

Agenda



Contact Officer: Emily Barry, Democratic Services Officer

Tel: 07717 272442

E-mail: emily.barry@southandvale.gov.uk

Date: 27 February 2024

Website: www.whitehorsedc.gov.uk

A MEETING OF THE

Planning Committee

WILL BE HELD ON WEDNESDAY 6 MARCH 2024 AT 7.00 PM

MEETING ROOM 1, ABBEY HOUSE, ABBEY CLOSE, ABINGDON, OX14 3JE

You can watch this meeting [the council's YouTube channel](#).

Members of the Committee:

Max Thompson (Chair)

Val Shaw (Vice-Chair)

Ron Batstone

Cheryl Briggs

Jenny Hannaby

Robert Maddison

Mike Pighills

Jill Rayner

Scott Houghton

Substitutes Councillors

Paul Barrow, Dr

Andy Cooke

Hayleigh Gascoigne

Judy Roberts

Emily Smith

Robert Clegg

Oliver Forder

Katherine Foxhall

Sarah James

Viral Patel

Amos Duveen

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Vivien Williams,
Head of Legal and Democratic (Interim)

1. Chair's announcements

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

2. Apologies for absence

To record apologies for absence and the attendance of substitute members.

3. Minutes (Pages 4 - 7)

To adopt and sign as a correct record the Planning Committee minutes of the meeting held on 13 February 2024

4. Declarations of interest

To receive declarations of disclosable pecuniary interests, other registrable interests and non-registrable interests or any conflicts of interest in respect of items on the agenda for this meeting.

5. Urgent business

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

6. Public participation

To receive any statements from members of the public that have registered to speak on planning applications which are being presented to this committee meeting.

Planning applications

All the background papers, with the exception of those papers marked exempt/confidential (e.g. within Enforcement Files) used in the following reports within this agenda are held (normally electronically) in the application file (working file) and referenced by its application number. These are available to view at the Council Offices (Abbey House, Abbey Close, Abingdon, OX14 3JE) during normal office hours.

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

Summary index of applications

Site Address	Proposal	Application No	Page.
7. P22/V0604/RM - Phase 1a Valley Park Land to the West of Great Western Park	Reserved matters application for access, appearance, landscaping, layout and scale following consent granted under reference P14/V2873/O relating solely to Phase 1a of the overall allocation regarding infrastructure elements to enable works for Phase 1 and 2. An EIA was submitted as part of the approved outline permission.		8 - 38
8. P23/V2226/FUL - Gateways Harcourt Hill Oxford, OX2 9AS - APPLICATION WITHDRAWN FROM AGENDA	APPLICATION WITHDRAWN FROM AGENDA Demolition of existing house and erection of two detached dwellings. (As amplified by additional information received 18 January 2024.)		39 - 61

Minutes

of a meeting of the

Planning Committee



held on Tuesday, 13 February 2024 at 7.00 pm in
Meeting Room 1, Abbey House, Abbey Close,
Abingdon, OX14 3JE

Open to the public, including the press

Present in the meeting room:

Councillors: Max Thompson (Chair), Ron Batstone, Cheryl Briggs, Jenny Hannaby, Robert Maddison, Mike Pighills, Jill Rayner and Scott Houghton
Officers: Holly Bates (Planning Officer), Emily Hamerton (Development Manager) and Emily Barry (Democratic Services Officer)

Remote attendance:

Officers: Bertie Smith (Broadcasting Officer)
Guests: Councillor Sally Povolotsky

75 Apologies for absence

Apologies for absence were received from Councillor Val Shaw.

76 Chair's announcements

The chair welcomed everyone to the meeting, outlined the procedure to be followed and advised on emergency evacuation arrangements.

77 Minutes

RESOLVED: to approve the minutes of the meeting held on the 24 January 2024 as a correct record and agree that the Chair sign these as such.

78 Declarations of interest

There were no declarations of interest.

79 Urgent business

There was no urgent business.

80 Public participation

The committee noted the list of the members of the public who had registered to speak at the meeting.

81 P23/V2120/HH and P23/V2121/LB - 57 The Causeway, Steventon, OX13 6SE

The committee considered planning application P23/V2120/HH and listed building consent application P23/V2121/LB for internal and external alterations to ancillary garage (originally approved under P21/V2326/HH). Installation of new widened entrance gate piers. Installation of a new septic tank. Replacement of existing driveway and front path with permeable cobbled paving - PART RETROSPECTIVE (amended plans and additional information received 19 and 26 October 2023 and 01, 12 and 30 January 2024) on land at 57 The Causeway, Steventon, OX13 6SE.

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

The planning officer introduced the report and informed the committee that the applications were part retrospective in nature. She went on to illustrate the works which had commenced and those which were proposed.

The site was a Grade II listed property accessed from the north via The Causeway and the northern half of the site was located within a conservation area. Permission for the erection of the garage had been granted in 2021 and the application before the committee proposed no enlargement to the existing garage but the reconfiguration of the doors and windows in the garage as well as a widening of the gate.

The planning officer clarified that no roof lights had been constructed or were proposed above the constructed mezzanine. She went on to inform the committee that, on balance, the application was recommended for approval subject to conditions. The planning officer noted that conditions 5, 6 and 7 had not been included in the officer report due to an administrative error but displayed these for the committee to read.

Liz Rice and Robert Green spoke, objecting to the application.

Councillor Sally Povolotsky, a local ward councillor, spoke on the application.

Due to technical issues, Duncan Wolage, the agent representing the applicant, spoke last in support of the application.

The committee asked the planning officer to comment on the concerns raised about the site being used for commercial purposes. The planning officer advised that the site had been subject to an enforcement investigation and that both an enforcement and planning officer had visited the site. Documents detailing the business location had been shown to the officers and based on all the evidence available to them officers were satisfied that the premises was not being used for commercial purposes. As such the proposed condition on the ancillary and not business use of the garage was deemed to be sufficient.

The committee asked the planning officer if there were any steps which could be taken to address the safeguarding concerns which had been raised. The planning officer advised the committee that whilst the neighbour concerns had been acknowledged there was no harmful overlooking as a result of the proposed window. She informed the committee that the window to window distance was 66 metres with a window to boundary distance of 45 metres, both well in excess of the required 21 metres. The planning officer went on to advise the committee that as the window was at ground floor level, were the main dwelling not listed the window could have been installed without planning permission. The committee

enquired as to whether it would be possible to condition that the window was obscure glazed. The planning officer advised that there was no planning reason to do so but that officers would be able to add this should the committee desire.

The committee asked the planning officer to confirm what the current restrictions were on the site. The planning officer confirmed that the garage was restricted to use for ancillary purposes to the main dwelling only. She advised that the 2021 permission did not have a restrictive condition on it and therefore the proposed condition restricting the use of the garage would be stronger but that this simply clarified the existing situation. Any proposal to change the garage to a separate dwelling or for it to be used for commercial purposes would be the subject of a new application for planning permission and, where necessary, listed building consent.

The committee went on to ask the planning officer to comment on the 'small' septic tank. The planning officer advised the committee that the drainage officer had raised no objections to the application as submitted. She reiterated that any proposal to change the garage to a separate dwelling would require planning permission.

Motions, moved and seconded, to approve the planning application and listed building consent application were carried on being put to the vote.

The committee reflected that it was required to take the application at face value and accept the use as proposed. The committee commented that they were sceptical about the use of the site and requested it was noted that they encouraged enforcement to investigate this. The committee was satisfied that all which could be done to prevent scope creep of the development had been done with the proposed conditions.

Members had concerns around the safeguarding issues raised and through the course of debate it was requested that an additional condition for obscured glazing in the proposed window was added. The proposer and seconded of the motion agreed to this addition.

RESOLVED: to approve planning application P23/V2120/HH, subject to the following conditions:

1. Time limit – Full Application (Full)
2. Approved plans
3. Approved supporting documents
4. Materials in accordance with application (Full)
5. Tree protection measures (implementation as approved)
6. Use restriction – ancillary garage use only
7. Obscured glazing (non-opening) garage window
8. PD restriction – new new/replacement hardstanding

RESOLVED: to approve listed building consent application P23/V2121/LB, subject to the following conditions:

1. Time limit – LB/CA Consent (Full)
2. Approved plans (listed building)
3. Approved supporting documents (listed building)
4. Materials in accordance with application
5. Obscured glazing (non-opening) garage window

The meeting closed at 7.58 pm

APPLICATION NO.	P22/V0604/RM
SITE	Phase 1a Valley Park Land to the West of Great Western Park
PARISH	WESTERN VALLEY
PROPOSAL	Reserved matters application for access, appearance, landscaping, layout and scale following consent granted under reference P14/V2873/O relating solely to Phase 1a of the overall allocation regarding infrastructure elements to enable works for Phase 1 and 2. An EIA was submitted as part of the approved outline permission.
WARD MEMBER(S)	Debra Dewhurst Hayleigh Gascoigne
APPLICANT	Taylor Wimpey Oxfordshire and Persimmon Homes
OFFICER	Adrian Butler

RECOMMENDATION

It is recommended that approval is granted subject to the following conditions summarised below:

1. Approved plans.
2. Provision of tree and Moor Ditch protective fencing.
3. Protective fencing around tree T229.
4. Update the submitted Ecological Construction Management Plan and Landscape and Ecology Management Plan to add the construction clerk/management contact details.
5. Delivery of open spaces and connections to adjacent development parcels.
6. The development shall be carried out in accordance with the improvement works to Cow Brook and Meadow Brook specified in the Technical Note 52 Rv1 dated 14 September 2023 and the works implemented prior to any occupation and retained thereafter throughout the lifetime of the development.
7. Boundary treatment to the foul water pumping station to be approved.
8. Vision splays to be provided in accordance with the approved plan and thereafter maintained with no structure or vegetation except for trees, above 0.9m in height.

The full wording of the conditions listed above is **attached** at Appendix 1.

1.0 INTRODUCTION AND PROPOSAL

- 1.1 The application is presented to committee as at the time of submission, the site was in Harwell Parish and Harwell Parish Council object. Since April 2023 the site is within Western Valley Parish.

Vale of White Horse District Council - Committee Report – 6 March 2024

- 1.2 This application is part of the wider Valley Park site which benefits from outline planning permission for up to 4,254 dwellings granted under application no. P14/V2873/O on 21 February 2022. This reserved matters application relates to infrastructure including a road, foul water pumping station and attenuation basins in the north western part of the Valley Park site and seeks approval for internal access, appearance, landscaping, layout and scale associated with these. The site location and layout are shown on the plan **attached** as Appendices 2.
- 1.3 A signalised access to the site from the A4130 was approved as part of the outline permission and this access is being implemented. This access does not form part of this reserved matters application. Land is safeguarded as part of the outline permission for widening the A4130 should the HIF1 roads and bridges scheme be subsequently approved.
- 1.4 This application has been amended on five occasions in response to consultation responses and planning officer comments with revisions to biodiversity including impacts for watercourses, landscaping, tree protection, drainage, flood modelling, play area and equipment and temporary bus turning area.

2.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 2.1 A summary of responses received is below. A full copy of all the comments made can be seen online at: www.whitehorsedc.gov.uk

Western Valley Parish Council	No objection.
Harwell Parish Council	<p><u>December 2023 Amendments</u> Object: Concerned that this development remains in the flood plain and as recently observed the 1 in 100-year occurrences seem to be occurring routinely.</p> <p><u>August and April 2023 Amendments:</u> No new comments but unless its previous concerns have been considered and taken on board they still apply.</p> <p><u>Original Comments:</u> Object</p> <ul style="list-style-type: none"> • Application is premature – cannot comment until a Strategic Design Code (SDC) for the site is agreed and published. • Disappointed to see substandard cycle lane widths below the desirable minimum value of 2m as specified in the LTN1/20 • More time should be provided for the Parish Council to respond to the reserved matters and condition ‘discharge’ applications.

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Milton Parish Council	No comments received.
Didcot Town Council	<p><u>December 2023 Amendments:</u></p> <ul style="list-style-type: none"> • Question the removal of trees T170, T171 and T172 as they seem healthy and there is no immediate danger from the trees. • Also concerned about sewage and wonder whether Thames Water could accommodate for the site prior to the opening of the site. <p><u>August 2023 Amendments:</u></p> <ul style="list-style-type: none"> • Suggest that the silver birch trees be located away from residential areas, as they produce a large quantity of pollen, which could cause allergic reactions. • Noted the non-native flowers in the Northern Hamlet LEAP planting arrangement. • Query if the entirety of the development is located in flood zone 1. • Some concerns regarding access and congestion during the construction, regarding the works on the two roundabouts, and would like to point out that extra care should be taken to allow adequate access to the A34. • Will access to this site include traffic lights? <p><u>April 2023 Amendments:</u> No objection.</p> <p><u>Original Comments:</u> No objection</p> <ul style="list-style-type: none"> • The Council was unable to scrutinise the plans thoroughly due to the quantity of detail and the fact that Didcot Town Council were not a consultee on a current application linked to this one (P22/V0539/RM). The Committee ask that Didcot Town Council are consulted on every application for this development in future.
Residents	<p>One letter of representation has been received and the following concerns raised:</p> <ul style="list-style-type: none"> • Unable to comment until the SDC has been agreed. • Phase 1 and 1a applications should not be allowed to proceed as contrary to planning conditions.

<p>Ecology officer</p>	<p><u>December 2023 Amendments:</u> Comments:</p> <ul style="list-style-type: none"> • Paragraph 3.4.14 of the Ecological Construction Management Plan (ECMP) still suggests that open cut trenches will be used to cross the retained central stream watercourse. This is confirmed at 3.3.2 of the Watercourse Buffer Zone Scheme. However, at 3.4.19, horizontal directional drilling (HDD) is proposed for the same foul water pipe crossing underneath a ditch. I recommend that HDD is used to cross the retained central stream watercourse for the foul water pipe. <p><u>April 2023 Amendments:</u> Comments:</p> <ul style="list-style-type: none"> • The submitted Biodiversity Enhancement Plan (BEP) is acceptable. • The submitted ECMP could be supported subject to deleting the open cut trench across the Central Stream watercourse for the installation of the foul drainage pipe. The applicant should use directional drilling underneath the central stream watercourse which would avoid any physical disruption to the watercourse and provide continuity of habitat to the species which use this feature, such as water vole. A detailed method statement is referred to in 3.4.17 and 3.4.18 but is not provided. This should be incorporated into the ECMP. • The watercourse buffer zone submission is generally acceptable but for the open cut trench crossing the Central Stream watercourse; directional drilling should be used. • Any dredging works, for the purposes of ecological enhancement to watercourses, should have the detailed method statement included in the watercourse buffer zone document. • The submitted Landscape Ecological Management Plan is acceptable. <p><u>Original Comments:</u> Holding objection</p> <ul style="list-style-type: none"> • Cannot comment until the SDC is agreed.
<p>Drainage Engineer</p>	<p><u>January 2024 Amendments:</u> No objection.</p> <ul style="list-style-type: none"> • Note that the Environment Agency have reviewed the flood modelling submitted and confirmed their objection withdrawal.

