

<b>APPLICATION NO.</b>	<a href="#">P17/S0164/O</a>
<b>APPLICATION TYPE</b>	OUTLINE
<b>REGISTERED</b>	16.1.2017
<b>PARISH</b>	BRIGHTWELL-CUM-SOTWELL
<b>WARD MEMBER(S)</b>	Pat Dawe Jane Murphy
<b>APPLICANT</b>	Kingerlee Homes
<b>SITE</b>	Little Martins Field, Land east of Waterman's Lane north east of Didcot Road Brightwell-cum-Sotwell, OX10 0RY
<b>PROPOSAL</b>	Proposed residential development of up to 31 dwellings, including new access from Didcot Road, following demolition of existing buildings to southern portion of site
<b>AMENDMENTS</b>	Description amended to read 'up to 31 dwellings'
<b>GRID REFERENCE</b>	457835/191128
<b>OFFICER</b>	Katherine Canavan

1.0 **INTRODUCTION**

1.1 The application has been referred to the Planning Committee in order to conform to the requirements of the Constitution, which states that:

*'[In cases where] the application is recommended for approval and falls into the category of a 'large scale major' application (defined as 200 or more dwellings, or where the site is 2 hectares or more in size) [the application is required to be presented to planning committee].'*

While the proposed number of units is only 'up to 31', the area of the site is 2.6ha and the application has been referred to planning committee for this reason only.

1.2 The L-shaped site is located on the north western edge of Brighwell-cum-Sotwell and accessed from Didcot Road to the south of the site. The site is bounded by residential properties to the north and east (Church Lane and High Road); The public right of way, Watermans Lane, runs along the western edge of the site, linking Didcot Road and High Road. The site is largely clear of buildings and in agricultural use.

1.3 Area designations and site constraints:

- Brightwell-cum-Sotwell is classified as a smaller village in the SOCS.
- The boundary of the North Wessex Downs Area of Outstanding Natural Beauty runs 80m north of the site; separated by dwellings and High Road.
- Area of archaeological interest
- 7 Tree Preservation Orders are associated with the site
- Brightwell-cum-Sotwell 'byway open to all traffic' (BOAT) 2 runs along the western edge of the site
- The site is located within the designated area for the Brightwell-cum-Sotwell Emerging Neighbourhood Plan

1.4 A Location plan of the site, as well as the proposed Indicative Plan and extract from the Emerging Neighbourhood Plan, is **attached** at Appendix 1.

2.0 **PROPOSAL**

2.1 The applicant seeks outline planning permission for a residential development of up to 31 dwellings, including new access from Didcot Road, following demolition of existing buildings to southern portion of site.

The outline application considers access and the principle of development. Landscaping, design (and materials), layout and scale (and height / footprint) will be considered at the reserved matters stage.

2.2 Reduced copies of the plans accompanying the application are **attached** at Appendix 2. Full copies of the plans and consultation responses are available for inspection on the Council’s website at [www.southoxon.gov.uk](http://www.southoxon.gov.uk).

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

3.1 Brightwell-cum-Sotwell Parish Council	Approve: <ul style="list-style-type: none"> <li>Significant weight should be afforded to the emerging neighbourhood plan, which includes the proposal site (approx 30 dwellings)</li> </ul>
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Technical advisers:	Comments on proposal
Archaeological services (OCC)	No strong views, subject to conditions
Countryside Officer	No strong views, subject to conditions: <ul style="list-style-type: none"> <li>The habitats on site are common and widespread, the most valuable habitats are those associated with the site boundary hedgerows. A low population of grass snake and slow worm has been found on the site.</li> </ul>
Conservation Officer	No strong views, subject to safeguarding of trees alongside boundary to conservation area
Drainage Engineer	No strong views subject to surface water condition
Forestry Officer	No objection to principle but layout changes required to respond to tree constraints
Highways and transport (OCC)	No strong views, subject to s106 obligations: <ul style="list-style-type: none"> <li>Bus service contributions</li> <li>Bus stop improvements</li> </ul>
Housing Development	No strong views <ul style="list-style-type: none"> <li>Affordable housing mix provided</li> </ul>
North Wessex AONB Board	No strong views: <ul style="list-style-type: none"> <li>No objection, subject to description stating ‘up to 31 dwellings’</li> <li>Reinforcement of boundary treatment through landscape management plan</li> <li>Sensitive material selection to integrate effectively</li> </ul>
Public Rights of Way Officer (OCC)	No strong views subject to advisory notes to avoid disruption or damage to public right of way during construction
Urban Design Officer	The applicant indicates how the site could accommodate up to 31 dwellings. Some concern raised regarding design and layout.

