of trees.
- I appreciate that this is an outline application but, were the balance to be adjusted in favour of the retention of the line of trees, I would have more confidence that a forthcoming detailed scheme would be achievable.

3.12 Waste Management Officer (District Council) - No objection

Originally requested a re-tracked plan on 11 November, and responded further on 3 December and their key comments are summarised as follows:-

- Properties should be planned so bins can be stored within the property boundary and be moved to the presentation point without the need to go up or down steps or through the property. Garden gates need to be wide enough to accommodate a standard 240lt wheeled bin.
- Mid-terrace properties should either have access to rear gardens or enough space to the front to store a full set of bins.
- As the road will remain private and the access is tight, a waste collection point next to the adopted highway should be provided.
- Requested Section 106 contribution of 170.00 per property (9 x 170 = £1,530.00).

3.13 Health & Housing - Contaminated Land – No objection

Responded on 27 October to state no objections but noted that any unsuspected contamination to land or water encountered during the development should be notified to the Environmental Health Department.

3.14 Countryside Officer (South Oxfordshire & Vale of White Horse) - No objection

Responded on 3 November to state there are no over-riding ecological constraints, but that if there is no opportunity to mitigate the impacts on site then the council would be seeking compensation for the biodiversity losses. Subsequently recommended a condition relating to a biodiversity offsetting scheme.

3.14 Development and Housing (Vale of White Horse) – No objection in principle

Responded on 23 December 2014 to confirm that the proposal will need to contribute 40% affordable housing in accordance with local plan policy H17. The council will therefore require 4 (40% being 3.6 rounded up) of the units to be delivered as affordable. Suggested the following unit and tenure split:-

Rent

2 x 2 bed house (min 76 m2)

1 x 3 bed house (min 88 m2)

Shared ownership

1 x 2 bed house

Noted that whilst it is appreciated the site layout accompanying the application is illustrative, the affordable units could occupy plots 1 - 3 and plot 7.

4.0 **RELEVANT PLANNING HISTORY**

4.1 [P14/V0394/PEJ](#) – letter sent to applicant on 03/04/2014

Pre-application site meeting to consider residential development of between 10 and up to 25 dwellings. The Council's response is summarised as follows:-

- The means of access should address the connectivity and permeability issues that define good design. Provision of the required amount of car parking to meet OCC standards is essential.
- The western boundary adjoins a drainage ditch which has scrub tree and hedgerow growth. This area should be retained and improved to provide a robust and enhanced landscape screen to longer distance views into the site across open countryside.
- Additional planting where appropriate within the layout to be developed should seek to assist in screening of any two storey buildings from views from the south and south-west.
- An extended phase 1 habitats survey should be conducted.
- In line with paragraph 109 of the NPPF and the need to provide net gains in biodiversity I would recommend that the developer is required to contribute towards an off site compensation scheme either through biodiversity offsetting or another locally agreed scheme.
- Preliminary investigation (desk top study and site reconnaissance) required to demonstrate that the site is suitable for use.
- Surface water runoff from any proposed development should be controlled as near to source as possible through a sustainable drainage approach to surface water management.
- Provision of 40% on site would be required in line with saved local plan policy H17
- A predetermination geophysical survey of the site in line with NPPF para 128 and local plan policy HE9 should be undertaken

4.2 [P86/V1446/COU](#) - Approved (04/09/1986)

Change of use from agricultural to garden to provide enlarged gardens. This approval was not implemented.

5.0 **POLICY & GUIDANCE**

GOVERNMENT GUIDANCE

5.1 **National Planning Policy Framework (2012) (NPPF)**

At the heart of the NPPF is a presumption in favour of sustainable development (paragraphs 7, 14, 49 and 197).

Paragraph 14 states that at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. For decision-taking, this means

approving proposals that accord with the development plan without delay and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted.

Paragraphs 34 and 37 encourage minimised journey length to work, shopping, leisure and education, and paragraphs 57, 60 and 61 seek to promote local distinctiveness and integrate development into the natural, built and historic environment. Paragraph 55 seeks to promote sustainable development in rural areas but resists new isolated homes in the countryside without justification.

Paragraphs 47 – 49 require local planning authorities to identify a five year supply of housing sites. Where this cannot be demonstrated relevant local plan policies for new housing development should not be considered up to-date until the shortfall is rectified. The government attaches great importance to design and paragraph 56 considers good design is a key aspect of sustainable development.

Paragraphs 57, 60 and 61 also seek high quality design for all development and to promote local distinctiveness and integrate development into the natural, built and historic environment.

Paragraph 64 confirms permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of the area and the way it functions.

Paragraph 109 requires development to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and minimising impacts on biodiversity.

Paragraph 111 encourages the effective use of previously developed land.

Paragraph 123 states that planning policies and decisions should aim, amongst other things, to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.

Paragraphs 173 – 174 aim to encourage viability and deliverability.

Paragraphs 186-187 require council to take a positive approach to decision making.

Paragraphs 204-205 deal with planning obligations, stating that these should be sought where they meet the relevant tests.

Paragraph 206 states that planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

THE DEVELOPMENT PLAN

5.2 Vale of White Horse District Council Local Plan 2011

The development plan for this area comprises the adopted Vale of White Horse Local Plan 2011. The local plan policies relevant to this application were 'saved' by direction on 1 July 2009.

Policy GS1 provides a general locational strategy including concentrating development

within the five main settlements of the district as defined by the development boundaries.

Policy GS2 indicates that outside the built-up areas of settlements new building will not be permitted unless it is on land identified for development or is in accordance with other specific policies.

Policy DC1 requires new development to be of a high design quality in terms of layout, scale, mass, height, detailing, materials to be used, and its relationship with adjoining buildings.

Policy DC3 requires the design and layout of new buildings and the spaces around them to be arranged to increase security and deter crime.

Policy DC4 confirms the need for public art to be provided in new residential developments on sites in excess of half a hectare.

Policy DC5 requires safe and convenient access and parking and suitable access from the public highway.

Policy DC6 requires hard and soft landscaping to protect and enhance the visual amenities of the site and surroundings and to maximise nature conservation and wildlife habitat creation. It also requires the protection of existing important landscape features such as trees.

Policy DC7 requires residential development to provide adequate provision for waste and recycling facilities.

Policy DC8 identifies the need for developments to make in-kind or financial contributions to local infrastructure to mitigate the impacts of new residents.

Policy DC9 seeks to ensure development will not unacceptably harm the amenities of neighbouring properties and the wider environment.

Policies DC13 and DC14 confirm the need for new developments to make provision for mitigating flood risk and surface water runoff.

Policy NE9 states that development in the Lowland Vale will not be permitted if it would have an adverse impact on the landscape, particularly on the long open views within or across and area.

Policy H15 refers to residential densities.

Policy H16 references the need for a mix of housing to meet local needs and for developments to incorporate a proportion of lifetime homes.

Policy H17 states 40% affordable housing will be expected and sets out criteria to ensure provision is tenure blind, of the right size and type and distributed evenly throughout the site.

Polices HE9-HE11 cover archaeology.

5.3 **Emerging Local Plan 2031 – Part 1**

The draft local plan part 1 is not currently adopted policy and this emerging policy and its supporting text has limited weight as per paragraph 216 of the NPPF. Greater

regard therefore is to be given to the NPPF in line with paragraph 14 and where relevant, the saved policies (listed above) within the existing Local Plan. The relevant policies are as follows:-

- 1 – Presumption in favour of sustainable development
- 3 – Settlement hierarchy
- 4 – Meeting our housing need
- 7 – Providing supporting infrastructure and services
- 20 – Spatial strategy for the Western Vale
- 22 – Housing mix
- 23 – Housing density
- 24 – Affordable housing
- 26 – Accommodating current and future needs of the ageing population
- 33 – Promoting sustainable transport and accessibility
- 35 – Promoting public transport, cycling and walking
- 36 – Electronic communications
- 37 – Design and local distinctiveness
- 38 – Design strategies for strategic and major development sites
- 39 – The historic environment
- 40 – Sustainable design and construction
- 41 – Renewable energy
- 42 – Flood risk
- 43 – Natural resources
- 44 – Landscape
- 45 – Green Infrastructure
- 46 – Conservation and improvement of biodiversity

5.4 **Supplementary Planning Guidance**

- Residential Design Guide – December 2009
- Sustainable Design and Construction – December 2009
- Open space, sport and recreation future provision – July 2008
- Affordable Housing – July 2006
- Flood Maps and Flood Risk – July 2006
- Planning and Public Art – July 2006

5.5 **National Planning Practise Guidance 2014 (NPPG)**

5.6 **Material Planning Considerations**

Vale of White Horse District Council Housing Land Supply Statement (August 2013)
As of April 2013 the Council had a supply of 3,470 homes deliverable within five years. Whilst this constitutes a five year supply including a five percent buffer, given the persistent under supply a 20% buffer is appropriate. With a 20% buffer the Council have 4.4 years supply (“Liverpool method” of housing land supply calculation). If the residual requirements are to be addressed within the next five years (the “Sedgefield method”), the district has 3.1 years of deliverable housing supply at April 2013.

Since the previous statement in July 2012 the Council have made significant progress in working towards restoring a five year supply of housing by allowing developments which accord with the key principles of the NPPF in terms of sustainability. In light of the recommendations of the Housing Land Supply Statement the council has sought to proactively address the shortfall by permitting developments which are considered sustainable and comply with the recommendations of the NPPF.

Oxfordshire Strategic Housing Market Assessment (SHMA)

This SHMA was prepared jointly between all the local authorities in Oxfordshire and the document was completed in April 2014. The SHMA identified an objectively assessed need (OAN) figure of 1,028 homes a year for the period 2011-2031.

In accordance with the Planning Practice Guidance, OAN figures identified through the SHMA are a material consideration until progress on the emerging Local Plan 2031 is at a sufficiently advanced stage to support planning decisions. However, it should be noted that any weight afforded to the OAN figures should also take into account the fact they have not been tested or moderated against relevant constraints. The housing target for the district over the emerging plan period is a matter that is properly determined through the plan making process and not through the assessment of planning applications.

Thus, it follows that the findings of the SHMA and the council's emerging local plan should carry equal, limited, weight at this time.

Written Statement made by the Minister of State for Housing and Planning (Brandon Lewis) on 28 November 2014

This statement states that due to the disproportionate burden of developer contributions on small scale developers, for sites of 10-units or less, and which have a maximum combined gross floor space of 1,000 sq.m, affordable housing and tariff style contributions should not be sought.

As this development will more than likely have a maximum floor space of over 1,000 sq.m the ministerial statement does not apply in this case, and as such Section 106 contributions and affordable housing will be sought.

6.0 PLANNING CONSIDERATIONS

Current policy position

- 6.1 This site is an unallocated site within the adopted local plan, therefore this scheme is contrary to Policies GS2 and H11 of the Local Plan, which restrict development on unallocated greenfield sites.
- 6.2 However, the adopted local plan is based on the now revoked structure plan housing numbers, which means that the adopted local plan is not addressing the most recent and robust objectively assessed need for growth, which is a requirement of the NPPF. As such, these policies do not plan for the current or future housing needs of the district and therefore are out of date in the context of the NPPF, in so far as they restrict housing development. Furthermore, these policies are also out of date in that the council cannot demonstrate a five year supply of deliverable housing sites.
- 6.3 Given the current policy context as set out above, the council must assess this application on its own merits.

Principle of development

- 6.4 At the heart of the NPPF is a presumption in favour of sustainable development. The NPPF is clear that council's should grant planning permission where the development plan is absent, silent or the relevant policies are out of date, unless any adverse impacts significantly and demonstrably outweigh the benefits of the proposed development when assessed against the policies of the NPPF as a whole.

- 6.5 Paragraph 47 of the NPPF confirms the need for a council to have a demonstrable five-year supply of housing land, with a 20% buffer to accommodate a persistent under-supply of housing land. It is well documented this council does not currently have this five-year supply and has historically under-delivered on housing. This lack of a five-year housing land supply requires some flexibility in line with the NPPF when assessing applications that do not accord with local plan policies.
- 6.6 This approach is necessarily for a limited time, and is aimed at identifying planning sites suitable to address the housing shortfall whilst meeting the relevant sustainability and design criteria of the NPPF.
- 6.7 It is clear this application is contrary to local plan policies GS2 and H11. However, whilst the council does not have a five-year housing land supply, these two policies are inconsistent with the NPPF. Therefore, the council must assess the proposed application on its site-specific merits and whether, under the NPPF, it is a sustainable form of development.

Location

- 6.8 The site is located immediately adjacent to the built up area of Harwell, and has reasonable access to the facilities that are required to define a sustainable community. The site is located around 400 metres from the Tyrrels Close bus stops in Harwell village, where direct inter-urban bus services can be accessed for journeys to Harwell Science Campus, to Wantage, Didcot, Milton Park, Abingdon and Oxford. In light of this the site is considered to be in a sustainable location.

Indicative layout

- 6.9 The NPPF is explicit in seeking a high quality outcome for good design in terms of layout and building form as a key aspect of sustainable development. Policy DC1 of the Local Plan seeks to ensure all new development is of a high quality design of appropriate size and scale to preserve the character of the area and protect local distinctiveness and character.
- 6.10 Although the application is at outline stage and layout is a reserved matter, it is important the indicative plan shows a layout that demonstrates this quantum of development can be accommodated on the site.
- 6.11 Policy H15 requires densities of at least 30 dwellings per hectare. Nine houses are proposed in this application, which equates to 29 dwellings per hectare. This is reasonably low, however when compared to the density of existing development in the immediate locality and due to the fact the site is adjacent to open land to the west, the provision of nine dwellings is considered to be the right quantum of development for this site.
- 6.12 Page 60 of the council's Residential Design Guide SPD states: *"The siting of buildings in relation to the street can have a significant effect on the success of a development. The most successful layouts have 'public fronts and private backs.'*" The illustrative layout proposes dwellings which all front a new access road, with gardens to the rear, in conformity with this aspect of the SPD.
- 6.13 The orientation and layout of the proposed dwellings is considered acceptable when balanced against the desire to have all dwellings facing the access road in order to create public fronts and private backs. All the dwellings will be dual aspect. Every dwelling has a private garden to the rear, and these range in size from approximately

40 square metres to 120 square metres, which is more than adequate. There is concern that the dwelling on plot 6 would overlook the private garden for plot 7, however it is understood the applicant is to amend the illustrative layout plan to address this issue. Members will be updated at committee.

