

<b>APPLICATION NO.</b>	<a href="#">P17/V0050/O</a>
<b>SITE</b>	Land north of Dunmore Road and Twelve Acre Drive Abingdon
<b>PARISH</b>	SUNNINGWELL
<b>PROPOSAL</b>	Outline application (with all matters reserved except for principal means of access to the highway) for residential development of up to 900 dwellings and 50 retirement homes (use class C3), together with a local centre, (including: 2.2HA site for a 1.5fe primary school, community hub, care homes comprising up to 80 beds, children's nursery, public house/restaurant, retail and other services {use classes A1, A2, A3, A4, A5, B1, C2, D1 and D2}) public open space, recreation areas and sports pitches (including sports pavilion and multi-use games area) play areas, acoustic bund with fencing, and associated infrastructure including roads, sewers and attenuation ponds (As amended by drawings and information accompanying agent's letter dated 2 May 2017)
<b>WARD MEMBERS</b>	Debby Hallett Emily Smith Edward Blagrove Bob Johnston
<b>APPLICANT OFFICER</b>	CEG Land Promotions II Limited Peter Brampton and Sally Appleyard

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## RECOMMENDATION

**It is recommended that authority to grant planning permission is delegated to the head of planning subject to:**

- 1. A S106 agreement being entered into in order to secure contributions towards local infrastructure and to secure affordable housing, with any minor variation to be agreed with the Chair of Planning Committee; and**
- 2. Conditions as follows:**

### **Approved plans, commencement and general conditions**

1. Approved plans and document list.
2. Approved land uses.
3. Commencement – whichever is earlier of i) three years from outline permission or ii) two years from final approval of first reserved matters application.
4. Mitigation within environmental statement as approved.
5. Market housing mix as specified.

**Details of reserved matters conditions**

6. First reserved matters application submitted within two years.
7. All reserved matters application submitted within eight years of first commencement.
8. Contents of reserved matters as specified.
9. Lighting scheme to be agreed.
10. Scheme for ecological buffer zone around watercourse to be agreed.
11. Fifteen year management and maintenance for soft landscaping to be agreed.
12. Biodiversity enhancement plan to be agreed.
13. Waste management and minimisation strategy to be agreed.
14. Energy delivery strategy to be agreed.

**Pre-commencement conditions**

15. Site-wide development delivery strategy to be agreed.
16. Housing delivery document to be agreed.
17. Phasing of development plan to be agreed.
18. Written scheme of archaeological investigation to be agreed.
19. Staged programme of archaeological mitigation to be agreed.
20. Tree protection to be agreed.
21. Non-residential uses noise mitigation to be agreed.
22. Woodland management plan to be agreed.
23. Surface water drainage strategy to be agreed.
24. Compensatory flood plain storage to be agreed.
25. Radley Park ditch buffer zone and bridges to be agreed.
26. On and off site foul drainage works to be agreed.
27. Accesses to public highway to be agreed.
28. Accesses to each phase to be agreed.
29. Broadband provision to be agreed.
30. Community employment plan to be agreed.

**Prior to occupation and staged conditions**

31. Playing pitch quality to be agreed.
32. Design and layout of sports pitches, MUGA and pavilion to be agreed.
33. Management and maintenance of sports pitches to be agreed.
34. Community use scheme for sports pitches and pavilion to be agreed.
35. Local centre noise mitigation to be agreed.
36. Hours of operation of non-residential premises to be agreed.
37. Roads, footways and street lighting to be agreed for each phase.
38. Driveways, parking and turning to be agreed for each phase.
39. Connection to on and off site roads and footpaths to be agreed for each phase.
40. Green travel plans and travel information packs to be agreed.

**Compliance Conditions**

41. No more than 150 dwellings occupied prior to written confirmation of central government funding for Lodge Hill slip roads. No more than 400 dwellings occupied prior to Highway Authority letting contract for delivery of Lodge Hill slip road construction works.
42. Details of construction environment management plan as specified.

