
APPLICATION NO.	P17/V1891/FUL
SITE	Close End House 19 East Way Drayton ABINGDON, OX14 4JZ
PARISH	DRAYTON
PROPOSAL	Demolition of 19 East Way and development of three new dwellings.(as amended by drawings received 29 September 2017)
WARD MEMBER(S)	Stuart Davenport
APPLICANT	Mrs Catherine Bates
OFFICER	Liz Fay

RECOMMENDATION

It is recommended that planning permission is granted subject to the following conditions:

1. Commencement 3 yrs - Full Planning Permission.
2. Approved plans.
3. Windows in Plot 1 first floor western elevation to be obscured glazed.
4. Access.
5. Turning space.
6. Car parking.
7. No obstructions to bridleway during construction.
8. Vehicle Access (construction): No construction / demolition vehicle access to be taken along or across the bridleway without appropriate safety/mitigation measures.
9. Vehicle Access (occupation): No vehicle access to be taken along or across the bridleway without appropriate safety and surfacing measures.
- 10.No obstruction of bridleway.
- 11.No changes to bridleway unless otherwise agreed in writing.
- 12.Bridleway Improvements to be completed prior to first occupation.
- 13.Gates to be set back and shall not open outwards.
- 14.Garages to be used for vehicle parking only.
- 15.Landscaping (hard and soft landscaping including lighting, boundary treatment, and replacement tree planting) to be approved.
- 16.External materials samples to be approved.
- 17.Approved foul and surface water drainage schemes to be implemented prior to occupation.
- 18.Tree protection plan.

Informatives:

1. Approval is required from the County Council before any works within the public highway.
2. Small possibility of bats.

1.0 **INTRODUCTION AND PROPOSAL**

- 1.1 This application comes to committee at the discretion of the Planning Manager as the Local Ward Member requested in September 2017 that the application be called in.
- 1.2 The site is located at the southern end of Drayton Village between 15 and 21 East Way. It is accessed via East Way, which is an un-adopted bridleway of unknown ownership (Drayton Bridleway 1 (192/1)). East Way is currently in a very poor state of repair.
- 1.3 The application site comprises the dwelling and immediate garden of 19 East Way. It is roughly rectangular and some 1170 sq.m (approximately 0.117 hectares) in area excluding the proposed access (0.255 hectares including the access). The site is generally flat and includes a protected Ash tree to the south east corner. Residential uses border the site to the north, west and south. To the east of the site is agricultural land, which has permission for a residential development of 120 dwellings. To the north west of the site is part of the extended garden for 19 East Way, on which permission has been granted for a development of eight dwellings.
- 1.4 The application has been amended and seeks full planning permission for the demolition of the existing dwelling and the erection of three new homes (1 x 2 no. bed, 1 x 3 no. bed and 1 x 4 no. bed), all of which are to be open market housing. The proposed external materials are bricks, render and clay roof tiles.
- 1.5 Vehicular access would be via East Way and then along a driveway which currently serves numbers 15 and 17 East Way. It is proposed to upgrade East Way as part of the adjacent application P15/V2828/FUL. Each dwelling will be provided with a minimum of two parking spaces.
- 1.6 Extracts from the application plans (as amended) are **attached** at Appendix One. All plans and supporting documentation for the application are available to view on our website at www.whitehorsedc.gov.uk.
- 1.7 An aerial photo showing the site location is included below:



2.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 2.1 In addition to the initial consultation on the planning application when it was received in August 2017, there has been a further round of consultation in September 2017 following the receipt of amended plans to move the proposed dwelling on plot 1 back from the protected ash tree and alter the dwellings on plots 1 and 2 to include no habitable first floor windows on the west elevations.
- 2.2 A summary of the responses received is below. A full copy of all the comments made can be seen online at www.whitehorsedc.gov.uk.