- 6.14 Policy DC3 of the Local Plan requires that the design and layout of new buildings and the spaces around them to be arranged to increase security and deter crime. The supporting text states *“The principles of natural surveillance and territoriality are considered fundamental in preventing crime.”* The development is considered to accord with this policy as the dwellings face the access route to aid passive surveillance, and private rear gardens can be easily secured.
- 6.15 In terms of waste and recycling, the councils waste team has noted that properties should be planned so bins can be stored within the property boundary and be moved to the presentation point without the need to go up or down steps or through the property. Garden gates need to be wide enough to accommodate a standard 240 litre wheeled bin. Mid-terrace properties should either have access to rear gardens or enough space to the front to store a full set of bins. They also consider that as the proposed access road will remain private and the access is tight, a waste collection point next to the adopted highway should be provided. It appears that the illustrative layout plan can accommodate these requirements and it is noted that this issue will be assessed in more detail at reserved matters stage when layout is considered. Informatives and conditions are proposed to ensure that the requirements for waste collection are met. The waste team have also requested a Section 106 contribution of £170 per property, which is considered both reasonable and necessary.
- 6.16 The site is currently used as an informal route to the walkway to the west of the site, and both the Parish Council and local residents have expressed a desire to see this route maintained. It is considered that the provision of such a route through the site would be beneficial in site permeability terms. Officers have asked the applicant whether they would be willing to provide such a walkway however they are unwilling to do so. Officers consider that whilst regrettable, it is not possible to insist on such a footway through the site.
- 6.17 Overall, the indicative layout adequately demonstrates that nine units can be accommodated on site. The indicative layout and building form provided is acceptable subject to some minor repositioning of the dwelling on plot 6 as discussed above. Detailed design will be assessed at reserved matters stage. The proposal is therefore consistent with the objectives of Policy DC1 of the Local Plan, the Council’s adopted Residential Design Guide SPD, and Paragraph 64 of the NPPF.

Landscape impact

- 6.18 Paragraph 109 of the NPPF states *“The planning system should contribute to and enhance the natural and local environmental by: protecting and enhancing valued landscapes, geological conservation interests and soils”.*
- 6.19 Policy DC1 of the Local Plan seeks to ensure all new development is of a high quality design of appropriate size and scale to preserve the character of the area and protects local distinctiveness and character. Policy DC6 requires all proposals for development to include landscaping measures to protect and enhance the visual amenities of the site and retain existing important landscape features.
- 6.20 The site is identified in the adopted Local Plan as being within the Lowland Vale. Policy NE9 states that development in the Lowland Vale will not be permitted if it would have

an adverse impact on the landscape, particularly on the long open views within or across and area. As the site is directly adjacent to open countryside, this issue requires careful consideration.

- 6.21 The illustrative layout plan indicates that most of the existing vegetation on the site will be lost to make way for the development, including the innermost row of maturing Alder trees along the western boundary of the site.
- 6.22 The council's landscape architect and forestry officer have not objected in principle to the application, however the forestry officer has raised concern that the indicative layout shows the row of trees forming the internal line adjacent to the western boundary will be removed. These trees are considered to add depth to the boundary treatment and contribute to a linear woodland strip, and there is concern that if these trees are removed the tree cover will appear thin, have views through to the site and alter the character of this edge of village area contrary to local plan policy NE9.
- 6.23 Officers consider that the site layout would still work with the retention of these trees, as the orientation of the dwellings appears to have been considered in relation to the potential for shading. The applicant has agreed in principle to the retention of the trees, and it is understood that a revised illustrative layout plan will be provided to demonstrate this. A planning condition is recommended to require these trees to be retained, to ensure the retention of important landscape features and minimise the visual impact of the development in accordance with local plan policy NE9.
- 6.24 It is also recommended that a condition is imposed at reserved matters stage, when landscaping is assessed in detail, to ensure the site is adequately landscaped including new boundary planting to soften the impact of the development and provide screening to neighbouring properties.
- 6.25 Overall, the development is considered acceptable in landscape terms, subject to the retention of the trees along the western boundary. A condition should also be attached to any future reserved matters approval to ensure the site is adequately landscaped. The application is therefore consistent with the requirements of policies NE9, DC1 and DC6 of the adopted local plan.

Impact on residential amenity

- 6.26 Local Plan Policy DC9 states that development will not be permitted if it would unacceptably harm the amenities of neighbouring properties and the wider environment in terms of (amongst other things) loss of privacy, daylight or sunlight; dominance or visual intrusion. Local residents have raised concerns regarding loss of daylight and sunlight, impact on views and loss of privacy.
- 6.27 The council's residential design guide SPD stipulates that facing habitable rooms on upper floors should normally be at least 21 metres apart. The flank wall of the proposed dwelling at plot 9 is separated from the rear windows of 31 Orchard Way by approximately 18 metres, which does not comply with the 21 metre rule, however it is noted this is a flank wall and the applicant has confirmed that this wall will either have no windows or obscure glazed windows to non-habitable rooms. A condition is proposed accordingly to ensure there will be no undue overlooking to 31 Orchard Way. The flank wall of the proposed dwelling at plot 1 is separated from the rear windows of 33 Orchard Way by 21 metres, which just complies with the 21 metre rule set out in the SPD. It is also noted that the applicant has confirmed that this wall will also either have no windows or obscure glazed windows to non-habitable rooms and as this has been confirmed the condition will include this plot.

- 6.28 It is accepted that the development will result in some overlooking of the rear gardens of the adjoining sites, however overlooking to gardens is a consequence of many new developments and the impacts are not so great as to warrant refusal of the application. New planting can help to reduce the impact of new buildings, and this planting will be secured through the imposition of a landscaping condition at reserved matters stage.
- 6.29 Overall, whilst it is accepted that the proposed development will alter the outlook of the neighbouring properties, the scale and form of the new buildings is not considered over-dominant or visually intrusive and they would not cause an undue loss of daylight or sunlight. Any potential loss of privacy to 31 Orchard Way can be prevented through the imposition of a condition. The development therefore accords with policy DC9 of the adopted local plan, and the 'Residential Design Guide' SPD.

Affordable Housing and Housing Mix

- 6.30 The applicant has confirmed they are willing to provide 40% affordable housing as required by local plan policy H17. This equates to four dwellings (40% being 3.6 rounded up) of the units to be delivered as affordable. The council's housing section has suggested the following unit and tenure split:-

Rent

- 2 x 2 bed house (min 76 m2)
- 1 x 3 bed house (min 88 m2)

Shared ownership

- 1 x 2 bed house

- 6.31 The housing section has noted that whilst it is appreciated whilst the site layout is illustrative, the affordable units could occupy plots 1 - 3 and plot 7. Policy H17 requires that affordable housing should be evenly distributed throughout the site and indistinguishable from the market housing, and this spread of affordable units would achieve this requirement. The applicant has accepted this in principle and it is understood the illustrative layout plan will be updated to label these dwellings as affordable. Members will be updated at committee.
- 6.32 The illustrative layout provides for a mix of dwelling types, with the provision of 2 No. 2 bed houses, 3 No. 3 bed houses and 2 No. 4 bed houses. Whilst not in accordance with Policy H16, which requires 50% of new dwellings to have two bedrooms or less, it is noted that the council's housing section has raised no objection to the proposed mix, and the proposed range of unit sizes will provide for adequate choice for the current and future population.
- 6.33 Overall, the proposal is considered to provide for affordable housing in line with policy H17 of the adopted local plan, and the proposed mix of units, whilst not in accordance with policy H16, will still provide for adequate choice for the current and future population. A Section 106 to secure the affordable housing and the council's required tenure split will be required.

Transport and Highway Impacts

- 6.34 The application seeks approval for access, leaving all other matters for future reserved matters applications. The application proposes one access road into the development, via an existing council owned parcel of land between Nos. 31 and 33 Orchard Way.

- 6.35 The applicant has shown proposed visibility splays and servicing vehicle tracking on drawing JNY8144-01 dated 11/02/2014. The county council has assessed these details and consider them acceptable in principle, but the county council consider that further detail will be necessary at detailed design stage, including access arrangements for No.33 Orchard Way and associated vision splays, boundary treatment, parking bays adjacent No.26 Orchard Way, and other details including a service strip for No. 33 Orchard Way. Conditions are recommended accordingly.
- 6.36 The illustrative site layout plan indicates that approximately two parking spaces would be provided for each new dwelling. The county council has raised no objection in principle, but has noted that parking provision at detailed reserved matters stage will need to be in accordance with Oxfordshire county council's 'Parking Standards for new residential developments', and that it is particularly important the full parking levels are met, including unallocated spaces conveniently located/distributed for visitors, throughout the development. The county also note that the developer should provide facilities for cycles within each residential dwelling (e.g. within a garage or in a garden shed).
- 6.37 The parish Council and local residents have objected to the proposal on highway safety grounds and due to the loss of existing parking spaces that is likely to occur. They also consider the submitted Transport Statement to be flawed in terms of its traffic survey. In regard to these issues, whilst it is appreciated that the development may well result in some increased parking congestion along Orchard Way at certain times of the day, the county council has assessed the proposal and is satisfied that the impacts are acceptable subject to conditions. It is also noted that the transport and highways impacts of the development are not severe in the context of the NPPF.
- 6.38 In terms of site layout, the county council notes that internal site layout and access road should be designed in accordance with the principles in the document 'Manual for Streets', and taking account of the Oxfordshire county council parking guidance. Suitable turning provision for servicing/emergency vehicles, with associated swept paths will also be required at detailed design stage.
- 6.39 The County Council have requested developer contributions of £24,633 towards improved strategic transport infrastructure in the eastern part of Science Vale, and £7,155 towards development of the Science Vale public transport network, inclusive of routes through Harwell village. The county notes that the Science Vale bus network has been established as a costed and integral aspect of the Science Vale UK transport strategy, and that all developments in the Science Vale area are expected to contribute to the delivery of improved bus services on a fair and equitable basis.
- 6.40 Overall the transport and highway impacts are considered to be acceptable and in accordance with the NPPF, subject to the conditions and heads of terms requested by the county council.

Flooding and Drainage

- 6.41 Surface water is to be disposed of via a sustainable drainage system (SUDS), and the council's drainage engineer has raised no objection subject to a condition for details of the drainage system. Thames Water have been consulted and have no objection in terms of sewage infrastructure capacity and water infrastructure capacity. They have not suggested any conditions. Subject to a condition for details of site drainage strategy based on SUDS principles, the application is consistent with adopted Local Plan policies DC 13 and DC14.

Archaeology

- 6.42 The county council has responded to state that there is a substantial Iron Age and Romano British to the north. An archaeological field evaluation of the site was carried out on behalf of the applicant, and this has shown that the settlement extends into the application site. As such, conditions for an Archaeological Written Scheme of Investigation (WSI) followed by a staged programme of archaeological evaluation and mitigation are required to ensure that any impacts on archaeology are identified and mitigated. Subject to these conditions, the proposal accords with adopted local plan policy HE10 and the NPPF.

Ecology/Biodiversity Impacts

- 6.43 Paragraph 117 of the NPPF refers to the preservation, restoration and re-creation of priority habitats, whilst Paragraph 118 sets out the basis for determination of planning applications. Paragraph 118 states that “...if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused...”
- 6.44 The application is accompanied by an Ecological Assessment dated October 2014, which unsurprisingly identifies that the proposal, which involves removing most of the vegetation on site, could have a negative impact on birds, bats, badgers, reptiles, and invertebrates. That report makes a number of recommendations to mitigate or reduce the impact and a condition is proposed to ensure that these recommendations are followed in the development of a detailed scheme.
- 6.45 The Council's countryside officer has responded to state there are no over-riding ecological constraints, but that if there is no opportunity to mitigate the impacts on site then the council would be seeking compensation for the biodiversity losses. Officers consider that the impacts are unlikely to be able to be mitigated with the current site layout, and as such a condition relating to a biodiversity offsetting scheme is recommended to ensure that any net biodiversity losses on site are compensated for off-site. Subject to this condition and the condition for the recommendations of the Ecological Appraisal to be followed the development is considered acceptable with regards to Paragraph 117 of the NPPF.

Legal agreements

- 6.46 The proposal generates the need for the following in the form of developer contributions and other legal agreements. Discussions with the applicant regarding the contributions are ongoing.

County Council

- A Traffic Regulation Order (TRO) for junction protection – estimated cost £5,000.
- A developer contribution rate of £2,737.00 per dwelling, through a Section 106 agreement, towards improved strategic transport infrastructure in the eastern part of Science Vale. Total £24,633.
- A developer contribution of £795 per dwelling, through a Section 106 agreement, towards development of the Science Vale public transport network, inclusive of routes through Harwell village. Total £7,155.
- A Section 38 Agreement with LHA to adopt any proposed development as

- public highway.
- A Section 278 Agreement with the for off-site works on the highway to link into existing infrastructure, changes to existing on-street parking arrangements and any other mitigation works identified in the Non-Motorised Users Audit (NMUA) to be carried out by developer and subsequently agreed with and approved by the Local Highway Authority (LHA).
- Section 106 monitoring fee – to be advised.

District Council

- A Section 106 agreement to secure 40% affordable housing, with the following tenure mix: Rent - 2 x 2 bed house (min 76 m2), 1 x 3 bed house (min 88 m2), Shared ownership - 1 x 2 bed house
- A developer contribution of £170.00 per property towards waste collection and management. Total £1,530.
- Section 106 monitoring fee – to be advised.
- The Parish Council is seeking contributions as follows:-
 - £12,000 towards community facilities
 - £12,000 towards sports facilities
 - £2,000 to fund enhancements to church building.
 - £2,000 towards improvements to Royal British Legion club.
 - The Parish has also requested that an access through the site be maintained and captured through a legal agreement however the applicant has refused to provide such a walkway.

7.0 **CONCLUSION**

7.1 In light of the current shortfall in the council's five year housing supply and national guidance, it is considered that the application site has potential to be a sustainable location for housing. The development will not detract from the character of the area, and will not unduly harm residential amenity or highway safety. The development will provide for additional housing in an area with adequate access to local services and employment opportunities. It is therefore considered that the proposal amounts to sustainable development, in conformity with the NPPF and relevant development plan policies.

8.0 **RECOMMENDATION**

It is recommended that authority to grant planning permission is delegated to the head of planning in consultation with the chairman, subject to:-

i) A legal agreement with Oxfordshire County Council and the district council to secure the contributions identified in Section 6.46 above.

ii) Conditions as follows-

- 1. Outline approval commencement - three years.**
- 2. Approved plans.**
- 3. Sustainable Urban Drainage System (SUDS) compliant Drainage Strategy to be agreed.**
- 4. Travel Information Packs to be developed for each dwelling and approved in consultation with the county council before first occupation.**
- 5. Detailed internal layout to accord with OCC Manual for Streets principles, including servicing/emergency vehicle access/egress, and constructed to adoptable standards.**

- 6. Construction Traffic Management Plan to be agreed.**
- 7. Details of a waste collection point next to the adopted highway to be provided.**
- 8. Archaeological Written Scheme of Investigation (WSI).**
- 9. Staged programme of archaeological evaluation and mitigation following WSI.**
- 10. Recommendations set out within Ecological Assessment dated October 2014 to be followed.**
- 11. Non-Motorised Users Audit (NMUA) to be carried out and approved in consultation with the Local Highway Authority.**
- 12. Details of a biodiversity offsetting scheme.**
- 13. Both rows of trees along the western boundary of the site to be retained.**
- 14. First floor windows in eastern elevation of plots 1 and 6 to be obscure glazed and fixed shut to a height of 1.7 metres.**

Author Lisa Kamali
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Accommodation Schedule

- 2 No. 2 Bed Cottages
- 5 No. 3 Bed Houses
- 2 No. 4 Bed Houses



NOTES:
DIMENSIONS ARE TO BE CHECKED FROM THIS DRAWING.
ALL DIMENSIONS ARE TO BE CHECKED AGAINST ACTUAL DIMENSIONS BEFORE ANY WORK IS FABRICATED.
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REVISIONS		
Rev.	Date	Description

Client:
Mr R Womersley-Smith

Job:
Land to Rear of Orchard Way, Harwell

Drawing Title:
Illustrative Masterplan

Scale:
1:500 @A3
Date: Nov 14 Drawn By: JKJ Checked: SRJ

Drawing No: 2867.100 Revision:

PLANNING

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Harwell Parish Council response to P14/V2286/O Orchard Way

Objects

This application is difficult to review because it does not define how many houses are being proposed.