43. Residential boundaries implemented as approved at reserved matters.
44. Replacement planting within five years.
45. Hours of work as specified.
46. Garages to include provision for electric vehicle charging.
47. All roads and footways to be adopted to have Oxfordshire County Council agreement prior to their construction.
48. Public rights of way restrictions – no materials, no vehicles, no access, no gates.
49. All non-residential buildings to achieve BREEAM “Very Good” certification.

A summary of the requirements of the above conditions is **attached** as Appendix Two.

## 1.0 INTRODUCTION AND PROPOSAL

- 1.1 This application is referred to planning committee due to the size of the development. This application was deferred from the committee meeting scheduled for 20 June 2017 due to the receipt of a holding objection from the Environment Agency, a statutory consultee, on the matter of flood risk. This objection, received subsequently to the publication of previous committee papers, has now been resolved.
- 1.2 This application seeks outline planning permission with all matters reserved other than the principal means of access to the site. The application proposes the following:
  - Up to 900 dwellings
  - 50 retirement homes (restricted to 65 years+);
  - Public open space, recreation areas and sports pitches (including sports pavilion and Multi-Use Games Area);
  - Acoustic bund with fencing along the boundary with the A34;
  - Local Centre comprising –
    1. 15 of the total proposed dwellings
    2. A 1.5 form entry primary school on a 2.22 hectare site
    3. Community hub (400 square metres)
    4. Up to 80-bed care home
    5. Children’s nursery (600 square metres)
    6. Public house/restaurant (700 square metres)
    7. A1 food retail unit (300 square metres)
    8. Non-food retail (300 square metres)
    9. Commercial services (300 square metres)
  - Associated infrastructure including roads, sewers and attenuation ponds.
- 1.3 The application is supported by an Environmental Statement that can be viewed on our website ([www.whitehorsedc.gov.uk](http://www.whitehorsedc.gov.uk)).
- 1.4 Although clearly related to Abingdon, the application site actually falls within the parishes of Sunningwell and Radley. Broadly, the western and central parcels fall within Sunningwell parish, whilst the eastern parcel falls within

Radley parish. A full description of the site can be found in the original committee report.

- 1.5 This committee report will focus on the issues raised by consultees since the publication of the first committee report which is **attached** (including its appendices) as Appendix One. All other issues stand as per that report.

2.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 2.1 Below is a summary of the responses received since the publication of the original committee papers. A full copy of all the comments made throughout the determination of the planning application can be viewed online at [www.whitehorsedc.gov.uk](http://www.whitehorsedc.gov.uk).

<b>Consultee</b>	<b>Comments</b>
<b>Radley Parish Council</b>	<p><b>Objection to amended proposal</b> (to be read in conjunction with original consultation response summarised in previous committee report)</p> <p><b><u>Main concerns</u></b></p> <p><b>Market Housing Mix</b></p> <ul style="list-style-type: none"> <li>• Applicant’s proposals deviate from the SHMA in favour of larger dwellings, ignoring two pieces of local evidence, namely the needs of Oxford City within the SHMA and the Radley Parish Council local housing needs survey</li> <li>• Application proposes 21.8% 1 and 2-bed properties. The SHMA indicates Oxford City should expect 35.6% 1 and 2-bed units whilst the Radley PC housing survey indicates 67% 1 and 2-bed units should be provided</li> <li>• The applicant should provide a viability assessment to justify their proposed mix</li> <li>• A substantial increase in the proportion of 1 and 2 bed homes is required</li> </ul> <p><b>Cycle Access Link to Radley Station</b></p> <ul style="list-style-type: none"> <li>• Considers link should follow route proposed in Neighbourhood Plan through Peachcroft Farm to White’s Lane – shorter, more pleasant and likely cheaper than route proposed along Twelve Acre Drive</li> <li>• Do not agreed with Radley College’s reasons for resisting Parish Council’s preferred route</li> <li>• Any link should be secured through condition on any planning permission</li> <li>• Would request formal consultation on chosen route</li> </ul>