	<ul style="list-style-type: none">• The revised information submitted has now addressed outstanding concerns. We can therefore remove our objection. <p><u>December 2023 Amendments:</u> Comments:</p> <ul style="list-style-type: none">• Double check assessments and check files are labelled correctly.• The sections for basins 1A and 1B on Basin Sections Sheet 3, which I assume relate to section lines A-A and B-B on Basins Layout, indicate that the embankments of the basins will be higher than the surrounding ground. The design storm water level is shown as higher than the existing ground level from chainage points 0 – 15m approx., there is potential for seepage through the embankments and discharge on the lower lying land. Please provide construction details of the embankments to ensure they are watertight. If the levels are proposed to tie in with Valley Park and HIF scheme levels, this should be illustrated on the cross sections.• With regard to the footway between the attenuation basin and adjacent plot details have not been submitted.• Attenuation basin bank levels are lower than freeboard.• Whilst the swales have been designed for conveyance, there is potential for seepage through the embankments whilst being utilised for storage during extreme storm events. Please ensure where embankments are higher than the surrounding ground levels, that they are watertight.• For surface water catchment please ensure total size of each parcel in hectares and impermeable area is marked on each parcel.• Sensitivity testing indicates a maximum water level of 58.003mAOD. Drawing 10219-HL-RM1-500-024 indicates bank levels of 57.973 and 57.999 for section 2 and 57.968 and 57.892 for section 3 – these are lower than the sensitivity testing.• Updated drawing for foul water manholes, basin layout and landscaping have not been submitted. <p><u>August 2023 Amendments:</u> Holding objection:</p>
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	<ul style="list-style-type: none">• Flood modelling has been submitted to the Environment Agency. This will need to be approved as fit for purpose.• Trash screen risk assessments do not appear to have been provided.• Basin cross sections clearly show that the basins are raised above existing ground levels, with the maximum water level of 57.85m AOD, top of bank level of 58.15m AOD and ground levels in surrounding areas potentially 57.20m AOD or lower. Greater detail should therefore be provided on the proposed construction of the embankments to ensure that these will be watertight and constructed of suitable material to avoid water seepage through the embankment.• Detailed proposed levels should be provided on a drawing with topographical survey provided as a base. We note that there is a footway between the attenuation basin and adjacent plot and detailed levels are required along this to ensure that levels tie in with plot requirements and that the route of the footway is planned such that suitable gradients can be achieved as it approaches Cow Lane.• Some swale plans appear to be missing.• The sections alongside Cow Lane need further consideration. As the swale feeds into the attenuation basin, the freeboard level should continue along the sides of the swale. Not all high points are marked on the drawing levels table and details are needed showing the construction of the swale and embankments to ensure that water does not seep through the embankments into the adjacent watercourse.• Safety outfall screens and all screens on swales should be cranked with a top platform, not vertical.• The surface water catchment plan is insufficiently detailed. Please confirm the total size of each parcel in hectares and the impermeable area used for calculation purposes. Maximum allowable flows to each parcel spur based on the calculations should also be confirmed on the drawing for the case that parcel impermeable areas differ from the presumptions used in the future. 8) Calculations should consider latest FEH rainfall input data.• Foul water levels need reviewing.• Please confirm how access will be provided to the basins to enable forebays to be desilted. Detailed
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	<p>levels should also be added within basin areas to ensure that all forebays and permanent water areas are suitably defined.</p> <ul style="list-style-type: none">• The tree removal and protection plan does not match the phase lines of the engineering drawings. Trees T170 – T174 affected. <p><u>April 2023 Amendments:</u> Holding objection: <i>Surface Water Drainage Strategy</i></p> <ul style="list-style-type: none">• Detailed calculations need to be provided confirming appropriate capacity for the drainage constructed for this phase taking into account all catchments as highlighted on the catchment plan provided.• Where feasible, basin side slopes should be varied to provide better integration with open space areas adjacent.• Please provide copies of risk assessments for headwall screens.• Not all plans that are marked as superseded appear to have been provided. For example, sections through swale 1.002 are missing.• Sections should be extended to incorporate Cow Lane Watercourse in full.• As basins are shown above existing ground levels, details of side slope design / lining should be provided to ensure stability / water tightness if full. <p><u>Original Comments:</u> Holding objection</p> <ul style="list-style-type: none">• Flood Risk<ul style="list-style-type: none">- Part of the site is within Flood Zones 2 & 3. It is currently not clear whether further modelling work has been undertaken and agreed with the EA to address this issue. If not, the layout will need to be amended to avoid development in the flood plain.- A 10m buffer zone to retained watercourses is also required in accordance with local policy.• Surface Water Drainage Strategy<ul style="list-style-type: none">- Insufficient design information has been provided to allow a full review of SUDS and drainage for this reserved matter application.- Swales indicated in the FRA alongside main road corridors have been omitted and replaced with a piped network. Over-edge drainage to swales should be reinstated.
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	<ul style="list-style-type: none"> - There is a swale crossing an existing watercourse leading from the A34 to the Cow Lane corridor adjacent to plot 2.002. As previously stated, this will not be acceptable, and an attenuation basin / widened swale system should be incorporated within the plots to the south of this watercourse to provide suitable attenuation for the plots. - Detailed calculations will need to be submitted assessing the capacity of the strategic drainage infrastructure. Detailed drainage layout drawings and details are also required for the elements within the red line boundary. - It is not always clear on the drawings where the red line boundary is for this application, and this should be clarified. - Check dam detail – how will the sleepers be held in place? A suitable foundation / abutment should be added either side of the swale. Detail also needs to be provided on how the pipe will be fixed to the sleepers and how the sleepers will be treated to ensure longevity. Where are check dams proposed? - Cranked trash screens will be required at headwalls draining water to a culvert / sewer. Screen sizes should be assessed in accordance with the CIRIA Culvert, Screen and Outfall Manual C786F. - Sewer sizes, gradients and node references need to be provided on a drawing linked to hydraulic calculations. - Swale sections do not appear to match the plan. Section 1 – for example on the plan goes through a swale and watercourse, however the section appears to show the swale below what may be the existing watercourse? - Swale 1.2 is deep with steep slopes. Side slopes should be between 1:3 and 1:4 for swales. - Proposed basin cross sections and level proposals are required. These need to detail all low flow channels and wetland features. • Basins should be designed in accordance with the SUDS Manual with silt forebays incorporated.
Forestry officer	<p><u>December 2023 Amendments:</u> Comment:</p> <ul style="list-style-type: none"> • T229 (TPO T2) requires protective fencing and shown on the tree protection plan before it is arboriculturally acceptable.

	<p><u>August 2023 Amendments:</u> No objection</p> <ul style="list-style-type: none">• Tree removal proposed will be mitigated by the proposed planting that should be secured by condition.• As raised previously there are still trees including protected trees, adjacent to the site which could be affected by development including proposed works in close proximity, and no or inadequate protective fencing is shown around them. Protective fencing needs to be provided. <p><u>April 2023 Amendments:</u> No objection in principle.</p> <ul style="list-style-type: none">• All the trees subject to a Tree Preservation Order are to be retained.• The submitted Tree Works Schedule sets out the individual trees and groups that are proposed to be felled for this phase of the development. This list appears to be consistent with the Tree Removal Plans, with the exception of T126 which appears to be retained on the plans and G211 which appears to only be partial removal. This discrepancy needs to be clarified.• The tree removal proposed will be mitigated by the proposed planting that should be secured by condition.• The tree protection measures (fencing) shown on the Tree Removal and Protection Plans only appear to show trees within the redline boundary of this phase, or directly adjacent to the boundary, being protected. This therefore fails to provide a robust construction exclusion zone between development and some of the trees located outside of the redline boundary. Therefore, the Tree Removal and Protection Plans should be amended to show fencing to protect all adjacent tree RPAs including all trees and hedges adjacent to the site. This could be achieved by either protecting RPAs including having tree protection fencing outside of the redline boundary, or by installing fencing along the red line boundary of the site. <p><u>Original Comments:</u> Holding objection</p> <ul style="list-style-type: none">• Cannot comment until the SDC is agreed.
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<p>Landscape Architect</p>	<p><u>December 2023 Amendments:</u> Comments:</p> <ul style="list-style-type: none">• The majority of my concerns have been addressed.• Trees located in the highway which will be adopted by Oxfordshire highways and they may comment on the species chosen. I assume that the species choice has been checked against the foundation design of the adjacent houses. <p><u>August 2023 Amendments:</u></p> <ul style="list-style-type: none">• The majority of previous comments have been addressed.• Still a high number of birch trees proposed. <p><i>Play Area:</i></p> <ul style="list-style-type: none">• There are still issues with the ergonomics of the play space with desire lines still passing through the swing area. It would be better if the swing area sat in a similar position to the play tower.• The addition of the trampoline is welcomed but the R34-ETP-004 version of the trampoline should be used as this allows more social play but also wheelchair usage of the trampoline which the specified R34-ETP-000 does not.• The talking tubes work best if they are not in direct eyesight. Having them either side of the rocks or planting would work better, if one were close to the path this is better for those who are less mobile.• As previously stated, it would be better to have the bike racks associated with the cycle route to the south, rather than associated with a footpath entrance to the play space to the west. I suggest just inside or outside the play area to the east of the gate rather than within the central area of play space as currently indicated on the plan.• The proposed mounding is too high in this location, with the proximity to the adjacent housing (less than 20m) and it does not have a play method of descent. 2m equals approximately a 1 in 1 gradient which is not acceptable. Prefer removal of the mound and leave the grass as informal play space or have a mound much lower.• The previous plans had the play equipment spread over a larger area which created a more comfortable space for play, in the amended version the play equipment is close to one other which opens up the risk of tight building margins associated with fall zones of equipment.
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	<ul style="list-style-type: none">• Satisfied with the size of the play space and the area it is located in so these last issues with equipment and its location could be covered by condition. <p><u>April 2023 Amendments:</u> While the majority of the proposals are following the details of the Design Code, there are a number of issues and clarifications needed:</p> <p><i>General Comments:</i></p> <ul style="list-style-type: none">• There are a number of services, but I could not see if they require easements. Have the easements of the services been accommodated into the planting proposals, especially the route of the Foul Water Main and pumping station. The area around these features is very tight, and planting is located close to service routes.• The separate Tree and Shrub Palettes do not contain all the species illustrated on the plans. As these sheets lack numbers it is difficult to see the balance between the numbers of each species planted to look at biosecurity issues and to see if any one species is dominating the planting• There are many areas where seating has not been provided in the linear areas such as along the Moor Ditch and Cow Lane corridors. I note seating is predominately proposed as benches these are not accessible to all uses, seats with backs and preferable also arm rests should also be provided.• Planting details. I could not see where the Landscape Specification/ implementation details for the planting was, there is a superseded copy but no updated copy.• For the large areas of woodland planting, the use of fencing would be more appropriate, as this helps with deer damage, which was a problem at Great Western Park.• It would also be appropriate to undertake advanced planting to the north of the site and to the west, as early as possible in the site building phase, so these areas have a chance to establish and grow as the houses are built and occupied to mitigate the loss of the hedgerows on site. These areas of planting should not be in operational areas of the site during the construction phase.• The Landscape Management Plan does not contain a plan which indicates who would be
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	<p>responsible for maintaining each area, such as Highway adoption areas.</p> <p><i>Moor Ditch corridor and Northern Attenuation Area</i></p> <ul style="list-style-type: none">• Revisit the planting locations of the proposed oak trees, have the planting distances been checked with the house foundation designs / root barrier locations? For example, the oak located towards the south western corner of the site could be located to the west of the footpath to increase the distance from the houses. The same comment applies with regards to distance from houses, root barrier and foundation design for the spine road tree planting.• At the northern edge, look at how planting such as trees and shrubs could be incorporated into the Suds slopes to break up the proposals. I note that the slopes are all proposed at a standard gradient for the whole Suds with no variation to help integrate the Suds into the open space.• Too much birch is proposed in the tree planting. Within the Moors Ditch area 3 <i>Be pnd</i> are proposed adjacent to 3 <i>Betula utilis jacquemontii</i> 'Doorenbos' which are proposed in the housing planting plans. There needs to be a better balance of long lived large canopy trees planted where there is space for these trees, especially to the north of the attenuation area and within the Moor Ditch Area.• The proposed woodland planting to the north of the attenuation area currently is very linear in form, there is opportunities to soften the edge such as the addition of a native woodland edge mix which would also increase the biodiversity of the planting.• Areas of permanent water are proposed but these are limited in area and are only located adjacent to the outlet pipe of the swale (which I assume will need to be kept clear of vegetation) rather than having water to softening areas throughout the swale which will have less operation constraints. <p><i>Cow Lane</i></p> <ul style="list-style-type: none">• There is a need for tree work within the site, such as hedge rejuvenation along Cow Lane, more work is required than the statement Trees/ Hedgerows 'to be retained and protected'. This is not covered in the Tree Works Schedule.• There is also an expectation of seating areas along Cow Lane which are not illustrated.
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	<ul style="list-style-type: none">• The road crossing of Cow Lane is not illustrated. Linkages from the housing area across to the east is poor as no north/ south footpath linkages have been designed into the eastern side of the housing area.• There are areas with no tree planting proposed on the eastern side of the housing development, there should be some tree and shrub planting on the western side of the swale to soften its linear form.• There is no link for the cycle route across Cow Lane to link to the east. At present it is terminating at Cow Lane. <p><i>Northern Gateway</i></p> <ul style="list-style-type: none">• It is difficult to comment on this area as it is currently in isolation and needs to coordinate with the built form to the south to provide an element of usable more formal POS rather than more corridor open space.• Again, the proposed Substation could have an impact on the design of the street scene in that area.• The plans are indicating that there are level changes in this area with no space to accommodate street tree planting on the eastern side of the entrance road which are required to break up the mass of the attenuation basins and the bridge. Again, birch is proposed. <p><i>Play area</i></p> <ul style="list-style-type: none">• The current design of the play area is not acceptable, and the proposal does not fully reflect Appendix 27 of the S106 Agreement including:<ul style="list-style-type: none">- be designed to be interesting, varied, challenging and stimulating providing a range of opportunities,- designed with 'themes' to give a sense of place and varied play experience across the site- a minimum activity zone of 400 sqm and a minimum buffer zone of 20m- minimum of six play experiences per LEAP, suitable for up to age 11 and incorporate provision for disabled children.- should offer the opportunity for social play.• The proposed play space does not currently have enough play value and does not provide enough accessible play features. The plan does not include the product reference numbers and specification details, so I cannot look all of them up to check the age range and the items provided.
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	<ul style="list-style-type: none">• The minimum of 400m² area, with an offset by 20m from the house frontage be marked on the plan.• A standard wet pour surface does not add to the play value of the space, more design detail should be provided.• The Hide and Slide tower does not look like it provides other play opportunities such as a climbing wall or fireman's pole, it looks like it only accommodates the youngest children, as does the seesaw.• The wobbling log bridge does not provide much play value, especially in isolation.• There is a desire line between the slide and the seesaw which passes through the swing, this is not ideal in safety terms.• There are many more items of play equipment which provide inclusive play, such as roundabouts, trampolines, play panels, assessable swing seats, social play areas and talking tubes etc.• Recommend that the walnut tree is moved outside the play area and a different feature tree is used in the play space, as walnut fruit and its associated nut are not ideal in play.• It would be better to have the bike racks associated with the cycle route to the south, rather than associated with a footpath entrance to the play space, it would also allow more of the hedgerow to be retained. The western entrance to the play area is not related to any road crossings, so it may be better to just have the southern and eastern entrance.• Without information about the proposed height and function of the mounding it is difficult to comment if these are appropriate features.• The play space sits within a wider park space and there should be formal park features such as seating areas outside the play space such as a circular bench around a feature tree.• More vegetation is proposed to be removed as shown on the Tree Removal and Protection Plan, than is illustrated on the Landscape Plan. <p><i>Recommendations</i></p> <ul style="list-style-type: none">• That the scheme is amended to take into account my comments above. It would help if the adjacent housing planting proposals were also shown greyed out like the housing built form so it can be
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	<p>clearly seen how the planting proposals of both the Strategic Application and housing coordinate.</p> <p><u>Original Comments:</u> Holding objection Cannot comment until the SDC is agreed.</p>
<p>Environment Agency</p>	<p><u>19 February 2024 response:</u> <u>Flood Risk:</u> No objection:</p> <ul style="list-style-type: none"> • While the risk of flooding is reduced and there is no risk in relation to the 1% + climate change scenario, we cannot categorically say that the site is outside of flood zone 2 so technically the applicant won't be fully in compliance with the condition as the extents of the 0.1% flood have not been submitted to us. However, the PPG Flood and Coastal Change (Paragraph: 002 Reference ID: 7-002-20220825) requires development to be assessed against the design flood. The design flood is 1% annual probability flood with an allowance for climate change. With the improvement works being implemented, during the 1% annual probability flood with a 41% allowance for climate change, flows are shown to be contained within the channel across the development site. • In terms of the flood map for planning, it won't be updated in relation to our response to this application. If the applicant wishes to change the flood map they will have to go through a separate process. We have previously communicated this. <p><u>Watercourses:</u></p> <ul style="list-style-type: none"> • We have reviewed the applicant's response to consultee comments and they have satisfactorily addressed our remaining concerns related to nature conservation and the requirements of condition 26 of application P14/V2873/O for this phase. <p><u>12 February 2024 response:</u> <u>Flood Risk:</u></p> <ul style="list-style-type: none"> • Flood modelling confirms to their satisfaction that flood flows will be contained within the local watercourses when considering high flood risk scenarios now and in the future due to climate change. We are confident that the site is not considered to be at high risk of flooding and their flood risk objection to the application is withdrawn.