<p>Drayton Parish Council</p>	<p><i>Revised Plans</i> “This amendment does not change our previous objection to this planning application.”</p> <p><i>Original Plans</i> Key concerns summarised as follows:</p> <ul style="list-style-type: none"> • Application site is should be considered as part of adjacent permission for 8 dwellings (P15/V2828/FUL) and should therefore be required to make contributions to affordable housing and infrastructure. • Vehicular access to the site is inadequate and the use of the East Way bridleway by additional cars is a safety issue. • It is not known who owns East Way and whether the applicant has a right of way over the land for the proposed development. • Drainage of the site is problematic. • The site is not allocated in the Drayton Neighbourhood Plan. Drayton has a sufficient housing land supply and therefore the allocation of this site is not needed to ensure adequate housing delivery in the parish.
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	<ul style="list-style-type: none"> The design of the dwellings in not in accordance with the Vale Design Guide or the Drayton Neighbourhood Plan Design Guide.
Neighbours	<p><i>Amended Plans</i> 2 comments that amended plans have not addressed concerns.</p> <p><i>Original Plans</i> 6 objections and 2 comments received. Main issues summarised as follows:</p> <ul style="list-style-type: none"> Application site should be considered as part of adjacent permission for 8 dwellings (P15/V2828/FUL). The site is not allocated in the Drayton Neighbourhood Plan. Development will have an impact on surrounding house values. Development of site for three dwellings is overdevelopment. Vehicular access to the site is inadequate and the use of the East Way bridleway by additional cars is a safety issue. There may be bats present in the roof of the dwelling. There is insufficient capacity in the current sewer system to enable foul drainage. Applicant has removed hedgerow between site and mobile home park, contrary to application plans. If plans are approved they should be subject to the same conditions as adjacent development.
Oxfordshire County Council Countryside Access Team	<p>No objection.</p> <p><u>Conditions</u></p> <ul style="list-style-type: none"> No obstructions to bridleway during construction. Route alterations: No changes without prior permission Improvements to routes: Bridleway to be integrated and improved. Vehicle Access (construction): No construction / demolition vehicle access to be taken along or across the bridleway without appropriate safety/mitigation measures to be approved. Vehicle Access (occupation): No vehicle access to be taken along or across the bridleway without appropriate safety and surfacing measures to be approved. Gates: any gates to be set back from right out way and shall not open outwards. No changes to bridleway unless agreed in writing by the council.

Oxfordshire County Council Highways Liaison Officer	<p>No objection.</p> <p>Conditions</p> <ul style="list-style-type: none"> • Bridleway improvements to be completed prior to occupation • Access details to be provided before implementation • Turning space information to be provided before implementation <p>Informatives</p> <ul style="list-style-type: none"> • A SUDS compliant drainage strategy for the development.
Drainage Engineer	<p>No objection.</p> <p>Conditions</p> <ul style="list-style-type: none"> • Drainage details to be provided.
Forestry Officer	<p><i>Amended Plans</i></p> <p><i>Original Plans</i></p> <ul style="list-style-type: none"> • Development proposed on Plot 1 likely to have impact on now protected Ash tree to south east corner of site. Recommended that a defined root protection area is created and development revised to reflect this.
SGN Plan Protection Scheme	Mains gas pipe runs along East Way and should be taken into consideration when carrying out the proposed works.
Countryside Officer	<p>No Objection. No evidence can be seen of bats but cannot completely discount them.</p> <p>Informative</p> <ul style="list-style-type: none"> •
Waste Management	All properties have space for bins and access to present them.

3.0 **RELEVANT PLANNING HISTORY**

3.1 *The application site*

[P15/V2828/FUL](#) - Approved (02/12/2016)

Development of 8 dwellings and new access road (as amended by revised layout and new character study in March 2016, and further amended on 12 October 2016 by revised design, housing mix and site layout, along with revised East Way Improvement drawing)

[P95/V0612](#) - Refused (05/10/1995) - Refused on appeal (12/03/1996)

Erection of a dwelling and garage.

Refusal reasons:

- Unacceptable noise and disturbance to 9, 11, 19 and 21 East way and caravans.

- Further permissions would increase vehicular use of East Way resulting in unacceptable deterioration of this access onto Steventon Road.

[P86/V0065/O](#) - Refused (02/06/1986)

Demolition of existing workshop and erection of single residential unit.

3.2 *Adjacent to south of site (Eastway Mobile Home site)*

[P94/V1322](#) - Approved (09/02/1995)

Erection of a mobile home park office and accommodation and demolition of existing toilet and storage building to provide replacement car parking.

