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<b>APPLICATION NO.</b>	<a href="#">P20/V1395/FUL</a>
<b>SITE</b>	Land at Park Farm, East Challow
<b>PARISH</b>	EAST CHALLOW
<b>PROPOSAL</b>	Residential development of 39 dwellings, comprising a partial re-plan of details approved under application reference P18/V0744/RM, to include an uplift of 13 no. additional dwellings, revised housing mix across the relevant development parcels and associated development works (as amended 8 September 2020).
<b>WARD MEMBER(S)</b>	Paul Barrow
<b>APPLICANT</b>	Crest Nicholson (Chiltern)
<b>OFFICER</b>	Adrian Butler

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## **RECOMMENDATION**

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

1. A S106 agreement or deed of variation being entered into to secure contributions towards local infrastructure and services including education and bus service improvements, management of public open spaces and the play area and to secure affordable housing; and

2. Conditions as follows:

1. Development to commence within three years
2. Approved plans

### Pre Commencement Conditions

3. Tree protection as submitted to be implemented
4. Surface and foul water drainage scheme to be agreed

### Pre-Occupancy or Other Stage Conditions

5. External materials in accordance with approved plan
6. Construction management plan including vehicle routing to avoid using Letcombe Hill
7. Landscaping scheme implementation
8. Play area implementation
9. Boundary treatments in accordance with approved plans
10. Road and footway construction to each dwelling to be provided before each occupation
11. Parking and turning spaces for each dwelling to be provided prior to occupation of each plot
12. Residential travel information pack
13. Electric charging points for each dwelling

**14. Implementation of ecological enhancements**

**15. Bat and bird box provision**

**Post Occupancy Monitoring and Management Conditions**

**16. Construction hours – 7.30 to 18.00 Monday to Friday 8.00 to 13.00**

**Saturday no works on Sunday or bank holidays**

**17. Retention of garages**

**Informatives**

**1. Work close to water mains**

**2. Thames Water aims for water pressure provision**

**3. Broadband provision**

**4. Land drainage consent needed for any works to watercourses or ditches**

**1.0 INTRODUCTION, PROPOSAL AND SITE DESCRIPTION**

**Introduction**

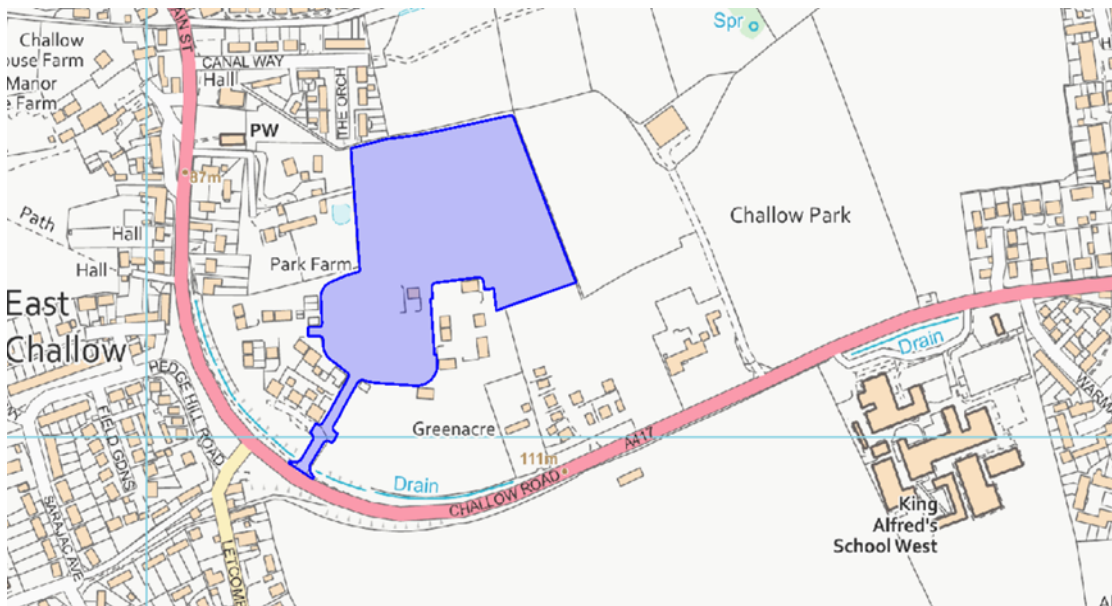
- 1.1 The application is presented to planning committee as the Parish Council objects and at the request of Councillor Barrow because *“there is some disagreement within the parish council about the desirability of the extra housing and a similar application some time ago was rejected”*.

**Proposal**

- 1.2 The application site forms part of an area on which the council has permitted 88 dwellings and that development has commenced. This application seeks to revise the central and northern parts of the approved scheme to increase the number of dwellings proposed across the wider Park Farm site from 88 to 101 dwellings; an uplift of 13 dwellings. The site layout plan is at **Appendix 1** and the approved site layout at **Appendix 2**.
- 1.3 Vehicular access is proposed from the A417 using the existing staggered priority junction which includes a right hand turn lane into the site and to Letcombe Hill which is indirectly opposite.
- 1.4 The plans have been amended including adding garages to plots, a revised housing mix, revised landscaping proposals adding more trees to the street frontages and open spaces, revising play equipment and play surface and ensuring landscaping and boundary treatment plans are consistent.