	<p><b>Section 106 contribution to Radley Lakes Strategy</b></p> <ul style="list-style-type: none"> <li>• Considers this contribution is necessary and supported by Core Policies 45 and 46 of the Local Plan which relate to biodiversity net gains</li> </ul> <p><b>Lodge Hill Slips</b></p> <ul style="list-style-type: none"> <li>• No houses should be occupied on the site prior to central government funding being secured for this project</li> </ul>
<p><b>Abingdon Town Council</b></p>	<p><b>Objection received</b></p> <p>Following publication of the previous committee report, Abingdon Town Council wrote to confirm that they would object to this application if any development were allowed to take place prior to the Lodge Hill slips being in operation. As this is not a requirement of the recommendation, the Town Council now object to the proposal.</p> <p>All other comments made by the Town Council stand as summarised in the previous committee report.</p>
<p><b>St Helen Without Parish Council</b></p>	<p><b>Objection received</b></p> <ul style="list-style-type: none"> <li>• Considers funding for Lodge Hill slips must be secured in full before any approval of this scheme can take place</li> </ul>
<p><b>Neighbour Representations</b></p>	<p>One additional letter of objection received. Main concerns can be summarised thus:</p> <ul style="list-style-type: none"> <li>• Location of a pedestrian crossing will lead to traffic idling outside existing housing – increasing noise and pollution disturbance and overlooking from larger vehicles</li> <li>• Drainage proposals could cause subsidence for existing properties south of Dunmore Road</li> <li>• Increased traffic on local roads*</li> <li>• Considers traffic surveys undertaken to support Transport Statement are insufficient*</li> </ul> <p><i>Officer NB:</i> Those objections marked with an * repeat neighbour representations summarised in the original committee report and will not be discussed again here</p>
<p><b>Highways England</b></p>	<p><b>No objections</b></p> <ul style="list-style-type: none"> <li>• Supports three stage occupancy restriction Grampian condition (see condition 10 of</li> </ul>

	recommendation)
<b>Environment Agency</b>	<p><b>No objections subject to conditions</b></p> <p>Conditions requested:</p> <ul style="list-style-type: none"> <li>• Scheme for compensatory flood plain storage</li> <li>• Radley Park Ditch buffer zone and bridges</li> <li>• Wildlife buffer zone</li> </ul>
<b>Countryside Officer</b>	<p><b>No objections, having reviewed biodiversity comments from Environment Agency</b></p> <ul style="list-style-type: none"> <li>• All watercourses and the pond within the site are set within areas of public open space with green buffers in excess of 10 metres</li> <li>• Would recommend condition that requires each reserved matters application to be accompanied by a scheme that demonstrate a minimum 10-metre buffer zone alongside each bank of retained water course</li> <li>• Scheme shall also demonstrate details of enhancements within the buffer zone, how buffer zone will be protected during development, details of any proposed lighting and details of proposed footpath/cycleways, fencing and swales adjacent to the buffer zone</li> <li>• Protective barriers may also be need to minimise disturbance from residents and their dogs</li> </ul>

### 3.0 **MAIN ISSUES**

The main issues to be discussed and updated in this Addendum Report are:

- Flood Risk and Drainage (and subsidence)
- Biodiversity
- Highways – Vehicular traffic
- Housing Mix
- Neighbouring Amenity
- Infrastructure and financial contributions

#### 3.1 **Flood Risk and Drainage (and subsidence)**

Core Policy 42 of the Local Plan states the risk and impact of flooding will be minimised through:

- Directing new development to areas with the lowest probability of flooding
- Effectively managing all sources of flood risk
- Ensuring development does not increase flood risk elsewhere
- Ensuring wider environmental benefits