3.3 *15 and 17 East Way*

[P94/V0405](#) – Approved (20/10/1994)

Demolish existing house. Erection of a 1 x 3 bedroom house and 1 x 2 bedroom house with internal garages.

[P91/V0354/O](#) - Approved (06/01/1992)

Demolition of existing dwellings and outbuildings. Erection of a pair of semi-detached dwellings with garages.

3.4 *21 East Way*

[P96/V1103](#) - Approved (18/11/1996)

Erection of a four bedroom dwelling and double garage.

3.5 *Land to the south of High Street (to east of site)*

P15/V2447/FUL – Approved 02/11/2016 following signing of s106

Erection of 140 new dwellings, extension of the existing access with High Street, creation of new pedestrian and cycle routes, formation of public open space, construction of internal access roads, surface water attenuation, landscaping features and ancillary development.

3.6 **Pre-application History**

None relevant.

3.7 **Screening Opinion requests**

None relevant.

4.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

- 4.1 The site area is less than 5ha, fewer than 150 dwellings are proposed and the site is not in a 'sensitive area'. The proposal is therefore not EIA development.

5.0 **MAIN ISSUES**

Principle of Development

- 5.1 The development plan for this application comprises the adopted Vale of White Horse Local Plan 2031 Part 1, the saved policies of Vale of White Horse Local Plan 2011 and the Drayton Neighbourhood Plan (DNP). Other material planning considerations include national planning guidance within the NPPF and NPPG.

- 5.2 Core Policy 3 of the Local Plan Part 1 identifies Drayton as a "larger village". Core Policy 8 says that, in addition to the proposed strategic housing allocations, 1,696 dwellings remain to be identified in the Abingdon-on-Thames and Oxford Fringe Sub-Area and will be allocated through the Local Plan 2031 Part 2 and Neighbourhood Development Plans, or will be permitted through the normal development management process.
- 5.3 The DNP allocates three sites for housing in Drayton, totalling about 250 houses, however the DNP does not seek to prohibit development on sites other than those allocated, and it does not impose a 'cap' or 'ceiling' to sustainable development elsewhere. Policy P-LF2 of the DNP states: *"Housing development that does not extend the village's boundaries (see Figure 4) through ribbon development along roads to the adjacent settlements of Abingdon, Steventon, Sutton Courtenay and Milton, will be supported, subject to compliance with other policies in the Neighbourhood Plan."*
- 5.4 The site is within the defined settlement boundary of the DNP, and in addition to Policy P-LF2, paragraph 110 of the DNP states: *"it makes sense to consolidate the village within the existing built 'envelope', rather than encourage the linear spread of the village outwards beyond its existing boundaries..."*
- 5.5 Drayton Parish Council and several neighbours have objected to the principle of the development because the site is not allocated for housing in the DNP. The Parish Council state that Policy P-LF2 was not intended to enable the delivery of housing on unallocated sites within the built up area boundary.
- 5.6 Whilst the concerns of the Parish Council and neighbours are noted, as set out above, the DNP does define a built up area within which this site falls, where Policy P-LF2 supports new housing in principle. At the request of the Parish Council the DNP Inspectors Report has been reviewed, but officers can find no evidence that policy P-LF2 has been misinterpreted. In addition, the principle of the development is supported by the Vale of White Horse Local Plan 2031 Part 1. The principle of the development is therefore acceptable.
- Extent of site boundary and provision of affordable housing**
- 5.7 The boundary of 19 East Way included both this site and a larger piece of separate garden land to the west of the dwelling, on which permission was granted in December 2016 for a development of 8 dwellings (P15/V2828/FUL). A number of representations have been made suggesting that this site has been sub-divided in order to avoid making a contribution to affordable housing, contrary to core policy 24 of the Vale of White Horse Local Plan 2031 Part 1 which states that "planning permission will be refused for development proposals where it appears that a larger site has been sub-divided into smaller development parcels in order to avoid the requirements of the affordable housing policy".
- 5.8 The Location Plan for application P15/V2828/FUL shows that in December 2015 the both sites were in the same ownership. This site that is the subject of this application has since been transferred to a new owner, however, there is

evidence that the new owner shares business interests with the applicant for the adjacent development of 8 dwellings. Consequently, it is considered that for the purpose of considering whether a contribution to affordable housing is required, the development on both the application site, and the adjacent permission for 8 dwellings, should be considered as a single development.

