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| <b>APPLICATION NO.</b>   | <a href="#">P18/V3135/FUL</a>  |
| <b>SITE</b>              | 70 Cumnor Hill Oxford, OX2 9HU   |
| <b>PARISH</b>            | CUMNOR   |
| <b>PROPOSAL</b>          | The demolition of the existing dwelling. Erection of a 2 storey building with 6 flats (6 x 2Bed) with 12 off-street parking spaces and associated amenity, refuse and cycle stores. Erection of 2 x 1.5 storey 4 Bedroom houses with double car ports and off-street parking (min. 3 spaces per house) (amended plans received on 14 February 2019 to show alterations to car parking and access, additional soft and hard landscaping and materials). |
| <b>WARD MEMBER(S)</b>    | Allison Jenner<br>Judy Roberts   |
| <b>APPLICANT OFFICER</b> | Lucy Developments Ltd<br>Andy Heron  |

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## **RECOMMENDATION**

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

### **Standard**

1. Commencement three years
2. Approved plans list

### **Prior to development commencing**

3. Landscape details
4. Surface water drainage scheme
5. Foul water drainage scheme
6. Tree protection details
7. Arboricultural method statement

### **Prior to occupation**

8. Access, parking and turning in accordance with approved plans
9. Bicycle parking

### **Compliance**

10. Materials in accordance with application details
11. Permitted development removal - Classes A, B, C, and E
12. Sustainable development – INFORMATIVE
13. CIL – INFORMATIVE
14. Visitor car parking and turning – INFORMATIVE

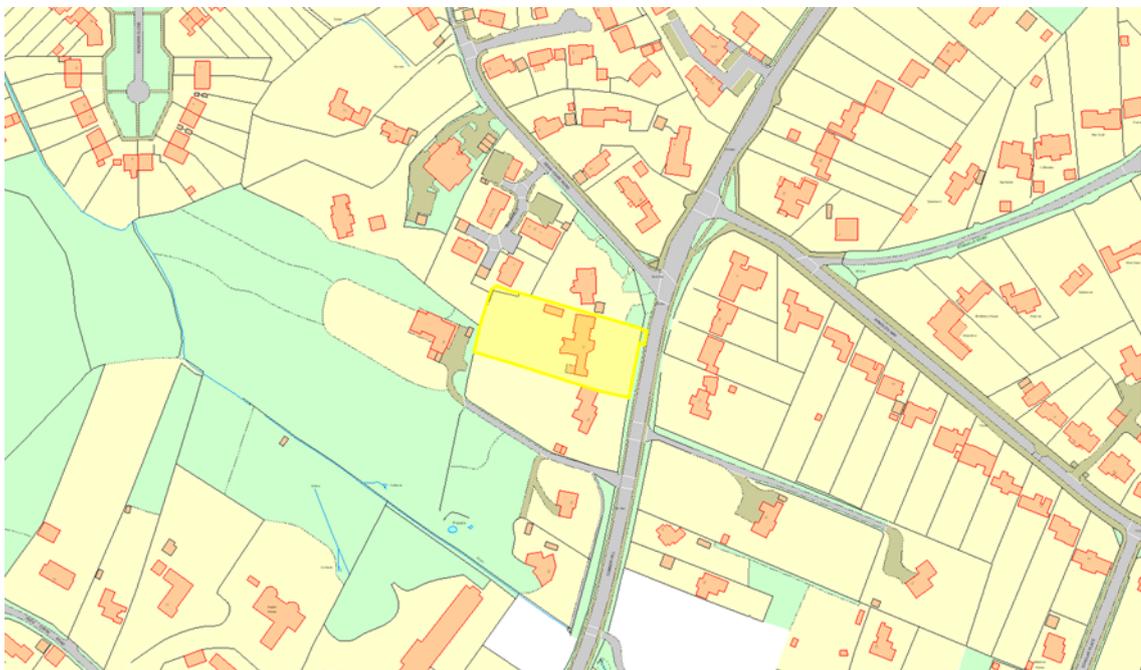
15. OCC advance payments code – INFORMATIVE

16. Works within the highway – INFORMATIVE

## 1.0 INTRODUCTION AND PROPOSAL

1.1 This application is referred to planning committee following a call-in request from one of the local members, Councillor Judy Roberts. Councillor Roberts has raised concerns with the size and mass of the building and the potential impact on neighbouring amenity.