	<p><u>Watercourses:</u></p> <p>Objection:</p> <ul style="list-style-type: none">• The applicant does not appear to have responded to the previous objection relating to compliance with condition 26 of the outline permission. <p><i>Condition:</i></p> <ul style="list-style-type: none">• <i>The development shall be carried out in accordance with the improvement works to Cow Brook and Meadow Brook specified in the Technical Note 52 Rv1 dated 14 September 2023 and the works implemented prior to any occupation and retained thereafter throughout the lifetime of the development.</i> <p><u>Original Comments:</u></p> <p>Objection:</p> <ul style="list-style-type: none">• In the absence of any acceptable flood risk assessment (FRA) we object to this application and request that further information is submitted to address our concerns.• Current flood mapping held by the Environment Agency show that some of the proposed infrastructure works fall within Flood Zones 2 and 3, which is land defined by the planning practice guidance as having a high and medium probability of flooding respectively. The applicant has submitted flood risk modelling intended to demonstrate that land currently shown to be at risk of flooding should be redefined as Flood Zone 1. The applicant's modelling extends the agreed modelling carried out for the HIF proposal, however, there is currently insufficient detail in relation to hydrology and sensitivity testing.• We object to this application due to its impact on the nature conservation value of the existing watercourses. The plans as currently submitted are not in strict accordance with the requirements of condition 26 of the outline planning permission. The applicant should be asked to submit details of how the plans for this phase are in accordance with all elements of conditions 26. In particular, we seek confirmation from the applicant of whether any lighting is proposed within or adjacent to the watercourse buffer zones and how impact to the riparian corridor will be prevented. This may be of particular relevance to the Moor Ditch and whether it will be a requirement for the cycle path to be lit.
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	<ul style="list-style-type: none"> Any formal, hard landscaping should be removed from the plans except for previously agreed foot or cycleways. We also seek confirmation that all landscaping within the buffer zones is native as required by this condition. Finally, currently, only the Moor Ditch is shown as a retained watercourse. The second retained watercourse should also be shown on relevant plans alongside details of how these areas will be designed to meet the requirements of condition 26.
<p>Oxfordshire County Council – highways</p>	<p><u>December 2023 Amendments:</u> Holding objection:</p> <ul style="list-style-type: none"> Previously visibility splays were acceptable in principle based on 30mph design speeds. On further assessment with the adoption of the Local transport and Connectivity Plan (LTCP) and OCCs commitment to ‘Vision Zero’, it is required that visibility splays be based on 20mph design speeds. The applicant is therefore requested to amend all vision splays. Trees should be located to the rear of the visibility splay where appropriate. Previously design concerns were raised about street lighting scheme being altered and no longer being acceptable. The applicant highlights that drawing number 10219-HL-RM1-100-1300 rev G is based on the design issued by OCC. The applicant is requested to liaise directly with OCCs traffic team and provide confirmation of the approved streetlighting scheme which considers tree locations. However, I am satisfied that this can be achieved by way of a suitably worded pre-commencement planning condition. Only two drawings were provided to the Road Safety Audit (RSA. The resolution of the RSA recommendations must be resolved and approved by OCC in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required. The proposed cycling facilities on the carriageway accord with the site Strategic Design Code. However, the RSA has identified that the proposed cycle lane widths do not accord with LTN 1/20. On this basis, the design of the proposed spine road needs to be adjusted to incorporate 1.7m wide cycle lane(s). To achieve this, it is requested that the carriageways is

	<p>amended so that where it measures 6.5m wide an extra 200mm is provided to the cycle lanes.</p> <p><u>August 2023 Amendments:</u> Objection:</p> <ul style="list-style-type: none">• The comments do not include those of the HIF1 team with whom the applicant should liaise directly.• The street type and hierarchy are now shown.• Vision splays are acceptable in principle although proposed trees will obstruct them which is unacceptable on safety grounds. The Road Safety Audit needs to assess vision splays.• Relocation of proposed bus stops addresses previous concerns.• Street lighting designs are not acceptable having been changed to 10m columns from the 8m tall columns agreed by the County Council.• Trees should not be located within a minimum 10 metres of a street lighting column and a minimum of 1.5m from the carriageway or if within 1.5m of the highway, confirmation is required from the applicant that the proposed tree's canopy will not overhang adoptable extent and that a suitable root barrier can be installed. Trees that are within 5m of the carriageway or footway will require root protection. Where tree canopies extend over the footways and carriageway, please ensure the minimum crown height of 2.4 metres.• The temporary bus turning area needs to be reviewed further as the swept path provided demonstrates a bus cannot fully use this facility i.e. the temporary bus stop turning circle facility is too close to the extent of the boundary.• The footways, cycle routes and street types proposed appear to accord with the approved Strategic Design Code and are acceptable.• Proposals appear to be DDA compliant. <p><u>April 2023 Amendments:</u> Comments:</p> <ul style="list-style-type: none">• These comments are incomplete and do not include the county council's HIF1 project team's assessment of the proposal. It is recommended that the applicant liaises directly with this team.• The drawings should include dimensions for the streets.
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	<ul style="list-style-type: none"> • Visibility splays are acceptable in principle but they show some trees in the visibility splays which are not acceptable. • Trees should not be located within a minimum 10 metres of a street lightening column and a minimum of 1.5m from the carriageway. Trees that are within 5m of the carriageway or footway will require root protection. Where tree canopies extend over the footways and carriageway, please ensure the minimum crown height of 2.4 metres is specified. • The bus stop on the eastern side of the road will restrict forward visibility, meaning vehicles heading south may be tempted to overtake on the outside of a bend with inadequate visibility. It is recommended that this bus stop is relocated. • Swept path analysis show large vehicles manoeuvres along the main street and proposed junctions are mostly achievable but geometry dimensions for each junction should be labelled on the plans. A 5m long car also needs to be used. • The temporary bus turning area needs to be enlarged otherwise a bus could not use it without turning outside the area. • The footways, cycle routes and street types proposed appear to accord with the approved SDC. • A long section(s) of the streets is needed to demonstrate compliance with the Equalities Act 2010 with a maximum 1:21 or 5% gradient. • An updated Stage 1 Road Safety Audit is requested with this providing an updated designer response confirming the recommendations of the RSA stage 1 have been actioned accordingly for this reserved matters application. <p><u>Original Comments:</u> Holding objection Cannot comment until the SDC is agreed.</p>
<p>Oxfordshire County Council – Lead Local Food Authority (LLFA)</p>	<p><u>August and April 2023 Amendments:</u> No objection:</p> <ul style="list-style-type: none"> • The plans have been updated and the scheme now meets LLFA standards. <p><u>Original Comments:</u> Holding objection</p> <ul style="list-style-type: none"> • The drawings are not clear and confusing • The keys on the drawings are incomplete

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	<ul style="list-style-type: none"> Red line does not match drawings.
Oxfordshire County Council – Archaeology	No objection
Thames Water	<p><u>August 2023 Amendments:</u> No comments to make.</p> <p><u>April 2023 Amendments and Original Comments:</u></p> <ul style="list-style-type: none"> Based on the information provided, the information provided relates to internal drainage and not Thames Water connection. Therefore, no comments are offered.
106 Infrastructure and Development	<p><u>April 2023 Amendments:</u> No comments received.</p> <p><u>Original Comments:</u></p> <ul style="list-style-type: none"> LEAP layout plan does not correspond with specification set out in S106 (Appendix 27).
Waste management team	<p><u>April 2023 Amendments:</u></p> <ul style="list-style-type: none"> Thank you for changing the size of the waste collection vehicle to reflect our fleet. <p><u>Original Comments:</u> Holding objection</p> <ul style="list-style-type: none"> The large refuse vehicle shown on the tracking plan is significantly smaller than our fleet. Will need to be re-planned with correct vehicle details.

3.0 RELEVANT PLANNING HISTORY

3.1 [P23/V2835/NM](#) - Approved (11/01/2024)

Non-material amendment to application P14/V2873/O to varying Planning Condition 10 (Framework Plans), attached to the outline consent.

[P23/V0667/RM](#) - Approved (28/09/2023)

Reserved Matters submission relating to phase 1P pursuant to outline planning permission P14/V2873/O, comprising 172 dwellings with associated infrastructure and landscaping.

[P22/V2798/DIS](#) - Approved (01/09/2023)

Discharge of condition 10 (Framework Plan) under application reference number P14/V2873/O

[P22/V2744/RM](#) – Under consideration

Reserved Matters application relating to Phase 1T of Outline Planning Permission P14/V2873/O for scale, layout, landscape and appearance comprising 246 new homes with associated infrastructure with 35% affordable housing.

[P22/V2338/DIS](#) - Approved (24/02/2023)

Discharge of condition 6 (housing delivery document) on application P14/V2873/O.

[P22/V2407/DIS](#) - Approved (24/02/2023)

Discharge of condition 11(Phasing Plan) on application P14/V2873/O

[P22/V2066/DIS](#) – Approved 22/11/2022

Discharge of condition 9 (Strategic Design Code) on application P14/V2873/O. (Outline planning application for a residential development of up to 4,254 dwellings, mixed-use local centres, primary schools, sports pitches, community and leisure facilities, special needs school, open space and extensive green infrastructure, hard and soft landscaping, attenuation areas, diversions to public rights of way, pedestrian and vehicular access and associated works).

[P14/V2873/O](#) - Approved (21/02/2022)

Outline planning application for a residential development of up to 4,254 dwellings, mixed-use local centres, primary schools, sports pitches, community and leisure facilities, special needs school, open space and extensive green infrastructure, hard and soft landscaping, attenuation areas, diversions to public rights of way, pedestrian and vehicular access and associated works.

4.0 ENVIRONMENTAL IMPACT ASSESSMENT

4.1 The outline application was subject to an Environmental Statement that addressed ecology, landscape and visual, historic environment, flood risk, traffic and transport, transport, air quality and climate, noise and vibration, agriculture, and community and socio economics. The environmental information already provided is considered adequate to assess the significance of effects of the development on the environment. This information has been taken into consideration in considering this application.

5.0 MAIN ISSUES

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. There is no neighbourhood plan for the Western Valley Parish or covering this site, so the development plan for this case comprises of the Vale of White Horse Local Plan 2031 Part 1 (the LPP1) and the Vale of White Horse Local Plan 2031 Part 2 (the LPP2).

5.2 The relevant planning considerations are the following:

- Principle of development
 - The Valley Park Strategic Design Code and Framework Plan
- The Reserved Matters:
- Internal access

- Appearance
- Landscaping
- Layout
- Scale
- Flood risk and drainage
- Biodiversity

Principle of development

- 5.3 The site is allocated for housing by the LPP1 and benefits from an extant outline planning permission for housing granted under application no. P14/V2873/O. The principle of development is therefore established. The outline permission also approved access to the site including a signalised junction with the A4130 and this is not for consideration as part of this Reserved Matters application.

The Valley Park Strategic Design Code and Framework Plan

- 5.4 Policy CP37 of the LPP1 seeks to ensure that all new development is of high-quality design that, amongst other aspects, should respond positively to the site and surroundings and be physically and visually integrated with its surroundings. Policy CP44 of the LPP1 seeks to ensure that key features, such as trees and hedgerows, which contribute to the nature and quality of the landscape will be protected from harmful development and where possible enhanced.
- 5.5 The site is subject to an approved Strategic Design Code (SDC) and Framework Plan which the development needs to comply with and which were permitted under applications P22/V2066/DIS and P22/V2798/DIS. These accord with design policies including Policies CP37, CP38 and CP44 of the LPP1, the Joint Design Guide, the Didcot Garden Town Delivery Plan and NPPF design guidance.
- 5.6 The SDC, outline permission plans and Framework Plan show a play area (Locally Equipped Area of Play (LEAP), attenuation basins, public open spaces within this reserved matters application site parcel and these are included within the application.

The Reserved Matters

Internal Access

- 5.7 The proposed main road design complies with the S106 agreement associated with the outline permission, the approved SDC and the main road and its western verge and footway were approved as part of application P23/V0667/RM all of which were agreed in consultation with Oxfordshire County Council (OCC) as highway authority. The 18.3m width of this highway is required by the S106 agreement to comprise:
- A 6.3m wide carriageway
 - 1.5m wide 'on road' cycle lanes north and south bound (the cycle lanes are additional to the 6.3m carriageway width)
 - 2.5m wide verges/parking on both sides
 - 2m wide footways on both sides

- 5.8 Notwithstanding, OCC Highways has raised a holding objection as they seek that both cycle lanes be widened to 1.7m. They argue that the cycle lanes need to be widened to accord with LTN 1/20. However, LTN 1/20 was in place at the time the S106 was signed by OCC and the outline planning permission issued and OCC had no objection to 1.5m cycle lanes at that time. In response, the applicant also makes reference to the S106 agreement, the approved SDC, and points out an incorrect 6.5m road measurement given by OCC in its response whereas the road proposed as required by the S106 agreement is 6.3m wide, that the Road Safety Audit (RSA) did not raise any safety issues, that the western signalised access through the S278 agreement process has been approved by OCC with 1.5m cycle lanes, that the road was permitted under a more recent application (P23/V0667/RM), with 1.5m cycle lanes and that as a reserved matters application, the detailed matters for consideration relate to landscaping, scale, appearance and layout. Planning officers have considered this matter and conclude that because the road measurements accord with the S106, the SDC and application P23/V0667/RM all of which were supported by OCC, the carriageway widths are acceptable, and there is no reasonable ground to withhold reserved matters approval on this basis.
- 5.9 The road is to have a 20mph speed limit and the proposed vision splays at junctions and forward visibility proposed have at the request of OCC, been revised to reflect the speed limit, show proposed trees are outside vision splays and are therefore, acceptable. Street lighting can be agreed by OCC under section 38 of the Highways Act and there is no need for a planning condition. Bus stop locations on either side of the carriageway have been agreed with OCC, include extra pedestrian crossing points and visibility for pedestrians crossing cycle paths which address the two issues raised in the RSA which in turn assessed highway geometry and visibility plans. The temporary bus turning circle in its revised form is also acceptable.
- 5.10 Footway and cycle ways are shown within the site in accordance with details agreed as part of the outline permission. These include retaining the existing public footpath in the western open space, cycle/footway links in the south connecting to housing parcels, sports pitches and open space planned to the south, links to Cow Lane, and cycle and footways in the northern open space connecting to those beside the A4130 and to Cow Lane and including informal footpaths around the attenuation basins.
- 5.11 The proposed road accords with the S106 agreement and the approved SDC and the proposals comply with policies CP33 and CP35 which encourage sustainable travel and DP16 of the Local Plan.