It is understood (needs OCC Highways to review and comment) that the junction and the access road is over engineered for access to a small number of houses. Hence there is a suspicion that this application is a “Trojan horse” and a subsequent application will open the way to a larger number of houses. This suspicion is encouraged by reference to the site HARW08 reviewed as part of the SHLAA.

If permission is granted it should be on the basis that access is only to this site with a stipulated maximum number of dwellings, and that the layout should prohibit the extension of any road on the site to land to the west of the site.

Provision of the junction to provide the means of access will involve the loss of several parking spaces. The surveys and observations in the Transport Statement are based on “favourable” time samples. A more rigorous analysis is required to demonstrate that any cars routinely parked cars can be displaced and moved to alternative locations. Analysis is also required of the number of vehicles using Orchard Way to drop-off and collection children from the Primary School. The Transport Statement does not provide sufficient data to assess the possible implications for congestion and child safety.

The junction and the loss of parking provision will have an immediate impact on the adjacent properties, #29 - #37. Most appear to have off-street parking with the exception of #33. Careful consideration must be given to the impact of the proposal on access and parking provision for #33.

S106 / Planning mitigation

There are several community projects in the village which will provide benefit to the residents of this proposal, without which the proposal would not provide a viable and sustainable community for its residents.

Details will be provided if it is likely that this application will be approved in its current form without provision of more details of possible housing numbers.

Harwell Parish Council response to P14/V2286/O Orchard Way

Revised, following submission of indicative plans

PC still Objects

This application is still difficult to review because, although an outline of housing layout has been submitted, this is only an indicative plan and may be subject to change at a future stage, and the suspicion remains that this application is a “Trojan horse” and a subsequent application will open the way to a larger number of houses. This suspicion is encouraged by reference to the site HARW08 reviewed as part of the SHLAA.

The indicative plans did not allow for any affordable housing, which is contrary to Vale policy.

If permission is granted it should be on the basis that access is only to this site with a stipulated maximum number of dwellings, and that the layout should prohibit the extension of any road on the site to land to the west of the site.

Provision of the junction to provide the means of access will involve the loss of several parking spaces. The surveys and observations in the Transport Statement are based on “favourable” time samples. A more rigorous analysis is required to demonstrate that any cars routinely parked can be displaced and moved to alternative locations. Analysis is also required of the number of vehicles using Orchard Way to drop-off and collection children from the Primary School. The Transport Statement does not provide sufficient data to assess the possible implications for congestion and child safety.

One survey, done by a neighbour to define a more realistic level of traffic during the peak hours of 0800-0900, highlights the large amount of pedestrian traffic going to the School.

The junction and the loss of parking provision will have an immediate impact on the adjacent properties, #29 - #37, and on those opposite #26-#30. Most odd numbers appear to have off-street parking with the exception of #33. Careful consideration must be given to the impact of the proposal on access and parking provision for #33, and on the parking spaces immediately opposite the proposed access road.

Investigation is also needed to review the status of the informal right of way used at the rear of the application site to provide a route through from the Primary School to the Recreation Ground. PC requests that the eventual layout takes this *de facto* right of way into account and continues to provide suitable access to the Recreation Ground for pedestrians.

PC also wishes to point out that the developer’s agent stated to the PC that the Vale itself owns the land which provides the access to the site. If the Vale sells that land it should take into account the impact that the development will have on its immediate neighbours and ensure that it sells for a price that can be used for the benefit of the immediate community. This is especially important if the site comes forward with less than ten houses, the threshold for S106 contributions.

S106 / Planning mitigation

There are several community projects in the village which will provide benefit to the residents of this proposal, without which the proposal would not provide a viable and sustainable community for its residents.

Details will be provided if it is likely that this application will be approved in its current form without provision of more details of possible housing numbers.

Agenda Item 11

Vale of White Horse District Council – Committee Report – 14 January 2015

APPLICATION NO.	P14/V2271/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	15.10.2014
PARISH	KENNINGTON
WARD MEMBER(S)	Ron Mansfield Jerry Patterson
APPLICANT	Mrs Seema Saini
SITE	18 Poplar Grove, Kennington, Oxford, OX1 5QW
PROPOSAL	Change of use from a single family dwelling to two self-contained flats (for two generations of the family) Rear single-storey extension. Rear and side dormers.
AMENDMENTS	None
GRID REFERENCE	452373/202061
OFFICER	Charlotte Brewerton

1.0 INTRODUCTION

1.1 This application comes to committee as Kennington Parish Council objects to the proposed development.

1.2 18 Poplar Grove is a semi detached family dwelling house situated in an established residential area in Kennington. A location plan can be seen attached at **Appendix A**.

1.3 The dwelling benefits from a large front driveway and long rear garden and is not situated within any designated area.

2.0 PROPOSAL

2.1 This application seeks planning permission to sub divide the property from a single dwelling house into two self contained flats with communal amenity space to the rear and off street parking to the front.

2.2 The proposal seeks one 2 bed flat on the ground floor, a single storey rear extension to increase the living accommodation and provide a kitchen and dining area and internal alterations.

2.3 A 3 bed flat is proposed on the first floor. The application seeks an extension over an existing flat roof side extension to create a kitchen and dining area and a side and rear dormer window to provide a staircase up to a third bedroom in the loft space. A new window is proposed in the side elevation of the dormer window to gain light to the new stairwell. Access to both units would be through the existing front door. Existing and proposed plans can be seen attached at **Appendix B**.

3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

3.1 Highways Liaison Officer (Oxfordshire County Council) – Holding Objection: Parking should have 4 off street spaces.

3.2 Kennington Parish Council – Object: Grounds of overdevelopment, parking and safety and design of alterations.

4.0 **RELEVANT PLANNING HISTORY**

4.1 [P06/V0222](#) - Approved (11/04/2006)
Erection of a single storey rear extension.

4.2 [P04/V0157](#) - Approved (29/04/2004)
Front, side and rear extension.

4.3 [P04/V0159](#) - Approved (16/03/2004)
Single storey side and rear extension.

5.0 **POLICY & GUIDANCE**

5.1 **Vale of White Horse Local Plan 2011 policies;**

DC1 - Design

DC5 - Access

H14 - The Sub-division of Dwellings

5.2 **National Planning Policy Framework (NPPF) 2012**

5.3 **National Planning Practice Guidance 2014**

5.4 **Residential Design Guide 2014 (draft currently out to consultation)**

5.5 **Residential Design Guide 2009**

6.0 **PLANNING CONSIDERATIONS**

6.1 The main issues in determining this application are

- i) The principle of sub-division in this location
- ii) The design of the proposed extensions
- iii) The impact of the extensions on surrounding amenity
- iiii) Parking provision

6.2 **Principle**

Policy H14 of the Local Plan states that sub division of properties to form additional dwellings will be permitted provided that i) the accommodation would be completely self-contained and have adequate living space, garden or private amenity space and car parking provision ii) it would not harm the character or appearance of the building or the surrounding area iii) and there would be no demonstrable harm to the occupiers of neighbouring properties.

6.3 The proposed sub division is located within a well established residential area. The proposal would provide two self contained units, communal garden space to the rear, which at present measures 28m deep, with side access from the front and adequate off street parking provision for 4 cars. Officer's are of the opinion that there would be no harm demonstrable harm to the occupiers of neighbouring properties and therefore the principle of sub division in this location is acceptable.

6.4 **Design**

A proposed single storey pitched roof extension is proposed and is similar in scale and design to that which already exists at the adjoining dwelling therefore considered to be acceptable.

6.5 The application property already has a single storey flat roof side extension which the proposal seeks to build upon. Although it would retain a flat roof element the extension would not be significantly detrimental to the character of the surrounding area to warrant refusal.

6.6 The rear and side facing dormer windows have been designed so at they would not engulf the roof slope, being set down from the ridge and up from the eaves and although of a fairly large size they are similar to other examples within the surrounding area. Furthermore, these extensions could be considered under permitted development should the property remain as a single dwelling house.

6.7 The Parish Council have commented on the development being top heavy and displeasing to the eye, however both additional structures are considered to be of an appropriate scale in relation to the size of the dwelling and similar examples exist in the surrounding area.

6.8 Therefore it is your officer's opinion that the proposed extensions and alterations would not be significantly harmful in terms of their size, scale, mass and appearance, being built of matching and appropriate materials, to warrant refusal based upon design.

6.9 **Amenity**

The proposed rear extension would have no impact upon adjacent amenity given its location, scale and orientation. The proposed rear facing dormer window would have views across the rear garden however this situation already exists therefore is not considered to be anymore harmful than the current situation.

6.10 There is a side facing dormer window proposed for the new stairwell. This would face the neighbouring property, Number 16, however it would look onto their roof slope and it is considered that there would be no overlooking or loss of privacy.

6.11 **Parking provision**

The applicant has provided a parking layout plan to address the Highways officer's comments. However his further comments are awaited. These will be updated at the meeting.

7.0 **CONCLUSION**

7.1 Subject to the removal of Oxfordshire County Council Holding objection, for the reasons outlined above I am satisfied that there would be adequate communal amenity space and parking area to successfully sub divide the property. The proposed alterations and extensions are not considered to result in significant harm to the amenity of the neighbouring properties nor demonstrable harm to the surrounding area in accordance with the Local Plan and National Planning Guidance.

8.0 **RECOMMENDATION**

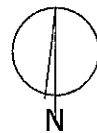
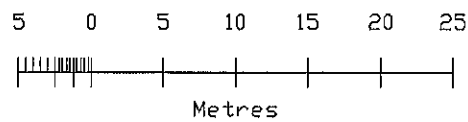
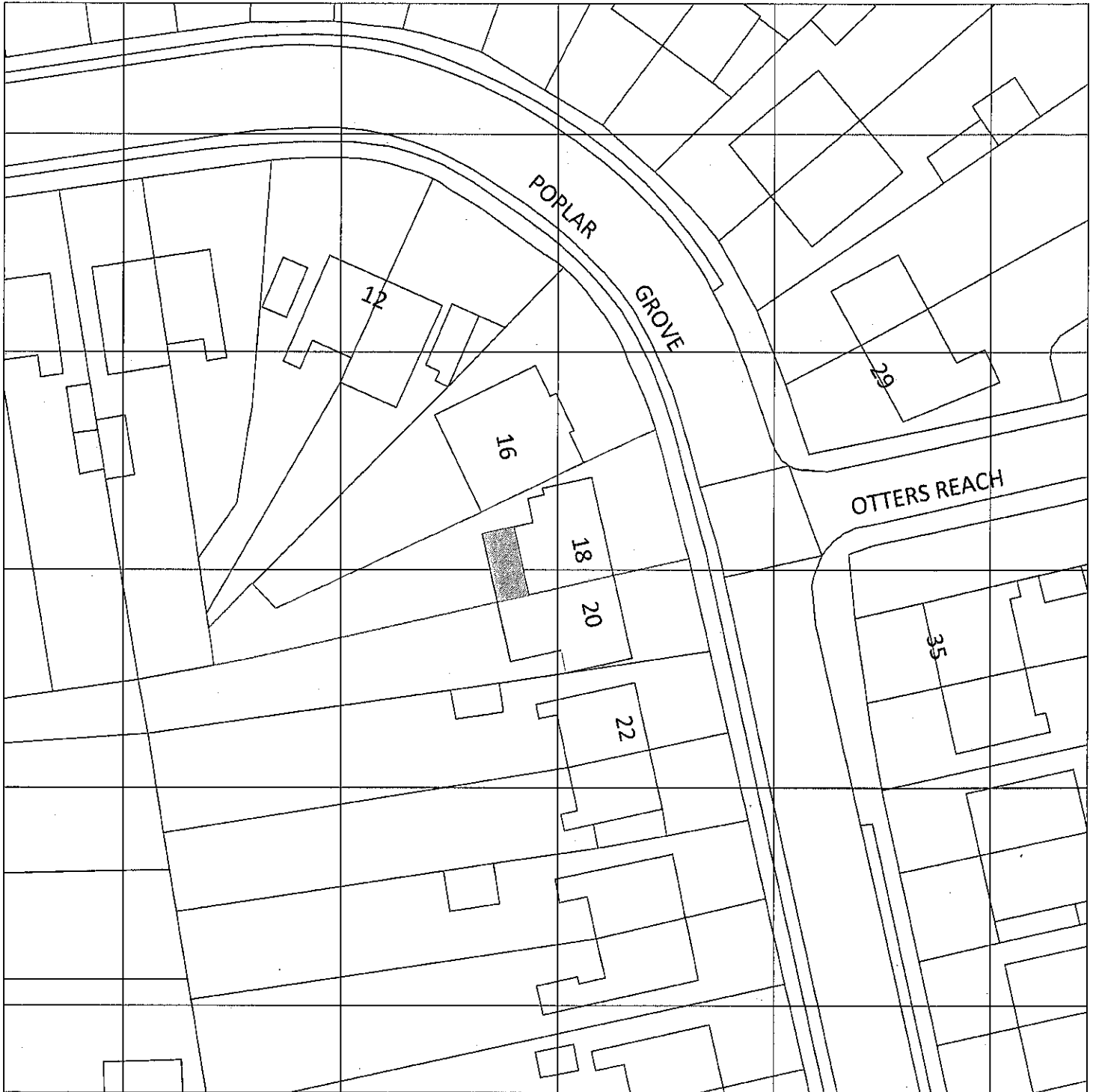
8.1 **To grant planning permission, subject to the following conditions:**

8.2 **1 : TL1 - Time limit - full application (full).**

2: MC3 - Materials in accordance with application (full).

3 : HY7[1] - Car parking (full).

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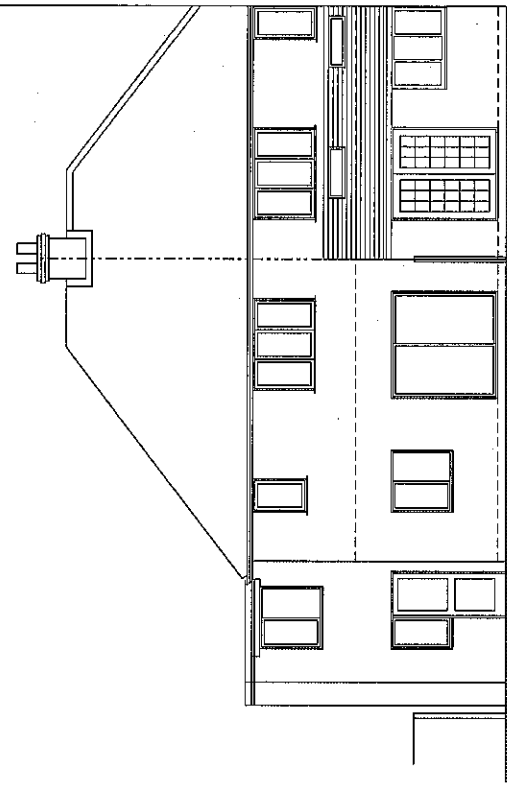


APPENDIX (A) P14/V2271/FUL.