- 3.2 The application is supported by a Flood Risk Assessment (FRA) that shows the vast majority of the site lies within Flood Zone 1, the area at least risk of flooding. A small part of the western parcel falls within Flood Zones 2 and 3. The initial application indicated housing within these flood zones, which attracted, in part, an initial holding objection from the Environment Agency. Through the submission of amended plans, the applicant has removed any built form from the flood zone associated with the stream that passes through this part of the site. The FRA confirms that the site has a low probability of flooding from overland flow, ground water and sewer flooding. Therefore, the applicant has ensured all development will be in Flood Zone 1, as required by Core Policy 42.
- 3.3 The amendment to the application also includes additional modelling work that demonstrates that the amended scheme would sit outside the flood extents of a 1 in 100 year flood event with a 45% and 70% allowance for climate change. As of 2017, the Environment Agency requires an applicant to model for a 70% allowance for climate change on top of the usual 1 in 100 year flood event requirement.
- 3.4 In response, the Environment Agency have undertaken their own assessment of the likely flood risk from this development and are in agreement with the findings of the applicant. Therefore, the Environment Agency have no objection to the proposal subject to conditions 24 and 25 of the recommendation, which relate to flood plain compensation and the bridges that will cross the Radley Park Ditch.
- 3.5 One neighbour has raised concerns that this proposal, and the associated drainage scheme, could cause subsidence to existing properties south of Dunmore Road, having provided anecdotal evidence of existing subsidence issues. The applicant has considered ground conditions, water course catchments and drainage regimes as part of the Environmental Statement accompanying the application. No evidence has been found to suggest subsidence on the site is an issue now, nor will be once the development is built out. Equally, there is no evidence to suggest this development will cause subsidence issues elsewhere, which can be caused by a number of issues that are normally localised, such as, for example, leaking water mains.
- 3.6 **Biodiversity**  
Core Policy 45 of the Local Plan confirms that a net gain in Green Infrastructure will be sought from all new development. Core Policy 46 requires development to conserve, restore and enhance biodiversity.
- 3.7 As part of their initial holding objection, the Environment Agency expressed concern about the size of “buffer zones” between the watercourses within the site and development. They consider at least ten metres from the top of each bank to the nearest part of the development should be provided. The buffer zone would be “*free from all built development including lighting, seating and footpaths.*” The Environment Agency continue to suggest that the buffer zone should be planted with native species and could form an essential part of the green infrastructure of the site.

3.8 It is important to note that the Open Space provision parameter plan submitted in support of the application clearly shows that the open space proposed for this proposal ensures the areas either side of the watercourses within the site are free from built form for distances well in excess of that proposed by the Environment Agency. So, the Environment Agency buffer zone requirement is already met.

3.9 The council's countryside officer has considered the matter and recommends a condition that requires all relevant reserved matters applications to provide a scheme for the provision and maintenance of a buffer zone around watercourses would mitigate the harm the Environment Agency are concerned may otherwise occur. The condition would require:

- Plans showing the extent and layout of the buffer zone
- Details of biodiversity enhancements and planting within the buffer zone
- Details of protection measures during construction for buffer zone
- Details of lighting
- Details of any proposed footpaths, cycleways, fencing and swales
- Barriers alongside the watercourse

Officers note that the Environment Agency are particularly concerned about the impact on Radley Park Ditch, but this condition will cover all of the watercourses within the site to ensure a consistency of approach that is in excess of Environment Agency requirements.

3.10 Officers are satisfied that this condition (no.10 of the recommendation), and the other conditions relating to biodiversity, will ensure that this proposal accords with the requirements of Core Policies 45 and 46.

3.11 **Highways – Vehicular Traffic**

The NPPF (Paragraph 32) requires plans and decisions to take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that effectively limit the significant impacts of the development.

Paragraph 32 goes on to state: *“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”*.

3.12 Saved Policy DC5 of the Local Plan 2011 requires safe access for developments and that the surrounding road network can accommodate the traffic arising from the development safely. Core Policy 7 requires developments to make in-kind or financial contributions to a wide range of supporting infrastructure, in accordance with the council's Infrastructure Delivery Plan.