Appearance

- 5.12 The road, visitor parking and associated cycle lane will have asphalt surfaces. Combined cycle/footways will also be asphalt providing the S106 required all weather surface. However, the public footpath in the western open space will be a rolled hoggin surface with timber edging to minimise its impact for Moor Ditch.

- 5.13 The attenuation basins are designed to accommodate flows from the Valley Park housing development and the HIF1 roads and bridges scheme should it be permitted. The basins are an irregular shape and have variations in depth up to 2m deep, with grassed sides and floors to provide a naturalistic appearance and allowing some water to pool in the interests of biodiversity and alert members of the public to their purpose. The foul pumping station is underground with access hatches at ground level, with access to it via a grasscrete surface and a hedge planted on the southern side.
- 5.14 The LEAP and Local Area of Play (LAP) accord with the council's Developer Contributions SPD being 20m and 5m from proposed dwellings and are in accordance with the S106 specifications. Play equipment is designed to be inclusive, for individual and social play and include a play tower with slide, pod swing, trampoline, seesaw, roundabout and hearing pipes. There is also low mounding, timber logs, seating and a rail fence on three sides to roads and cycleways. The play area includes seating, asphalt paths and cycle parking. They will be overlooked by planned housing.
- 5.15 Appearance complies with the approved SDC and is compliant with policies CP37 and CP44 of the Local Plan.

Landscaping

- 5.16 Native trees and hedges are proposed in accordance with species detailed in the SDC and relevant to the open space typologies defined in the SDC e.g. wetland habitat for the attenuation basins to the north and Moor Ditch in the west. Trees subject to a TPO are retained and this has resulted in part of the road being moved further to the east and consequently three unprotected ash trees marked T170, T171 and T172, are to be removed to accommodate the road, cycle lanes, a bus stop and footway. Protective fencing around tree T229 which is subject to a TPO can be required by condition. Around 220 linear metres of hedgerow will be lost with some of this lost to allow access points to Cow Lane. 930m of hedgerows are retained and 660m are proposed to be planted. Overall, a net gain in tree and hedgerow planting is proposed and the proposals are considered compliant with the SDC and policies CP37 and CP44 of the Local Plan. Condition 15 of the outline permission requires timing for delivery of hard and soft landscaping to be agreed prior to development commencing.

Layout

- 5.17 The approved SDC, Framework Plan and plans associated with the outline permission indicate the locations of the road and open spaces and the proposals accord with the details. A condition is required to ensure the open spaces shown are delivered and made safe for public use whilst built development takes place. As mentioned above, the southern end of the road has been adjusted to the east to retain protected trees. A temporary bus turning area is included to allow buses to enter and leave the site until the proposed road connects to other roads planned in the wider development.
- 5.18 As required by condition 26 of the outline permission proposed open space creates a corridor beside this watercourse and the open space is over 8m wide

and 20m wide along most of its route and up to 30m wide in parts. This is required to protect water vole colonies. More recent water vole surveys have not found evidence of water vole using Moor Ditch but the spaces made available will ensure satisfactory off-sets in case water vole do return to Moor Ditch.

- 5.19 Layout is acceptable and accords with the SDC, Framework Plan and policies CP37, CP46 and DP30 of the Local Plan.

Scale

- 5.20 Scale is the height, width and length of each building proposed in relation to its surroundings. In this case no new buildings are proposed. As explained above the road, cycle and footways accord with the S106 and SDC in terms of widths.

Flood risk and drainage

- 5.21 Condition 36 of the outline permission was added at the request of the Environment Agency and it states, "*With the exception of the access works and associated infrastructure, no built development approved by this permission shall be located within Flood Zones 2 or 3*". Following the applicant's submission of flood modelling, the Environment Agency advise flood flows will be contained within local watercourses when considering high flood risk scenarios now and in the future due to climate change. The Environment Agency is confident that subject to a planning condition, the site is not considered at high risk of flooding and they have withdrawn their previous flood risk objection.
- 5.22 The flood modelling recommends realigning Cow Brook to flow into a ditch on the western side of Cow Lane, a 200mm raise in the north bank for approximately 75m, and for Meadow Brook, enlarging a culvert from 600mm to 1.25m x 0.75m height matching channel dimensions, removing a footbridge (not part of a public right of way) and raising the bank 200mm in this location. It is these works that the Environment Agency recommends are secured by condition as they will prevent overtopping of the watercourses and on site flooding will not then occur.
- 5.23 Flood mapping has not been updated to date following the flood modelling mentioned above and there are parts of this site within flood zones 2 and 3. The Environment Agency has explained that the PPG Flood and Coastal Change (Paragraph: 002 Reference ID: 7-002-20220825), requires development to be assessed against the design flood. The design flood is one percent annual probability flood with an allowance for climate change. With the improvement works being implemented, during the one percent annual probability flood with a 41 percent allowance for climate change, flows are shown to be contained within the channel across the development site. Subject to the condition recommended by the Environment Agency, there are no flood risks to the proposals and future users of them. Although there is conflict with condition 36, there is no evidence, given the Environment Agency's comments and subject to the recommended condition, for withholding reserved matters approval for non-compliance with condition 36.

- 5.24 A surface water drainage scheme is to be approved under condition 24 of the outline permission and does not need to be approved as part of this application. This development will not result in foul water flows. Thames Water has no objection in respect of foul water drainage. The proposals are considered policy CP42 compliant.

Biodiversity

- 5.25 As required by conditions 18, 19, 26 and 27 of the outline planning permission, this application is supported by a Biodiversity Enhancement Plan (BEP – condition 18), a Landscape and Ecology Management Plan (LEMP – condition 19), a retained watercourse buffer zone scheme (condition 26) and Ecological Construction Management Plan (ECMP – condition 27). Furthermore, as recommended by the council's ecologist, the retained watercourse buffer zone scheme and ECMP have been revised to delete reference to open cut trenches for crossing the watercourse and to include the recommended drilling to install a foul water drainage pipe beneath the Central Stream watercourse and they are now acceptable. The BEP and LEMP are considered acceptable and this is confirmed by the ecologist.
- 5.26 The proposals are considered compliant with condition 18, 19, 26 and 27 of the outline permission and to accord with policies CP46 and DP30 of the Local Plan. The LEMP and ECMP do need updating to include site management contact details and these can be secured by condition.

6.0 CONCLUSION

- 6.1 This application has been determined in accordance with the development plan unless material considerations indicate otherwise. The proposals result in no adverse harm. The proposal is considered development plan compliant as a whole and compliant with the S106 agreement and approved Strategic Design Code for the Valley Park site and relevant conditions attached to the outline permission. Therefore, it is recommended that the reserved matters are approved

The following planning policies have been considered:

Vale of White Horse Local Plan 2031 Part 1:

- CP1 - Presumption in Favour of Sustainable Development
- CP2 - Cooperation on Unmet Housing Need for Oxfordshire
- CP3 - Settlement Hierarchy
- CP4 - Meeting Our Housing Needs
- CP5 - Housing Supply Ring-Fence
- CP7 - Providing Supporting Infrastructure and Services
- CP15 - Spatial Strategy for South East Vale Sub-Area
- CP17 - Delivery of Strategic Highway Improvements within the South-East Vale Sub-Area
- CP18 - Safeguarding of Land for Transport Schemes in the South East Vale Sub- Area
- 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

A Regulation 10A review (five-year review) for Local Plan Part 1 (LPP1) has been completed. The review shows that five years on, LPP1 (together with LPP2) continues to provide a suitable framework for development in the Vale of White Horse that is in overall conformity with government policy.

Vale of White Horse Local Plan 2031 Part 2:

- CP4A - Meeting our Housing Needs
- CP15A - Additional Site Allocations for the South-East Vale Sub-Area
- CP16B - Didcot Garden Town
- CP18A - Safeguarding of Land for Strategic Highway Improvements within the South-East Vale Sub-Area
- DP11 - Community Employment Plans
- DP16 - Access
- DP17 - Transport Assessments and Travel Plans
- DP20 - Public Art
- DP21 - External Lighting
- DP23 - Impact of Development on Amenity
- DP24 - Effect of Neighbouring or Previous Uses on New Developments
- DP30 - Watercourses
- DP33 - Open Space

Joint Local Plan Preferred Options

The Council is preparing a Joint Local Plan covering Vale of White Horse and South Oxfordshire, which when adopted will replace the existing local plans. Currently at the Regulation 18 stage, the Joint Local Plan Preferred Options January 2024 has limited weight when making planning decisions. The starting point for decision taking will remain the policies in the current adopted plans.”

Neighbourhood Plan

There is no neighbourhood plan covering the site.

Adopted Guidance

- The Joint Design Guide 2022
- Developer Contributions – Delivering Infrastructure to Support Development SPD – June 2017

Other Relevant Legislation and Guidance

- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (PPG)
- Didcot Garden Town Delivery Plan
- Community & Infrastructure Levy Legislation
- Planning (Listed Buildings and Conservation Areas Act) 1990
- Human Rights Act 1998

Vale of White Horse District Council - Committee Report – 6 March 2024

Section 149 of the Equality Act 2010
Section 17 of the Crime and Disorder Act 1998

Case Officer – Adrian Butler

Email – adrian.butler@southandvale.gov.uk

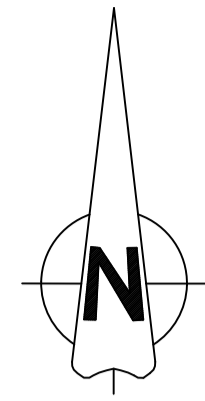
Tel – (01235) 422600

Appendix 1 – Conditions

1	<p>That the development hereby approved shall be carried out in accordance with the details shown on the following approved plans, <i>[plan no's to be inserted]</i>,</p> <p>except as controlled or modified by conditions of this permission.</p> <p>Reason: To secure the proper planning of the area in accordance with Development Plan policies.</p>
2	<p>Development shall not commence until tree protection barriers and signage has been erected in accordance with the details and in the locations shown in the submitted strategic arboricultural method statement (Valley Park Didcot – JSL3180_770 B dated October 2022) and Tree Removal and Protection Plan no's 721 Rev D, 722 Rev D and 723 Rev C. The barriers shall be retained throughout the construction period and at all times during construction, the tree protection areas shall not be used to park or manoeuvre vehicles, site temporary offices or other structures, store building materials or soil, mix cement/concrete or light bonfires.</p> <p>Reason: To protect trees on and off the site in the interest of visual amenity and to minimise any risk of physical damage or pollution to the Moor Ditch during the construction phase (core policies 44 and 46 and development policy 30 of the Vale of White Horse Local Plan 2031).</p>
3	<p>Notwithstanding the requirements of condition 2, development shall not commence until tree protection barriers have been provided around tree T229 in accordance with details that shall first be submitted to and approved in writing by the local planning authority. The approved barriers shall be retained throughout the construction period and at all times during construction, the tree protection areas shall not be used to park or manoeuvre vehicles, site temporary offices or other structures, store building materials or soil, mix cement/concrete or light bonfires.</p> <p>Reason: To protect the tree in the interests of visual amenity (core policy 44 of the Vale of White Horse Local Plan 2031).</p>
4	<p>Development shall not commence until the submitted Landscape and Ecology Management Plan – Phase 1a Infrastructure ECO01583 #2 dated 03/11/2022 and the Ecological Construction Management Plan - Phase 1a Infrastructure ECO01583 dated 29/11/23 have been updated to include the name and contact details for:</p> <ul style="list-style-type: none"> • The Project Manager; • The Site Manager; and, • The Ecological Clerk of Works. <p>Reason: These details are missing from the submitted Ecological Construction Management Plan.</p>

5	<p>No dwelling shall be occupied until the open spaces hereby approved have been delivered (including crossing points to adjacent parcels), in accordance with the plans hereby approved and measures for ensuring the safety of users of the open spaces have been installed in accordance with details which shall first be submitted to and approved in writing by the local planning authority. Thereafter, the open spaces and crossing points to adjacent parcels shall be retained.</p> <p>Reason: To provide adequate open space for this phase of development and active access to adjacent parcels of land in the interests of the living conditions of future residents and in the interests of the character and appearance of the development and to ensure these spaces can be used safely during the construction of development (core policies 37, 38 and 44 and development policies 23 and 33 of the Vale of White Horse Local Plan 2031).</p>
6	<p>No development within flood zones 2 and 3 shall be undertaken until the improvement works to Cow Brook and Meadow Brook specified in the Technical Note 52 Rv1 dated 14 September 2023 and on plan no's 10219-SK-RM1-052 and 053 (Phase 1 Cow Lane Amended Ditch Plan sheets 1 and 2) and 10219-SK-415 Rev A (Watercourse Clearance) have been implemented. Thereafter the approved works shall be retained throughout the lifetime of the development.</p> <p>Reason: To prevent flooding on site (core policy 42 of the Vale of White Horse Local Plan 2031 Part 1).</p>
7	<p>Prior to the installation of any boundary fencing around the foul pumping station hereby approved, details of the boundary treatment shall be submitted to and approved in writing by the local planning authority and only the approved boundary treatment shall be implemented.</p> <p>Reason: In the interest of visual amenity and the character and appearance of the area (core policy 37 of the Vale of White Horse Local Plan 2031).</p>
8	<p>All road junctions shall be provided with visibility splays in accordance with the details shown on the approved plan titled "reserve matters – phase 1 highway works visibility plan" – plan no. 10219-HL-RM1-100-007 Rev S. All visibility splays shall be designed to ensure there is no obstruction to vision above 0.9 metre in height except for trees, relative to the centre line of the adjacent carriageway over the whole of each visibility splay area. Thereafter, the visibility splays shall be permanently maintained free from obstruction to vision except for trees.</p> <p>Reason: In the interest of highway safety and to ensure tree lined streets (policy DP16 of the Vale of White Horse Local Plan 2031 and paragraph 136 of the National Planning Policy Framework).</p>

Appendix 2



Construction Design and Management (CDM)

