

APPLICATION NO.	P18/V2884/FUL
SITE	Premier Inn Section Of A4130 Between Milton Interchange And New Farm Milton Abingdon, OX14 4TX
PARISH	MILTON
PROPOSAL	Erection of a four-storey hotel annex and single storey extension to existing hotel entrance (Use Class C1), alterations to car parking layout, landscaping and associated works. (As amended by plans received 20 February 2019)
WARD MEMBER(S)	Stuart Davenport
APPLICANT	Whitbread Group Plc
OFFICER	Charlotte Brewerton

RECOMMENDATION

It is recommended that planning committee resolves to grant planning permission with the decision to issue the permission delegated to the Head of Planning subject to a s106 agreement being entered into to secure financial contributions and subject to the following conditions:

1	<p>Time Limit</p> <p>The development to which this permission relates must be begun not later than 3 years from the date of this permission.</p> <p>Reason: By virtue of Sections 91 to 95 of the Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>Approved Plans</p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans: CHQ.15.11432_PL105, PL101, PL103 1 of 2, PL103 2 of 2, PL104, PL106 1 of 2, PL106 2 of 2, PL107, PL108</p> <p>Reason: To secure the proper planning of the area in accordance with Development Plan Policies.</p>
3	<p>Car parking</p> <p>Prior to the use or occupation of the new development, the car parking spaces shown on approved drawing number CHQ.15.11432_PL105 shall be constructed, surfaced and marked out. The parking spaces shall be constructed to prevent surface water discharging onto the highway.</p>

	<p>Thereafter, the parking spaces shall be kept permanently free of any obstruction to such use.</p> <p>Reason: In the interest of highway safety and to avoid localised flooding (Policies DC5 and of the adopted Local Plan 2011)</p>
<p>4</p>	<p>Construction Traffic Management Plan</p> <p>Prior to the commencement of any development (including demolition works), a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be complied with throughout the construction period, and shall provide details of the following:</p> <ol style="list-style-type: none"> 1. vehicle parking facilities for construction workers, other site operatives and visitors; 2. site offices and other temporary buildings; 3. loading and unloading of plant and materials; 4. storage of plant and materials used during construction; 5. vehicle wheel washing facilities; 8. installation and maintenance of security hoarding/fencing. <p>Reason: In the interest of Highway Safety and to protect the amenities of adjacent business during construction (Policies DC5 and DC9 of the adopted Local Plan 2011)</p>
<p>5</p>	<p>Landscaping details – Hard and soft</p> <p>Prior to development above slab level, details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details shall include:</p> <ol style="list-style-type: none"> i) Earthworks showing existing and proposed finished levels or contours; ii) Hard surfacing materials; iii) Schedules of trees and shrubs to be planted (noting species, plant sizes and number/densities) iv) Means of enclosure and retaining structures; v) Boundary treatments, including the retention of any existing boundary treatments; <p>All the approved hard and soft landscaping works and boundary treatments shall be carried out in accordance with the approved details before any part of the development is first occupied. Thereafter, the landscaped areas shall be maintained for a period of 5 years. Any trees or shrubs which die or become replaced by trees or shrubs of a similar size and species to those originally planted.</p>