**Site Description**

- 1.5 The land falls from south to north. North of the site are houses and open fields. The western boundary borders existing housing and land that has planning permission for housing and which is under construction or built. Housing under construction forms the southern boundary. Open fields adjoin the eastern boundary. A public footpath runs along the north and east boundaries to the site. The site location is shown in the image below.



## 2.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

2.1 A summary of the responses received to the current proposal is below. A full copy of all comments made can be seen online at: [www.whitehorsedc.gov.uk](http://www.whitehorsedc.gov.uk)

Parish Council	<p><b>Objection:</b> <b>Design and Access</b></p> <ul style="list-style-type: none"> <li>• Fails to provide high quality housing and good design contrary to the NPPF</li> <li>• Overdevelopment with too many houses packed onto the site and small gardens</li> <li>• Unsafe access on a bend</li> <li>• In appropriate scheme in a rural village</li> <li>• Loss of public open space compared to the approved scheme</li> <li>• Car parking dominated</li> <li>• Lack of visitor parking</li> <li>• Roads are narrow and could make emergency vehicle access difficult</li> </ul> <p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>• No village shop</li> <li>• Limited bus service with the local shopping bus no long running due to financial cuts</li> <li>• Services in Wantage are beyond reasonable walking distance</li> <li>• No cycle path and cycling the A417 is dangerous</li> <li>• Future residents will be reliant on cars increasing congestion</li> <li>• Little employment in the village</li> <li>• Health services are stretched – doctors and dentists full</li> </ul>
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	<ul style="list-style-type: none"> <li>Limited recreational facilities and lack of funding to improve them</li> </ul> <p><u>Transport and Traffic</u></p> <ul style="list-style-type: none"> <li>No proposal to amend the access</li> <li>Congestion with the site opposite Letcombe Hill</li> <li>Potential for accidents is high - two serious accidents less than 100m from the site</li> <li>Speeding traffic – a roundabout would have slowed traffic</li> </ul> <p><u>Water and Sewage</u></p> <ul style="list-style-type: none"> <li>Thames Water advise there is an inability for their network to accommodate the development</li> </ul> <p><u>Other Matters</u></p> <ul style="list-style-type: none"> <li>Village school is at capacity</li> <li>East Challow is incorrectly designated as a larger village in the Local Plan but has since lost facilities such as the children’s nursery, pub, library service and now a reduced bus service. This designation error has led to the village being over developed</li> <li>Outside the built up area of the village contrary to the Local Plan</li> <li>District council has over a 7 year housing land supply</li> <li>Applicant has made no effort to consult with the village</li> <li>Detrimental impact on village character</li> </ul>
Local Residents	<p>15 letters of objection have been received. The objections may be summarised as follows:</p> <ul style="list-style-type: none"> <li>The amendments do not address previous comments made</li> </ul> <p><u>Amount of Development and Need</u></p> <ul style="list-style-type: none"> <li>Principle of rejecting this application is set by previous refusals for increased housing numbers on this site</li> <li>Approved number of houses permitted is far more than needed or should have been permitted in the village</li> <li>Housing not needed as the council has 5-year housing land supply</li> <li>Too many housing developments in the village which are altering the character and fabric of the village and community – village has increased by 60% in the last 9 years</li> <li>Continuing efforts of the developer to increase the development should be refused</li> <li>Overdevelopment – cramped and overcrowded with high density housing impacting detrimentally on future residents</li> </ul>