PROJECT 14/002:
18 POPLAR GROVE
KENNINGTON
OXFORD OX1 5QW

ISSUED FOR PLANNING
SITE LOCATION PLAN
SCALE 1:500 @A4
BLO-001

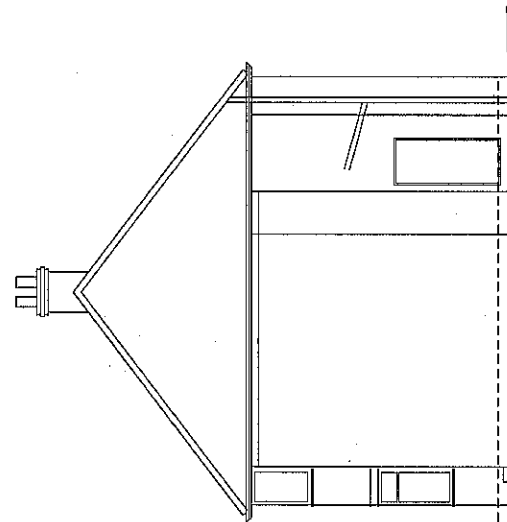
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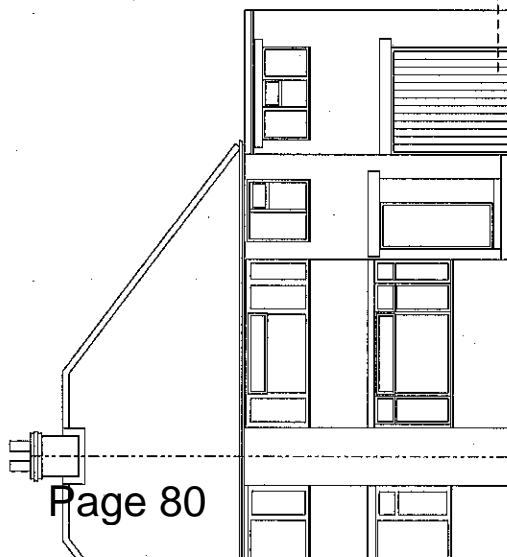
NO. 20

NO. 18

REAR ELEVATION AS EXISTING



SIDE ELEVATION AS EXISTING



NO. 18

FRONT ELEVATION AS EXISTING

NO. 20

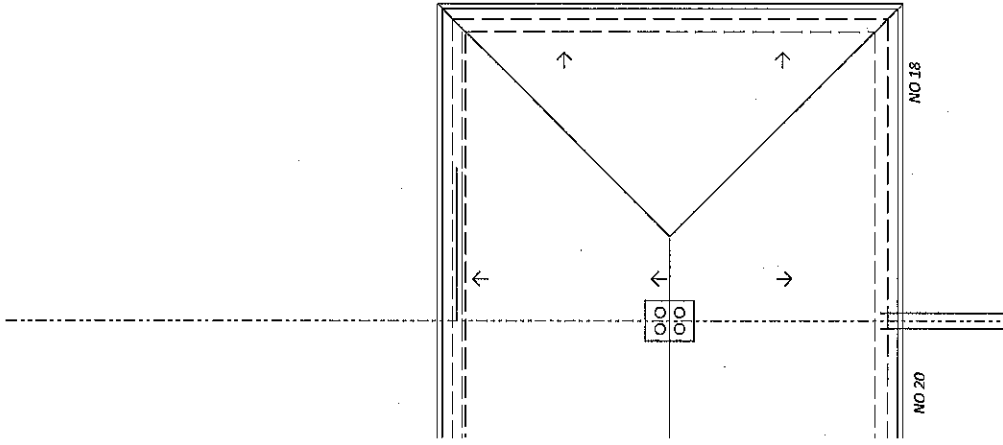


Existing Plans APPENDIX B P14/V2271/FUL

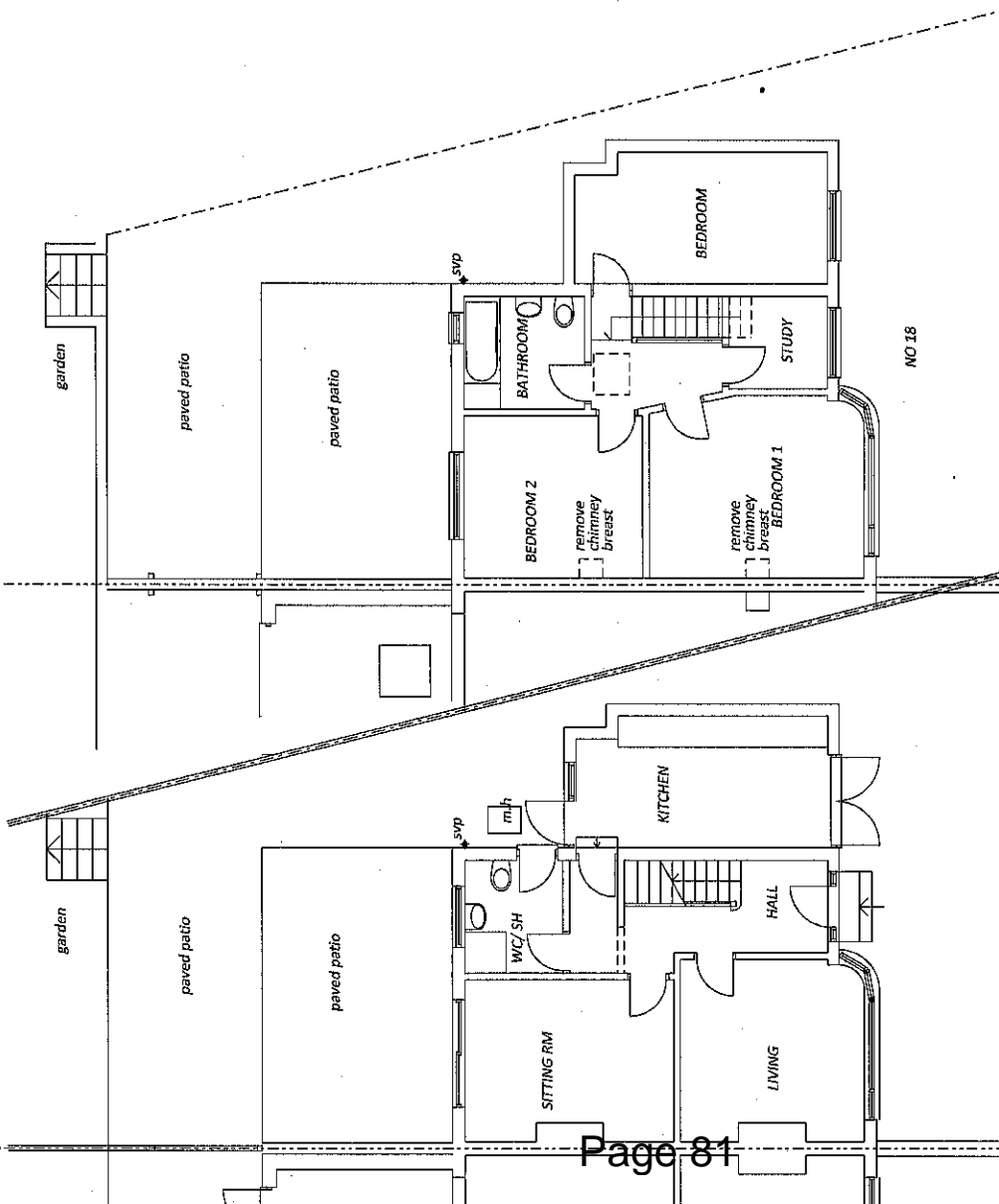
Wanda Kemp-Welch Chartered Architect
 29 Norham Road, Oxford OX2 8SQ
 T: 01865 515229 W: www.wandakempwelcharchitect.co.uk
 E: info@wandakempwelcharchitect.co.uk

DRG NO 3
 ELEVATIONS AS EXISTING
 SCALE 1:100 @ A3
 Date 05/10/2014

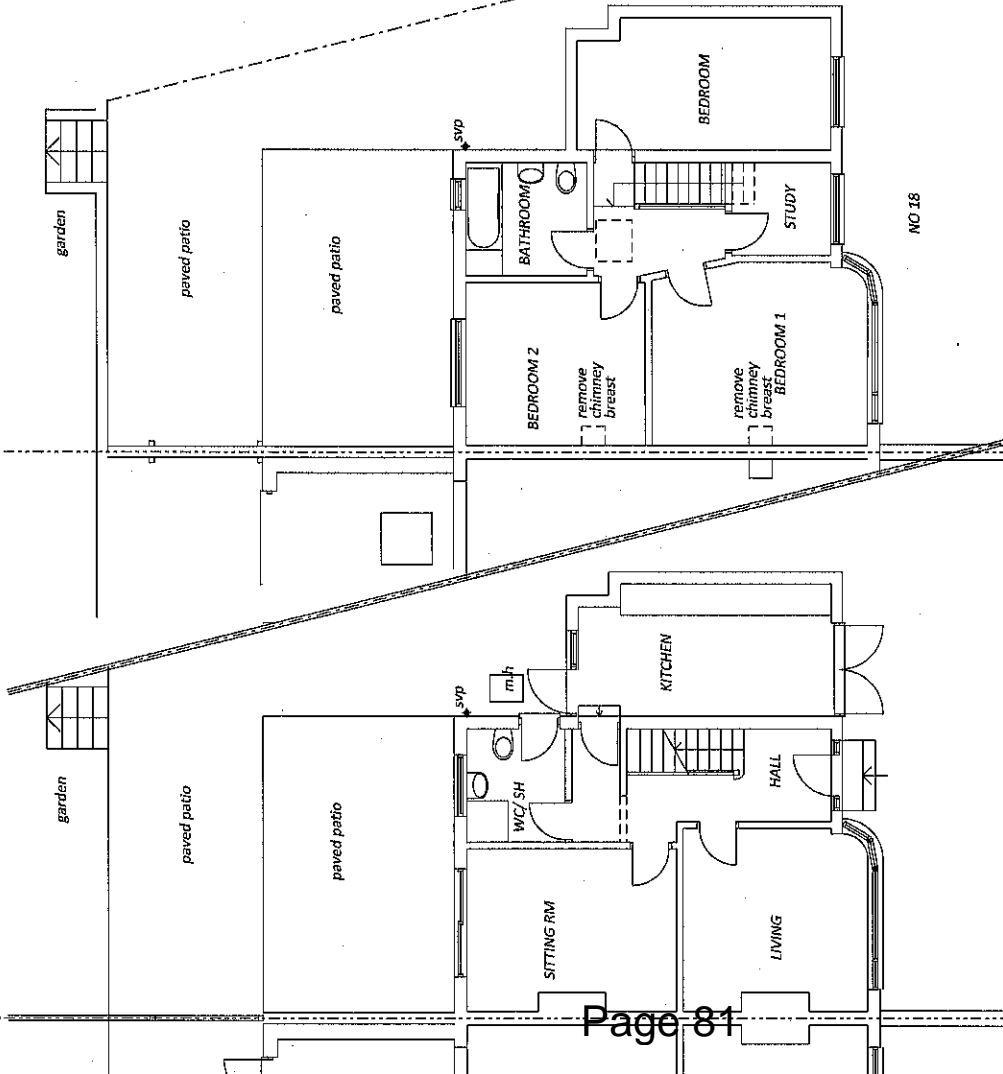
Project no 14/002
 Mrs. Seema Saini
 18 Poplar Grove
 Kennington, Oxford OX1 5QW



ROOF PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN

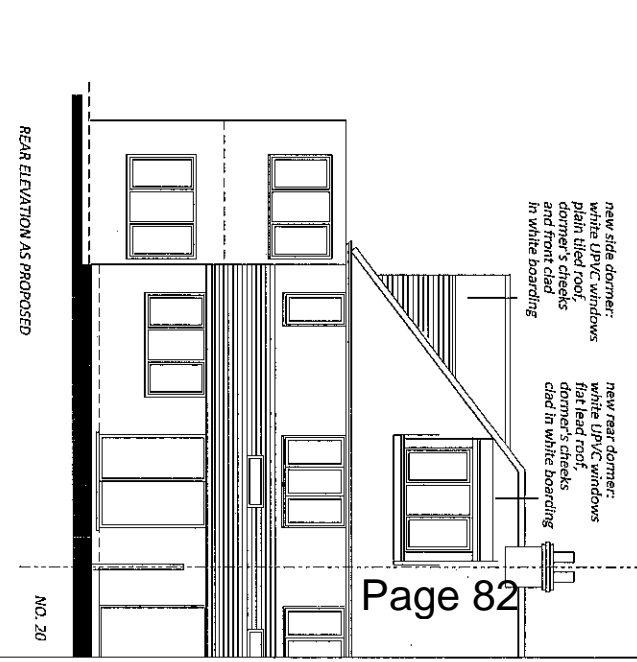
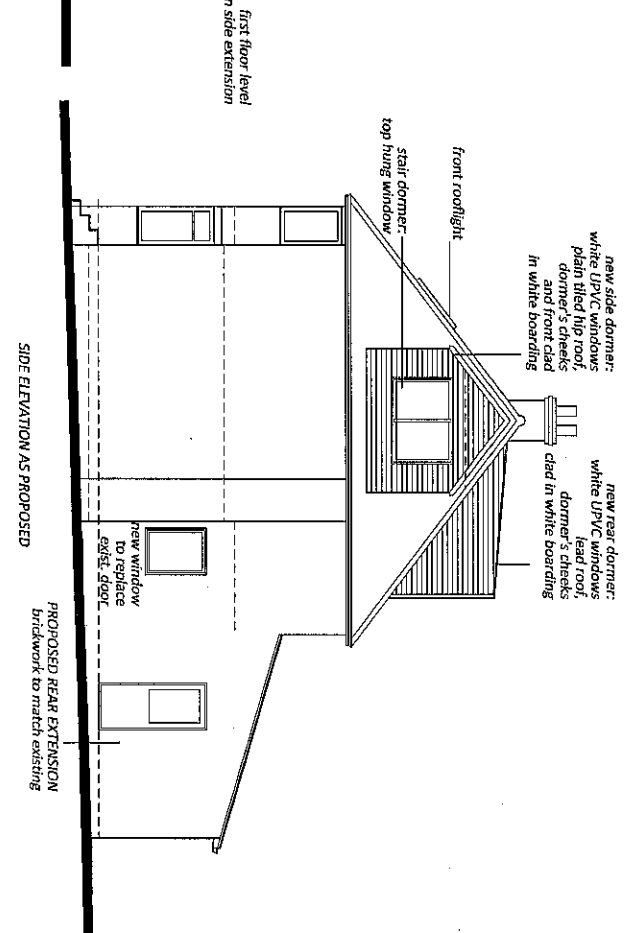
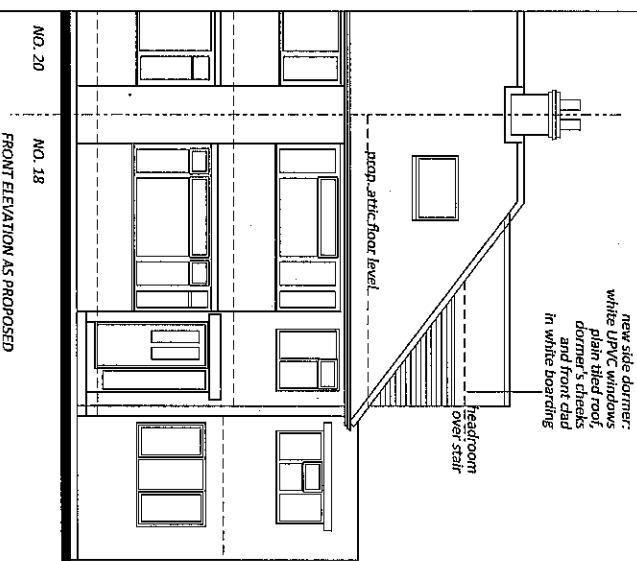
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Existing Plans Appendix B P14/V2271/FUL