- 5.9 Core policy 24 of the Vale of White Horse Local Plan 2031 Part 1 seeks the provision of affordable housing on all sites capable of a net gain of eleven or more dwellings. The combined development on both sites at 19 East Way comprises 10 net dwellings. It is therefore necessary to consider whether it would have been possible for this site to accommodate 11 net dwellings.
- 5.10 The existing permission at 19 East Way for 8 dwellings is considered to reflect a density appropriate to the surrounding area, being higher than some of the surrounding existing development but comparable to the density of the housing to the west. It would not be considered appropriate to increase the density of the development on this part of the site. The application site is providing an additional two dwellings, and it is not considered that this part of the site cannot accommodate additional dwellings.
- 5.11 It is necessary to consider whether a combined development could have been proposed that would have delivered a net gain of eleven dwellings. In the case of 19 East Way, the shared boundary between the two parts of the site is relatively small, with the resultant effect that a combined scheme would be unlikely to enable the provision of an additional dwelling.
- 5.12 It is considered that, given the surrounding development, site constraints and layout, it would not be reasonable to expect this particular site to deliver a net gain of eleven or more dwellings. Therefore a contribution to affordable housing cannot be sought in this instance.

Housing Mix

- 5.13 Core policy 22 of the Local Plan 2031 Part 1 requires all new residential developments to provide a mix of dwelling types and sizes to meet the needs of current and future households in accordance with the most recent Strategic Housing Market Assessment.
- 5.14 The Oxfordshire Strategic Housing Market Assessment 2014 (SHMA) is the most recent assessment and estimates the following open market dwelling requirement by number of bedrooms (2011 to 2031) for the District:

	1 bed	2 bed	3 bed	4+ bed	Total
SHMA %	5.9%	21.7%	42.6%	29.8%	100%

- 5.15 The application proposes the following housing mix:

	1 bed	2 bed	3 bed	4+ bed	Total
SHMA %	0	1 (33%)	1 (33%)	1 (33%)	8

- 5.16 The proposed mix is as SHMA compliant as possible given the number of units.

Design and Layout

- 5.17 The NPPF provides that planning decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment (paragraph 60). It gives considerable weight to good design and acknowledges it is a key component of sustainable development.
- 5.18 Planning Policy P-LF3 of the DNP states: “*New development will be supported where it is designed to a high standard which responds to the distinctive character of Drayton and reflects the guidelines and principles as set out within the Drayton Design Guide*”. The Drayton Design guidelines set out a number of general design principles regarding housing style and scale, streetscape, density, sustainability, design for a safe and secure environment and other design issues.
- 5.19 Core policy 37 of the Vale of White Horse Local Plan 2031 part 1 and advice set out with the adopted Design Guide seek to ensure high quality developments and to protect the amenities of neighbouring properties.
- 5.20 The site is located on a private driveway, onto which the proposed dwellings will front.

Site and Setting

- 5.21 The Drayton Design Guidelines state that houses of 1-2.5 storeys are the norm in the village. It defines the housing surrounding the site as predominantly large detached housing with an informal building line (Character Area A). The proposed development comprises 3 two storey detached houses. This fits with the existing Character Area context set out Drayton Design Guide, and generally reflects the scale of existing development within the immediately surrounding area.
- 5.22 Principle DG26 of the Council’s Design Guide states that density should be appropriate to the location. The DNP Design Guidelines recognise that infill developments are often denser than some of the existing development in the village, and it recognises the necessity for this.
- 5.23 The proposed development will be at a slightly lower density to the proposed and existing development to the north and east of the site, and at a somewhat higher density to the existing development to the south. The proposed density is considered acceptable overall.

Layout

- 5.24 The proposed houses front onto an existing private driveway, and back onto a mobile home park and a vehicle turning area proposed as part of the adjacent development. This provides a clear public front and private back for the proposed dwellings.