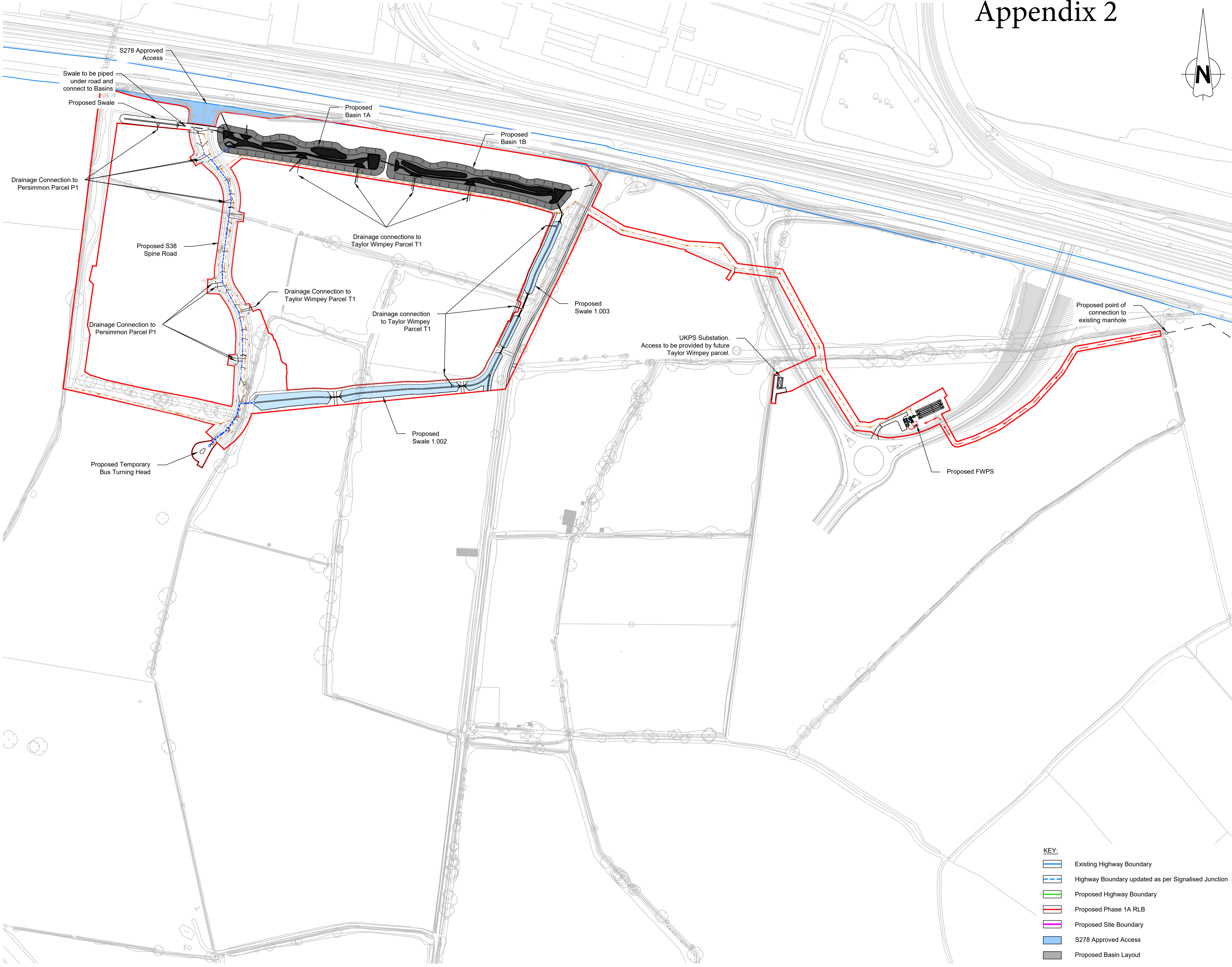
Key Residual Risks

Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- 1) Overhead and underground services
- 2) Street Lighting Cables
- 3) Working adjacent to water courses and flood plain
- 4) Soft ground conditions
- 5) Working adjacent to live highways
- 6) Unchartered services

NOTES:

1. Do not scale from this drawing.
2. All dimensions in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. All planting in visibility splays to be agreed and approved by the Principal Designer and in all cases no planting to be above 600mm in height above the carriageway. Also no obstructions of any kind within the visibility splay areas.
6. All Brookbanks Consulting drawings should also be read in conjunction with any drawings produced by third parties connected with this project.
7. All works within existing Public Highway, including any temporary works or traffic management measures, are subject to the approval of Oxfordshire County Council. When works are required on the Public Highway, the Contractor shall liaise with and obtain all Statutory Approvals from Oxfordshire County Council, before commencing these works. These approvals include, but are not limited to, approval of traffic management measures, issue of works commencement notices, road opening notices, temporary traffic regulation orders etc.



AA	Bus Turning Head & RLB Amended	CL	SM	SM	29.11.23
Z	Updated to LPA comments received 25th October 2023 & RSA 2	CL	SM	SM	27.11.23
Y	Updated to LPA comments received Jun/Jul 2023	CDW	SM	SM	10.08.23
X	Details amended	CL	SM	SM	01.04.23
W	Junction Layout & RLB amended	CL	SM	SM	10.02.23
V	Layout amended to clients comments of 07.11.22	CDW	SM	SM	08.11.22
U	RLB & Drainage updated	CL	SM	SM	31.10.22
T	Layout updated to suit TPO's tree, LPA & OCC Pre app s38 comments	CL	SM	SM	22.09.22
S	RLB, road layout & drainage updated for RM Submission	MA	SM	SM	04.02.22
R	Revised to Substation and RM	JS	SM	SM	03.02.22
Q	Revised to TW RLB	HG	DS	DS	11.01.22
P	RLB updated	HG	DS	DS	20.12.21
N	RLB updated	HG	DS	DS	17.12.21
M	RLB updated	HG	DS	DS	16.12.21
L	RLB updated	HG	DS	DS	15.12.21
K	Approved access added	HG	SM	SM	10.11.21
J	Red Line Boundary updated	HG	SM	SM	02.11.21
H	Red Line Boundary updated	HG	SM	SM	26.10.21
G	Red Line Boundary updated	CDW	SM	SM	13.10.21
F	Boundary updated	GG	DS	DS	31.03.20
E	Boundary updated	GG	DS	DS	20.03.20
D	Access to Parcel P1 updated	PS	DS	DS	12.08.19
C	Layout Updated	PS	DS	DS	25.03.19
B	Layout Updated	PS	DS	DS	20.03.19
A	Red line revised	MA	DS	DS	06.02.19
-	First Issue	PS	DS	DS	30.11.18

6150 Knights Court, Solihull Parkway, Birmingham, B37 7WY
 T +44 (0)203 958 5400 E mail@brookbanks.com
 W brookbanks.com

Valley Park, East of A34
 Didcot, Oxfordshire

Reserve Matters - Phase 1 Highway Works - Redline Plan

Status	Status Date				
Approval	NOV 2018				
Drawn	Checked				
PS	DS				
Date	30.11.2018				
Scale	Number				
1:2000	10219-HL-RM1-100-010				
Rev	AA				
0	10	20	30	40	50
METRES					

KEY:

	Existing Highway Boundary
	Highway Boundary updated as per Signalised Junction
	Proposed Highway Boundary
	Proposed Phase 1A RLB
	Proposed Site Boundary
	S278 Approved Access
	Proposed Basin Layout

UNIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.

APPLICATION NO.	P23/V2226/FUL
SITE	Gateways Harcourt Hill Oxford, OX2 9AS
PARISH	NORTH HINKSEY
PROPOSAL	Demolition of existing house and erection of two detached dwellings. (As amplified by additional information received 18 January 2024.)
WARD MEMBER(S)	Debby Hallett Emily Smith
APPLICANT OFFICER	Mr Siriwat Pinsiranon Katherine Canavan

RECOMMENDATION

That planning permission is granted subject to the following conditions:

Standard

1. Work to commence within 3 years
2. In accordance with plans

Prior to commencement

3. Drainage scheme - surface water
4. Drainage scheme - foul water
5. Provision of car parking
6. Arboricultural Method Statement and Tree Protection Plan

Prior to development over slab level

7. Schedule of materials
8. Landscaping scheme

Prior to first use

9. Access and vision Splays
10. Provision of cycle parking
11. Biodiversity enhancement
12. Waste and recycling storage

Compliance

13. Sill height of rooflights on north-east elevation and roof plane of Plot 1 no lower than 1.7m
14. Removal of permitted development rights for upper floor openings on north-east elevation and roof plane (Plot 1)

Advisory notes

15. Bats
16. CIL
17. Highway works

The full wording of these conditions is **attached** as Appendix 1.

1.0 **INTRODUCTION AND PROPOSAL**

The application is referred to Planning Committee by the Planning Manager due to the planning history.

1.1 Botley and North Hinksey parish council has raised the following concerns:

- Overdevelopment – previous issues identified at appeal have not been addressed
- Character / design of dwellings out of keeping with surrounding area
- Access / egress unsafe at junction of Harcourt Rd / Stanton Rd, and poor car parking arrangement on site
- Conflict with the North Hinksey Neighbourhood Development Plan
- Additional points: measurements on plans, and lack of biodiversity information

1.2 Gateways is a detached property located on a corner plot in the residential area of Harcourt Hill, Botley. The application site is located directly opposite Harcourt Hill Campus – Oxford Brookes University. Neighbouring properties share boundaries to the NE and SE and a narrow, private road runs along the south-western edge of the site, Stanton Road. There is a noticeable slope down towards the north, which follows the slope of Harcourt Hill as it drops down towards the A34/Southern By-Pass.

1.3 The locality, known as Harcourt Hill Estate, is distinguished by its low density built form, its spacious and generally rectilinear plots, and its verdant character. Properties in the street are typically set back 15-25m from the road, and have rear gardens measuring 65-75m deep. Widths of the plots are generally 20-30m wide. The area is defined by development along the roads of Harcourt Hill, Vernon Avenue, Grosvenor Road and Stanton Road.

1.4 Area designations and site constraints:

- Harcourt Hill is inset from the Oxford Green Belt, but land directly opposite and encircling this group of dwellings is washed over by Green Belt.
- A public right of way runs along the front boundary of the site
- There are several mature trees on site, and hedging along the boundary.

1.5 The applicant seeks full permission for the demolition of existing house and erection of two detached dwellings.

1.6 There have been three previous applications for re-development of the site which were refused and subsequently dismissed at appeal.

1.7 A copy of the latest plans is **attached** at Appendix 2.

2.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

Full versions of the representations can be found on the planning application pages on the council's website www.whitehorsedc.gov.uk

2.1	North Hinksey Parish Council	Objection
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Vale of White Horse District Council – Committee Report – 6 March 2024

	<ul style="list-style-type: none"> • Overdevelopment – previous issues identified at appeal have not been addressed • Conflict with the North Hinksey Neighbourhood Development Plan • Character / design of dwellings out of keeping with surrounding area • Access / egress unsafe at junction of Harcourt Hill / Stanton Rd, and poor car parking arrangement on site • Additional points: measurements on plans, and lack of biodiversity information
<i>Vale of White Horse District Council - technical consultees:</i>	
Drainage Engineer	No objection subject to conditions (foul water and surface water)
Forestry Officer	No objection Minor changes are required to the RPAs / 'no dig areas' but these can be secured by condition
Waste Management Officer	No objection There is sufficient space for bin storage for two dwellings
<i>Other technical consultees:</i>	
Highways Liaison Officer (Oxfordshire County Council)	No objection subject to conditions (vehicle and cycle parking)
Oxfordshire Public Rights of Way	No response received
SGN Plant Protection Team	Comment received Standard gas safety advice provided

2.2 **Neighbours** - 7 representations were received from neighbours and interested parties, as summarised below:

Design, Scale and Character	<ul style="list-style-type: none"> • The development is contrary to the development plan (design policies), Neighbourhood plan and the North Hinksey Parish Character Assessment. • While the proposed dwellings are smaller, they are bulky in design and unnecessarily deep. The dwellings still represent overdevelopment in this location and would be out of character with residential development along Harcourt Hill. • The proposals would not sit comfortably within the street scape and would be cramped and incongruous to the neighbourhood, urbanising the street scene. • The height, bulk and proximity of both houses will cause an overbearing visual intrusion to the occupiers of Southfield.
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	<ul style="list-style-type: none"> • Dwellings on Harcourt Hill sit in large, spacious plot with space between neighbouring properties. The houses would not sit comfortably on the site and sit unusually close to the boundary, resulting in a cramped relationship, out of kilter with the character of the area. • The two dwellings are identical and lack individuality as seen along the street. • Two dwellings / subdivision cannot be achieved on the plot while respecting the established character of the area.
Highway safety	<ul style="list-style-type: none"> • The need to retain greenery along the frontage means there is little space left for car parking and turning to the front. The remaining space would be dominated by parking and driveway. • Cars would have to reverse out onto Stanton Road – lack of visibility and harm to pedestrian and highway safety. • Any sight lines for the new access arrangements would require the removal of vegetation to both Stanton Road and Harcourt Hill, on land not in control of the applicant, and not within the red line. The removal of these trees and hedging would be detrimental to the verdant characteristics of the neighbourhood.
Residential amenity	<ul style="list-style-type: none"> • The development would have an overly dominant relationship with Six Elms (a bungalow to the south-west), and upper floor windows would overlook garden space of neighbouring dwellings, including Southfield.
Tree protection and retention of green landscape	<ul style="list-style-type: none"> • The foundations of Plot 2 will be within root protection areas, and neighbouring trees will be affected. • Insufficient detail provided to demonstrate that trees and hedging along the front will be retained. This greenery offers biodiversity benefits and is important in terms of retaining the verdant character of the area.
Ecology and Biodiversity	<ul style="list-style-type: none"> • No biodiversity survey has been provided with the application.
Additional points	<ul style="list-style-type: none"> • The current proposal does not overcome previous refusal reasons, which were subsequently dismissed at appeal. • Concerns raised over the measurements shown on plans, with reference to the Field End site. • Concerns over securing access within the land ownership / red line area. • The development is not comparable with the recent dwellings built at Field End as the

	Gateways plot is narrower and on a prominent corner plot.
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3.0 **RELEVANT PLANNING HISTORY**

3.1 [P22/V2220/FUL](#) - Refused (05/12/2022) - Appeal dismissed (27/06/2023)
Demolition of existing house and erection of two detached dwellings

[P20/V3257/FUL](#) - Refused (16/02/2021) - Appeal dismissed (08/09/2021)
Replace existing dwelling and erect additional dwelling and garage in the rear garden

[P20/V0560/FUL](#) - Refused (11/05/2020) - Appeal dismissed (01/10/2020)
Construction of a new two storey house with double garage, drive and hardstanding areas, new plot division fence. New access onto Stanton Road.

[P19/V3112/FUL](#) - Withdrawn (20/01/2020)
Construction of a new 6 bedroom house, double garage with all associated walls, fences and drive and paths. Form new access onto Stanton Road.

[P19/V3019/HH](#) - Approved (06/01/2020)
Demolition of single storey extensions to front and rear, demolition of garage and outbuilding. Extend to front, rear and side with two storey extensions to from a 5 bedroom house.

[P19/V1788/FUL](#) - Approved (23/09/2019)
To demolish existing house and to construct a new larger dwelling in the same location (Replacement for current application P19/V1403/HH)

4.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

4.1 The size of the site and the scale of the proposal are well below the EIA threshold, and are not located within an area classified as sensitive, for example, an AONB. This has informed the officer's decision that an EIA screening opinion is not required.

5.0 **MAIN ISSUES**

5.1 **The relevant planning considerations are the following:**

- **Principle of development**
- **Streetscene, design and character**
- **Residential amenity**
- **Tree protection and landscaping**
- **Access and parking**
- **Green Belt**
- **Ecology and biodiversity**
- **Floodrisk and drainage**
- **Waste and recycling collection**
- **CIL**

5.2 **Principle of development**

The Council's Local Plan 2031 Part 1 (adopted 2016) (LPP1) sets out the spatial strategy and strategic policies across the Council area to deliver sustainable development, including the provision to be made for housing.

5.3 Policy CP3 of the LPP1 devises a settlement hierarchy approach, steering new development to sustainable locations. Policy CP4 of the LPP1 goes on to set out how the housing needs will be met. There is a presumption in favour of sustainable development within the existing built area of Market Towns, Local Service Centres and Larger Villages in accordance with CP1.

5.4 Although the site is located in North Hinksey parish, the site lies within the spatial confines of Botley. The settlement hierarchy identifies Botley as a Local Service Centre within the Abingdon-on-Thames and Oxford Fringe sub-area, with a good level of services and facilities.

5.5 The principle of the residential development in this location is acceptable from a spatial perspective. However, the proposal must also accord with other development plan policies, as considered below.

5.6 **Streetscene, design and character**

Policy CP37 of the LPP1 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.