	<ul style="list-style-type: none"><li>• The Covid 19 pandemic and the economic down turn means more houses are not needed and should not be provided to increase developer returns</li><li>• Current development is too big and should not be expanded</li><li>• Only 15% affordable housing is proposed contrary to core policies 22 and 24 of the LPP1</li></ul> <p><u>Character of the Village</u></p> <ul style="list-style-type: none"><li>• The boundaries and distinction between East Challow and other local areas of housing would be further eroded.</li><li>• Previous scheme to increase the development to 114 houses was rejected as being poorly designed, cramped, congested and did not deliver sustainable development contrary to Local Plan policies 37, 38 and 44</li><li>• Poor landscaping and loss of hedges and trees</li><li>• Reduction in green space</li><li>• Loss of wildlife habitat</li><li>• Closure of public footpath with no timescale for re-opening</li></ul> <p><u>Design</u></p> <ul style="list-style-type: none"><li>• Contravenes DG26 of the Design Guide – in rural locations a lower density of development may be more appropriate</li><li>• Poor design being cramped and congested</li><li>• Inadequate living conditions for future residents</li><li>• Does not deliver a high quality and sustainable development contrary to core policies 37, 38 and 44 of the LPP1, the Design Guide and NPPF</li></ul> <p><u>Access and Traffic</u></p> <ul style="list-style-type: none"><li>• Inadequate and dangerous access on an uphill bend and with blinding sun and where children need to cross the road</li><li>• Previously permitted roundabout should not have been removed and should be provided by this development</li><li>• Increased traffic speeds due to the implemented junction and road design</li><li>• Applicant's traffic data is inadequate and relies of error riddled data from 2018</li><li>• An independent traffic survey should be commissioned and works discontinued using section 102 of the Town and Country Planning Act, until that is received and a roundabout provided</li><li>• Increased noise from traffic</li><li>• Increased traffic</li></ul>
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	<ul style="list-style-type: none"><li>• Construction traffic congests local roads not designed to accommodate them</li><li>• Road closures as part of the construction works result in traffic using Letcombe Hill</li><li>• Inadequate parking and this encourages dangerous parking</li><li>• Damage to village green areas have not been repaired</li><li>• Central Government's latest directive to encourage more construction should not influence this decision and make a poor planning scheme worse</li><li>• Note that in OCC's response it confirms that there is insufficient public transport for further development in East Challow to be sustainable and is likely to cease in 2021</li></ul> <p><u>Availability of Services and Facilities</u></p> <ul style="list-style-type: none"><li>• Lack of village amenities to serve the development – no pub, nursery school, shop, GP, local bus route, limited leisure facilities – the village is incorrectly identified as a 'larger' village in the Local Plan</li><li>• Inadequate services and shops in Wantage and Grove to support more development</li><li>• Lack of consultation with the village</li><li>• Primary school has no capacity for more pupils</li><li>• Lack of facilities in the village means residents will use cars for trips</li><li>• Lack of children's play areas</li><li>• Water pressure has dropped</li><li>• Electricity failures due to construction of the current development</li><li>• No benefit to the village</li></ul> <p><u>Other Matters</u></p> <ul style="list-style-type: none"><li>• Insufficient affordable housing provision contrary to the Local Plan</li><li>• Should be no increase in construction hours</li><li>• The developer appears to have little regard to the village, which is subject to constant noise, dust, pollution, indiscriminate parking, disruption, road closures, traffic congestion, and damage to verges.</li><li>• The development and constant changes significantly impacts on the lives, well-being and mental health of local residents</li><li>• Solar panels and electric vehicle charging points should be provided</li><li>• Construction work has resulted in flooding elsewhere in the village.</li></ul>
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<p>Oxfordshire County Council</p>	<p><b><u>Highways</u></b> No objection:</p> <ul style="list-style-type: none"> <li>• An analysis of the impact of the 101 dwellings is presented in the TA. This shows only 8 additional vehicular movements will result in the peak hours when compared to the current planning permission. This is not a significant level of traffic generation in the local context.</li> <li>• Given the previously negotiated package of mitigation and obligations and an uplift for the additional homes in the public transport contribution, the development of 13 additional dwellings is acceptable.</li> </ul> <p><b><u>Suggested conditions</u></b></p> <ul style="list-style-type: none"> <li>• Travel plan and travel plan coordinator to be agreed</li> <li>• Access including the staggered right turn lanes on to the A417 to be formed. <i>(officer note: this access has been formed. This condition is not necessary)</i></li> <li>• Any existing access to be closed <i>(officer note: there is no existing access to close. This condition is not necessary)</i></li> <li>• Visibility splays to be provided <i>(officer note: vision splays have already been provided to the A417. This condition is not necessary )</i></li> <li>• Route for pedestrians and cyclists from the site onto A417 to be provided <i>(officer note: paths to the A417 are to be provided as part of the wider development beyond this application site. This condition is not necessary)</i></li> <li>• Travel information pack needed</li> <li>• No works or obstruction to public rights of way <i>(officer note: the public right of way is beyond the application site and obstructions are dealt with under other legislation to be enforced by the County Council. This condition is not necessary)</i></li> <li>• Construction traffic management plan</li> </ul> <p><b><u>Lead Local Flood Authority</u></b> No comments</p> <p><b><u>Education</u></b> No objection</p> <ul style="list-style-type: none"> <li>• Seek financial contributions towards nursery, primary and secondary school improvements</li> <li>• The proposed development is within the school planning area of Wantage. Due to the scale of housing development in this area, school pupil</li> </ul>
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	<p>numbers are growing, and forecast to continue to do so at a rapid rate. To enable the county council to meet its statutory duty to ensure sufficient school places, primary school capacity is being planned strategically across the area, with a mixture of new schools and school expansions. Local developments are expected to contribute towards the capital costs of this expansion of capacity in a way proportional to their impact.</p> <ul style="list-style-type: none"> <li>• St Nicholas CE Primary School in East Challow is controlled by the Vale Academy Trust (VAT). The Trust is working with the county council to plan the school's future capacity, and as the first phase of this has recently been approved to expand the school's provision to include 2- and 3-year olds, and is planning a capital project to provide additional accommodation, which will enable the school to meet the needs arising from the proposed development.</li> <li>• The proposed development is within the school planning area of Wantage. There is currently one secondary school in the area, King Alfred's in Wantage, but due to the scale of housing development in this area, a new secondary school has been approved to open in Grove, in order to provide sufficient secondary school capacity. Local developments are expected to contribute towards the capital costs of this expansion of capacity in a way proportional to their impact. The initial phase of the school will be constructed with a 600-place capacity, but the school will be planned to expand in line with the local population.</li> </ul> <p><b><u>Archaeology</u></b> No objection</p> <ul style="list-style-type: none"> <li>• A programme of archaeological mitigation has been undertaken and completed in line with Conditions 8 and 9 of consent P16/V0652/O. No further archaeological investigation is required.</li> </ul>
Thames Water	<p>No objection:</p> <p><b><u>Waste Comments</u></b></p> <ul style="list-style-type: none"> <li>• <i>"With regard to foul water sewerage network infrastructure capacity, we would not have any objection"</i></li> <li>• <i>"The application indicates that surface water will not be discharged to the public network and as such Thames Water has no objection"</i></li> </ul> <p><b><u>Water Comments</u></b></p>