- 5.25 The proposed dwellings have variations in frontage widths and front garden depths, which is considered an appropriate design response suitable for this edge of village location, consistent with principle DG78 of the Council's Design Guide.
- 5.26 The proposed dwellings are arranged with windows facing both east and west, which will maximise the provision of daylight to the dwellings, in accordance with the DNP Design Guidelines.

Built Form

- 5.27 The built form of the development comprises three two story detached houses. As stated above, this fits with the existing Character Area context set out in the Drayton Design Guide, and generally reflects the scale of existing development within the immediately surrounding area.
- 5.28 The proposed dwellings are relatively simple in form and mass, with broadly rectangular floorplans and pitched roofs, in accordance with principle DG52 of the Vale of White Horse Design Guide. The Parish Council consider the design to be unimaginative and lacking in detail, however officers consider that the variety in terms of the frontage design, spacing and depth of front gardens will provide sufficient interest.
- 5.29 The application states the use of "good quality" bricks, render and clay tiles. A condition is recommended to ensure the final choice of materials is appropriate and of a high quality, to be consistent with design principle DG62 of the Council's Design Guide and the expectations of the Drayton Design Guidelines.

Residential Amenity

Surrounding Development

- 5.30 8 letters of objection were received from neighbours in relation to the original proposal and 2 objections were received in relation to the most recent amendments. Their concerns relate to a number of matters which are covered in other sections of this report. Several neighbours have raised concerns about the impact on their amenity.
- 5.31 Saved Local Plan policy DC9 seeks to prevent development that would result in a loss of privacy, daylight or sunlight for neighbouring properties or that would cause dominance or visual intrusion for neighbouring properties and the wider environment. Protecting amenity is a core principle of the NPPF. Design principles DG63-64 of the Design Guide pertain to amenity, privacy and overlooking.
- 5.32 The proposed dwellings are orientated east-west, with no habitable room windows in the upper floors of the north or south elevations. Land to the east of the site has permission for the development of 140 dwellings. The area immediately to the east is proposed to be used as public open space, and so there will be no immediate neighbours to the east of the site. To the north of the site are numbers 15 and 17 East Way, number 15 East Way is immediately opposite Plot 3, but has no windows on its southern elevation and the proposed development will have little impact on its amenity.

- 5.33 To the west of the site is a mobile home park, with mobile home plots 8, 14 and 15 abutting the site. Concerns were raised by officers regarding overlooking of the mobile homes, in particular mobile homes 8 and 14 which have habitable room windows facing the site. The scheme was amended to remove habitable room windows from the first floor western elevations of plots 1 and 2 to address this issue, which is welcomed. There is a degree of overlooking of mobile home 15 by plot 1, with a distance of 17m between the upper floor windows of the proposed dwelling and the existing windows in the mobile home. However, due to the angle between the windows this is considered to be acceptable. A condition is proposed to be placed on the upper floor west facing windows of plot 1 to require these to be retained as obscure glazed, to protect the privacy of the mobile home units.
- 5.34 There remains some potential overlooking of the gardens of the proposed dwellings at plots 1 and 2 by the mobile homes, and it is unfortunate that the existing hedge that separates the site from the mobile homes has been significantly reduced since the application was submitted. However, on balance it is considered that any future occupiers of the dwellings at plots 1 and 2 will be aware of the overlooking issue and able to make a judgement as to the acceptability of this to them when choosing to live in the properties.
- 5.35 To the south of the site lies The Clock House, 21 East Way which is also laid out with an east-west orientation. The southern elevation of Plot 1 is 5.5 meters away from the northern elevation of The Clock House, which contains two windows at ground floor level. There would be a loss of daylight to these windows, however, these windows are not the primary source of natural light for any habitable room. Whilst it is accepted that there will be a degree of loss of light, the impact is not considered as significant as to justify refusing the application.
- 5.36 The development will result in additional vehicles, cyclists and pedestrians using East Way and the private driveway which currently only serves Nos 15 and 17 East Way, and this will result in some degree of additional noise and disturbance to existing occupiers, and also a degree of overlooking to The Coach House and the first floor flat within that property as their house and rear garden directly overlooks the private driveway, and the first floor flat is directly adjacent to it. However, noise and disturbance from vehicles will be largely limited to peak times in the morning and early evening. Vehicles, cyclists and pedestrians will be passing by The Coach House rather than looking directly into any habitable room in the property. Whilst it is accepted that there will be a degree of disturbance and overlooking, these impacts are not considered as significant as to justify refusing the application.