	<p>Reason: To ensure that the implementation of appropriate landscaping which will improve the environmental quality of the development (Policies CP44 and DC6 of the adopted Local Plans).</p>
6	<p>Tree Protection</p> <p>Prior to the commencement of any site works (including demolition or site clearance) a protected area shall be designated for all existing trees which are shown to be retained, and the trees shall be protected in accordance with a scheme which complies with the current edition of BS 5837: "Trees in relation to design, demolition and construction" that shall first have been submitted to, and approved in writing by, the Local Planning Authority. The agreed measures shall be kept in place during the entire course of development.</p> <p>Reason: To protect trees on the site in the interest of visual amenity (Policy DC6 of the adopted Local Plan 2011).</p>
7	<p>Drainage Details (Surface Water)</p> <p>A sustainable drainage scheme based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development should be submitted and approved prior to development commencing. This should be based on the approved strategy within Flood Risk Assessment and SUDS Strategy report reference WE/18058 prepared by GDP. The approved scheme shall be implemented prior to the first occupation of the hotel annexe hereby permitted.</p> <p>Reason: To ensure effective drainage of the site and to avoid flooding (Policy CP42 of the adopted Plan 2031 Part 1)</p>
8	<p>Drainage Details (foul Water)</p> <p>Prior to commencement of the development, a foul water strategy must be submitted to and approved in writing by the local planning authority which demonstrates that the peak discharge to the wastewater network from the hotel complex and proposed development would be no greater than existing. The approved strategy must be implemented prior to the first use of the hotel annexe hereby permitted.</p> <p>Reason: To ensure effective drainage of the site in the interest of public health (policies CP42 and DC9 of the adopted Local Plans)</p>
9	<p>Contamination</p> <p>Prior to the commencement of the development a phased risk assessment shall be carried out by a competent person in accordance with current government and Environment Agency Guidance and</p>

	<p>Approved Codes of Practice. Each phase shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Phase 2 shall include a comprehensive intrusive investigation in order to characterise the type, nature and extent of contamination present, the risks to receptors and if significant contamination is identified to inform the remediation strategy.</p> <p>Phase 3 requires that a remediation strategy be submitted to and approved by the LPA to ensure the site will be rendered suitable for its proposed use.</p> <p>Reason: To ensure that any ground, water and associated gas contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use (Policies DC10 and DC12 of the adopted plan 2011).</p>
<p>10</p>	<p>Contaminated Land - Linked Conditions (2)</p> <p>The development shall not be occupied until any previously approved remediation strategy has been carried out in full and a validation report confirming completion of these works has been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure that any ground, water and associated gas contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use (Policies DC10 and DC12 of the adopted plan 2011).</p>

1.0 INTRODUCTION & PROPOSAL

- 1.1 This application is presented to planning committee as Milton Parish Council object to the amended plans.
- 1.2 The hotel site is located on the Milton Interchange services at the major roundabout junction of the A34 and A4130. The site lies approximately 3 miles west of Didcot centre. Milton Park, is located to the north of the site beyond the A4130.
- 1.3 The site is accessed off the A4130 close to the A34 roundabout. The highway access into the site is shared with a petrol filling station and drive thru' restaurant. A pedestrian footpath and crossing over the A4130 links the site with Milton Park to the north. The site is not located within a Conservation Area nor is it near to any listed buildings.
- 1.4 The site area is 1.39 ha (3.43 acres). This is comprised of the existing hotel and restaurant site which amount to some 1.16 Ha (2.86 acres) of the

application site. The remaining site area is vacant land to the east which is to be acquired for the project.

- 1.5 Officers are aware of an application to the rear of this site (P19/V0008/RM) on adjoining land and seeking permission for the development of roadside services to include new restaurant facilities and takeaway premises, hotel and retail facilities and parking arrangements.
- 1.6 This application subject to this report seeks permission for a 4-storey building hotel annexe. The proposal would be located to the rear of the site, would not be attached to the existing hotel facilities but a standalone element that would measure some 12.25m to eaves with a flat roof.
- 1.7 The hotel is to be increased by 80 bedrooms. The total number of bedrooms on the site would increase from 135 to 215. The proposals will provide 2,452 sq. m of gross internal floor area. The existing hotel is 7,054 sq. m. The gross external floor area will increase by 2,643sq. m. These areas include the small single storey extension to the existing hotel entrance lobby.
- 1.8 A revised site layout drawing (ref CHQ.1511432-PL 105A) was formally submitted on 20 February 2019 to resolve comments made by the Forestry Officer, with regards to the loss of a group of trees, and to accommodate electric charging points as noted by the Air Quality comments.
- 1.9 The changes to the scheme include a loss of 5 proposed parking spaces to keep tree group G2. The Highways Officer is agreeable to this change. However, an objection was later received from the Parish Council with regards to the scale of the proposal in relation to the existing facilities. Officers note that this was not raised in their original submissions (No objections) and the size of the proposals have not changed as part of the revised plans.
- 1.10 The car park on site currently provides 166 car parking spaces; 156 spaces including 10 disabled spaces. The proposal increases parking to 200 in total, 186 of which 14 spaces will be provided for disabled users. Cycle parking is provided on the site for 10 guest and staff spaces. These will be retained within the proposals. Proposed plans and the revised site layout are **attached** at Appendix 1.
- 1.11 A location plan showing the site in its local context is provided below:



2.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

2.1 A summary of the responses received to the application are included in the table below:

Milton Parish Council	<p>No Objection – 16/01/2019</p> <p><u>Amended Plans</u> Object to scale in relation to existing hotel facilities.</p>
Oxfordshire County Council	<p><u>Highways</u> – No objection subject to conditions and legal agreement to secure contributions: Public Transport Infrastructure = £49,970.63 Travel Plan Monitoring = £2,040</p> <p>Archaeology – No Objection</p> <p><u>Amended Plans</u> <u>Highways</u> – No Objection Content to accept the loss of 5 car parking spaces - do not consider such a loss of spaces sufficient enough to justify an objection on highway safety grounds.</p>
Economic Development	No comments received
Didcot Garden Town Team	No comments received
Urban Design Officer	No comments received

Landscape Architect	<p>No Objection Hard and soft landscaping condition required.</p> <p><u>Amended Plans</u> No Objection</p>
Forestry Team	<p>Objection – loss of trees harmful to character and surrounding area.</p> <p><u>Amended Plans</u> No Objection - Now that the scheme accommodates the group of Birch (G5) and enables the central group of trees (G2) to be retained - satisfied that there are no further arboricultural issues outstanding.</p>
Countryside Officer)	No Objection
Drainage engineer	No Objection subject to conditions for details of Surface Water Drainage and Foul Drainage.
Thames Water	<p>Surface Water Drainage – No objection</p> <p>Foul Water Drainage - Following initial investigations, Thames Water has identified an inability of the existing foul water network infrastructure to accommodate the needs of this development proposal. Recommend a condition for foul water details to be approved.</p>
Air Quality	<p>No Objection – however notes there are no electric charging points in the car parking upgrades. This should be considered for future parking provisions.</p> <p><u>Amended plans</u> No Objection - Welcome the addition of electric charging points.</p>
Contaminated Land	No Objection subject to condition for phased investigation.
Enterprise Zone Team	No comments received.

3.0 **RELEVANT PLANNING HISTORY**

3.1 [P08/V1941](#) - Refused (28/05/2009)

Erection of a two storey extension to provide additional hotel accommodation and a single storey restaurant extension.

- 3.2 [P03/V0380](#) - Approved (02/05/2003)
Single storey front extension to restaurant. Two storey bedroom extension and alterations to car park.
- 3.3 [P96/V1149](#) - Approved (27/11/1996)
20 bedroom extension to existing hotel.
- 3.4 [P94/V0048](#) - Approved (23/02/1995)
Erection of a 40 bedroom hotel. Alterations and extension to existing restaurant. (Application A).
- 3.5 [P94/V0049](#) - Approved (23/02/1995)
Erection of a 40 bedroom hotel. Alterations and extension to existing restaurant. (Application B).