5.7 This is drawn through to policies HS1 and HS2 of the North Hinksey Neighbourhood Plan which require new development to respect, enhance and make a positive contribution to the identity and character of the area and reflect the predominantly low-rise character of North Hinksey Parish. Developers should ensure that sites provide an enhanced and improved local streetscape to match the existing green character of the area.

5.8 The Joint Design Guide requires development to be informed by, and to positively respond to, its context, and sets out the steps to achieve high quality design.

5.9 The site is located on the eastern side of Harcourt Hill, opposite the Oxford Brookes Harcourt Hill Campus. The area is characterised by large residential plots, where typically dwellings are set back at a good distance from the road, and are separated from neighbouring plots by long, spacious gardens. The built-form is interspersed with mature landscaping and trees, and the driveways and frontages are in most cases softened by hedges and landscaping, defining the character within the streetscene. Previous appeal decisions have confirmed this character.

5.10 While it is acknowledged that previous proposals on the site have raised issues over design, space around the buildings and character, the design, scale and

heights of the two proposed dwellings are much more akin to surrounding dwellings. As seen in the streetscene plans, the heights are comparable to neighbouring properties, and the scale of the roof is proportionate to the host dwelling, ie. it no longer serves as a separate floor / space for further accommodation.

- 5.11 Referring back to the previous scheme (Planning reference P22/V2220/FUL), the appeal identified issues in terms of the amount of development to the front of the site (in the form of garages, which obscured the frontage), and the depth of the rear section of the dwellings, particularly at 2-storey height, beyond the established building line. This also introduced amenity concerns in terms of creating an overbearing relationship with neighbouring dwellings.
- 5.12 The building lines are now similar in character to neighbouring properties, as the front and rear parts of the dwellings have now been pulled in a good distance. This has been achieved through the removal of garages to the front, reducing the depth of the rear parts of the dwellings, and dropping down the roof line. Where the dwellings do extend beyond the building line to the rear, it is staggered away from Southfield, and comparable in scale to what could be achieved as a reasonable sized extension.
- 5.13 The front elevations of the dwellings are of a scale that is proportionate to other nearby dwellings and design features seen within the row of dwellings have been incorporated into the design. This has in part been achieved by removing the accommodation in the roof, dropping the ridgeline and incorporating a cat-slide roof. The front driveways of the dwellings are much more open, as seen elsewhere along the street, and trees and vegetation frame the front when viewed from the road. Without the garages obscuring the frontage, both dwellings have a better relationship with the road and in how they sit within the existing streetscene. A suitable amount of openness between the dwelling and the road is retained.
- 5.14 Given the plot width of Gateways it is accepted that the widths of the subdivided plots would have to be narrower than neighbouring properties, and the scale of the dwellings would therefore need to be smaller. This is necessary to ensure a suitable amount of space can be designed into each and to retain appropriate distances to the boundaries, to reflect the existing character of the area. This has been achieved in the current layout. Regard has been had to the side-to-side relationship of dwellings within the area, and the distance to the boundaries for both dwellings is not considered out of keeping with the established character.
- 5.15 In conclusion the scaling down of the dwellings, and retention of a greater amount of space around the dwellings has achieved a development which responds appropriately to the established character of the surrounding area. The dwellings include design features seen within the local area, and by removing the roof accommodation and garages, and reducing the depth to the rear, are more proportionate in scale to other dwellings in the immediate area. In conclusion, the issues relating to streetscene, design, scale and character, identified in the previous appeal, have been addressed, and the development

accords with Policy CP37 of the LPP1, and the design policies in the emerging Joint Local Plan, the adopted Joint Design Guide SPD and policies HS1 and HS2 of the North Hinksey Neighbourhood Plan.

5.16 Residential amenity

Policy DP23 of the LPP2 considers the impact of development on amenity, and requires development to take into account loss of privacy, daylight or sunlight, dominance or visual intrusion, and noise.

5.17 Policy DP2 of the LPP2 sets out the required internal space standards for new residential development, and section 4.11 of the Design Guide clarifies the requirement for private amenity space.

5.18 The existing dwelling measures 7.8m in height, sitting alongside Southfields which is approximately 8.4m to the ridgeline. The proposed dwellings would be 8.3m high, but step up towards Stanton Road on slightly higher land. The height and scale of the proposed dwellings maintains an appropriate relationship with neighbouring dwellings, and is consistent with other residential properties in the local character area.

5.19 Plot 1 is set 10m from the side elevation of Southfield, with a single storey building between the two (on the Southfield plot). Plot 1 extends 5.5m beyond the established building line to the rear, at 2-storey height. The element closest to the boundary has been designed as a catslide roof, which drops to 3.3m in height alongside the boundary. These combined measures are sufficient to avoid an overbearing relationship with Southfield and to safeguard the residential amenity of future and neighbouring occupants.

5.20 A 10m separation distance would be retained to the side elevation with Southfield (with a garage / workshop in between), and a separation distance of 17m to the closest point of Six Elms, across Stanton Road. Upper floor side openings facing Southfields serve bedrooms and a bathroom; in the case of the bedrooms these are secondary windows. Amended plans have been received raising the sill heights of the rooflights on this elevation to 1.7m to ensure privacy is safeguarded. Upper floor windows facing onto Stanton Road, and towards Six Elms serve an en-suite and a hallway. Given the 17m separation distance between this elevation and the neighbouring bungalow (The Elms), and factoring in that the dwellings would be separated by a road and hedging, these openings on the side elevation are not considered to adversely affect amenity.

5.21 Ample outdoor space is provided to meet the amenity standards. The indoor space meets the internal space standards for both dwellings.

5.22 In light of the reduction in scale, height and massing, and the introduction of a catslide roof adjacent to Southfield, the dwellings retain an appropriate relationship with neighbouring dwellings, and the changes have overcome the previous concerns of an overbearing impact. Subject to conditions controlling openings on the north-east side of the Plot 1, the residential amenity of neighbouring occupants is safeguarded. Given the separation distances

between the proposed dwellings and neighbouring properties overlooking is not an issue, and privacy will not be affected. For these reasons the development complies with policy DP23 of the LPP2 and the amenity policies in the emerging Joint Local Plan.

5.23 Tree protection and landscaping

Policy CP44 of the LPP1 safeguards landscape character, including trees, hedgerow and woodland that contribute positively to the landscape character of the area.

5.24 Trees, mature planting and hedging are an important characteristic of the local area, and in defining the character of the streetscene. There are trees on and adjacent to the site that contribute positively to the wider landscape and character of the area. This includes mature trees in the existing property frontage that are prominent on the street scene.

5.25 A tree survey has been provided to demonstrate that the trees and hedging along the front and south-western edge can be retained alongside the proposed development. To facilitate the development proposals four low quality trees and one hedge will be removed. However their loss will not be of significant detriment to the site and can be mitigated with better quality replacement planting, which can be secured as part of a landscape condition. Trees shown as retained can be adequately protected as part of a requirement for a detailed tree protection condition. It is recommended that a no-dig construction technique is used to create the driveway to the front, to protect the trees during construction.

5.26 Access and parking

The NPPF promotes sustainable transport modes, whilst seeking to ensure that safe and suitable access to the site can be achieved for all users.

5.27 Policy DP16 of the Local Plan: Part 2 requires adequate provision to be made for loading, unloading, circulation, servicing and vehicle turning. Parking should also be provided in accordance with Oxfordshire County Council's published standards.

5.28 The site is considered to be in a sustainable location, and within walking distance of public transport, services and amenities at Westway Square and the centre of Oxford.

5.29 The Oxfordshire Parking Standards require 3 spaces for dwellings with 5 bedrooms, although given the site's edge of city location and public transport links this could be reduced to 2 spaces per dwelling. Sufficient space is available on site to meet the parking requirements. The car parking and cycle storage detail, along with detail of electric charging points, are to be secured by condition.

5.30 There is sufficient space to the front of the dwellings to accommodate parking and turning to allow vehicles to exit in forward gear. Access and egress are onto roads where traffic moves at relatively slow speeds but are also used by

pedestrians. Subject to visibility splays being secured by condition, officers are satisfied that the access points would not pose a risk to highway safety or pedestrians.

5.31 Green Belt

Harcourt Hill is inset from the Oxford Green Belt, but land directly opposite and encircling this group of dwellings is washed over by Green Belt. The application site is not within the Oxford Green Belt and development of the site would not have a harmful impact on the openness of the green belt.

5.32 Ecology and biodiversity

Policy CP44 of the Local Plan: Part 1 requires no net loss of biodiversity as a result of development. The site is characterised as a large residential plot, grassed over to the rear. The site is not considered to comprise high valued habitat, and there are not known to be protected species on site, although bats have been identified in the local area. Having regard to the current condition of the building, there is a low risk of the roof being suitable as a bat roost.

5.33 There is scope for enhancement of the site, and a scheme of biodiversity enhancements is to be secured by condition, eg. bat and bird boxes. An advisory note is also recommended to outline the legal protection of bats, in the event that bats are found during the demolition process.

5.34 Flood risk and drainage

The site is not located in an area at risk of flooding. Foul and surface water conditions are recommended to appropriately manage water and waste associated with the dwellings.

5.35 Waste and recycling collection

There is sufficient space to the front of the properties to store, and wheel to the highway, wheelie bins for waste and recycling. On the basis that a suitable store should be designed into the scheme, which integrates appropriately into the streetscene, details of waste and recycling storage are to be secured by condition.

5.36 Community Infrastructure Levy

The proposed development results in the provision of new residential floorspace and would therefore be liable for a Community Infrastructure Levy (CIL) charge, as set out in the Vale of White Horse CIL Charging Schedule (November 2021). With an element of existing floorspace being offset against the CIL calculation, the development would result in 366sqm of CIL chargeable residential floorspace. This amounts to £108,877.

6.0 CONCLUSION

6.1 The key issues identified in the previous appeal decisions related to the height, scale and design of the dwellings, which resulted in a cramped development and conflicted with the established character of the area. The depth of the dwellings and significant bulk to the rear resulted in a design that extended beyond the front and rear building lines and highlighted the extent of overdevelopment on the plots. Insufficient information was provided to

demonstrate that trees and vegetation on and close to the site, which contribute positively to the area's character and the streetscene, would not be harmed or lost as a result of the development. Garages to the front of the site created a poor relationship with the road, obscuring the frontage and cluttering the otherwise open front gardens seen elsewhere within the street.

- 6.2 By virtue of the reduced scale, height and massing, and removal of the garages to the front, and removal of the bulk to the rear, a suitable amount of separation space has been secured around the dwellings and to the front of the plots. The development is in keeping with the spacious character of neighbouring development, and the dwellings are of a design and scale that integrates appropriately with the surrounding area and streetscene. As demonstrated in the tree survey, and subject to the tree protection plan, important trees and landscape can be retained as part of the development. Subject to conditions controlling openings on the north-east side of the Plot 1, the residential amenity of neighbouring occupants is safeguarded.
- 6.3 The principle of residential development in this location conforms to the spatial strategy. For the above reasons the current proposal has addressed the issues set out in previous refusal reasons. Subject to the conditions, the proposal is in accordance with highway safety, sustainable drainage and biodiversity policy. The development accords with the policies of the development plan, the emerging Joint Local Plan and the NPPF and is recommended for approval on these grounds.
- 7.0 The following planning policies have been taken into account:
- 7.1 Vale of White Horse Local Plan 2031 Part 1 (LPP1) Policies:
CP01 - Presumption in Favour of Sustainable Development
CP03 - Settlement Hierarchy
CP04 - Meeting Our Housing Needs
CP08 - Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area
CP35 - Promoting Public Transport, Cycling and Walking
CP37 - Design and Local Distinctiveness
CP40 - Sustainable Design and Construction
CP42 - Flood Risk (and drainage)
CP43 - Natural Resources
CP44 - Landscape
CP46 - Conservation and Improvement of Biodiversity
- 7.2 A Regulation 10A review (five-year review) for Local Plan Part 1 (LPP1) has been completed. The review shows that five years on, LPP1 (together with LPP2) continues to provide a suitable framework for development in the Vale of White Horse that is in overall conformity with government policy.
- 7.3 Vale of White Horse Local Plan 2031 Part 2 (LPP2) Policies:
DP02 - Space Standards
DP16 - Access
DP23 - Impact of Development on Amenity

7.4 The Council is preparing a Joint Local Plan covering Vale of White Horse and South Oxfordshire, which when adopted will replace the existing local plans. Currently at the Regulation 18 stage, the Joint Local Plan Preferred Options January 2024 has limited weight when making planning decisions. The starting point for decision taking will remain the policies in the current adopted plans.

7.5 Neighbourhood Plan

The North Hinksey Neighbourhood Plan was made as part of the district council's development plan on 18 May 2021.

Policy HS1 - Characteristics of New Housing

Policy HS2 - Low-rise Housing Design

Policy HS3 - Housing Density

Policy HS4 - Flexibility, Future-Proofing, and Sustainable Design

Policy TR1 - Cyclists, Pedestrians & Public Transport Policy

Policy TR2 - Parking, Access and Electric Vehicle Charging Policy

Policy UT1 - Flooding & Groundwater Policy

Policy UT2 - Sustainable Design, Energy Efficiency and Renewable Energy Policy

Policy GS2 - Biodiversity, Wildlife Corridors, TPOs and Tree Canopy Cover

7.6 Supplementary Planning Guidance/Documents

South Oxfordshire and Vale of White Horse Joint Design Guide 2022

7.7 National Planning Policy Framework and Planning Practice Guidance

7.8 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.