- 3.13 As outlined in the original committee report, the council considers that the Lodge Hill slip road project is a vital highway improvement project to facilitate the new housing development planned for the Abingdon and Oxford Fringe sub-area in Part One of the Local Plan. All of the transport modelling summarised in the original committee report is based on the assumption that the Lodge Hill slips are delivered at a relatively early stage of the build programme for this development. This is to ensure that the junctions leading to the new slips could accommodate both the traffic from this proposal and also existing traffic diverting towards the new slips.
- 3.14 Therefore, the Site Development Template for this allocation expects this development, alongside those developing the “North West Abingdon”, “South Kennington” and “North West Radley” allocations, to make a proportionate Section 106 contribution to delivering the Lodge Hill slip roads. However, it has never been anticipated that new development would pay for the total cost of the project, as it is not just new residents that will benefit from it. For example, Oxfordshire County Council (OCC) consider there will be a significant benefit to traffic flows in Abingdon Town Centre.
- 3.15 In early 2017, OCC submitted a bid to central government to fund the remaining cost of the Lodge Hill slips project. OCC estimate the total cost of the project to be approximately £15 million and expect to receive £6 million of that from Section 106 contributions so the bid to central government is for £9 million. At the time of writing, OCC are yet to receive confirmation of the outcome of the bid from central government.
- 3.16 OCC Highways estimate that only 250 houses across the four allocations in the sub-area can be occupied before “severe” residual cumulative harm occurs. Accordingly, Condition 41 of the recommendation allows only for 150 houses to be occupied on the site prior to final confirmation of central government funding for the slips. Furthermore, condition 41 also states that not more than 400 houses can be occupied on the site prior to OCC signing a contract with their preferred delivery partner. This allowance is based on OCC’s confidence in being able to deliver the slips quickly once funding is received.
- 3.17 Abingdon Town Council object to the application as they consider the Lodge Hill slips should be built and operational before any development takes place on this site. St Helen Without parish council consider funding should be secured before any planning permission is given for this proposal. Through the Site Development Template set out in the Development Plan, it is expected that any application to develop this site will make a proportionate contribution to the cost of the project. The only way this financial contribution will be secured is through the grant of planning permission and allowing work to start on site, thereby generating cash flow that can pay the expected contributions.
- 3.18 OCC have indicated that, should they receive central government funding, they will forward-fund the remaining cost of the project against expected Section 106 receipts. This will allow OCC to deliver the slip roads alongside the early stages of the build on this site. Subject to central government funding, officers anticipate that the slips will be operational well before 400 houses are

completed on this site, in around 2020. However, OCC will find it more difficult to forward fund the delivery of the slips without the comfort of planning permissions having been granted for applications such as this.

3.19 Therefore, whilst officers recognise local concern, condition 41 is considered a reasonable compromise, allowing development to begin on an important strategic site early on in the plan period whilst restricting occupancy rates to an appropriate degree to prevent severe harm occurring to the highway network.

3.20 **Housing Mix – Market and affordable**

Core Policy 22 of the adopted Local Plan 2031 Part One requires a mix of dwelling sizes to be provided on new housing schemes in line with the most recent evidence. Currently, the Oxfordshire Strategic Housing Market Assessment 2014 (SHMA) is the most recent assessment of housing and estimates the open market dwelling requirement by number of bedrooms (2011 to 2031) for the District that will be required. The applicant has proposed a different mix and the two are compared below:

	1 bed	2 bed	3 bed	4+ bed	Total
<b>SHMA %</b>	<b>5.9%</b>	<b>21.7%</b>	<b>42.6%</b>	<b>29.8%</b>	<b>100%</b>
Market	2.5%	12.5%	47.5%	37.5%	100%
Retirement	40%	60%	0%	0%	100%
<b>Combined market and retirement</b>	<b>5.5%</b>	<b>16.3%</b>	<b>43.7%</b>	<b>34.5%</b>	<b>100%</b>

3.21 When considered the SHMA housing mix for the Vale, it is important to note that the SHMA figures summarised above are “*estimates*” and Para 7.35 of the SHMA states, “...we do not strongly believe that such prescriptive figures should be included in the plan making process and that the “market” is to some degree a better judge of what is the most appropriate profile of homes to deliver at any point in time.”

3.22 The Vale intend, through Parts One and Two of the Local Plan 2031, to allocate sufficient housing sites to accommodate the needs of the Vale itself (20,560 houses) and also the Vale’s proportion of Oxford City’s unmet housing need (2,200 houses). Radley Parish Council consider that this site, being close to Oxford, should be considered to be meeting Oxford City’s need and therefore, the SHMA requirements for Oxford City, not the Vale, should be applied to the private mix of this proposal. The SHMA indicates that 35.6% of market houses in Oxford City should be 1 and 2-bed units, compared to 27.8% in the Vale. The applicant proposes 21.8% of the market units to be 1 and 2-bed units.