	<ul style="list-style-type: none"> <li>“On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection”.</li> </ul> <p><u>Proposed Informative</u></p> <ul style="list-style-type: none"> <li>Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development</li> <li>Guidance for any works close to a water mains</li> </ul>						
Drainage Engineer	<p>No objection</p> <ul style="list-style-type: none"> <li>Updated sustainable drainage layout drawings and calculations for the site should be provided if this application is approved.</li> </ul>						
Housing Development Team	<p><u>Original Plans</u></p> <ul style="list-style-type: none"> <li>This application is seeking an uplift of 13 additional dwellings and a partial re-plan to the approved application P18/V0744/RM. Due to the increase in number of the dwellings, a 35% affordable housing contribution will be sought on the 13 dwellings additional units. Therefore, for a site of 13 units this would equate to 4.55 affordable homes of which 75% (3) should be for rent and 25% (1) should be for shared ownership.</li> <li>The expectation would be for 4 units to be delivered on the site with a commuted sum payable for the ‘part’ (0.55) unit. The commuted sum for the part unit 0.55 will be £55,429.88.</li> <li>The mix being proposed by the developer is different to what was suggested in pre application advice. The amended plans ‘<i>site layout Rev C</i>’, highlights a shared ownership next to a rented unit (<i>plot 64 &amp; 65</i>). Registered Providers have previously expressed the difficulty in selling shared ownership units next to rented ones. To avoid this the revised mix below is suggested.</li> </ul> <table border="1"> <tr> <td></td><td>2 bed (4p house)</td></tr> <tr> <td>Affordable rented</td><td>2</td></tr> <tr> <td>Shared ownership</td><td>2</td></tr> </table> <p><b>Property sizes</b></p> <ul style="list-style-type: none"> <li>The following minimum sizes are sought for each type of affordable unit:</li> </ul>		2 bed (4p house)	Affordable rented	2	Shared ownership	2
	2 bed (4p house)						
Affordable rented	2						
Shared ownership	2						

	<table><tr><th>Bedroom size</th><th>Flat</th><th>House</th></tr><tr><td>2 bed/4 person</td><td>0</td><td>79 sqm</td></tr></table> <p><b>Parking</b></p> <ul style="list-style-type: none"><li>The parking provision is acceptable and all parking spaces on land that is to be transferred to the Registered Provider, should be allocated to the individual affordable units and not marked as 'unallocated'.</li></ul>	Bedroom size	Flat	House	2 bed/4 person	0	79 sqm
Bedroom size	Flat	House					
2 bed/4 person	0	79 sqm					
Landscape Officer	<p><u>Amended Plans</u></p> <p>No objection in principle.</p> <p>Comments:</p> <ul style="list-style-type: none"><li>The relocation of the play area is welcomed. The roundabout needs to be installed on a flush surface and the proposed bark mulch is not an appropriate surface treatment of this type of equipment. (<i>officer note: now changed to a wet pour surface</i>)</li><li>The height of the proposed mounding west of the play space should be indicated. (<i>officer note: shown as 0.5m in height</i>)</li><li>Is there a boat alternative to the proposed train? East Challow is associated with a canal heritage rather than a railway heritage (<i>officer note: now changed to a boat</i>).</li><li>Planting should be provided as part of the play area to provide additional play value and shading (<i>officer note: included</i>).</li><li>Loss of 12 street trees compared to the approved scheme and more should be done to include street trees to break the built form and roof line and soften the development (<i>officer note: landscaping now changed</i>)</li><li>No tree species label for a tree south of plot 38 (<i>officer note: the 3 trees are now labelled</i>)</li><li>Possible issue with positioning of a street light and proposed tree east of plot 6 (<i>officer note: this is not part of this planning application</i>)</li><li>Lack of continuity between the boundaries plan and planting plans (<i>officer note: now revised</i>)</li></ul>						
Tree Officer	<p>No objection</p> <p><u>Suggested Condition</u></p> <ul style="list-style-type: none"><li>Tree protection measures</li></ul>						
Countryside Officer	<p><u>Amended Plans</u></p> <p>No objection</p>						