Author: Katherine Canavan

Contact No: 01235 422600

Email: planning@whitehorsedc.gov.uk

Appendix 1 – Full condition wordings

Application Reference:	P23/V2226/FUL	Case Officer:	Katherine Canavan
Committee Date:	6 March 2024		
Recommendation Level:	COM - Area Committee		
Recommendation Code:	01 - Planning Permission		

Conditions

1.	Work to commence within 3 years	<p>The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.</p> <p>Reason: By virtue of Sections 91 to 95 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	In accordance with plans	<p>That the development hereby approved shall be carried out in accordance with the details shown on the following approved plans:</p> <p>GTWY.P30 GTWY.P31A GTWY.P32A GTWY.P33 OP1001 OP1002 OP1003 OP1004</p> <p>except as controlled or modified by conditions of this permission.</p> <p>Reason: To secure the proper planning of the area in accordance with Development Plan policies.</p>
3	Drainage scheme - surface water	<p>Prior to the commencement of development, a detailed scheme for the surface water drainage of the development shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The design of the surface water drainage system will be in accordance with the non-statutory technical standards for sustainable drainage systems, including details of soakage testing, levels, size, position and construction of drainage works. The drainage scheme shall be sized to accommodate a minimum of the worst case 1 in 30 year storm, with evidence to demonstrate that the site can accommodate the worst</p>

		<p>case 1:100 year storm + 40% Climate Change storm, without any flows exiting up to this storm event and any storage on site not causing a nuisance or flooding to property.</p> <p>The approved scheme shall be fully implemented in accordance with the approved details prior to the occupation of the development hereby approved.</p> <p>Reason: To ensure the effective drainage of the site and to avoid flooding (Policy CP42 of the adopted Local Plan 2031 Part 1).</p>
4	Drainage scheme - foul water	<p>Prior to the commencement of development, a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall include details of the method, levels, size, position and construction of the drainage scheme.</p> <p>The approved scheme shall be fully implemented in accordance with the approved details prior to the occupation of the development hereby approved.</p> <p>Reason: To ensure the proper provision of foul water drainage and to ensure flooding and pollution is not exacerbated in the locality in accordance with Policy (Policy CP42 of the adopted Local Plan 2031 Part 1).</p>
5	Provision of car parking	<p>Prior to the commencement of development, a detailed plan showing provision car parking, together with electric vehicle charging points for the residential dwellings, to be accommodated within the site shall be submitted to and approved in writing by the Local Planning Authority. Such parking facilities shall be laid out, surfaced, drained and completed to be compliant with sustainable drainage (SuDS) principles in strict accordance with the approved details prior to the first occupation of the development hereby permitted. Thereafter the car parking spaces shall be retained unobstructed except for the parking of vehicles associated with the development at all times.</p> <p>Reason: In the interest of highway safety and to ensure the provision of off-street parking and to avoid localised flooding (Policies CP35, CP37 and CP42 of the adopted Local Plan 2031 Part 1 and Policy DP16 of the adopted Local Plan 2031 Part 2).</p>

6	Arboricultural Method Statement and Tree Protection Plan	<p>Prior to the commencement of any site works or operations, including demolition and site clearance relating to the development hereby permitted, an Arboricultural Method Statement and accompanying Tree Protection Plan shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The Arboricultural Method Statement must include the following:</p> <p>(1) The details of materials and method of construction of any roadway, driveway, parking, pathway or other surfacing within the RPA, which is to be of a 'no dig' construction method, in accordance with the principles of Arboricultural Practice Note 12 "Through the Trees to Development", and in accordance with current industry best practice; and is appropriate for the type of roadway required in relation to its usage. For this scheme a no-dig construction driveway will be required in areas not previously covered by driveway and where within the off-set and extended RPAs of trees T2+T3.</p> <p>(2) A specification of any pruning or tree surgery works to any trees to be retained, to prevent accidental damage by construction or demolition activities;</p> <p>(3) The specification and location of temporary tree protective fencing and any ground protection required to protect all retained trees in accordance with the current edition of BS 5837 "Trees in relation to design, demolition and construction", and details of the timing and duration of its erection;</p> <p>(4) The definition of areas for the storage or stockpiling of materials, temporary on-site parking, site offices and huts, mixing of cement or concrete, and fuel storage;</p> <p>(5) The means of demolition of any existing site structures, and of the reinstatement of the area currently occupied thereby;</p> <p>(6) The route and method of installation of drainage or any underground services in the vicinity of retained trees; Consideration will be made to avoid siting of utilities and service runs within the Root Protection Area (RPA) of all trees to be retained. Only where it can be demonstrated that there is no alternative location for the laying of utilities, will encroachment into the RPA be considered. Methodology for any installation works within the RPA will be provided and must be in compliance with the current edition of NJUG 'Guidelines for the planning and installation and maintenance of utility apparatus in proximity to trees'.</p>
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		<p>(7) The details and method of construction of any other structures such as boundary walls in the RPA of retained trees and how these relate to existing ground levels;</p> <p>(8) Provision for the supervision of ANY works within the RPA of trees to be retained, and for the monitoring of continuing compliance with the protective measures specified, by an appropriately qualified arboricultural consultant, to be appointed at the developer's expense and notified to the Local Planning Authority, prior to the commencement of development; and provision for the regular reporting of continued compliance or any departure there from to the Local Planning Authority.</p> <p>Reason: To protect the hedgerow/trees which contribute positively to the streetscape and character of the area and in the interest of visual amenity (Policy CP44 of the adopted Local Plan).</p>
7	Materials in accordance with plans	<p>The exterior of the development hereby permitted shall only be constructed in the materials specified on the plans/supporting documents hereby approved or in materials which shall previously have been approved in writing by the Local Planning Authority.</p> <p>Reason: In the interests of the visual appearance of the development in accordance with Policies CP37 and CP39 of the adopted Local Plan 2031 Part 1 and Policy DP37 of the adopted Local Plan 2031 Part 2.</p>
8	Landscaping scheme	<p>No development above slab level shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include hard surfacing materials, schedules of new trees and shrubs to be planted (noting species, plant sizes and numbers/densities), the identification of the existing trees and shrubs on the site to be retained (noting species, location and spread), any earth moving operations and finished levels/contours, and an implementation programme.</p> <p>Reason: To ensure the implementation of appropriate landscaping which will improve the environmental quality of the development (Policy CP44 of the adopted Local Plan 2031 part 1 and Saved Policy DC6 of the adopted Local Plan 2011).</p>

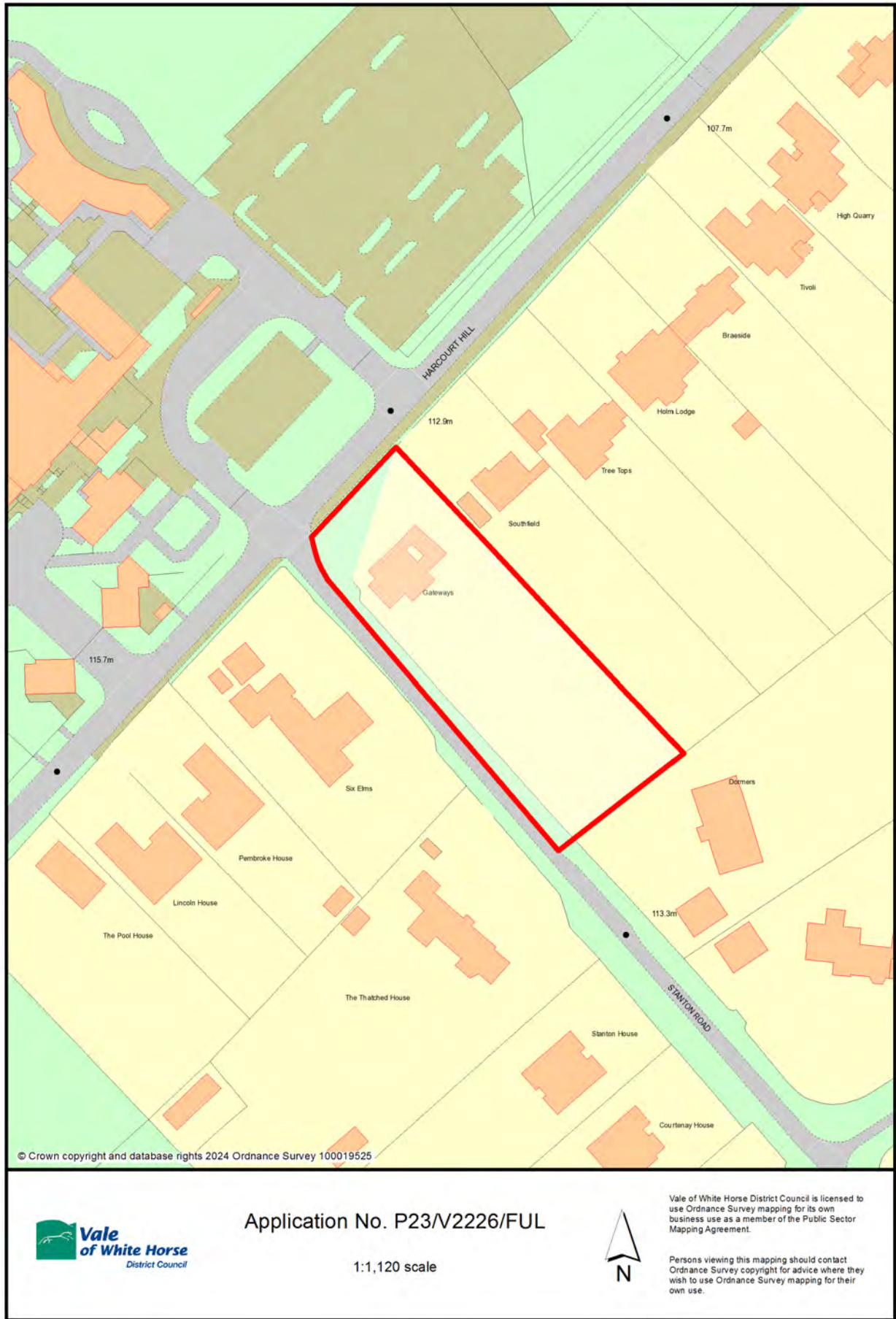
9	Access and Vision Splays	<p>Prior to the first occupation of the development, details of the vehicular access to each plot, from Harcourt Hill and Stanton Road, shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include visibility splays in both directions. The access and visibility splays shall be provided prior to the occupation or use of the new development and, thereafter, the visibility splays shall be permanently maintained free from obstruction to vision.</p> <p>Reason: In the interest of highway safety (Policies CP35 and CP37 of the adopted Local Plan 2031 Part 1 and Policy DP16 of the adopted Local Plan 2031 Part 2).</p>
10	Provision of cycle parking	<p>Cycle parking facilities shall be provided prior to the occupation of the development hereby approved, in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The submitted scheme will be required to demonstrate 10 spaces or stands for each dwelling (2 per room), shown to be covered and secure.</p> <p>Reason: To encourage the use of sustainable modes of transport (Policies CP33, CP35 and CP37 of the adopted Local Plan 2031 Part 1).</p>
11	Biodiversity enhancement	<p>Prior to the occupation of the development, a scheme (proportionate to the scale of development) and scaled plan identifying suitable locations on the site for the erection of bird nesting boxes and bat boxes, together with a timetable for implementation, shall be submitted to and approved in writing by the local planning authority. The approved scheme of nesting and bat boxes shall be installed prior to occupation in accordance with the approved details and timetable.</p> <p>Reason: In the interest of providing biodiversity improvement and enhancement (Policy CP46 of the adopted Local Plan 2031 Part 1)</p>
12	Waste / recycling storage	<p>Prior to the occupation of the development, details of the storage of waste and recycling shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the waste and recycling store shall be implemented prior to the first occupation of the dwellings and shall thereafter be made permanently available for the occupants of the dwellings.</p> <p>Reason: In the interest of securing an effective waste collection strategy and safeguarding the character of</p>

		the streetscene (Policy CP37 of the Local Plan 2031 Part 1 and Policy DP28 of the Local Plan 2031 Part 2).
13	Window Sill Height (Plot 1)	<p>The first-floor windows on the north-east elevation and roof plane of the new dwelling on Plot 1 (adjacent to Southfield) shall be installed with a sill height of not less than 1.7 metres above the finished floor level of the rooms in which they are fitted and shall be retained as such. Notwithstanding the provisions of Class A of Part 1 Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or the equivalent provisions of any order revoking and re-enacting that Order), the window sill heights shall not be lowered without the prior grant of planning permission.</p> <p>Reason: To protect the privacy of adjacent dwellings (Policy DP23 of the adopted Local Plan 2031 Part 2).</p>
14	No Windows or Rooflights (Plot 1)	<p>Notwithstanding the provisions of Classes A, B and C of Part 1 Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or the equivalent provisions of any order revoking and re-enacting that Order), no other first-floor windows or rooflights shall be installed in the north-east elevation or roof plane of the dwelling on Plot 1 (adjacent to Southfield) without the prior grant of planning permission.</p> <p>Reason: To protect the privacy of adjacent dwellings (Policy DP23 of the adopted Local Plan 2031 Part 2).</p>

Advisory Notes

1	CIL	<p>The development to which this permission relates is liable to pay the Community Infrastructure Levy (CIL) as set out in the Vale of White Horse CIL Charging Schedule. Upon planning permission, a Liability Notice will be issued to the nominated person/company liable for CIL. The person/company liable for CIL must submit a commencement notice to the Local Planning Authority BEFORE development commences (CIL Form 6). The Local Planning Authority will send a Demand Notice to the person/company liable for CIL when the Commencement Notice is received.</p> <p>FAILURE TO FOLLOW THE CIL PROCEDURES COULD RESULT IN SURCHARGES AND THE LOSS OF ANY EXEMPTION RELIEF IF ENTITLED.</p> <p>Guidance on CIL is available on the planning portal website http://www.planningportal.co.uk/cil or the</p>
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		council's website http://www.whitehorsedc.gov.uk/cil together with the process for paying CIL.
2	Highway works	Please note: If works are required to be carried out within the public highway, the applicant shall not commence such work before formal approval has been granted by Oxfordshire County Council by way of legal agreement between the applicant and Oxfordshire County Council see Dropped kerbs Oxfordshire County Council
3	North Hinksey Neighbourhood Plan policies	<p>Policy HS1 - Characteristics of New Housing</p> <p>Policy HS2 - Low-rise Housing Design</p> <p>Policy HS3 - Housing Density</p> <p>Policy HS4 - Flexibility, Future-Proofing, and Sustainable Design</p> <p>Policy TR1 - Cyclists, Pedestrians & Public Transport Policy</p> <p>Policy TR2 - Parking, Access and Electric Vehicle Charging Policy</p> <p>Policy UT1 - Flooding & Groundwater Policy</p> <p>Policy UT2 - Sustainable Design, Energy Efficiency and Renewable Energy Policy</p> <p>Policy GS2 - Biodiversity, Wildlife Corridors, TPOs and Tree Canopy Cover</p>