4.0 **PLANNING CONSIDERATIONS**

- 4.1 The main planning considerations in the determination of this application are:
1. The principle of development
 2. Impacts upon the character of the surrounding area
 3. Impacts upon traffic generation and highway safety
 4. Other material considerations
- 4.2 Paragraph 31 of the NPPF confirms support for the development of “roadside facilities for motorists... where the primary function should be...to support the safety and welfare of the road user.” Paragraph 80 of the NPPF encourages LPAs to help create the conditions in which businesses can invest, expand and adapt and calls for significant weight to be ‘placed on the need to support economic growth and productivity, considering both local business needs and wider opportunities for development.
- 4.3 Core Policy 31 of the Local Plan 2031 Part 1 (LPP1), supports new development in the visitor economy, including hotels and guest houses at service areas on the main transport corridors such as this. The Policy advises that development should be of an appropriate scale and character in relation to the location.
- 4.4 The site is located within the A34 Service Areas designation at Milton Heights as shown on the LPP1 proposals map. This is subject to Saved Policy TR10 of the Local Plan 2011 “Lorries and Roadside Facilities” which allocates the site for additional service facilities to meet the needs of the A34 corridor within the Vale. The Policy sub-text notes that ‘It is essential for development of the site to be designed and landscaped to the highest standard.’
- 4.5 Whilst comments from the Economic Team have not been received on this application their comments towards the pre-application discussions were detailed offering the following advice:

‘A 2014 Hotel Needs Assessment of the district recognises the demand for additional hotel rooms and for existing hotels to be upgraded and expanded.

The report highlights that demand for accommodation is strongest in the Science Vale/Milton Park area as South Oxfordshire and Vale of White Horse has one of the largest clusters of science-based research and knowledge industries in Western Europe, based around Milton Park, Harwell Oxford, Culham Science Park, Grove Technology Park, and Didcot. For this reason, the report notes the “need for a significant increase in hotel supply in the Science Vale area through new hotel openings and the expansion of existing hotels.

Proposals at Milton Park, Harwell Oxford and Didcot Gateway would only meet part of this need over the long term. Budget, upper tier budget and 3 star offers appear most likely to be deliverable, plus serviced apartments”. As such, the proposed four-storey annex and development of 80 new bedrooms is welcomed, particularly given the recent announcement of expansions at Harwell Campus (Rosalind Franklin Institute and the new headquarters of the Faraday Institute) and the anticipated increase demand for accommodation by visiting scientists. For the reasons outlined above. I would support a proposal to build a four-storey annex to the Premier Inn hotel at Milton to provide an additional 80 guest bedrooms.’

- 4.6 Officers consider that the expansion of the hotel facilities accords with CP31 of LPP1 and saved policy TR10 of the Local Plan 2011 and the NPPF. The principle of development on this site is therefore acceptable and in accordance with the growth patterns for the district unless there are material considerations that go against the development. These impacts are assessed below.

Impact upon the character of the surrounding area

- 4.7 The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development and the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.
- 4.8 As noted in saved policy T10 above whilst the principle of development on this site is supported there is a requirement for it to be visually connected to its site and surroundings including comprehensive landscaping of the site to ensure that development is of a high quality.
- 4.9 The Urban Design Officer has not provided any comments on this formal submission but did provide comments throughout the pre-application discussions. These discussions resulted in an amended site layout as part of the planning application submission. In response to pre-application advice the submitted scheme includes the location of the proposed extension set back to the rear of the site to ‘frame’ the existing facilities and its design upgraded to a modern design narrative.
- 4.10 Whilst the proposed height remains at 4 storeys tall its revised location against the backdrop of surrounding development and its modern design, which does include a flat roof but a modern palette of materials, would ensure that it sits comfortably within the surrounding site and is not visually intrusive in the wider context.