3.23 The applicant’s justification for their proposed mix is discussed in the original committee report but it is important to address here the point raised by Radley Parish Council about whether Oxford City housing mix requirements should be applied to this proposal. In doing so, Officers are mindful these requirements are not referenced in the policies of the Vale of White Horse Development

Plan.

- 3.24 Furthermore, the Vale does not intend to specify which strategic allocations will meet the Vale need or which will meet the Oxford City need. Officers are satisfied that as the two parts of the Plan will allocate sufficient housing to meet both needs, there is no requirement to be more specific.
- 3.25 This stance is supported by the Inspector's Report of the Examination of Part One, which states, "*...in reality, it would be all but impossible to determine if a potential occupier of this housing [Part One allocations] represents a Vale or Oxford housing need.*"
- 3.26 Therefore, it would be inappropriate to apply Oxford City's housing mix requirements to this proposal, as this site is not necessarily exclusively meeting Oxford's unmet need. The only applicable housing mix requirement is that contained within the policies of the Vale of White Horse Development Plan.
- 3.27 Turning to the Radley Parish Council Housing Needs survey, officers understand this is part of the evidence base for the Radley Neighbourhood Plan. As the Neighbourhood Plan is still emerging and has unresolved objections, only limited weight can be applied to both the Plan and the evidence base supporting it. Therefore, officers are comfortable that the SHMA requirements for the Vale of White Horse remain the most appropriate housing mix underlying the requirements of Core Policy 22 and should be applied to this proposal.
- 3.28 Paras 5.71-5.73 of the original committee report discuss the applicant's contention that a site coverage of 15,000 square foot per acre is needed to create a commercially attractive development on this site. A SHMA compliant housing mix would generate site coverage of around 13,300 square foot per acre. At Para 5.73, officers note "*limited evidence has been provided to support the notion that house builders require [this] site coverage.*"
- 3.29 In response, the applicant has provided the report **attached** as Appendix Three. This report seeks to provide that evidence and primarily consists of a number of approved developments in Oxfordshire and nearby where the site coverage was well in excess of 13,300 square foot. Officers note that those sites in the Vale cited in the report are now all being constructed, whilst lends some anecdotal support to the applicant's notion that a higher site coverage is needed to make sites commercially attractive to house builders. However, it remains the case that "site coverage" is not enshrined as a relevant consideration in local nor national planning policy.
- 3.30 Nonetheless, to reiterate the original committee report, officers do not consider that the market housing mix proposed warrants serious objection. This is primarily due to the fact that the SHMA mix is an estimate, not a precise calculation to be applied slavishly in all circumstances. This development will provide over 600 market houses and so the deviation in terms of unit numbers from the SHMA requirement is relatively minor. Any harm that can be attached to the proposed housing mix deviating from the SHMA recommendations for the Vale does not, in officers' opinion, when applying the planning balancing

exercise, outweigh the many benefits of bringing forward this allocated site for development.

3.31 In respect of affordable housing, it remains the case that the applicant has agreed to provide 35% of the total number of units as affordable dwellings as per the requirements of Core Policy 24. Through the nominations process, it may prove that the priority for these affordable units is given to addressing Oxford City's social housing need. This is a separate process to the determination of this planning application that will be considered alongside the progression of Part Two of the Local Plan 2031.

3.32 **Residential Amenity**

Saved Policy DC9 of the Local Plan 2011 confirms that development will not be permitted if it would unacceptably harm the amenities of neighbouring properties in terms of loss of privacy, daylight, sunlight or outlook, or through noise disturbance. The impact of this proposal on residential amenity is discussed at length in the original committee report and the conclusions will not be repeated here. However, since the publication of that report, one neighbour has raised a new issue around the disturbance caused by traffic idling at pedestrian crossings on the nearby properties. This is in terms of noise disturbance, overlooking from larger vehicles and air pollution.