ISSUED FOR PLANNING
 DRG NO 1: PLANS AS EXISTING
 SCALE 1:100 @ A3
 Date 05/10/2014

Project no 14/002
 Mrs. Seema Saini
 18 Poplar Grove
 Kennington, Oxford OX1 5QW



NO. 18
FRONT ELEVATION AS PROPOSED

NO. 20
SIDE ELEVATION AS PROPOSED

NO. 20
REAR ELEVATION AS PROPOSED

PROPOSED PLANS

APPENDIX B

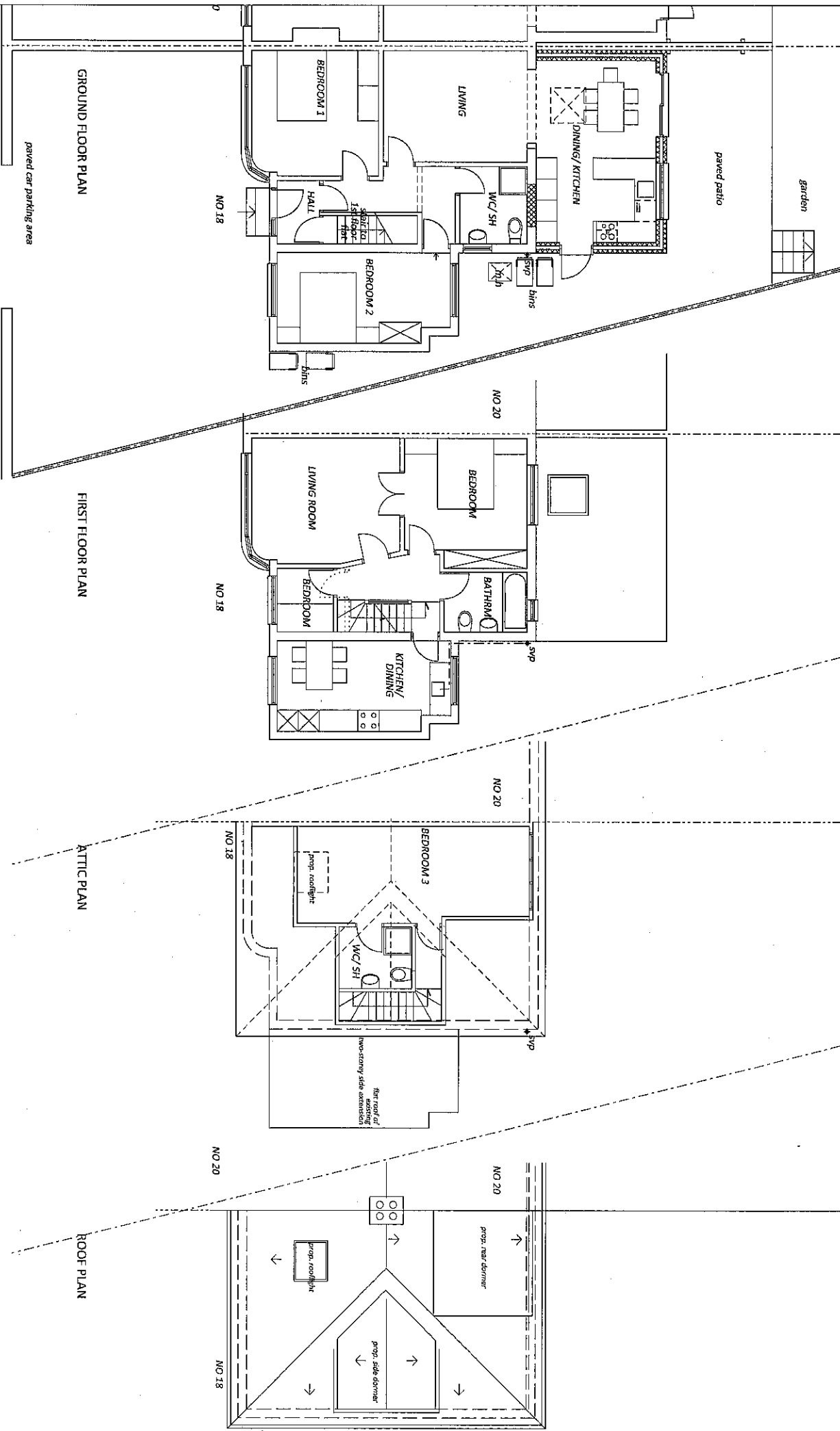
P14/V2271/FUL

Project no 14/002
Mrs. Seema Sahni
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Kennington, Oxford OX1 5QW

ISSUED FOR PLANNING
DRG NO 4: ELEVATIONS AS PROPOSED
SCALE 1:100 @ A3
rev. A 15/10/2014



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PROPOSED PLANS APPENDIX B P14/V2271/FUL.

Project no: 14/002
 Mrs. Seema Sahni
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 Kennington, Oxford OX1 5QW

ISSUED FOR PLANNING
 DRG NO 3: PLANS AS PROPOSED
 SCALE 1:100 @ A3
 REV. A 15/10/2014



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Agenda Item 12

Vale of White Horse District Council – Planning Committee – 14 January 2015

APPLICATION NO.	P14/V2505/HH
APPLICATION TYPE	HOUSEHOLDER
REGISTERED	03/11/2014
PARISH	KENNINGTON
WARD MEMBER(S)	Jerry Patterson, Ron Mansfield
APPLICANT	Ms Megan Morys
SITE	21 Bagley Close, Kennington
PROPOSAL	Rear single and two storey extension
AMENDMENTS	None
GRID REFERENCE	452039/202425
OFFICER	Martin Deans

SUMMARY

The application comes to committee because Kennington Parish Council objects.

The proposal has been designed to address reasons that led to a dismissed appeal earlier in 2014. The proposed extensions have been reduced in size and re-designed. The main issues are:-

- The impact on the character and appearance of the area, particularly the space between the dwelling and its neighbour, and the design of the extension
- The impact on neighbours, particularly the side facing kitchen window in no.19 Bagley Close

Due to the changes made to the scheme from that which was dismissed at appeal the impacts are considered to be acceptable and the recommendation is to grant planning permission.

1.0 INTRODUCTION

1.1 The application site is a semi-detached house that forms part of a crescent of residential development at the end of Bagley Close. A site location plan is **attached** at appendix 1. The application site forms part of five pairs of semi-detached houses that form the crescent. Each pair is set at an angle to each neighbouring pair, with the front walls being closer than the rear walls. There is a local slope that falls down towards the east.

2.0 PROPOSAL

2.1 The application has been submitted following a dismissed appeal for a proposed extension to the house. The appeal was dismissed on 23 September 2014 and the appeal plans and appeal decision are **attached** at appendix 2. The current proposal is materially smaller in floor area than the appeal scheme. It comprises a single storey and two storey rear and side extension to provide a kitchen a dining room at ground floor and a bedroom, bathroom and en-suite at first floor. The front wall of the side extension will be set back behind the main front wall of the house by 6.5 metres. The rear extension has been designed to comply with the council's 40-degree rule. As in the appeal scheme the existing single storey detached garage that lies to the side of the house will be removed. The current plans are **attached** at appendix 3.

3.0 CONSULTATIONS & REPRESENTATIONS

3.1 **Kennington Parish Council** – objects for the reasons **attached** at appendix 4.

Local Residents – One round robin letter of objection, signed by six local residents, and one individual letter of objection, have been submitted stating that the issues that led to the appeal dismissal still apply. One letter of support and one letter stating no objections have also been submitted.

4.0 **RELEVANT PLANNING HISTORY**

4.1 P14/V0533/HH – Rear single storey and two storey extension – Appeal dismissed (23/09/2014)

5.0 **POLICY & GUIDANCE**

5.1 The National Planning Policy Framework, 2012, replaced all previous PPG's and PPS's and introduced the presumption in favour of sustainable development.

5.2 The National Planning Practise Guidance, 2014, supplements the NPPF.

5.3 The adopted Vale of White Horse Local Plan 2011 contains the following relevant policies:-

DC1 – Design

DC5 – Highway safety

DC9 – Impact on neighbours

6.0 **PLANNING CONSIDERATIONS**

6.1 The main issues are, first, the impact on the character and appearance of the neighbourhood; second, the impact on neighbours; and third highway safety. With regard to the first issue the appeal inspector identified the positive attributes of the locality to be the regularity of the spacing between the houses in the crescent and the simple design of the houses themselves (paragraph 4 of the decision letter). He considered that the appeal scheme would have largely filled the space between the flank wall of no.21 and the common boundary with no.19, and that the relatively complex form of the proposed roof, together with the relative size of the extension, did not respect the simple form of the house, or its scale (paragraph 5).

6.2 The current proposal has sought to address the inspector's concerns, The proposed extension is materially smaller in size than the appeal scheme, and the front wall of it has been set back significantly behind the front wall of the house – in fact almost as far back as the rear wall of the house. Therefore almost all of the space between the flank wall of the house and the boundary will remain. The design of the main roof has been simplified so that, from the front and side, there is one simple eaves line that coincides with the eaves of the main roof. This design has been amended slightly since originally submitted and has been further improved. These elements mean that, due to the angled layout of the houses, the extension will be less obvious in views from the street, and where it is seen, it will clearly be a recessive element that does not intrude into the space between the houses themselves. The simpler, hipped roof design also pays more respect to the simple form of the house. Officers consider that the changes have been successful in addressing the concerns of the inspector.

6.3 The second issue is the impact on neighbours. The impact on the attached neighbour, no.23, has been tackled through ensuring that the design of the extension complies with the council's adopted 40-degree rule. With regard to this neighbour, the proposal therefore meets the council's adopted standard. The other, unattached neighbour, no.19, has a ground floor kitchen window that faces the application site and is the sole window to the kitchen. In his decision the inspector considered that the extension pro-

proposed at appeal would cause harm to the neighbour through loss of light to, and loss of outlook from, the kitchen window.

- 6.4 The element of the appeal scheme that was closest to the neighbour's kitchen window, the two storey element containing the garage and bedroom over, has been deleted from the current proposal. The impact of this element on the kitchen window was enhanced by its position relative to that of the existing garage that is to be removed. The garage is a significant component in the existing outlook from the kitchen window and the original, two storey element sat almost entirely in front of the garage. Consequently the impact of the element on the window was significant.
- 6.5 With this two storey element removed the proposed extension will now lie in the same area as the existing garage, when viewed from the window, but its closest corner would be approximately 1.5 metres further away and the main wall set at a much greater angle. The kitchen window is side facing, and cannot be afforded the same degree of protection as a front- or rear-facing window. Consequently, when compared to the impact of the existing garage, the impact of the extension as now proposed, with the two storey front element deleted, will not be enough to warrant refusal of the application.
- 6.6 The proposal includes a bathroom window in the side elevation facing no.19. This window will be obscure glazed with top-hung opening windows. This will prevent any harm from overlooking of the neighbour.
- 6.7 The attached neighbour, no.23, lies to the south-west of the application site. The closest part of the proposal to this neighbour is the proposed single storey extension along the boundary. It is similar in size to the one contained in the appeal scheme, to which no objection was raised by the inspector. The first floor element of the extension has been designed to meet the council's 40-degree rule and also has an acceptable impact.
- 6.8 With regard to highway safety, there is space on the site to park three cars. The extensions would provide four bedrooms and the car parking provision is considered to be acceptable.

7.0 CONCLUSION

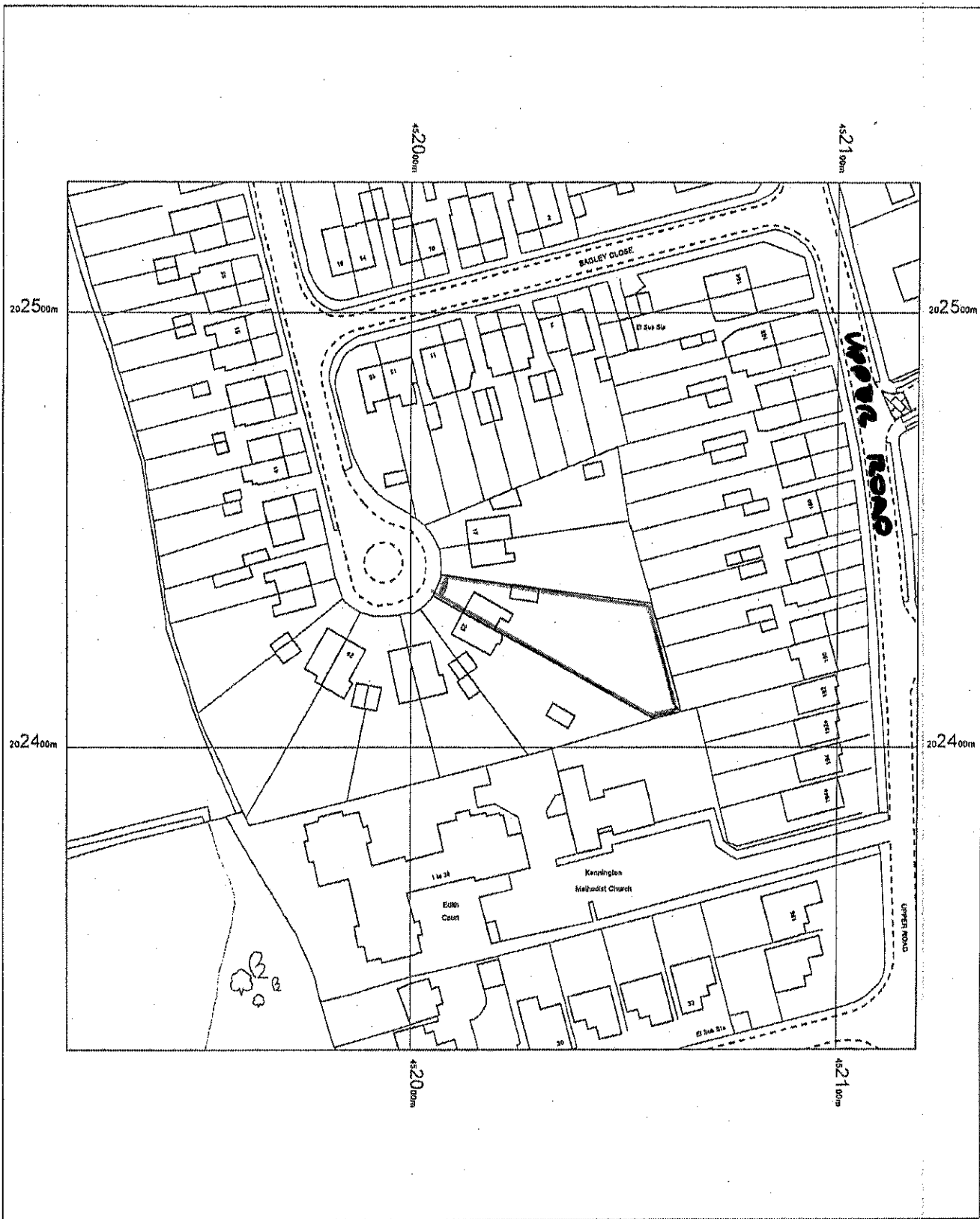
- 7.1 The size and design of the proposed extension is sympathetic to the scale and design of the existing house. There will be no harm to neighbours from either loss of light or overlooking. Access and parking are also acceptable. The proposal therefore accords with the relevant policies of the adopted Vale of White Horse Local Plan 2011, and to the NPPF.