- 4.11 Design principle DG51: of the Design Guide, expects new development to generally reflect the scale of the existing new development should adopt a simple form with a rectangular floorplan (DG:52) with buildings within rural and lower density areas within the Vale simply integrated into their setting (DG76).
- 4.12 The Parish Council have concerns that the scale is not reflective of the existing facilities, these being a 2 storey 1990's design with limited features of merit. Officers, however, consider that the simple form approach to increasing the number of bedrooms on this site within an area with an identified need for additional hotel facilities, within a site that has a service provision, and against the backdrop of surrounding development of a similar form and scale is acceptable.
- 4.13 Surrounding built form is of a similar narrative, of simple rectangular form and does not overwhelm or dominate the skyline. The location of the buildings, pushed back within its plot would not compete with the main building, which houses the reception and restaurant, but rather reads as an extension to its facilities at the back of the site.
- 4.14 The proposed single storey extension would have little bearing upon the existing character. Officers consider that the proposals would sit comfortably within its context without causing visual harm to the character of the site and surrounding area.
- 4.15 For these reasons, the design details are in accordance with CP37 of LPP1 and the Design Guide 2015.

Landscaping

- 4.16 Whilst the Landscape Architect had few concerns with the landscaping proposals the Forestry Officer was concerned with the loss of a group of trees (silver birch) within the revised parking facilities. These trees are considered to provide *'a visual depth of tree canopy across the parking area. Whilst the individual trees are not outstanding examples of their species type, they are of satisfactory form and health and would otherwise offer a lengthy safe useful life expectancy. visual maturity to the site and their health and longevity would soften the development into its surroundings.....The loss of these trees would be detrimental to the character of the area and diminish the contribution that the trees make to the northern edge.'*
- 4.17 A revised site location plan was submitted to ensure that these trees are retained. This results in the loss of 5 parking spaces. The Forestry Officer is agreeable to these details.
- 4.18 To the west of the hotel, the Landscape Officer notes that *'planting will be required rather than just grass to soften the built form of the hotel.'* A condition should be imposed requiring the submission of a detailed hard and soft landscaping scheme as no details of the landscaping details have been supplied. This condition will ensure the scheme is compliant with CP46 of the LPP1 and officers consider such landscaping will ensure the site is of a high-quality development as required in the NPPF.

Impacts upon traffic generation and highway safety

- 4.19 The NPPF states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'
- 4.20 No alterations to the existing vehicular access that serves the site are proposed. A Transport Statement (TS) report and Travel Plan (TP) have been submitted.
- 4.21 The traffic movements that are generated by the existing 135-bedroom hotel and restaurant have been assessed from the survey data collected. It is estimated that 39 two-way AM peak hour and 56 two-way PM peak hour movements are generated by these facilities. With the additional 80 new bedrooms, it is estimated that these peak hour traffic movements will increase to 60 in the AM and 73 in the PM peaks i.e.an increase of 21 and 17 two-ways movements respectively. The increases in traffic movements are not considered to be significant enough to generate an objection on highway network operation grounds. The design of the existing vehicular access arrangements remains suitable to serve the additional traffic movements associated with this development proposal.
- 4.22 There is no technical objection to the changes in traffic movements from this site. The NPPF advises that refusal should only occur where there would be severe traffic implications arising from development. This cannot be demonstrated.
- Parking
- 4.23 Paragraph 4.6 of the TS confirms that an on-site parking demand survey was undertaken between 30/09/2017 and 06/10/2017. The results of this survey established that the usage of the existing on site parking arrangements was only at 67% over this period, meaning there is existing parking capacity within the site.
- 4.24 During negotiations some concern arose over the loss of trees to accommodate parking provision with an increase from 166 parking spaces to 205. However, the revised site layout, to accommodate the existing trees on site, has reduced the parking capacity by 5, the revised parking on site will be 200 spaces, 186 spaces with 14 being for disabled users.
- 4.25 The Highways Officer is in agreement with this due to the existing facilities only being at 67% capacity.
- 4.26 There are 10 existing cycle parking spaces on site, this is not going to change in the proposals. To encourage cycling to / from the site additional cycle parking facilities should be provided, notes the Highways Officer, however on discussing this with the agent the existing spaces are mainly for staff rather than visitors and this storage area is already covered, as shown on plan CHQ.1511432-PL 105A. Officers therefore consider that an additional condition to cover this point is not required.