3.33 Officers recognise that those properties immediately south of Dunmore Road already experience a good deal of traffic related disturbance. Officers also acknowledge that the presence of signalised pedestrian crossings will force traffic to stop on Dunmore Road and this will lead to some disturbance to the adjacent properties. However, this impact is not sufficient to warrant objection. Whilst traffic will need to stop outside some existing houses on Dunmore Road whilst the signalised pedestrian crossings are being used, the length of time that traffic will be idling will be short. Furthermore, whilst larger vehicles such as lorries and coaches may have filtered views into some of the existing residential gardens as they travel along Dunmore Road, localised topography and existing vegetation suggest that such views will not be a significant problem in the vicinity of the controlled crossing points. Officers consider the length of time and frequency of any overlooking into residential gardens will be minor and not worthy of objection. As the overall traffic movements along Dunmore Road will not change significantly from this proposal, the disturbances to residents will also not change significantly.

3.34 The position and style of pedestrian crossings on Dunmore Road has been carefully considered to achieve the most convenient and safe routes for pedestrians, cyclists and horse riders to encourage people to access the site sustainably, thereby reducing the need to travel by car along Dunmore Road. Existing properties sit continuously along the southern side of Dunmore Road and so it is inevitable that some will be affected more than others by the crossings. However, the benefits offered by safe and convenient pedestrian/cycle/horse access for existing and future residents trying to access the facilities of the site sustainably, reducing the need to travel by car, are considered to comfortably outweigh any impact on neighbours.

**3.35 Infrastructure and financial contributions**

Since the publication of the original committee report, officers have been working with the applicant on the delivery of the package of the off-site walking and cycling highway improvement works outlined at Para 5.32 of the report. Through this work, it has come to light that the following improvements require land within the ownership of the Vale of White Horse:

- Hardsurfacing of foot / cycle path south of Twelve Acre Drive to Carse Close;
- Link to Tilsley Park, to the west of the bridleway;

3.36 Previously, officers had understood the applicant would directly deliver these improvements, but a financial contribution will now be secured through the Section 106 agreement to enable delivery by the District and County Councils. At the time of writing, work is ongoing to agree the cost of these works but it is anticipated the applicant will fully fund them, as they are needed to make this application acceptable. Officers also continue to negotiate with the applicant over the delivery of the Radley cycle link, as per the request of Radley Parish Council. This is likely to be secured through the Section 278 process or through a financial contribution.

3.37 Officers note Radley Parish Council’s view that the Radley Lakes Strategy contribution is needed to comply with Core Policies 45 and 46. Officers do not agree this is the case as the proposals include sufficient biodiversity enhancements within the site itself to ensure a no net loss in ecology terms. Therefore, officers remain of the view this contribution is not necessary to make this application acceptable in planning terms, as per the original report.

3.38 As per the original committee report, officers have been liaising with Sunningwell Parish Council and the applicant to agree financial contributions towards local projects that the Parish Council are working on. These have now been agreed and are summarised in the updated table below. In all other regards, the Section 106 contributions and the highway improvements to be directly delivered by the applicant through the Section 278 process remain as per the original committee report and are summarised below.

<b>Oxfordshire County Council</b>	<i>Proposed Contributions</i>
Lodge Hill slips	£3,325,000
“35” bus service extension	£454,271
Signalised road crossings	£187,869.64
Cycle storage at Radley Storage	£20,000
Bus shelters on Oxford Road x 2	£14,900 + £14,900 maintenance
Bus shelters on Dunmore Road and Twelve Acre Drive x 6	£24,690 + £24,690 maintenance
Bus information boards on Oxford Road	£2,180
Bus information boards on Dunmore Road and Oxford Road	£4,020