	<ul style="list-style-type: none"> <li>• The layout is acceptable</li> <li>• The landscaping proposals are consistent with the proposed ecological mitigation and enhancement</li> </ul> <p><u>Original Plans</u></p> <p>No objection</p> <ul style="list-style-type: none"> <li>• This application is supported by an updated ecological survey report. The report confirms that development works have commenced on site and that the site was cleared of GCN under licence from Natural England.</li> <li>• The ecological mitigation and enhancement measures secured previously are still relevant to this development. These measures are reflected in the updated report and can be secured for this development using a compliance condition.</li> <li>• The implementation of landscaping works and ongoing management in the north of the site will need to take account of the fact that GCN are likely to be present in those areas. It would be suitable to secure an ecologically sensitive landscaping management plan for these areas through a planning condition.</li> </ul> <p><u>Suggested conditions</u></p> <ul style="list-style-type: none"> <li>• The development shall be implemented in accordance with the ecological mitigation and enhancement measures stated in the Ecological Survey Information Report submitted with the application.</li> <li>• Provision of bat and bird boxes</li> </ul>
Urban Design Officer	<p><u>Amended and Original Plans</u></p> <p>No objection</p> <ul style="list-style-type: none"> <li>• The scheme maintains the design principles and overall understanding and rational of the site in relation to its context and the adjoined areas of the scheme built and or currently under construction. The character, materiality and overall architectural form of house types are maintained and kept in line with the adjacent parts of the scheme. I have no concerns regarding the proposal, the increase in density to achieved will a satisfactory standard of layout which does not impact other aspects of the scheme</li> <li>• Plots 66 – 68 are a poor design option as a configuration of three dwellings as a terrace and do not turn the corner of the perimeter block</li> <li>• Support this application but would advise the applicant to consider the minor point above.</li> </ul>

Waste Management Team	<p><u>Amended Plans</u></p> <p>No objection</p> <ul style="list-style-type: none"> <li>• All properties have space to store bins and access to present them for collection.</li> </ul> <p><u>Original Plans</u></p> <p>Comment:</p> <ul style="list-style-type: none"> <li>• <i>“The refuse vehicle tracking plan shows the front of the vehicle having to drive over shrubs at plot 98. Please ensure the collection vehicle can stay within the road boundaries when making manoeuvres and is not required to drive over or through vegetation to make turns”.</i></li> </ul>
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### 3.0 RELEVANT PLANNING HISTORY

#### 3.1 Applications

P20/V0449/FUL - Approved (20/04/2020)

Application for plot substitution (concerning reserved matters application P18/V00744/RM) to provide 6 x 4 bed units

P19/V2619/NM - Approved (04/11/2019)

Non material amendment to application ref. P18/V0744/RM - substitution of brick material to Atherstone Red Multi

P19/V2058/NM - Approved (03/09/2019)

Non material amendment to application ref. P18/V0744/RM - substitution of brick material to Weinerberger Dunsford Multi Stock

P18/V2049/FUL - Refused (10/01/2019)

Residential development comprising the erection of 87 dwellings including associated amenity space, access, parking and ancillary development

P18/V0744/RM - Approved (01/06/2018)

Reserved Matters application following Outline Approval P16/V0652/O (as varied by application no. P17/V2884/FUL) for the appearance, landscaping, layout and scale. Development of up to 88 dwellings including 40% affordable housing, landscaping and other associated works with all matters reserved with the exception of access.

P17/V2884/FUL - Approved (15/03/2018)

Variation of Conditions 9, 10, 11 and 15 and removal of Condition 8 of P16/V0652/O (as amended 18 January 2018)

P16/V0652/O - Approved (27/10/2016)

Development of up to 88 dwellings including 40% affordable housing, landscaping and other associated works with all matters reserved with the exception of access.

*Preapplication Advice*

P19/V2395/PEJ - Other Outcome (11/11/2019)

Residential development comprising the erection of 101 dwellings including associated amenity space, access, parking and ancillary development.

#### **4.0 ENVIRONMENTAL IMPACT ASSESSMENT (EIA)**

- 4.1 The proposal is for fewer than 150 dwellings and the site is not in a 'sensitive area'. The site area does not exceed 5ha and therefore, the proposal does not fall within the thresholds set at Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Consequently the proposal is not EIA development.

#### **5.0 MAIN ISSUES**

The main issues are:

1. The principle of development
2. Affordable housing and market housing mixes
3. Design
4. Residential amenity
5. Landscape and visual impact
6. Highway safety, traffic and parking
7. Flood risk and drainage
8. Financial contributions

##### **Principle of Development**

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. Section 70(2) of the Town and Country Planning Act 1990 provides that the local planning authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations.
- 5.2 The development plan for this proposal comprises the adopted Local Plan 2031 Part 1 (the LPP1) and the Local Plan 2031 Part 2 (the LPP2). There is currently no made neighbourhood plan for East Challow.
- 5.3 For this site, the approach to the principle of new residential development is defined by core policies (CP) 3, 4 and 20 of LPP1. The overall spatial strategy of the development plan is to provide development within the built-up area of market towns, local service centres and larger villages.
- 5.4 CP3 of LPP1 sets out the settlement hierarchy and identifies three sub-area strategies. It designates East Challow as a larger village within the Western Vale Sub-Area. The more recent loss of village facilities as referred to by local residents and the Parish Council, does not change the planning policy designation and it is not the role of determining a planning application to change planning policy.
- 5.5 CP4 of LPP1 and CP4a of the LPP2 specify the minimum amount and locations of housing to be provided in the district. CP4 confirms a presumption

in favour of sustainable development within the existing built up areas of larger villages.