- 4.27 Officers are satisfied that the traffic generation and parking arrangements at this site accord with policies CP33 & CP35 of LPP1.

Other material considerations

- 4.28 Officers are aware that there is an extant planning resolution to grant permission for additional service facilities to the rear of this site, P15/V2899/O by Minscombe properties. This application is still awaiting a s106 completion prior to the decision being issued.
- 4.29 The current application seeks development on part of this Minscombe site however Officers understand that the land for this proposal is to be acquired should planning approval be granted. This is a matter for the owners of both sites, rather than a planning consideration.
- 4.30 A planning application for additional roadside services is also currently under assessment on land adjacent to the Minscombe site, P19/V0008/RM and north of the application site. A new hotel standing at 3 storeys tall is proposed and located to the rear of this site.
- 4.31 Officers have considered the impact from this proposal should it receive support and consider that there would be no undue harm to amenity and future users of the proposed developments.
- 4.32 A footpath would connect both premises and Officers consider there would be natural surveillance of this footpath from both hotel facilities whilst also providing additional landscaping and accessibility between the sites to ensure connectivity.
- 4.33 This is in accordance with Policies CP31, CP33, CP40 of LPP1 and TR10 & DC9 of Vale of White Horse Local Plan (saved Policies) 2011.

Flood Risk

- 4.34 The site is located within Flood Zone 1 – that at lowest risk of fluvial flooding and suitable for development. The drainage Officers at Vale and OCC have assessed the details for surface water drainage and *'confirms a strategy incorporating permeable paving and surface water storage crates beneath one of the car parks. Infiltration is not considered suitable as a means of drainage and the proposal involves a connection to the existing drainage system with discharge restricted to greenfield run-off rates. The strategy provided is considered acceptable and further detailed design information should be submitted and approved prior to development commencing.'* This can be achieved via condition.
- 4.35 The Flood Risk Assessment confirms that foul drainage would be discharged to an existing on-site pumping station before being pumped to Thames Water infrastructure. Thames Water has concerns that the existing capacity is not capable of accommodating this additional foul drainage and have suggested a phased condition. Following discussion with Thames Water an appropriate condition is

recommended. Details with regards to drainage on this site are in accordance with Core Policy 42 of the LPP1.

Contaminated land

- 4.36 The Preliminary Risk Assessment report provided indicates a low risk to human health from contamination on site and a low to moderate risk from ground gas. The report subsequently recommends that an intrusive investigation should be undertaken to confirm the levels of ground contamination on site prior to development. This can be undertaken via pre-commencement condition and has been included in the list at the end of this report. Contamination risk is in accordance with Core Policy 43 of the LPP1.

Air Quality

- 4.37 The Environmental Team have assessed the application and consider the proposals to accord with emerging Core Policy DP26. They have commented on the need to future proof the site and include electric charging points for cars. The revised site plan CHQ.1511432-PL 105A has included 2 spaces for this future need. This is acceptable and in accordance with planning policies.

Biodiversity

- 4.38 The site is not protected for biodiversity interest and there are no concerns over the loss of biodiversity on this site in accordance with Core Policy 46 of LPP1.

Financial Contributions

- 4.39 Core Policy 7 of LPP1 requires all new development to provide for the necessary on-site and where appropriate off-site infrastructure requirements arising from the proposal. Infrastructure requirements will be delivered directly by the developer and/or through an appropriate financial contribution.