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Real time information boards for all bus stops	£60,976
Public right of way network improvements	£130,000
Travel Plan monitoring	£6,560
Primary Education (if no direct delivery)	£5,400,000
Secondary Education	£3,612,000
Special Educational Needs	£157,741
Abingdon library	£224,763
Strategic Waste Management	£176,599.50
Adult Day Care	£47,586
<b>Total</b>	<b>£13,888,746.14</b>
<b>Vale of White Horse District Council</b>	
	<i>Proposed Contributions</i>
Tennis provision	£70,840
Rugby provision	£71,617
Public Art	£285,000
Wheeled Bin provision	£161,500
Street Naming	£10,241
Improvements to Twelve Acre Drive to Carse Close pedestrian/cycle link	TBC
Pedestrian/cycle link into Tilsley Park	TBC
Purchase of Sunningwell village green from local Diocese	£44,000
Re-turfing of Sunningwell village green to allow increased usage	£5,000
Dry stone wall reconstruction and fencing at Sunningwell village green	£12,500
Resurfacing and extending Sunningwell village hall car park	£10,000
Improvement to Sunningwell village hall facilities	£8,000
Reducing Foxcombe Road from 40MPH to 30MPH	£10,000
<b>Total (costed items only)</b>	<b>£688,698</b>
<b>Overall Total</b>	<b>£14,577,444.14</b>
<b>Total per Dwelling</b>	<b>£15,345</b>

#### 4.0 CONCLUSION

- 4.1 This Addendum Report summarises and considers the issues and consultation responses received since the publication of the original committee report in mid-June 2017. Following consultation responses from the Environment Agency and Highways England, there are now no technical objections to the proposal subject to the recommended conditions.
- 4.2 As such, the conclusion of the original committee report remains relevant - it is considered that this proposal represents sustainable development and offers

clear benefits in terms of delivering one of the largest strategic allocations in the Local Plan 2031 Part One early in the plan period. The proposal offers clear community benefits through the provision of a new school, GP surgery, sports pitches, specialist accommodation for the elderly and allowing the creation of a new bus route that serves Dunmore Road and Twelve Acre Drive. Conditions are recommended which will help to mitigate the impact of this development and contributions towards infrastructure will be secured by through the S106 agreement.

4.3 This application is recommended for approval.

The following planning policies have been taken into account:

**Vale of White Horse Local Plan 2031 Part One Core Policies (CP)**

- CP01 - Presumption in Favour of Sustainable Development
- CP02 - Cooperation on Unmet Housing Need for Oxfordshire
- CP03 - Settlement Hierarchy
- CP04 - Meeting Our Housing Needs
- CP07 - Providing Supporting Infrastructure and Services
- CP08 - Spatial Strategy for Abingdon-on-Thames and Oxford Fringe
- CP22 - Housing Mix
- CP23 - Housing Density
- CP24 - Affordable Housing
- CP26 - Accommodating Current and Future Needs of the Ageing Population
- CP32 - Retail Development and other Main Town Centre Uses
- CP33 - Promoting Sustainable Transport and Accessibility
- CP34 - A34 Strategy
- CP35 - Promoting Public Transport, Cycling and Walking
- CP36 - Electronic communications
- CP37 - Design and Local Distinctiveness
- CP38 - Design Strategies for Strategic and Major Development Sites
- CP39 - The Historic Environment
- CP40 - Sustainable Design and Construction
- CP41 - Renewable Energy
- CP42 - Flood Risk
- CP43 - Natural Resources
- CP44 - Landscape
- CP45 - Green Infrastructure
- CP46 - Conservation and Improvement of Biodiversity
- CP47 - Delivery and Contingency

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

- DC3 - Design against crime
- DC4 - Public Art
- DC5 - Access
- DC6 - Landscaping
- DC7 - Waste Collection and Recycling
- DC9 - The Impact of Development on Neighbouring Uses
- DC10 - Effect of Neighbouring or Previous Uses on New Development
- DC12 - Water Quality and Resources

H23 - Open Space in New Housing Development  
NE7 - The North Vale Corralian Ridge  
TR3 - A34 related development

### **Neighbourhood Plan**

Although Neighbourhood Plans for Sunningwell and Radley are being progressed, the agreed Designated Area for both plans excludes this site. Therefore, the emerging policies in these Plans are not relevant to the assessment of this application.

### **Supplementary Planning Guidance**

- Design Guide – March 2015
- 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

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

### **Planning Practice Guidance 2014 (PPG)**

### **Human Rights Act**

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

### **Equalities**

In determining this planning application the Council has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010.

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