Landscape and Visual Impact

- 5.37 Policy P-LF6 of the DNP requires proposals for new development to include tree and shrubbery planting where possible to reduce the impact of the built form and ensure that development is in keeping with the existing rural character of the village.

- 5.38 The site includes a mature ash tree, which has been protected since the application was submitted. The scheme was revised in order to create a root protection area for this tree.
- 5.39 The Council's Forestry Officer has confirmed that the revised scheme is of sufficient distance from the tree to ensure its continued protection, subject to a tree protection plan which will be secured through condition.
- 5.40 A detailed landscaping condition is proposed.

Flood Risk and drainage

- 5.41 Core policy 42 of the Vale of White Horse Local Plan 2031 Part 1 requires the minimising of the risk an impact of flooding by all developments in the district. The site is located within flood zone 1, which has the least risk of flooding, therefore the main risk of flooding from this development relates to surface run off in times of rainfall.
- 5.42 The Council's Drainage Engineer has confirmed no objection with this proposal, subject to the provision of a drainage strategy which will be secured through condition.

Traffic, parking and highway safety

- 5.43 Saved Local Plan policy DC5 requires safe access for developments and that the road network can accommodate the traffic arising from the development safely.
- 5.44 Policy P-T1 of the DNP requires a detailed Travel Plan to be provided that incorporates a robust strategy for reducing traffic volume. Direct mitigation measures such as car-pooling are encouraged. A Transport Statement has been provided by the applicant.
- 5.45 Access to the site is via East Way, an unadopted bridleway of unknown ownership (Drayton Bridleway 1 (192/1)). Objectors including the Parish Council have expressed concerns regarding the condition, width, ownership and safety of the bridleway.
- 5.46 With respect to the ownership of East Way, the applicant has served the required notices, and the red line site plan includes East Way to show a right of way over this land and into the site. This level of information is satisfactory to assess the application, and it is noted planning permissions can be granted on land not wholly owned by the applicant. The owner of the site will require a private right of access in order for vehicles to use the bridleway.
- 5.47 In terms of the condition of East Way, the bridleway is currently in a very poor state of repair, and is clear it will need to be upgraded if it is to accommodate any increase in vehicle use. A schedule of upgrade works, along with an upgrade plan, have been submitted to support the adjacent development site (P15/V2828/FUL) which includes a commitment to maintain the upgraded bridleway for 10 years. The County Council Highways Liaison and Countryside Access officers considered these proposals adequate to support the adjacent

development site, and have indicated that the proposals are adequate to support this additional development. A grampion condition will be placed on this site to prevent any occupation prior to the upgrade of East Way.

- 5.48 The application is supported by a Transport Statement (TS), which predicts that the site will generate reasonably low levels of vehicular trips, with some 16 movements over the course of a 24 hour period. The TS that predicts the impacts on local roads and junctions to be minor given the proposal is only for a net gain of two houses. The County Council Highways Liaison Officer has reviewed the methodology and conclusions of the Transport Statement and found them to be sound.
- 5.49 A number of objectors have raised concern that the additional traffic using the bridleway will result in safety issues for other bridleway users, however this has not been raised as a concern by the Highways Liaison Officer.
- 5.50 Officers note the DNP requirement for a Travel Plan, however given that this is not a major application and the traffic impacts are minor it would be unreasonable to require a Travel Plan in this instance.
- 5.51 The development provides for a minimum of two parking spaces per dwelling. The Highways Liaison Officer has no objection to the proposed access and parking and layout in principle subject to a condition to ensure garages are retained for parking, parking spaces are of adequate size, the provision of visibility splays and turning spaces.