8.0 RECOMMENDATION

To grant planning permission subject to the following conditions:-

- 1. TL1 – Time limit.**
- 2. PL002 – Application plans.**
- 3. RE1 – Materials to match.**
- 4. RE28 – Obscure glazing (opening).**
- 5. HY7 – Car parking.**

Author / Officer: Martin Deans
Contact number: 01235 540350
Email address: martin.deans@southandvale.gov.uk

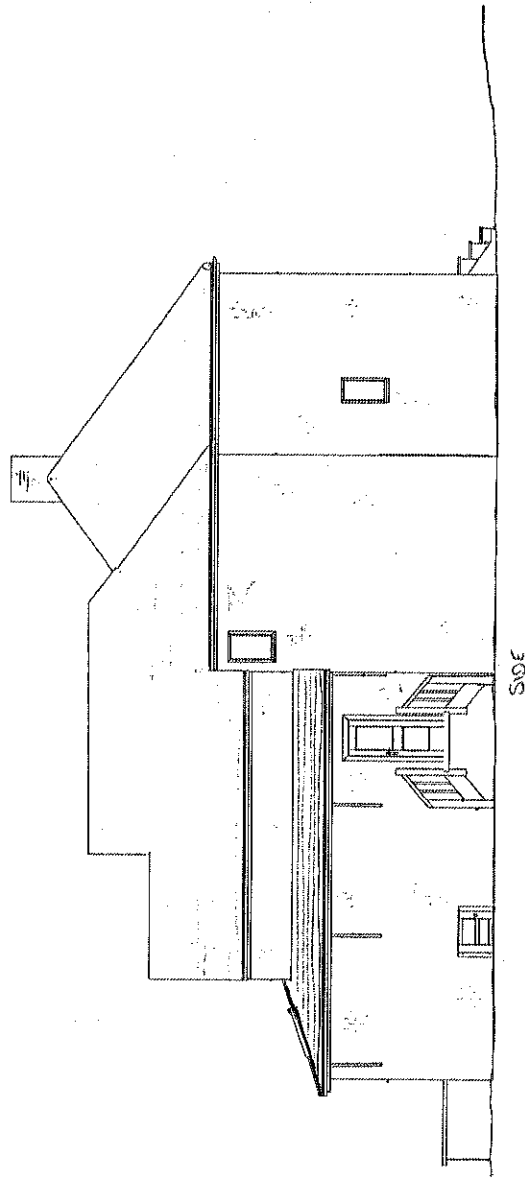
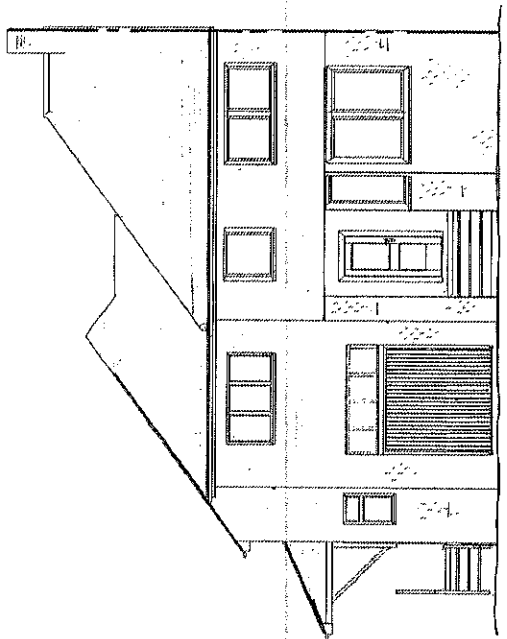


21 Bagley Close,
 Kennington,
 OX1 5LS

OS MasterMap 1250/2500/10000 scale
 16 January 2014, ID: BW1-00288118
www.blackwellmapping.co.uk
 1:1250 scale print at A4, Centre: 452019 E, 202430 N
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www.blackwellmapping.co.uk
 TEL: 01865 333 877
maps.oxford@blackwell.co.uk



Apex Construction

3 St Swifburys road

Owner:

21 Badley Close, Kemington, Oxford

Project: Proposed rear single storey extension and side two storey

Proposed amendments

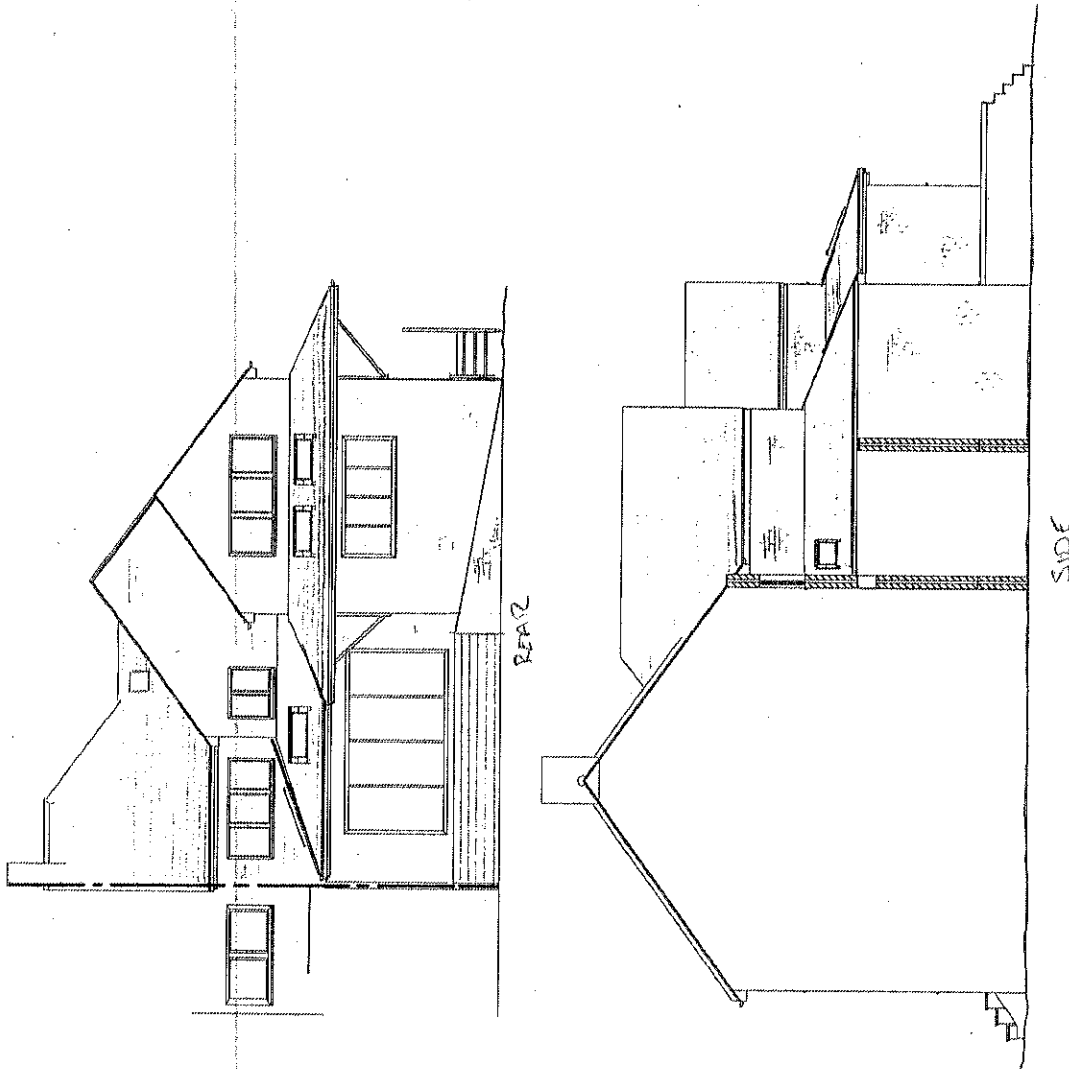
Component: Section

Note:

Plan-No: 10

Scale: 1 : 100

Date: 22/05/2014



Apex Construction

3 St Swithuns road

Owner:

21 Bagley Close, Kennington, Oxford

Project:

Proposed rear single storey extension and side two storey

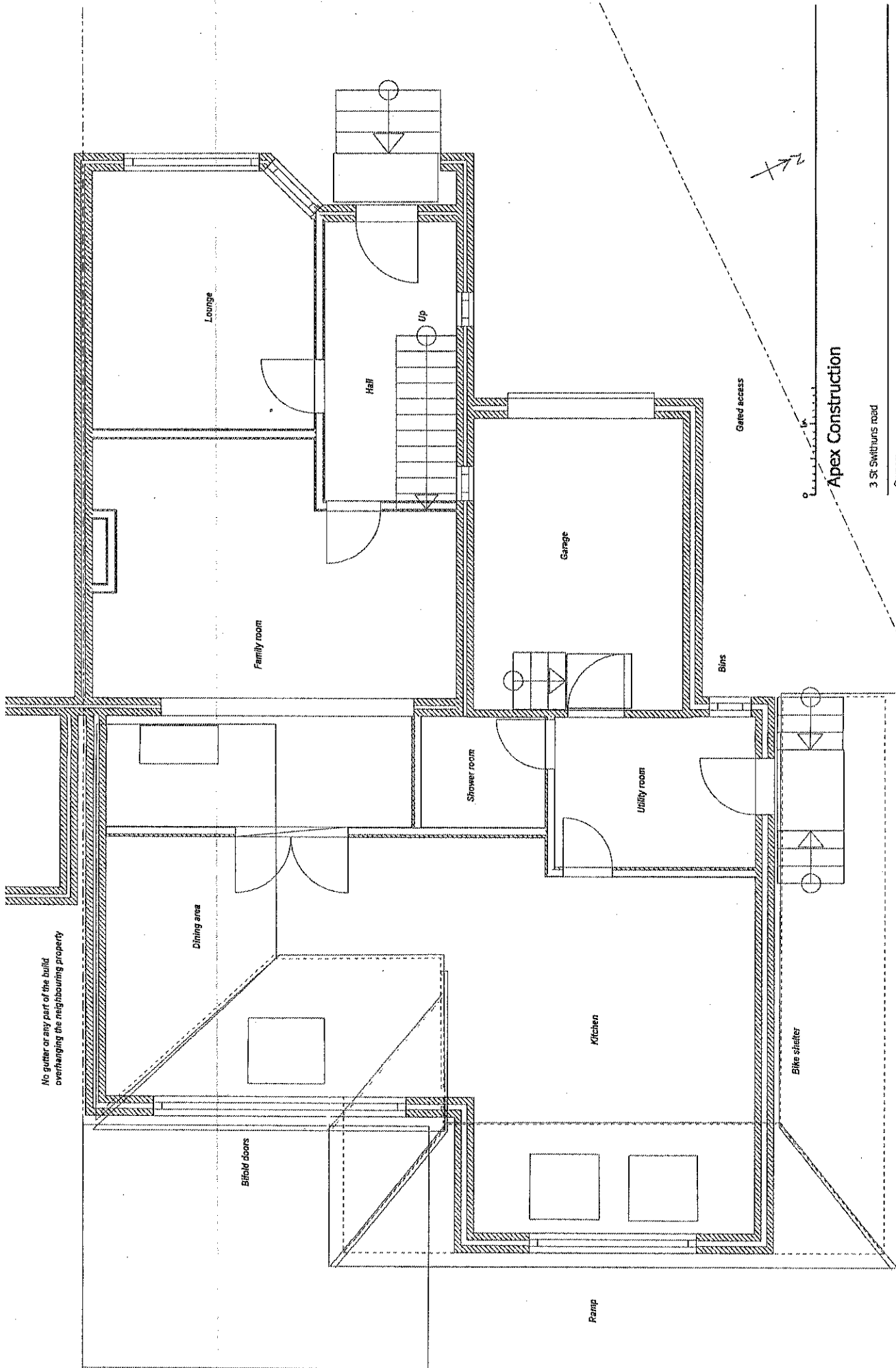
Component:

Proposed amendments

Note:

Section

Plan-No.: 11 Scale: 1:100 Date: 22/05/2014



No gutter or any part of the build overhanging the neighbouring property

Apex Construction

3 St Swithuns road

Owner:

21 Bagley Close, Kennington, Oxford

Project: Proposed rear single storey extension and side two storey

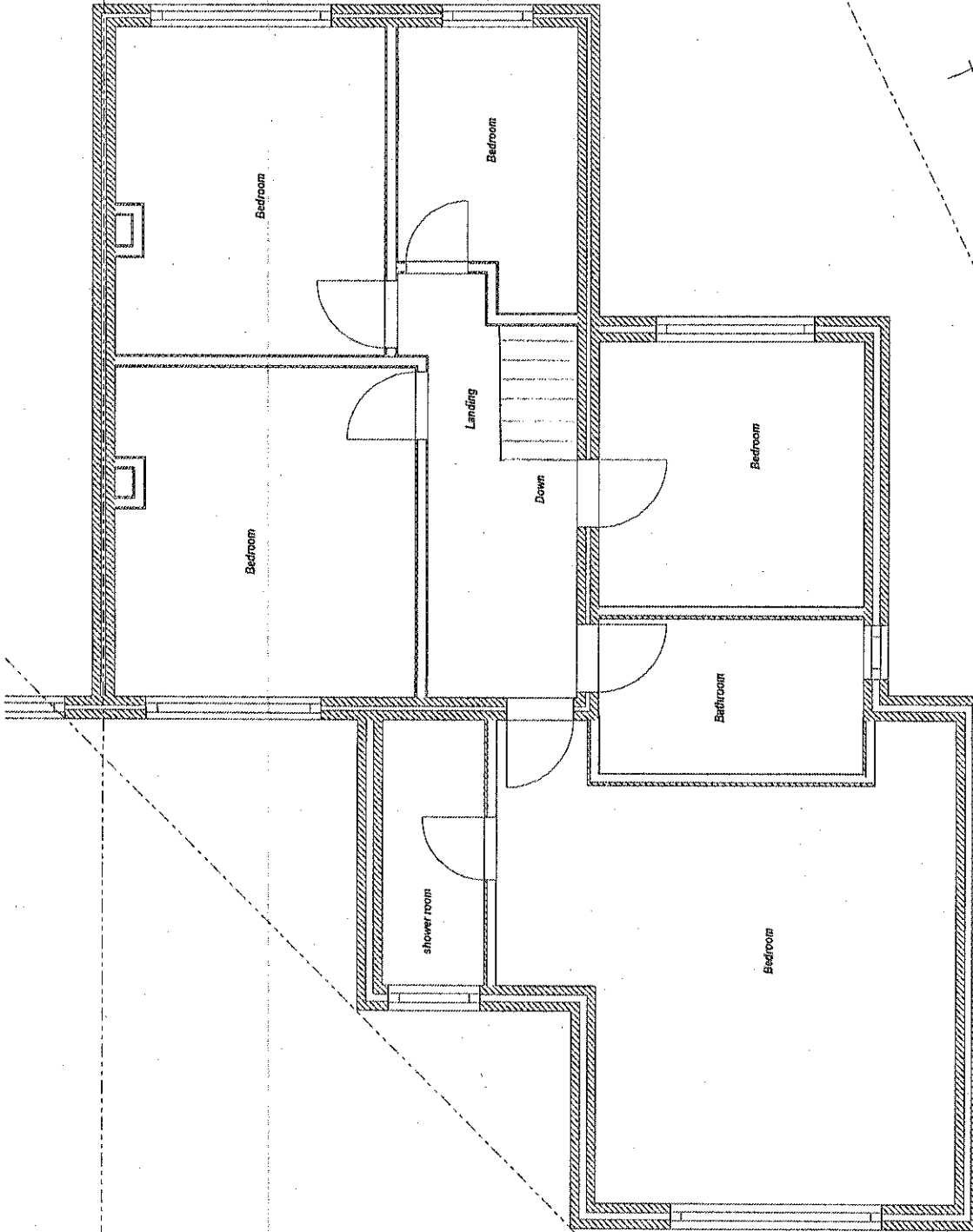
Proposed amendments

Component: Ground floor

Note: Plan-No.: 7

Scale: 1 : 50

Date: 22/05/2014



0 1 2 3 4 5 6 7 8 9 10

Apex Construction

3 St. Swithuns road

Owner:

21 Bagley Close, Kennington, Oxford

Project: Proposed rear single storey extension and side two storey Proposed amendments

Component: 1. Upper floor

Note: Plan No.: 8 Scale: 1:50 Date: 22/05/2014

Appeal Decision

Site visit made on 15 September 2014

by **S Poole BA(Hons) DipArch MPhil MRTPI**

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 23 September 2014

Appeal Ref: APP/V3120/D/14/2222578

21 Bagley Close, Kennington, Oxford OX1 5LS

- 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 Ms Megan Morys & Mr Wakefield Carter against the decision of Vale of White Horse District Council.
 - The application Ref P14/V0533/HH was refused by notice dated 19 June 2014.
 - The development proposed is the erection of a single storey rear extension and a two storey side extension.
-

Application for Costs

1. An application for costs has been made by Ms Megan Morys & Mr Wakefield Carter against Vale of White Horse District Council. This is the subject of a separate decision.

Decision

2. The appeal is dismissed.

Main Issues

3. The main issues in this case are the effects of the proposal on: (i) the character and appearance of the host property and the surrounding area; and (ii) the living conditions of occupiers of 19 Bagley Close, with particular regard to natural light and outlook.

Reasons

Character and appearance

4. The appeal property is a 2-storey semi-detached house with a garage to the side. It forms part of a group of 5 pairs of houses laid out in a crescent form at the end of a residential street which comprises further semi-detached houses. The pairs of properties have a simple form and hipped roofs and are essentially identical in design. The gaps between semi-detached pairs, which are predominately occupied by garages set back behind the main frontages, contribute to the planned and uniform appearance of the street scene. The gaps and the simple and uniform appearance of the properties and street scene are matters to which I attach significant weight.
 5. The proposal would include a 2-storey side addition which would occupy a large proportion of the gap between the existing flank wall of the house and the
-

boundary shared with 19 Bagley Close. In my judgement, due to its height, bulk and siting this addition would be disproportionate in scale to the host property and would have an unacceptable effect on the relatively uniform appearance of the street scene. In addition, the complex arrangement of gables and projecting roofs at the rear and side of the proposal would not reflect, and therefore have an unacceptable effect on, the simple form and appearance of the host property and the pair of which it forms part.

6. Whilst I note that there are examples of 2-storey side extensions in the area, none are directly comparable to the proposal before me. The additions at 17 and 32 Bagley Close are smaller than the appeal proposal and the former is at the end of a group and does not therefore infill a gap between semi-detached pairs. Likewise, the large addition to the side of No. 133 is at the end of a street.
7. Reference has also been made to a recent planning permission granted for a 2-storey side and rear extension at 22 Meadow View Road, full details of which are not before me. Unlike the appeal proposal, this scheme would be located on the inside of a shallow bend in a street rather than in a formally laid out crescent. As each case must be considered on its individual merits having regard to its specific context, I attach limited weight to the examples of existing and recently approved side extensions referred to by the appellant.
8. For the reasons set out above the proposal would have an unacceptable effect on the character and appearance of the host property and the surrounding area. It therefore fails to comply with Policy DC1 of the White Horse Local Plan 2011 (LP) which seeks high quality design that makes a positive contribution to the character of the locality and takes into account local distinctiveness. It is also contrary to the aims of the Vale of White Horse Residential Design Guide (2009) which recognises that gaps between dwellings can make an important contribution to the character of an area.

Living conditions

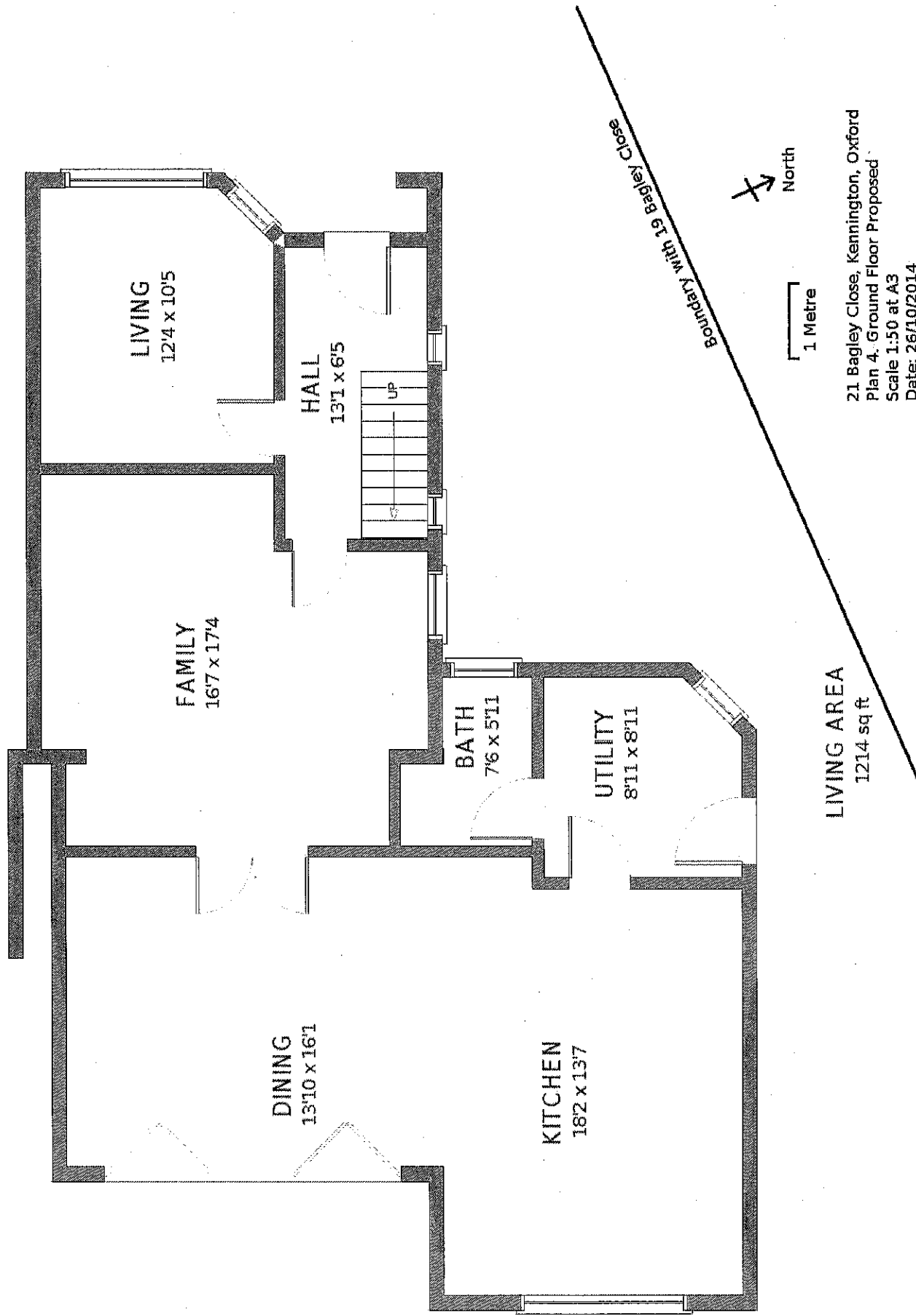
9. The proposal would result in a significant increase in the height and bulk of development within close vicinity of the flank elevation of No. 19, which contains a window at ground floor level. This window provides the sole source of natural light to, and outlook from, a kitchen. Due to its height, bulk and siting the proposal would severely reduce natural light to, and outlook from, this room which would have an unacceptable effect on the living conditions of the occupiers of this property.
10. For these reasons the proposal fails to comply with LP Policy DC9 which states that development will not be permitted if it would unacceptably harm the amenities of neighbouring properties.

Conclusion

11. For the reasons set out above, and having regard to all other matters raised, I conclude that the appeal should fail.