1.2 The site is located within Cumnor Hill. Cumnor Hill is a semi-rural lower density area characterised by residential properties set in relatively large, often well landscaped grounds. A site location plan is provided below:



1.3 The site comprises of 0.32 hectares and is heavily screened from the front which is adjacent to the west of Cumnor Hill. The site consists of a large detached 1980's dwelling with a 310 square metre footprint. The site topography falls from the road toward the rear of the site where the ground level is approximately 3 metres lower. Vehicle access is to the east via Cumnor Hill.

1.4 The dwelling is situated within a street scene of low density detached dwellings set-back from the highway in large plots. There are also several 'back-land' developments that have been constructed to the rear of neighbouring dwellings.

1.5 Planning consent is sought for the demolition of the existing dwelling to erect a two-storey building with six two bed flats and two 1.5 storey four bed houses with double car ports to the rear. The flats would be built on the footprint of the existing dwelling with a reduced width to enable vehicle access to the

dwellings. The flats would have an overall width of 25.4 metres, a maximum depth of 20.2 metres and a maximum height of 9 metres.

- 1.6 The flats are proposed to have a hipped roof structure with front and rear facing gables. The building will be constructed of yellow and grey facing brickwork with a stone band and a clay tiled roof.
- 1.7 The dwellings to the rear will have different footprints but will broadly have the same appearance and be built of similar materials. A garage will be attached to house type 1, unlike house type 2 which will have a detached car port. House type 1 will have a maximum depth of 21 metres with a width of 10.54 metres, and an overall height of 8.05 metres to the pitched roof ridge. House type 2 will have a maximum depth of 11.9 metres, a width of 12.15 metres and a height of 8.01 metres to the pitched roof ridge.
- 1.8 The dwellings will be constructed of facing brickwork, stone lintels and cills, timber cladding and clay tiles to match the proposed flats. Each dwelling would have adequate on-site car parking and turning space whilst 12 car parking spaces are proposed to the front (east) of the flats. A total number of 8 electric vehicle charging units are proposed throughout the site. It is also useful to note that the vehicle access will remain as existing.
- 1.9 Each dwelling will have its own bin storage area, whilst the bin storage for the flats will be situated to the north-east of the site adjacent to the flats car parking area. Cycle spaces for the flats will be situated to the south.
- 1.10 Extracts from the application plans are **attached** at Appendix 1.

2.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

2.1 A summary of the responses received is set out below. Comments made can be viewed in full online at [www.whitehorsedc.gov.uk](http://www.whitehorsedc.gov.uk).

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| <b>Cumnor Parish Council</b> | Object. The scale and mass of this proposal is not in keeping with other adjacent properties and has a serious impact on 1 Dean Court Road, 72 Cumnor Hill and 7 Woodfield Road. All adjacent properties will suffer loss of privacy from both the houses and block of flats, together with overshadowing to 1 Dean Court Road. Both the houses and flats have windows over-looking the adjacent properties and the block of flats have balconies also over-looking the adjacent properties. The visual impact drawings are carefully tailored to show visual impact at ground floor only. |
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|  | <p>Council would refer to the VWHDC Design Guide and the emerging Cumnor Neighbourhood Plan which seeks to preserve and advance our environment. Generally, on Cumnor Hill there are substantial plots within which individual houses stand, maintaining the semi-rural character of the area. Detached properties are set back in leafy front gardens/hedges with mature trees. The scale and mass of this proposal is not in keeping with the VWHDC Design Guide which refers to Cumnor Hill as ‘a lower density area with residential properties set in relatively large landscaped grounds’. The proposal to infill the rear of the garden behind the new block of flats is over development which is against the special guidelines set out in the Design Guide.</p> <p>The site has significant level changes from west to east and although finished floor levels are indicated for the new properties, there is no indication of finished levels to the landscaping plans and the necessary provision of retaining structures. The level change to the adjacent properties is substantial and it is not possible to gauge the extent of proposed level changes and how these would be addressed.</p> <p>There would be a considerable increase in vehicles entering and egressing from the development. Both Dean Court Road and Arnolds Way leading to Matthew Arnold School are very close to the entrance to this development. No Construction Management Plan has been submitted with the plans.</p> <p>Council has concerns that the rainwater harvesting system, septic tanks will not operate successfully in</p> |
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|   | <p>this location and will disrupt the water courses and spring line causing surface and flooding issues. Council has for several years repeatedly expressed concerns in its responses to planning applications relating to Cumnor Hill about the potential impact of developments on ground water and surface water run-off. The flood risk assessment provided is a typical document regarding SUDS but with a large increase in roof areas and hard paving on this steeply sloping site will result in water run-off to the properties in Dean Court Road. Noise disturbance and obtrusive lighting that will result from this proposal will have a detrimental impact on the adjoining properties.</p>   |
| <p><b>Ward member Councillor<br/>Judy Roberts</b></p>                       | <p>I object to this application on several material planning grounds. Over development of the plot with the scale and mass not in keeping with the area.</p> <p>The description both in the Design guide and the emerging Neighbourhood plan of single dwellings with large gardens does not describe a large block of flats with two separate houses as a back-land development which is what this application proposes. There is no tree survey and no topographical survey which is imperative for such a sloping site. It appears that the upper storeys of the three developments would overlook 1, Dean Court, 72 Cumnor Hill and 7 Woodfield which is why the topographical survey is so necessary to identify the real impact on these neighbouring properties.</p> |
| <p><b>Oxfordshire County<br/>Council – Highways liaison<br/>officer</b></p> | <p>No objection, subject to condition.</p>  |
| <p><b>Forestry officer – Vale</b></p>                                       | <p>No objection. The proposals will result in the direct loss of one Horse</p>  |