- 5.6 CP20 of LPP1 sets out the spatial strategy for the Western Vale Sub-Area. It identifies the strategic housing site allocations for the area and confirms development within the Sub-Area should be in accordance with the settlement hierarchy of CP3 of the LPP1.
- 5.7 With the construction of housing on the wider Park Farm site underway including the completion of some dwellings plus housing development taking place on land to the east of the site (land west of Challow Park), this site is now considered to be within the built area of East Challow. The proposal is therefore considered sustainable development and accords with the housing strategy in the development plan.
- 5.8 Furthermore, the extant planning permission for 88 dwellings on this application site and the wider Park Farm site is a material consideration that adds weight to the favourable conclusion on the principle of this development being acceptable.

### **Affordable Housing and Market Housing Mixes**

#### Affordable Housing Mix

- 5.9 Core policy 24 of the LPP1 requires 35% of the proposed dwellings to be affordable dwellings. The original scheme for 88 dwellings provides 40% affordable housing (as per the old local plan 2011 policy) , distributed across the wider Park Farm site with two of these units within this application site. To prevent 'double counting' of affordable housing, the affordable housing contribution from this application has been calculated on the uplift of 13 dwellings. This equates to 4.55 dwellings.
- 5.10 In accordance with core policy 24 the tenure split should be 75% social or affordable rented and 25% shared ownership. This is provided with 3 x 2 bedroom dwellings for rent and 1 x 2 bedroom dwelling as shared ownership. One of the proposed affordable dwellings (plot 60) whilst the same size as the dwelling already permitted on this plot, is now some 8 sq m smaller than the space standard of 79 sq m required for a four person two-bedroom dwelling. This is in conflict with development policy 2 of the LPP2 which has been adopted since the earlier permission.
- 5.11 Officers note work on this plot has commenced in accordance with the approved 88 dwelling scheme and whilst the dwelling is 8 sq m smaller than the space standard requirement, it still provides reasonable accommodation with lounge, separate kitchen/diner, ground floor w/c, two bedrooms, bathroom and storage cupboards. In addition, the garden size for this plot exceeds the guidance in the Design Guide. Overall, given the previously approved house type is used elsewhere on the wider site and this dwelling is under construction as already permitted, the proposed dwelling on plot 60 is acceptable.

- 5.12 Should permission be granted a financial contribution of £55,429.88 will be required for the 0.55 part of an affordable dwelling to help fund affordable housing provision elsewhere in the district.

Market Housing Mix

- 5.13 Core policy 22 of the LPP1 states:  
*“A mix of dwelling types and sizes to meet the needs of current and future households will be required on all new residential developments. This should be in accordance with the Council’s current Strategic Housing Market Assessment unless an alternative approach can be demonstrated to be more appropriate through the Housing Register or where proven to be necessary due to viability constraints.”*
- 5.14 Officers consider the mix of housing for this application needs to be seen in the context of the previously permitted scheme. The applicant’s suggested market housing mix compared to the Strategic Housing Market Assessment (SHMA) estimate is contained in the table below. The applicant explains the mix reflects their latest market research.

No of beds	1	2	3	4+
Proposed	0	10	29	23
SHMA	4	13	27	18

- 5.15 The market mix does not exactly follow the SHMA estimate, but SHMA does acknowledge at paragraph 7.35 that prescriptive figures should not be included in the plan making process and that the ‘market’ is to some degree a better judge of what is the most appropriate profile of homes to deliver at any point in time.

**Design**

- 5.16 This application will be seen in the context of the wider Park Farm development, which is under construction with some dwellings completed. The proposal is increasing dwellings within two perimeter blocks in the same block layout and pattern of development as previously approved. This has involved substituting larger detached house types for a variety of smaller sized semi-detached and detached dwellings. These changes do not fundamentally alter its design with regards to the street hierarchy or block pattern but does increase density by subdividing larger plots for additional houses – an increased density from 27 dwellings per hectare (dph) to 31 . Core policy 23 of the LPP1 expects a minimum density of 30 dph unless this would have an adverse impact on the character of the area. The proposed changes and increase in density have no adverse impact on the character of the area, with the scheme maintaining the design principles and overall understanding and rational of the wider site in relation to its context.
- 5.17 Furthermore, the character, materiality and overall architectural form of house types are maintained and kept in line with the adjacent permitted parts of the scheme and approved house types. Materials for the additional houses show a good variation. The composition of architectural features and detailing ensures a good sense of character and is in keeping with the approved development.

5.18 In response to the landscape officer's comments the landscaping scheme has been revised. Four street trees are lost compared to the approved scheme. However, six additional trees have been added to areas of open space adjacent to proposed roads. Furthermore, an increase in height of front boundary hedges to plots is included and additional hedging bordering roads in the north of the site added. Walls are provided to boundaries in the public realm. The play area is relocated, and its equipment revised to replace the previously proposed wooden train with a wooden boat. The play surface is changed to a wet pour surface rather than mulch. These changes in your officer's opinion satisfactorily address the landscape officer's comments.