S Poole

INSPECTOR



LIVING
124 x 10'5

FAMILY
167 x 17'4

DINING
13'10 x 16'1

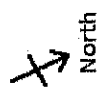
KITCHEN
18'2 x 13'7

HALL
13'1 x 6'5

UP

BATH
7'6 x 5'11

UTILITY
8'11 x 8'11

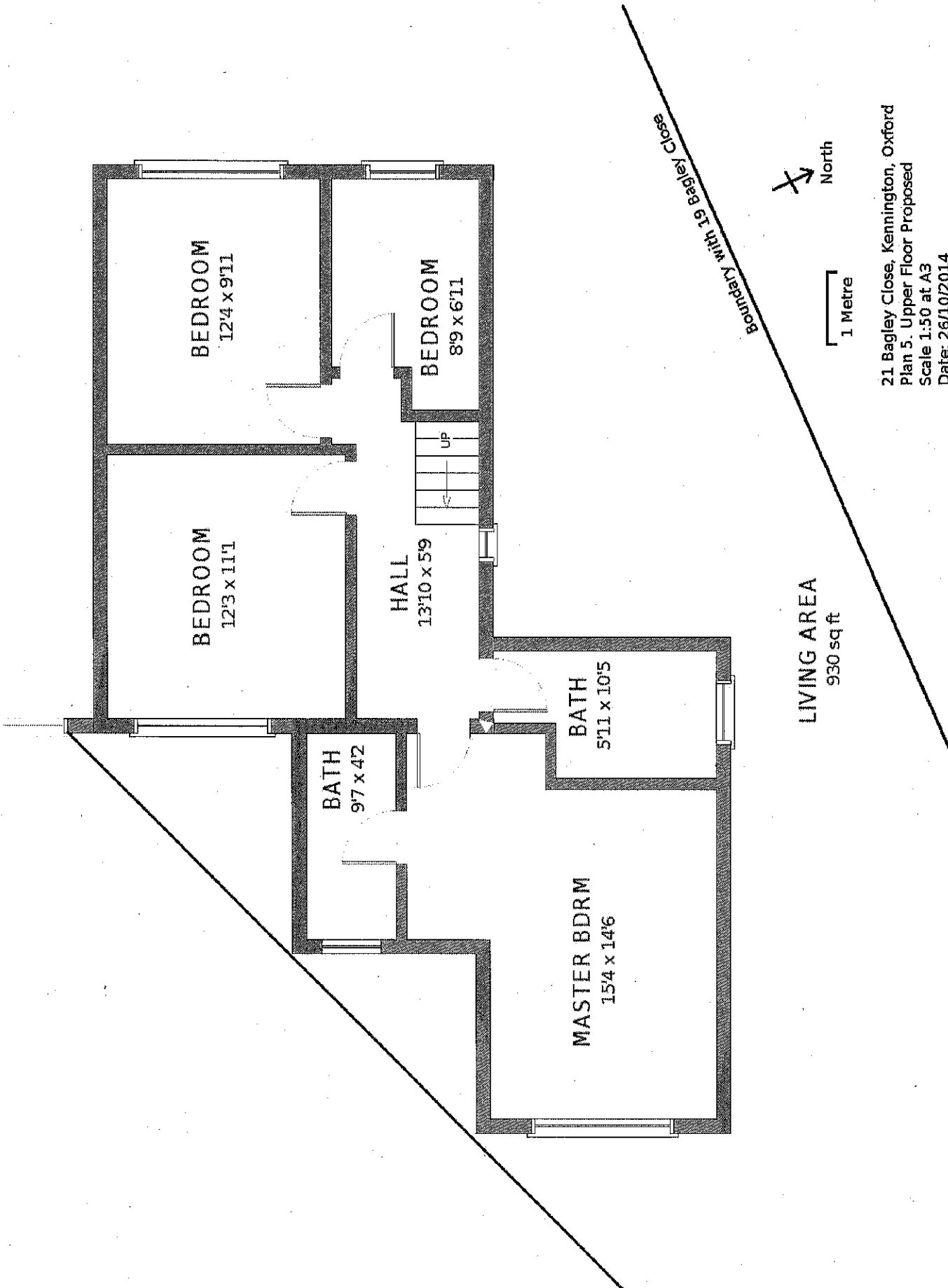


1 Metre

Boundary with 19 Bagley Close

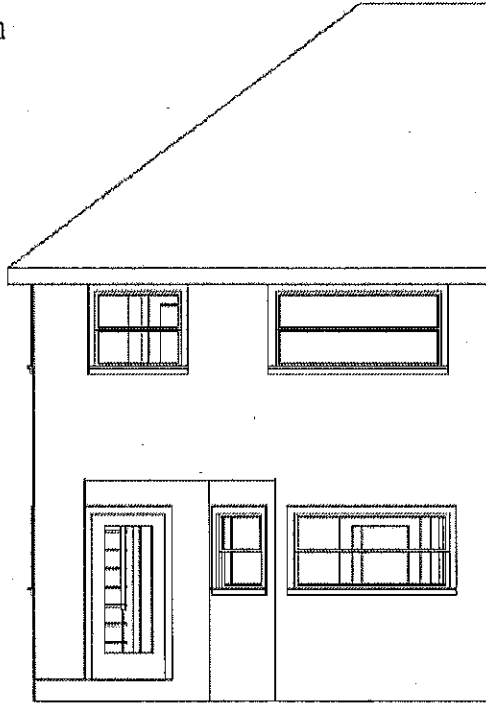
LIVING AREA
1214 sq ft

21 Bagley Close, Kennington, Oxford
Plan 4: Ground Floor Proposed
Scale 1:50 at A3
Date: 26/10/2014



21 Bagley Close, Kennington, Oxford
Plan 5. Upper Floor Proposed
Scale 1:50 at A3
Date: 26/10/2014

Existing Elevation



1m

Proposed Elevation



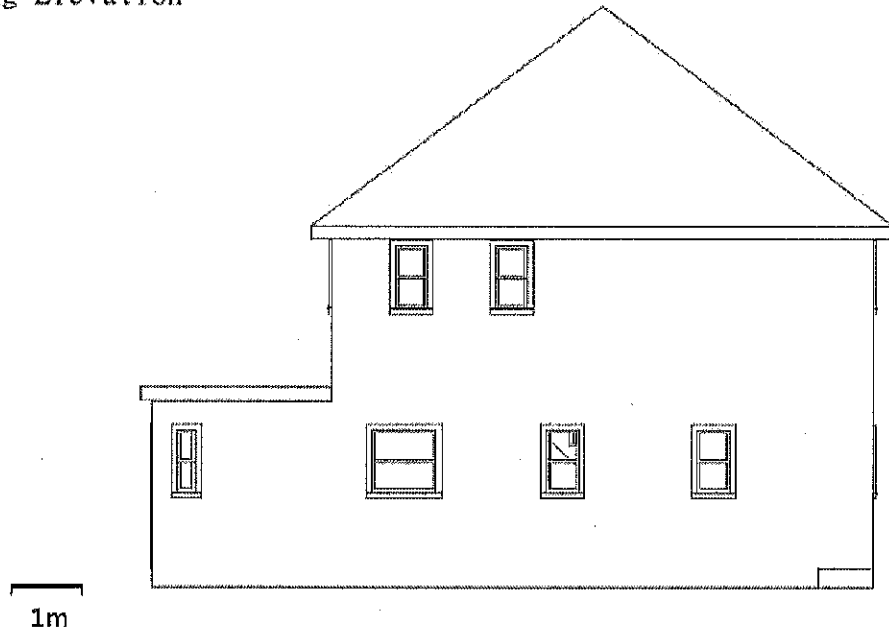
Roof tiles to match existing.

Existing windows to be replaced with white uPVC to match extension.

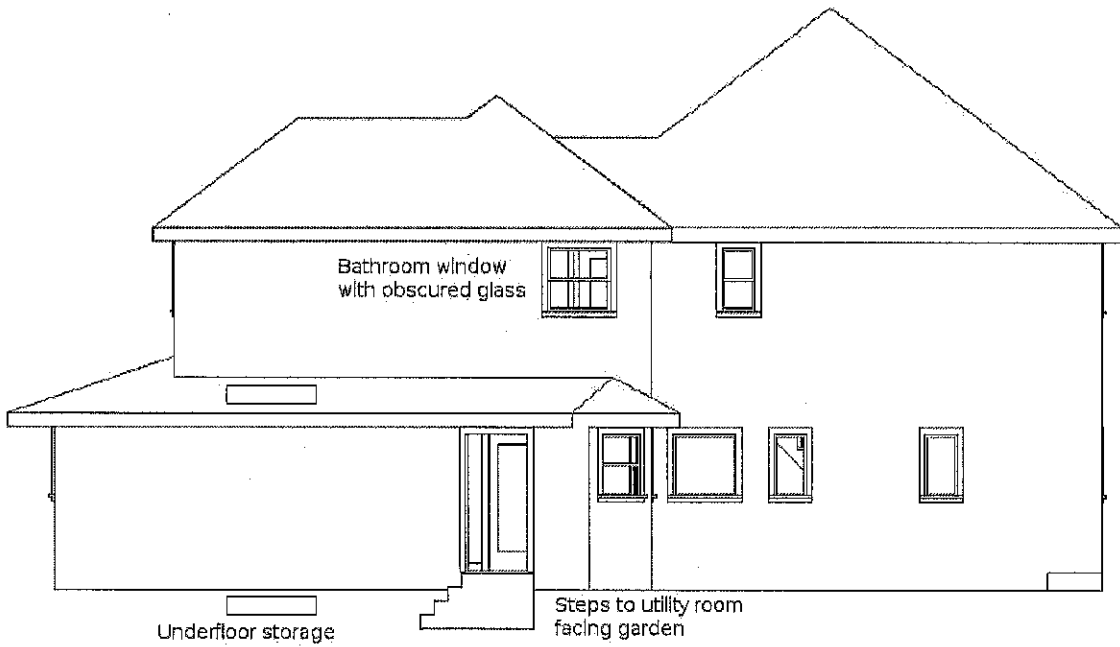
Bricks to colour match existing.

21 Bagley Close, Kennington, Oxford
Elevations 1 amended. Front.
Scale 1:100 at A4
Date: 29/12/2014

Existing Elevation

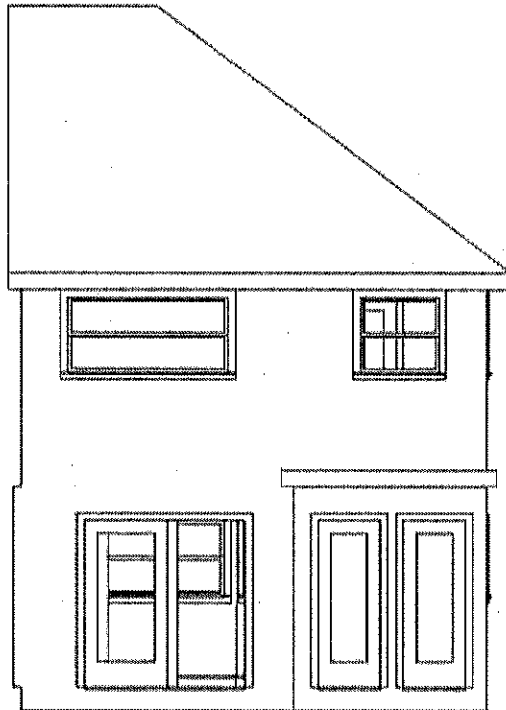


Proposed Elevation



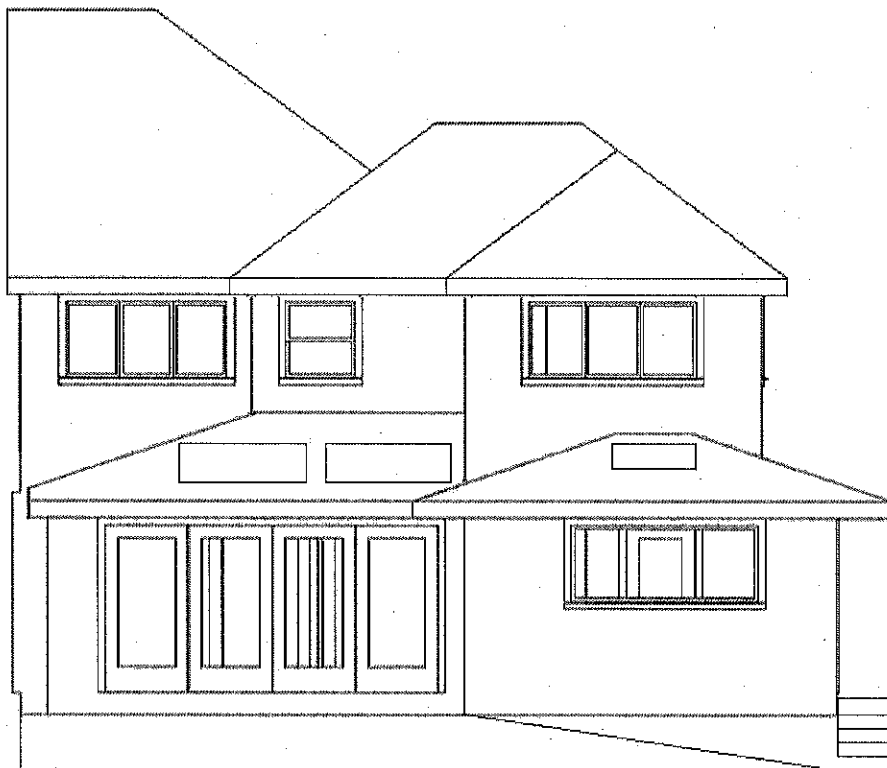
21 Bagley Close, Kennington, Oxford
Elevations 2 amended. Detached Side.
Scale 1:100 at A4
Date: 29/12/2014

Existing Elevation



Proposed Elevation

1m

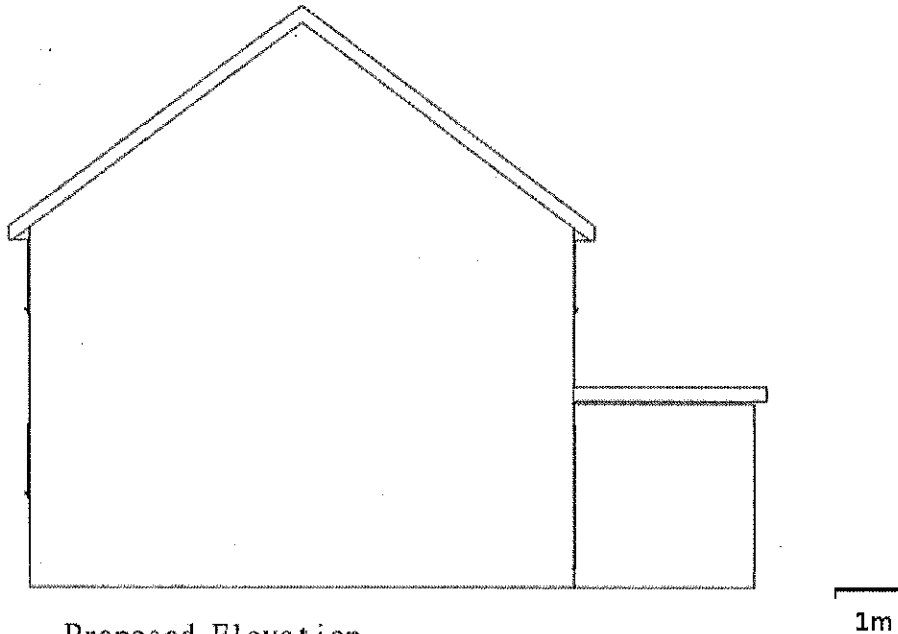


Gutter to avoid any overhang with number 23

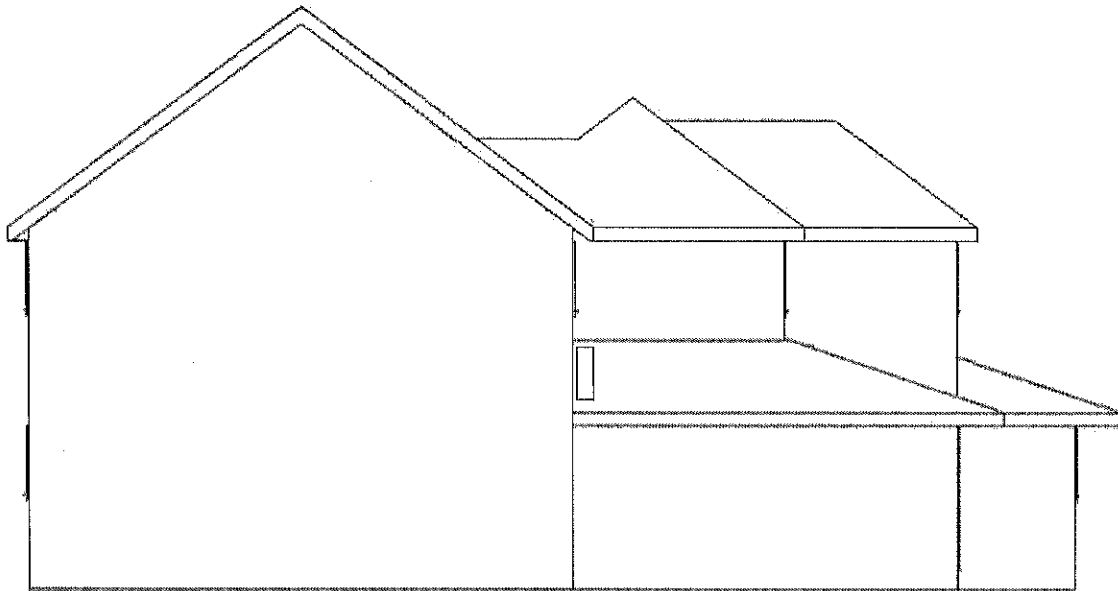
Disabled access to house via patio.

21 Bagley Close, Kennington, Oxford
Elevations 3 amended. Rear.
Scale 1:100 at A4
Date: 29/12/2014

Existing Elevation



Proposed Elevation



Narrow roof window close to house to avoid glare into rear bedroom of number 23.

21 Bagley Close, Kennington, Oxford
Elevations 4 amended. Attached Side.
Date: 29/12/2014

Planning

HEAD OF SERVICE : Adrian Duffield



**CONSULTATION WITH
KENNINGTON PARISH COUNCIL**

OFFICER: **Martin Deans**
CONTACT: **Mrs Jacqui Cleave**

**PLEASE RETURN TO VOWH NOT LATER
THAN 12 NOON ON 5 DECEMBER 2014**

Planning@whitehorsedc.gov.uk
Tel : 01235 540350
Textphone: 18001 01235 540350

Benson Lane Crowmarsh Gifford
Wallingford OX10 8ED

Application Reference: P14/V2505/HH (Householder)
Application Type (see definition over): Other
Proposal: Rear single and two storey extension
Address: 21 Bagley Close Kennington OX1 5LS

KENNINGTON PARISH COUNCIL:

FULLY SUPPORTS this application for the following reasons

has **NO OBJECTIONS** to this application

has **NO OBJECTIONS** to this application but wish the following comments to be taken into account :

OBJECTS to this application for the following reasons :

If you have a current Parish Plan does it support your view on this application?

If so, please give details of the relevant section below:

YES/NO
(Please circle)

.....

.....

Signed on behalf of Kennington Parish Council

.....

Date 5 December 2014

PLEASE NOTE: We will display your comments on our website under 'consultations' in the specific application. If you have strong views on the application we encourage you to contact your local Ward Member and, if the application is referred to committee, attend the meeting to present your views.



**Objection to P14/V2505/HH 21 Bagley Close, Kennington
Rear single and two storey extension**

Having considered the modest amendment made in this most recent application Kennington Parish Council would still object on the grounds of its size, scale, proportions and its elevated position with respect to its neighbour. It would still be visually intrusive and have a detrimental impact on the character and appearance of the street scene.

The Council recognises the deletion in the application but is still of the opinion that the increased size would lend itself to possible separation in the future.

Should planning be approved, Kennington Parish Council would ask a condition be placed on the property preventing future conversions into flats within this property and a condition be placed on the developers to ensure that all construction materials be stored on site, a plan be developed to manage what is likely to be a significant number of contractor vehicles in this already severely congested area and to re-instate any pavements, verges and/or kerb stones which are damaged during the works.