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|                                       | <p>Chestnut (T2) but it is in very poor condition with a limited life expectancy and would need removing regardless of any development of the site. A Cherry (T9) is also in such a condition that it would be unlikely to survive in the long term and is recommended for removal. The illustrative landscaping included on most of the layout plans demonstrates that a formal landscape scheme could accommodate sufficient mitigation for their loss.</p> <p>The site has a change in levels, falling from east to west across the site. The driveway serving house 1 is within the root protection area of a mature Sycamore (T7) and the finished level is proposed to be approximately 200mm higher than existing. This accords with the intended provision, identified within section 8.3 of the tree report, for a sympathetic no-dig construction method. No specific details have been provided at this stage, but I consider the intention acceptable and advise that it could be successfully controlled by condition. The vulnerability of the tree roots means that a pre-commencement arboricultural method statement is necessary. It will need to include an itemised programme of work to ensure that the use of temporary protection measures becomes a pre-requisite if construction work to the dwelling is to be implemented prior to the approved driveway being finalised.</p> <p>A separate condition requiring compliance with the tree protection plan, included at Appendix 4 of the tree report, should be attached to any forthcoming planning permission.</p> |
| <p><b>Waste management – Vale</b></p> | <p>No objection.</p>  |

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| <b>Countryside officer – Vale</b>   | No objection.  |
| <b>Drainage – Vale</b>  | No objection, subject to condition.  |
| <b>Air quality – Vale</b>   | No objection. I am pleased to note the inclusion of ELV charging infrastructure for each off-street parking space.   |
| <b>Contaminated land - Vale</b>   | No objection.  |
| <b>Environmental protection – Vale</b>  | No objection.  |
| <b>SGN Plant Protection Team</b>  | No objection.  |
| <b>Environment Agency</b>   | No objection.  |
| <b>Neighbours – 10 letters of objection received. The grounds for objection concern can be summarised as:</b> | <ul style="list-style-type: none"> <li>• Overbearing impact.</li> <li>• Flooding.</li> <li>• Overlooking.</li> <li>• Noise.</li> <li>• Air pollution.</li> <li>• Highway safety.</li> <li>• Impact on the character and appearance of the area.</li> <li>• Impact on neighbouring amenity.</li> <li>• Overdevelopment.</li> <li>• Design.</li> </ul> |

### 3.0 **RELEVANT PLANNING HISTORY**

3.1 [P18/V1666/FUL](#) - Withdrawn (04/10/2018).

The demolition of the existing dwelling. Erection of a 2.5 storey building with 9 flats (2 x 3Bed, 5 x 2Bed and 2 x 1Bed) with 15 off-street parking spaces and associated amenity, refuse and cycle stores. Erection of 2 x 1.5 storey 4 Bedroom houses with double car ports and off-street parking (min. 3 spaces per house). (amended plans received 31st August 2018).