Application No. P23/V2226/FUL

1:1,120 scale



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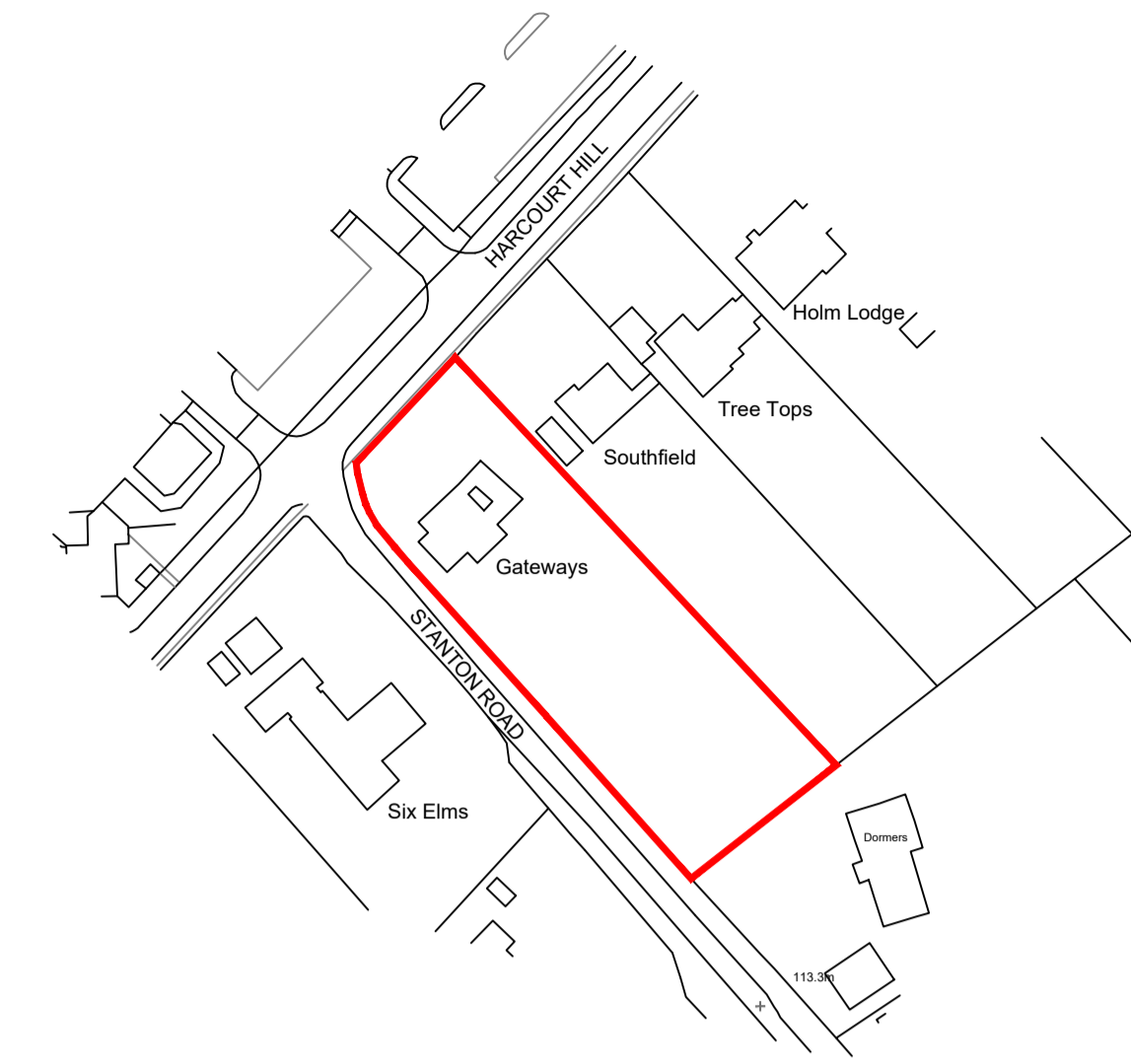
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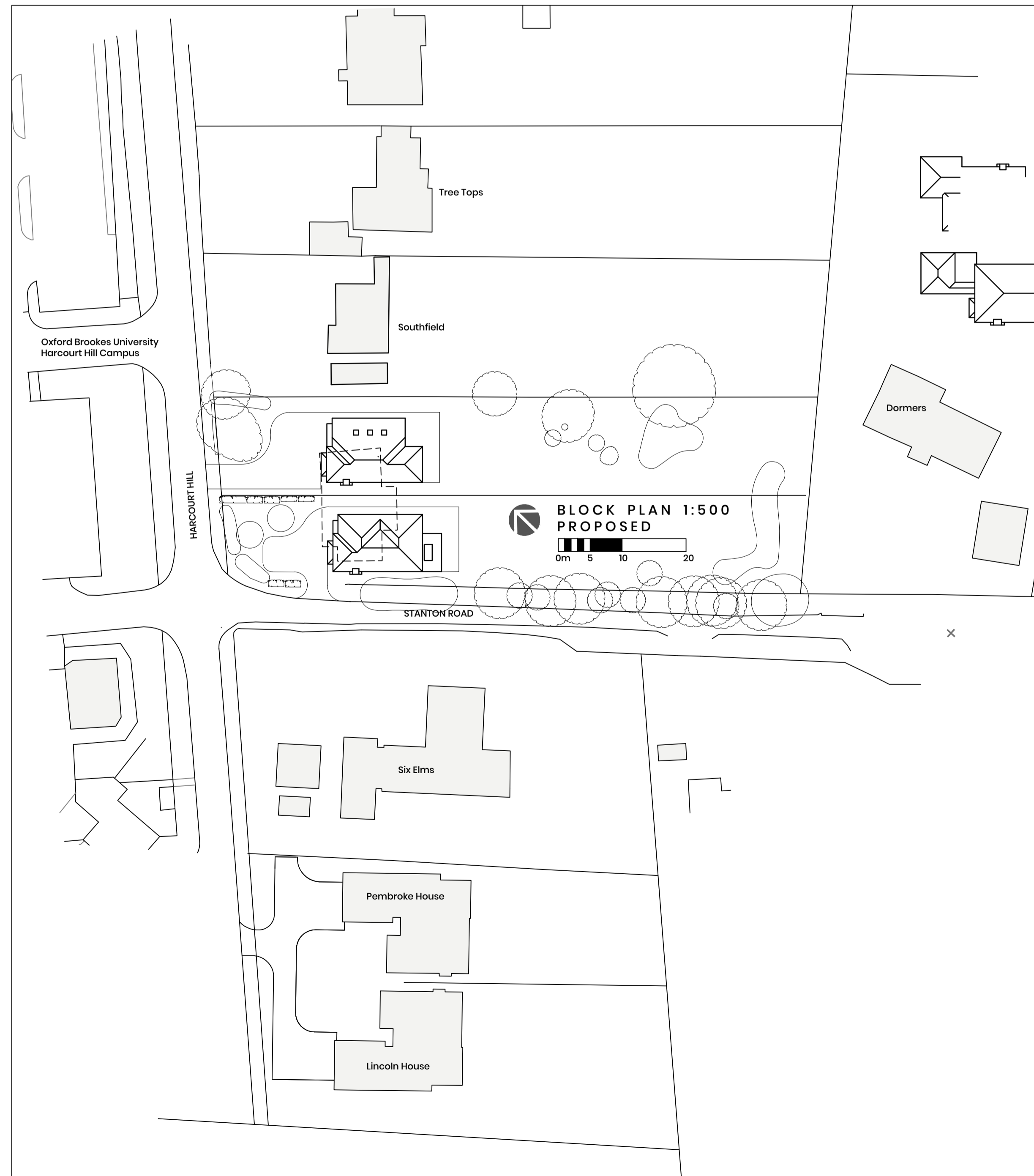
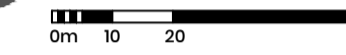
DUNCAN WOLAGE ARCHITECTS

Boston House, Grove Business Park, Wantage
Oxon OX12 9FF

07786957158
duncan@duncanwolagearchitects.net



SITE LOCATION PLAN 1:1250



Revisions

Project.

Development of
"Gateways"
Harcourt Hill
Oxford OX2 9AS

Drawing title.

Planning application

Site Layouts

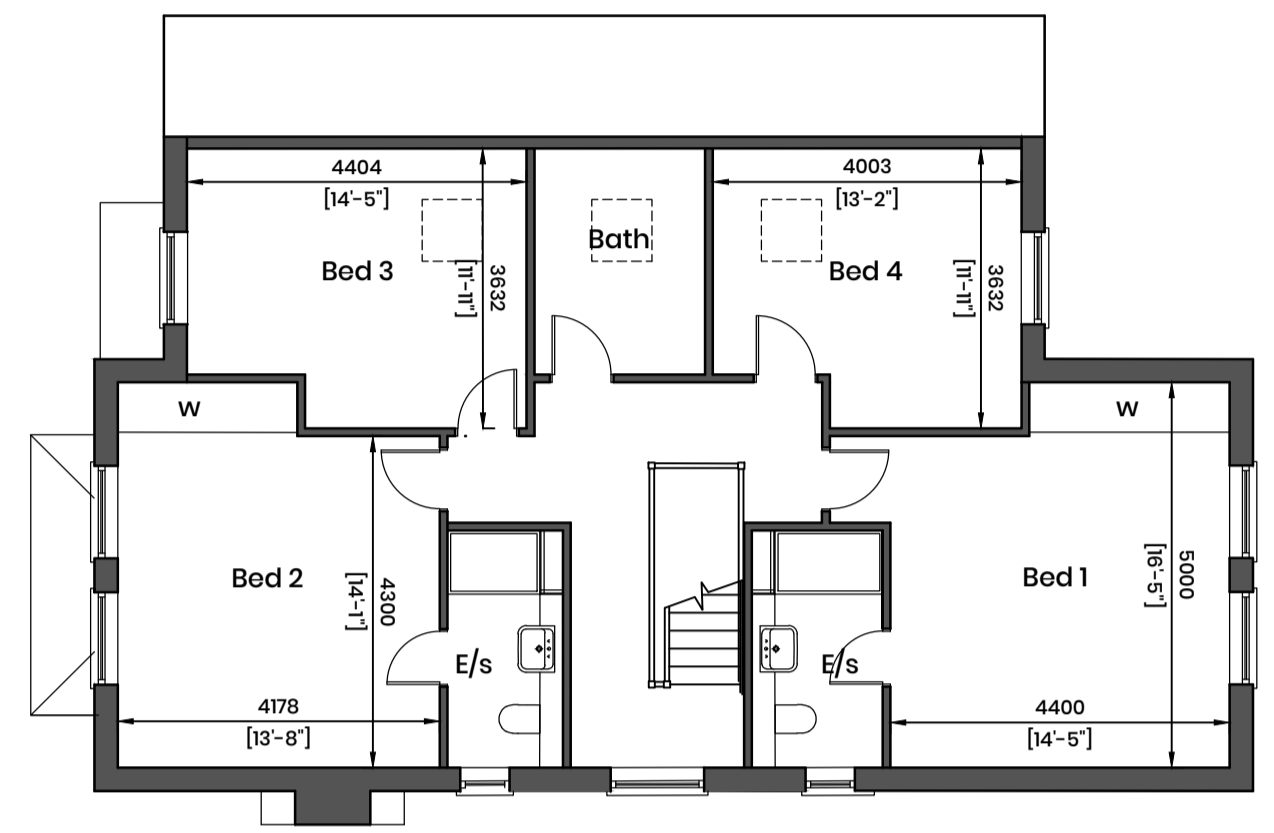
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Revision

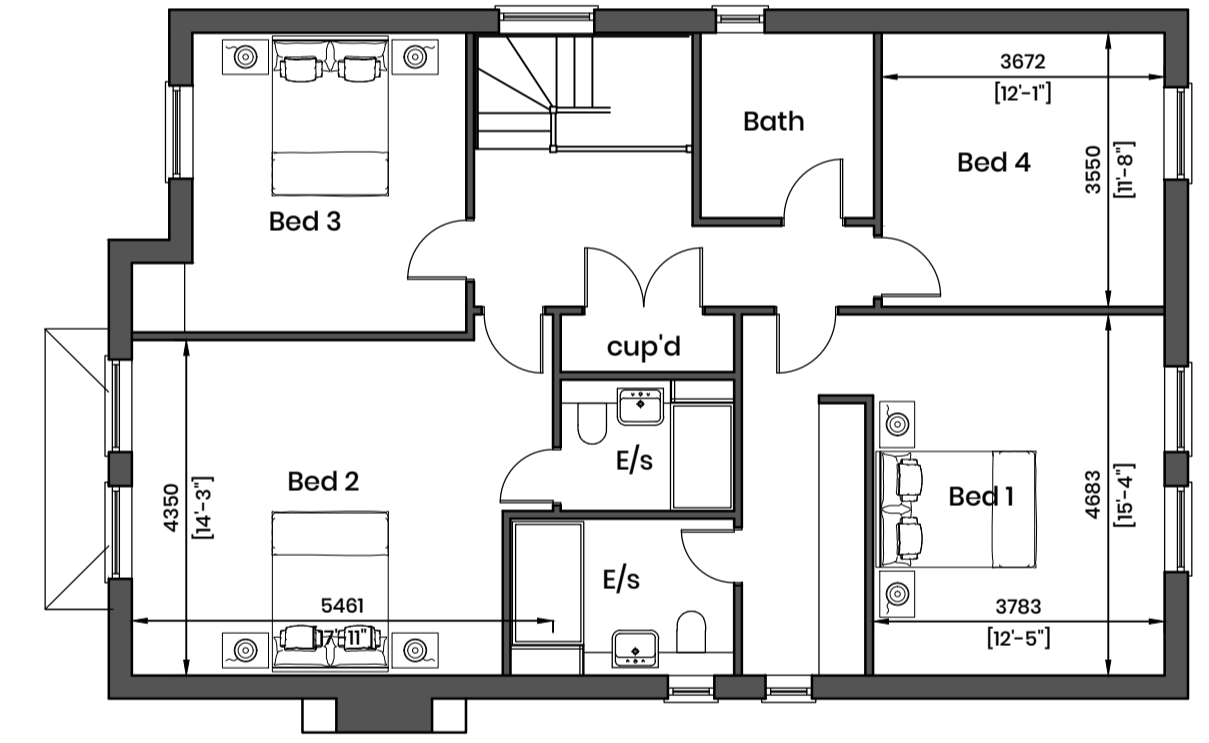
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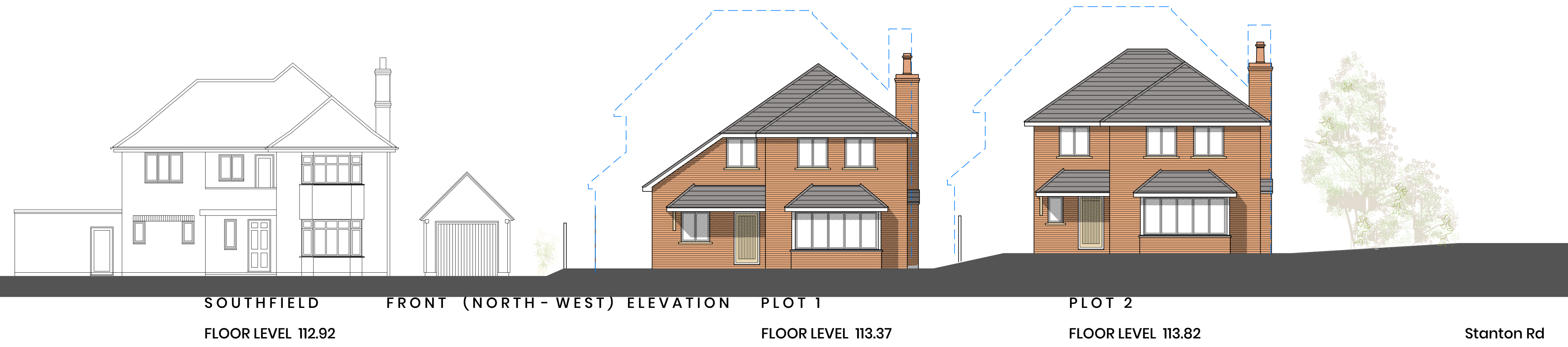
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FIRST FLOOR PLAN



Page 60

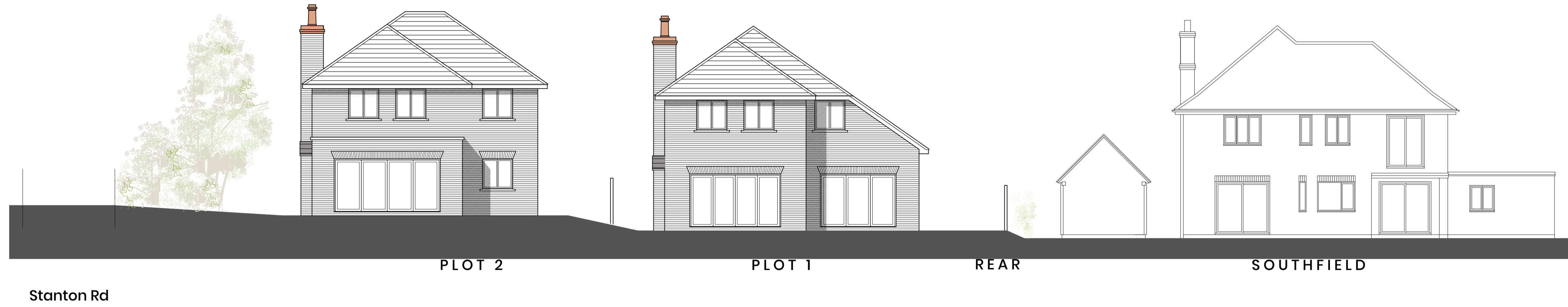


Project:
Development at "Gateways" Harcourt Hill Oxford OX2 9AS

Drawing title:
Planning application
Floor plans

Scale: 1:100	Revision
Date: November 2023	A
Drawn: DW	

Drawing No. **GTWY.P31**



Stanton Rd

PLOT 2

PLOT 1

REAR

SOUTHFIELD



Rooflights to have sill no lower than 1.7m above floor level.

SIDE ELEVATIONS PLOT 1



SIDE ELEVATIONS PLOT 2

Project.

Development at
"Gateways"
Harcourt Hill
Oxford OX2 9AS

Drawing title.

Planning application
Elevations

Scale: 1:100

Date: November 2022

Drawn: DW

Drawing No. GTWY.P32

Revision

A