5.19 The proposal is considered to comply with core policies 37, 38 and 44 of the LPP1, the Design Guide and NPPF.

#### **Residential Amenity**

5.20 The adopted design guide recommends a distance of 21m between habitable windows in houses facing one another. The closest distance between windows in proposed and existing dwellings exceeds this distance and there is no unreasonable overlooking or overbearing impact on existing dwellings. The proposals accord with the design guide and Development Policy (DP) 23 of the LPP2.

5.21 All except four gardens exceed the garden sizes suggested in the Design Guide. In this context the smaller gardens are acceptable with three not being significantly smaller than the guidance and the smallest relating to a smaller sized 3 bed dwelling. These houses could be attractive to people preferring to maintain a smaller garden and they have adequate space to accommodate a patio, washing line and shed if needed. There is also good provision of public open space on site in excess of the policy expectation of 15%.

5.22 The proposal is therefore considered compliant with DP23 and 33 of the LPP2 and in this context, the Design Guide.

#### **Landscape and Visual Impact**

5.23 Concern has been raised on coalescence of Wantage and East Challow. However, the wider site was previously considered to have a limited role in maintaining open space between the settlements, as the site is not prominent in views of land that forms the gap. Land to the east was considered to play a more significant role when seen from public vantage points. Open spaces to the eastern and northern boundaries that adjoins fields are retained with the housing not encroaching any further to the east than the permitted scheme.

5.24 There are no wider unacceptable landscape impacts with the development being visible in the context of the housing in the village and being constructed on this site. The proposal is compliant with core policies 37 and 44 of the LPP1 and DP29 of the LPP2.



**Highway Safety, Traffic and Parking**

- 5.25 The Parish Council and residents raise concern with regard to the safety of the proposed access, the need for a roundabout at the site access, traffic generation on the A417 and the provision for visitor parking.
- 5.26 Access to the site is taken from the A417 via a relatively newly constructed priority staggered junction including right hand turn lanes into the site and Letcombe Hill. As the Highway Authority, Oxfordshire County Council is an independent expert in highway matters and does not object to the proposal.
- 5.27 In addition, the increase in traffic from the 13 dwellings is acceptable. It is predicted to amount to a net increase of 8 extra movements in the AM peak and 6 extra movements in the PM peak (The 88 dwelling scheme was predicted to generate 46 movements in both the AM and PM peak hours). The traffic generation impact would not result in a severe impact on the road network in NPPF terms (paragraph 109 of the NPPF) and the proposal accords with policy DP16 of the LPP1 and paragraph 109 of the NPPF.
- 5.28 Core policy 35 of the LPP1 requires adequate car parking to be delivered on site in accordance with County Council standards. 96 parking spaces (including garages) are proposed as part of this application with each house allocated at least two parking spaces (some have three or more spaces with the extra spaces potentially of use to visitors to these dwellings). There are seven proposed visitor parking spaces. Parking standards require 78 allocated parking spaces and 13 visitor spaces. The proposal provides adequate car parking and accords with policy CP35 of the LPP1.
- 5.29 **Flood Risk and Drainage**  
The most recent Environment Agency flood map indicates the site is wholly within flood zone 1. Flood zone 1 is least susceptible to fluvial flooding and preferred in flood risk terms for housing development. A surface water drainage scheme has been agreed for the 88 dwellings scheme based on drainage to attenuation basins and gradual release of water at greenfield run-off rates. This principal of drainage remains acceptable.
- 5.30 Thames Water has no objection in regard to foul water drainage.
- 5.31 It is concluded the proposal complies with core policy 42 of the LPP1.

**Financial contribution requests**

- 5.32 The NPPF advises that planning obligations should only be sought where they meet all of the following tests in paragraph 56:
- I. Necessary to make the development acceptable in planning terms;
  - II. Directly related to the development; and
  - III. Fairly and reasonably related in scale and kind to the development.

- 5.33 Core policy 7 of the LPP1 will only permit development where the necessary physical infrastructure and service requirements to support the development can be secured.
- 5.34 The Community Infrastructure Levy (CIL) will require contributions from the development based on floor space of the 39 dwellings and this could amount to over £512,000.
- 5.35 In accordance with the Developers Contributions SPD, a s106 would be needed to secure affordable housing, management and maintenance of on site open spaces and play area, street naming and bin provision for the dwellings, public transport service improvements, and school improvements. There is no known public art scheme for the village and this scheme has not previously sought contributions. In this case a public art contribution is therefore not considered necessary.
- 5.36 Education contributions are now being secured via a s106 rather than CIL. This proposal will lead to an increase in children of school age in the village and increase pressure on existing education facilities. This proposal should there make a financial contribution towards improved education facilities that serve the village, as explained by Oxfordshire County Council (OCC) in the consultation section of this report. The amount secured will be based on a matrix of financial contributions based on the housing mix.
- 5.37 OCC explain in their consultation response that East Challow is served by Thames Travel route 67, which operates between Faringdon and Wantage on a broadly hourly frequency during Monday to Saturday daytimes. Currently, the service is interworked with routes 33/X32 to/from Didcot and Abingdon or Oxford, but this arrangement is expected to cease from January 2021 and therefore there is not expected to be a direct connection with Didcot Parkway station in the future. Developers are expected to contribute towards the provision of public transport services and infrastructure, which support their particular site. In this case a financial contribution is sought for the provision and/or improvement of bus services in the vicinity of the site and in this case will be used for the retention of service 67. This is necessary to encourage the use of public transport for journeys and maintain the service for existing villagers to use.
- 5.38 If permission is granted this authority would expect the following financial contributions to be secured through a s106 agreement or possibly through a deed of variation to the s106 agreement associated with application no. P16/V0652/O:

<b>District Council</b>	<b>Amount (£)</b>
Bin provision	£2,418
Street naming of this development	£458
Affordable housing – 0.55 of a dwelling	£55,429

S106 monitoring fee	£1,402
Payment of VWH legal fees	TBC

Oxfordshire County Council	Amount (£)
Provision and/or improvement of bus services in the vicinity of the site	£11,017
Education – improvements for nursery, primary and secondary education serving the site	TBC
Travel plan monitoring	£1,240
S106 monitoring	TBC
Payment of OCC legal fees	TBC

## 6.0 CONCLUSION

- 6.1 This application has been determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.2 A conflict with development policy 2 of the LPP2 has been identified with an affordable dwelling being approximately 8 sqm smaller than expectations. The same size of affordable dwellings are permitted on the site with those dwellings permitted before development policy 2 was adopted. This limited harm which I suggest is not adverse and which carries limited weight. Balanced against this is compliance with other policies in the development plan including those relating to the principle of development and design. The proposal also has economic, social and environmental benefits including creating and maintaining construction jobs and spending in the locality which can be given modest weight. It provides windfall housing contributing towards identified housing need including affordable housing which can be given considerable weight. The proposal can help maintain the 67 bus service, provide housing in an accessible location and provide biodiversity enhancements which can be given modest weight. There is non-compliance with one policy in the development plan but overall, the proposal could be considered in accordance with the development plan as a whole. The benefits of the proposal outweigh the limited harm identified.
- 6.3 In conclusion, the proposal is considered acceptable subject to the imposition of conditions and securing a s106 agreement for infrastructure and service improvements as listed above, and providing affordable housing.

The following planning policies have been taken into account:

### **Vale of White Horse Local Plan 2031: Part 1 – core policies:**

- CP1 - Presumption in favour of sustainable development
- CP2 - Cooperation on unmet housing need for Oxfordshire
- CP3 - Settlement hierarchy
- CP4 - Meeting our housing needs
- CP7 – Providing supporting infrastructure and services
- CP20 - Spatial Strategy for the Western Vale Sub-Area

- CP22 – Housing mix
- CP23 – Housing density
- CP24 – Affordable housing
- CP33 – Promoting sustainable transport and accessibility
- CP35 – Promoting public transport, cycling and walking
- CP36 – Electronic communications
- CP37 – Design and local distinctiveness
- CP38 – Design strategies for strategic and major development sites
- CP39 – The historic environment
- CP40 – Sustainable design and construction
- CP42 – Flood risk
- CP43 – Natural resources
- CP44 - Landscape
- CP45 – Green infrastructure
- CP46 – Conservation and improvement
- CP47 – Delivery and contingency

**Vale of White Horse Local Plan 2031: Part 2**

- CP4a – Meeting our housing needs
- CP20A – Housing supply for Western Vale Sub-Area
- DP2 – Space standards
- DP16 – Access
- DP17 - Transport assessments and travel plans
- DP20 – Public art
- DP21 – External lighting
- DP23 – Impact of development on amenity
- DP25 – Noise pollution
- DP26 – Air quality
- DP27 – Land affected by contamination
- DP28 – Waste collection and recycling
- DP29 - Settlement character and gaps
- DP33 – Open space
- DP36 – Heritage assets
- DP39 – Archaeology and scheduled monuments
- CP47a - Delivery and contingency

**Neighbourhood Plan**

The neighbourhood area was formally designated on 11 November 2016. The parish council has started the process of gathering evidence and engaging with the local community. This is to give the plan a direction and draft policies that will form the neighbourhood plan. To date a draft Plan has not been published and therefore, no weight can be given to any policies that may be emerging.

**Adopted Guidance**

Vale of White Horse Design Guide 2015  
Developer Contributions – Delivering Infrastructure to Support Development  
Supplementary Planning Document (SPD) – June 2017

**Other Relevant Legislation and Guidance**

National Planning Policy Framework (NPPF)  
National Planning Practice Guidance (PPG)  
Community & Infrastructure Levy Legislation (CIL)  
Planning (Listed Buildings and Conservation Areas Act) 1990  
Human Rights Act 1998  
Section 149 of the Equality Act 2010  
Section 17 of the Crime and Disorder Act 1998

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