### 3.2 **Pre-application History**

[P18/V0546/PEM](#) – Decision letter sent (10/04/2018).

Demolition of existing house, erection of 6 flats and 3 detached houses.

[P16/V1391/PEM](#) – Decision letter sent (15/06/2016).

Demolish existing dwelling and erect three detached dwellings.

[P14/V0017/PEM](#) – Decision letter sent (03/02/2014).

Demolish existing dwelling and erect three detached dwellings.

#### 4.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

4.1 The application has been considered under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The scale of the proposal is below relevant thresholds and the locality has no recognised specific environmental sensitivity. Therefore, an Environmental Statement is not required.

#### 5.0 **MAIN ISSUES**

The main considerations in determining this application are;

- Principle of development
- Design and the impact on the character and appearance of the area
- Impact on neighbouring amenity
- Highway safety
- Drainage and flooding implications
- Noise
- Air pollution
- Other matters
- Community Infrastructure Levy (CIL)
- Sustainable development

#### 5.1 **Principle of development**

The settlement hierarchy set out in Core Policy 3 of the Local Plan 2031 Part 1 identifies Cumnor as a larger village within the Abingdon-Oxford fringe sub-area. Larger villages are defined as settlements with a more limited range of employment, services and facilities. Unallocated development in these areas will be limited to providing for local needs and to support employment, services and facilities within local communities.

5.2 Core Policy 4 of the Local Plan 2031 Part 1 states that there is a presumption in favour of sustainable development within the existing built area of market towns, local service centres and larger villages. Although in a rural area the site is situated in a sustainable area with good communication links to local employment, services and facilities.

5.3 The NPPF is clear that local planning authorities should look to significantly boost the supply of housing in line with the principles of sustainable development. Core Policy 4 of the Local Plan 2031 Part 1 sets out the Council's approach to delivering new homes and retaining the housing stock. New homes will be located in accordance with the settlement hierarchy outlined in Core Policy CP3.

5.4 The development is located in Cumnor Hill within an area that benefits from good public transport. It would create a net increase of seven additional residential units in a sustainable area of the Vale.

5.5 In view of the above the principle of development is therefore acceptable providing it accords with other relevant development plan policies.

5.6 **Design and impact on the character and appearance of the area**

The NPPF is clear that good design is indivisible from good planning, it attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development and should contribute positively to making places better for people. It emphasises the importance to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings.

5.7 The NPPF also adds that the visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Great weight should be given to outstanding or innovative designs which raise the standard of design more generally in the area. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

5.8 Core Policy 37 of the Local Plan 2031 Part 1 states that new development must demonstrate high quality design that responds positively to the site and its surroundings, creating a distinctive sense of place through high quality townscape that physically and visually integrates with its surroundings. It adds that development must be visually attractive, and the scale, height, massing, and materials should be appropriate to the site and its surrounding context.

5.9 Cumnor Hill is defined as a lower density area in section 6 of the adopted Design Guide. Principles DG76, DG77, DG79, DG80, DG81 and DG82 are all relevant to proposals on Cumnor Hill. Principles DG69, DG72, DG73 and DG75, which deal with apartment development, and Principle DG63 and DG64 on amenity and privacy, also apply. Principles DG44, DG75 and DG82 deal with parking. These principles have been used by officers to assess this proposal.

5.10 The site is situated within a low-density area of detached dwellings of various designs. The majority of these dwellings are set in relatively large, often well landscaped grounds. Large detached dwellings are located to the north and south, whilst smaller modern dwellings set-within a small cul-de-sac are situated to the north-west. A modern contemporary dwelling is situated to the south-west with a larger detached dwelling beyond.

5.11 Neighbouring objectors have raised concerns with the proposed footprint, bulk, scale and mass of the proposed development and the impact it would have on the low-density character of the surrounding area. Officers consider the proposed development preserves the surrounding semi-rural, domestic character of the area. The flats will be built on the existing dwellings footprint and have been carefully designed to appear like a typical dwelling found within the Cumnor Hill area. For example, the flats will only be 1.1 metres higher than

the existing dwelling. Furthermore, the width of the building is significantly less than the existing dwelling. Officers consider the height and location of the flats respond to the context of Cumnor Hill as the building will not extend beyond the neighbouring building line or the height of the adjoining dwellings adjacent to Cumnor Hill.