Biodiversity

- 5.52 Core policy 46 of the Vale of White Horse Local Plan 2031 Part 1 seeks development that will conserve, restore and enhance biodiversity in the district, with the highest level of protection being given to sites and species of international nature conservation importance, including bats of which all species in the UK are protected.
- 5.53 Two neighbours have stated that they have seen bats in the area, and that there may be bats roosting within the existing dwelling on the site. The Council's Countryside Officer visited the site and inspected the timber cladding, but could see no evidence of roosting bats. It is considered that the likelihood of roosting bats is low, but an informative is suggested to be added to any permission, to ensure the applicant is aware of their legal obligations with regard to this protected species.

5.54 **Financial contribution requests**

The NPPF advises that planning obligations should only be sought where they meet all of the following tests in paragraph 204:

- I. Necessary to make the development acceptable in planning terms;
- II. Directly related to the development; and
- III. Fairly and reasonably related in scale and kind to the development.

Policy DC8 of the Adopted Local Plan provides that development will only be permitted where the necessary physical infrastructure and service requirements to support the development can be secured.

- 5.55 No requests for financial contributions have been received, and it is considered that given the scale of the development proposed, even when combined with the adjacent site (P15/V2828/FUL), it is unlikely that financial contributions would be justified.

CONCLUSION

- 6.1 The development plan supports the principle of housing in this location. The development would infill and replace an existing dwelling which is currently unoccupied, and provide an additional two dwellings contributing toward the district's housing supply.
- 6.2 The proposed houses have been sensitively designed and will not detrimentally harm the character and appearance of the village or the wider Lowland Vale. The application presents a satisfactory layout and design, and whilst there will be some minor impacts on neighbouring properties, these are not unreasonable.
- 6.3 An acceptable scheme of improvements for the bridleway has been previously secured and will be required to be implemented before this scheme is occupied. The scheme provides an acceptable level of parking and manoeuvring on site, and will have only a minor traffic impact on the road network. Drainage proposals are acceptable subject to conditions.
- 6.4 Overall, the development is considered to amount to sustainable development, and whilst there will be some minor adverse effects, these do not outweigh the benefits. Consequently, the application is recommended for approval subject to conditions.

The following planning policies have been taken into account:

Vale of White Horse Local Plan 2031 Part 1 policies

CP01 - Presumption in Favour of Sustainable Development

CP03 - Settlement Hierarchy

CP04 - Meeting Our Housing Needs

CP07 - Providing Supporting Infrastructure and Services

CP08 - Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area

CP22 - Housing Mix

CP23 - Housing Density

CP24 - Affordable Housing

CP26 - Accommodating Current and Future Needs of the Ageing Population

CP33 - Promoting Sustainable Transport and Accessibility

CP35 - Promoting Public Transport, Cycling and Walking

CP37 - Design and Local Distinctiveness

CP39 - The Historic Environment

CP40 - Sustainable Design and Construction

CP42 - Flood Risk

- CP43 - Natural Resources
- CP44 - Landscape
- CP46 - Conservation and Improvement of Biodiversity

Vale of White Horse Local Plan 2011 (SOLP 2011) policies;

- DC3 - Design against crime
- DC5 - Access
- DC6 - Landscaping
- DC7 - Waste Collection and Recycling
- DC9 - The Impact of Development on Neighbouring Uses
- DC12 - Water Quality and Resources
- NE9 - The Lowland Vale

Neighbourhood Plan

The Drayton neighbourhood plan has been to referendum, and is 'made'. It therefore carries significant weight as per paragraph 216 of the NPPF. The following planning policies are relevant to the proposal:

- P-LF2 – Bounded development
- P-LF3 – Building design guidance
- P-LF4 – Conservation area
- P-LF5 – The historic environment
- P-LF6 – Additional greenery - new developments
- P-WP1 – Connected development
- P-T1 – Travel plans
- P-S1 – Local building materials
- P-S2 – Biodiversity
- P-H1 – Scale of development and site allocation
- P-H2 – Affordable housing
- P-H3 – Contributions

Vale of White Horse Design Guide 2015

National Planning Policy Framework (NPPF)

Planning Practice Guidance

The Conservation of Habitats and Species Regulations 2010

The Localism Act

The Human Rights Act 1998

The Equality Act 2010 (Section 149)

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