- 4.40 The table below shows the contributions OCC highways Officer has asked for to encourage more sustainable modes of travel and seek to reduce reliance of the private motor car for travel::

Contribution	Amount £	Price base	Index	Towards (details)
Public Transport Infrastructure	£49,970.63	June 2017	Baxter	Towards public transport infrastructure
Travel Plan Monitoring	£2,040	December 2018	RPIX	Monitoring of hotel travel plan
Total	£52,010.63			

- 4.41 These financial contributions help fund improved access to public transport along the A4130 corridor. Such infrastructure is expected to include Real Time Information (RTI) displays, flags, poles and shelters. Bus stops in this location will encourage public transport use and provide a bus service closer to the development site for existing and future employees / visitors.
- 4.42 A signalised crossing point is provided across the A4130, approximately 60 metres away to the east of the site. This facility enables pedestrians and cyclists to cross the A4130 carriageway towards Milton Park via Park Drive for onward journeys. Such pedestrian and cyclist infrastructure are considered acceptable to serve the development site.

4.44 Officers consider these contributions reasonable and necessary to improve infrastructure within this area and are in accordance with CP7 of the LPP1.

5.0 **CONCLUSION**

5.1 Officers consider that the principle of development is acceptable according with, CP31 of the Vale of White Horse Local Plan Part 1 and TR10 of Vale of White Horse Local Plan 2011. Additional roadside facilities on this site have an identified need within the Local plan to assist with the economic development and growth for the district. The proposal is considered to accord with material considerations without there being any undue harm on the character of the surrounding area, traffic movements, flood risk, biodiversity, air quality or contamination.

5.2 Officers therefore consider this proposal can be recommended for approval subject to the completion of a S106 for the contributions to highway infrastructure.

5.3 The following planning policies have been taken into account:

5.4 **Vale of White Horse Local Plan 2031 Part 1 Policies (VOWH LPP1):**

CP1: Presumption in Favour of sustainable development

CP3: Settlement Hierarchy

CP7: Providing supporting infrastructure and services

CP15: Spatial Strategy for South East Vale sub area

CP17: Delivery of Strategic Highways improvements within South East Vale sub area.

CP31: Development to support the visitor economy

CP33: Promoting sustainable transport and accessibility

CP35: Promoting public transport, cycling and walking

CP37: Design and Local Distinctiveness

CP38: Design Strategies for strategic and major development sites

CP40: Sustainable design and construction

CP42: Flood Risk

CP43: Natural Resources

CP44: Landscape

CP45: Green Infrastructure

CP46: Conservation and improvement of Biodiversity

CP47: Delivery and contingency

5.5 **Saved Policies of the Vale of White Horse Local Plan 2011 (LP 2011):**

DC1 – Design

DC3 – Design against crime

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 development

DC12 – Water quality and resources

HE10 – Archaeology

TR10 – Identified for additional service facilities at Milton Heights

5.6 **Emerging Vale of White Horse Local Plan 2031 Part 2**

A publication draft of the Vale of White Horse Local Plan 2031 Part 2 has been subject to Examination and Main Modifications have been subject to public consultation. Its policies are a material consideration although full weight cannot be given to them at present. The following policies are material to the consideration of this application:

DP2 - Space Standards

DP8 - Community Services and Facilities

DP16 - Access

DP17 - Transport Assessments and Travel Plans

DP21 - External Lighting

DP23 - Impact of Development on Amenity

DP24 - Effect of Neighbouring or Previous Uses on New Developments

DP25 - Noise Pollution

DP26 - Air Quality

DP27 - Land Affected by Contamination

DP28 - Waste Collection and Recycling

5.7 **Neighbourhood plan**

Milton Parish has no Neighbourhood Development Plan

5.8 **Adopted Guidance**

Vale of White Horse Design Guide SPD – March 2015

Developer Contributions SPD – June 2017

5.9 **Other Relevant Legislation and Guidance**

National Planning Policy Framework 2019 (NPPF)

National Planning Practice Guidance

Community & Infrastructure Levy Legislation

Section 17 of the Crime and Disorder Act 1998

Obligations under Section 149 of the Equalities Act 2010

Provisions of the Human Rights Act 1998

Natural Environment and Rural Communities (NERC) Act 2006

The Conservation of Habitats and Species Regulations 2010

Localism Act (including New Homes Bonus)

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