- 5.12 Unlike many other sites in Cumnor Hill the proposed development benefits from the existing topography of the site which slopes 3 metres from east to west. This natural slope will help screen most of the development away from the views from Cumnor Hill to the east. This accords with Principle DG76 of the Design Guide SPD which states that buildings within rural and lower density areas should be simply integrated into their setting to be at one with the landscape. Furthermore, the development seeks to utilise the band of mature hedging which bounds the site to the east to help soften the impact of development even further. This accords with Principles DG77 and DG81 of the Design Guide SPD.
- 5.13 Adequate amenity space has been provided in excess of the recommended guidelines for the flats and dwellings in line with principles DG64 and DG72 of the Design Guide SPD. This has been provided in the form of private gardens, balconies and private communal gardens which will create defensible space for the future occupants.
- 5.14 The development accords with principles DG44, DG75, and DG82 of the Design Guide SPD. Tree planting and soft landscaping is proposed to break up the car parking provision for the flats, whilst the car parking layout has been carefully designed to appear less engineered. Furthermore, each car parking area has incorporated electric charging provision.
- 5.15 In view of the above the design and appearance of the proposed development is in compliance with the advice contained within the NPPF, the Design Guide SPD and CP37 of the Vale of White Horse Local Plan 2031 Part 1.
- 5.16 **Impact on neighbouring amenity**  
Core Policy 37 of the Local Plan 2031 Part 1, DC9 of the Local Plan 2011 Saved Policies, DP23 of the draft Local Plan 2031 Part 2 are of importance with regard to the potential impact upon neighbouring amenity. Policy DC9 states that development will not be permitted if it would unacceptably harm the amenities of neighbouring properties and the wider environment.
- 5.17 The relationship of buildings to each other, their height and the positioning of windows can all have an impact on the privacy enjoyed by neighbouring properties. Furthermore, buildings close to the boundary of neighbouring properties can increase overshadowing or loss of daylight to neighbouring properties. Habitable room windows should normally be at least 12 metres away from the flank wall of the neighbouring property.
- 5.18 The proposed development has been carefully designed to mitigate any potential impact on neighbouring occupants. For example, there are no

proposed first floor windows on the north and south side elevations of the flats. This is to mitigate any impact towards the adjoining occupants. Balconies have also been purposely recessed into the building to reduce any potential overlooking. Careful consideration has also been given to the proposed dwellings first floor side elevation windows.

- 5.19 It is acknowledged that house type 1 will be set at a level approximately 2.5 metres higher than the neighbouring property to the north-west (7 Woodfield), however this will be distanced approximately 11 metres away and careful consideration has been given to any potential impact the proposed dwelling would have on the adjoining occupants. No windows are proposed to directly overlook 7 Woodfield to overcome any potential loss in privacy.
- 5.20 It is also noted that the proposed flats will have some impact on the daylight enjoyed from the rear kitchen window at 72 Cumnor Hill. However, officers have noted that there is already some loss in sunlight caused by the existing dwelling. The replacement flat building is not considered to create a detrimental impact on the occupants of 72 Cumnor Hill as it will be situated on the footprint of the existing dwelling and located to the north-east of no. 72. Therefore, the proposed flats will only screen a minimum amount of sunlight.
- 5.21 The impact upon neighbouring amenity will be minimal as the dwellings will be sufficiently distanced away from neighbouring dwellings. Furthermore, the scale of development is not considered to create a harmful impact towards neighbouring occupants. It is therefore considered that the criteria contained within Core Policy 37 of the Local Plan 2031 Part 1 and DC9 of the Local Plan 2011 Saved Policies, and DP23 of the Draft Vale of White Horse Local Plan 2031 Part 2 will be adhered to.
- 5.22 **Highway safety**  
The NPPF promotes sustainable transport modes, whilst seeking to ensure that safe and suitable access to the site can be achieved for all users; and any significant impacts from the development can be mitigated. Paragraph 109 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.
- 5.23 Oxfordshire County Council as highway authority have reviewed the proposed plans raising no objections, subject to condition. Adequate car parking and access is available for the dwellings. The car parking meets the County Council car parking standards with a minimum of two car parking spaces for each dwelling unit. Furthermore, the site is situated within a sustainable area with good bus links within close proximity that regularly serve Oxford and Abingdon.
- 5.24 It is therefore considered that the proposed development will comply with the criteria contained within Policy DC5 of the Vale of White Horse Local Plan 2011 Saved Policies, Policy CP35 of the Vale of White Horse Local Plan 2031 Part 1, Policy DP16 of the draft Vale of White Horse Local Plan 2031, Part 2, and the NPPF.

5.25 **Drainage and flooding implications**

Policy CP42 of the Vale of White Horse Local Plan 2031, Part 1 seeks to direct new development to areas with low probability of flooding and ensure that all new development addresses the effective management of all sources of flood risk. It is important that new development does not increase the risk of flooding elsewhere and improves the wider environment in terms of flood risk. Appropriate mitigation and management measures will be required to be implemented.

5.26 The site is not situated in flood zones 2 or 3. Therefore fluvial flooding is unlikely to occur at the site. The development is designed to effectively mitigate any adverse effects from surface water run-off and flooding on people, property and the ecological value of the local environment. Furthermore, the development should adequately protect groundwater resources. The drainage officer has requested additional surface water and foul water drainage information that would need to be covered via a planning condition if approved.

5.27 In view of the above the development is considered to accord with paragraph 102 of the NPPF, Policy DC12 of the Vale of White Horse Local Plan Saved Policies 2011, and Policy CP42 of the Vale of White Horse Local Plan 2031, Part 1 which states that development should not increase flood risk elsewhere and will only be permitted if it can be demonstrated that it would not have an impact on an area to store floodwater.

5.28 **Noise**

Neighbouring objectors have raised concerns with the impact of noise levels on neighbouring occupants. The Council's environmental health officer has been consulted and raised no objection, stating that there would be no harmful increase in noise levels caused by the development.

5.29 **Air pollution**

The Council's air quality officer has been consulted raising no objection. They have further commended the development for the inclusion of electronic vehicle charging infrastructure for each dwelling unit. There are therefore no air pollution concerns with regards to the proposed development.

5.30 **Other matters**

It is noted that the Parish Council have referenced the Cumnor Neighbourhood Plan. Cumnor Parish Council are working on a neighbourhood plan. The neighbourhood area was formally designated on 12 January 2017. The parish council has started the process of gathering evidence and engaging with the local community. This is to give the plan a direction and draft policies that will form the neighbourhood plan. Given its current status, no weight can be given to the Cumnor neighbourhood plan at present.

5.31 The Parish Council and ward member concerns regarding there being no indication of finished levels to the landscaping plans nor a topography plan is noted. Officers would like to highlight that an existing topographical plan

(drawing title no. topographical survey plan J0009095-17-01 received 23<sup>rd</sup> January 2019) and proposed landscaping levels for the site (drawing title no's planting scheme proposed 01/005 and proposed site plan PA-03A received 25<sup>th</sup> February 2019) show that there will be limited changes to the existing land levels with a 3 metre slope from east to west retained as existing.

5.32 **Community Infrastructure Levy (CIL)**

Policy CP7 of the Vale of White Horse Local Plan 2031, Part 1 states that the Council will work with infrastructure providers and stakeholders to identify requirements for infrastructure provision and services for new development and will seek to co-ordinate infrastructure delivery. The Council has implemented its Community Infrastructure Levy (CIL) as from 1st November 2017. Planning applications which are decided after 1st November 2017 may be liable to pay the levy.

5.33 Under the Community Infrastructure Levy Charging Schedule adopted by Vale of White Horse Council and the government Community Infrastructure Levy Regulations, new dwellings and new residential development of 100m<sup>2</sup> or more will be liable to pay the Community Infrastructure Levy. In this instance as the development is for a new dwelling units CIL will be required.

5.34 The application is therefore CIL liable.

5.35 **Sustainable development**

When considering development proposals, the Council is required to take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

5.36 The National Planning Policy Framework places a strong emphasis on sustainable development. All planning applications must result in sustainable development with consideration being given to economic, social and environmental sustainability aspects of the proposal. The development will improve the local economy creating additional jobs during construction and the additional occupants will bring additional custom to local businesses. The environmental considerations have been assessed in terms of the impact on the character and appearance of the area and for the reasons given above are considered acceptable. Social considerations overlap those of environmental in terms of amenity. As these have been found acceptable the development is considered to constitute sustainable development.

6.0 **CONCLUSION**

6.1 The application has been assessed on its merits, against the requirements of the adopted Local Plan 2031 Part 1, saved policies of the adopted Local Plan 2011 and the National Planning Policy Framework. Regard has been given to the draft Local Plan 2031, Part 2 but as this is yet to be adopted, it's policies hold limited weight.

- 6.2 Sustainable development has three strands - social, economic and environmental. The site is within a sustainable location. The delivery of new housing has economic and social benefits to the district. Although there would be a change environmentally to the local area officers consider that this change, as set out above, would not be sufficient to cause harm that would justify refusing the proposal. There are no objections from technical consultees to the application. Therefore, in weighing up the planning balance, officers consider the scheme is acceptable and recommend for approval.

The following planning policies have been taken into account:

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of any planning application must be made in accordance with the development plan unless material considerations indicate otherwise. The statutory Development Plan comprises;

- The Local Plan 2031 Part 1
- The Local Plan 2011 Saved Policies
- The Oxfordshire Minerals and Waste Local Plan 2031
- Neighbourhood Plans for; Drayton, Coxwell, Blewbury, Faringdon, Radley, Great Coxwell, and Longworth.

Other material considerations include government guidance, in particular:

- The National Planning Policy Framework (2019) (NPPF)
- The National Planning Policy Guidance (NPPG)
- Vale of White Horse Design Guide Supplementary Planning Document (SPD) (March 2015)
- Vale of White Horse Updated Infrastructure Delivery Plan (IDP) (December 2016)
- Draft Vale of White Horse Local Plan 2031 Part 2: Detailed Policies and Additional Sites
- Building for Life 12

Other Relevant Legislation

- Human Rights Act 1998
- 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.
- Equality Act 2010
- In determining this planning application, the Council has regard to its equalities obligations including its obligations under Section 149 of the Equality Act 2010.

The Vale of White Horse Local Plan 2031 Part 1 policies which are relevant to the proposed development consist of:

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
- CP33 - Promoting Sustainable Transport and Accessibility
- CP35 - Promoting Public Transport, Cycling and Walking
- CP37 - Design and Local Distinctiveness
- CP44 - Landscape
- CP45 - Green Infrastructure
- CP46 - Conservation and Improvement of Biodiversity

The Vale of White Horse Local Plan 2011 Saved Policies which are relevant to the proposed development consist of:

- DC5 - Access
- DC6 - Landscaping
- DC7 - Waste Collection and Recycling
- DC9 - The Impact of Development on Neighbouring Uses
- DC10 - The Effect of Neighbouring or Previous Uses on New Development
- DC12 - Water Quality and Resources

The Local Plan 2031 Part 2: Detailed Policies and Additional Sites complements the Part 1 plan and sets out policies and locations for housing for the Vale's proportion of Oxford's housing need up to 2031, which cannot be met within the City boundaries. It contains policies for the part of Didcot Garden Town that lies within the Vale of White Horse District, and detailed development management policies to complement the Local Plan 2031 Part 1, which replace the saved policies of the Local Plan 2011. It also allocates additional development sites for housing.

Paragraph 48 of the NPPF states that decision-takers may give weight (unless material considerations indicate otherwise) to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

The Vale of White Horse District Council submitted the Local Plan 2031 Part 2: Detailed Policies and Additional Sites to the Secretary of State on Friday 23 February 2018 for independent examination. The draft Local Plan 2031 Part 2 is currently under examination.

Overall, taking into account the current stage of preparation, the emerging Local Plan 2031, Part 2 now attracts limited weight.

The Draft Vale of White Horse Local Plan 2031 Part 2: Detailed Policies and Additional Sites policies which are relevant to the proposed development consist of:

- CP4a – Meeting our housing needs
- DP2 - Space standards
- DP16 – Access
- DP23 – Impact of development on amenity
- DP25 – Noise pollution
- DP26 – Air quality
- DP28 - Waste collection and recycling

**Case officer – Andy Heron**

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