3.2 **Neighbour representations (objections):**

- 16 written consultation responses

**Neighbour representations (no strong views):**

- 2 responses expressed no principle objection but raised some concerns

3.3 Neighbour representations summarised as follows:

<p>Policy matters</p>	<ul style="list-style-type: none"> <li>• Neighbourhood Plan states it will resist proposals resulting in unnecessary loss of mature trees, hedgerows or other form of wildlife corridor, or in obstruction of/diversion/urbanisation of public footpath/public bridleway</li> <li>• Previous application (P08/W0699) dismissed at appeal due to impact on bridle path also proposed as access for a development of 3 dwgs: loss of hedge, trees, rural aspect and modern/intrusive features of urban character introduced</li> <li>• Impact on Watermans Lane – contrary to local plan policies G2, G4 and R8</li> <li>• Development better in other areas of the village – contrary to policy D1 due to its inaccessibility (Watermans Lane), disrupting existing boundaries and amenity due to introduction of higher boundary fences for privacy of new residents</li> <li>• Overdevelopment/encroachment – will considerably extend built up area of Brightwell, against policies H6 and C4</li> </ul>
<p>Traffic and highways</p>	<ul style="list-style-type: none"> <li>• Dangerous access, inadequate consideration of safety</li> <li>• Unrealistic assessment of overall traffic impact and on immediate area</li> <li>• Existing roads inadequate for large vehicles</li> <li>• Serious concerns about proposed junction layout: impact on traffic/parking on both West End and Didcot Road – S bend already dangerous for all road users. This stretch should not just be 20mph but have speed bumps</li> <li>• Proposed junction has restricted visibility – relocate location to west</li> <li>• Put pavement on side of West End</li> <li>• Prevent contractors' and delivery vehicles from parking on already congested village roads – deliveries should be outside peak journey times</li> <li>• Consider roundabout at junction of Didcot Road/A4130 due to existing risk of accidents</li> <li>• Reduce speed limit to 40 mph on A4130</li> <li>• Unrealistic traffic impact prediction for peak hours</li> <li>• Proposed layouts inadequate for large vehicles</li> <li>• Didcot Road too narrow – need double yellow lines on this and West End</li> </ul>
<p>Impact on character of Brightwell</p>	<ul style="list-style-type: none"> <li>• This site should be the only developed site in west of village</li> <li>• Development should have no street lights to retain rural character</li> <li>• Permission must be conditioned to respect existing character and appearance of immediate surrounding area</li> </ul>

	<ul style="list-style-type: none"> <li>• Adhere to principles of Brightwell NP</li> <li>• Protect NW area of site from future development: would result in overdevelopment.</li> <li>• Could reduce density and develop whole site at lower density – would protect privacy of existing residents</li> </ul>
Housing	<ul style="list-style-type: none"> <li>• Concerned that the site would be sold on and additional houses proposed in subsequent application</li> <li>• Need for smaller simpler houses is acute – not just 4-bed executive properties with multiple bathrooms</li> <li>• Building height should be in keeping with existing (2 storeys)</li> <li>• Lack of detail – concern re proposed location of taller (3 storey?) proposed buildings: should not include plots 1-6 on proposed plan</li> </ul>
Local infrastructure	<ul style="list-style-type: none"> <li>• Development will prevent access to land to r/o Windale, High Road which needs regular works to prevent the main sewer backing up from the field</li> </ul>
Environment	<ul style="list-style-type: none"> <li>• Light pollution</li> <li>• Who will maintain the existing and proposed trees on the site?</li> <li>• Retain existing trees</li> <li>• Should protect proposed area of open space in perpetuity as recreational space for the village</li> </ul>
Impact on neighbouring residents	<ul style="list-style-type: none"> <li>• Take account of concerns expressed by immediate neighbours Essential that development doesn't impact on neighbours' amenities (loss of privacy in house and garden)</li> <li>• Proposed enhancement of tree line should not use trees that would shade gardens in Church Lane</li> </ul>

4.0 **RELEVANT PLANNING HISTORY**

4.1 [P16/S2559/PEJ](#) – Response provided (08/09/2016)  
Residential development - 30 dwellings

[P16/S0825/PAR](#) – Prior approval not required (04/05/2016)  
Change of use from Agricultural building to dwelling house  
(Amended by plan 1604\_02F to amend access, parking and manoeuvring and showing details of servicing).

[P08/W0966](#) - Refused (09/10/2008) - Refused on appeal (11/08/2009)  
Demolition of storage building and construction of three detached houses, garage block and associated external works.

[P85/W0200](#) - Refused (23/07/1985)  
Residential development (19 detached house, 3 bungalows) with garaging and access works.

5.0 **POLICY & GUIDANCE**

5.1 South Oxfordshire Core Strategy policies  
CS1 - Presumption in favour of sustainable development  
CSS1 - The overall strategy  
CSR1 - Housing in villages  
CSEN1 - Landscape  
CSEN3 - Historic environment  
CSB1 - Conservation and improvement of biodiversity

CSH1 - Amount and distribution of housing  
CSH2 - Housing density  
CSH3 - Affordable housing  
CSH4 - Meeting housing needs  
CSQ3 - Design

5.2 South Oxfordshire Local Plan policies

CON7 - Proposals affecting a conservation area  
D1 - Principles of good design  
D2 - Safe and secure parking for vehicles and cycles  
D3 - Outdoor amenity area  
D4 - Reasonable level of privacy for occupiers  
D6 - Community safety  
R2 - Provision of play areas on new housing development  
R6 - Public open space in new residential development  
EP1 - Adverse affect on people and environment  
EP4 - Impact on water resources  
EP6 - Sustainable drainage  
EP7 - Impact on ground water resources  
D10 - Waste Management  
C6 - Maintain & enhance biodiversity  
C8 - Adverse affect on protected species  
T1 - Safe, convenient and adequate highway network for all users  
T2 - Unloading, turning and parking for all highway users  
G2 - Protect district from adverse development

5.3 South Oxfordshire Design Guide 2016

5.4 Neighbourhood Development Plan

The Brightwell-cum-Sotwell Neighbourhood Development Plan was submitted to the council on 3rd February 2017. The plan has not yet been examined and is not 'made', but the statutory post-submission consultation runs until 28 April 2017. The plan is classified as an emerging plan for the village, and at this stage carries limited weight in making planning decisions.

5.5 National Planning Policy Framework

National Planning Policy Framework Planning Practice Guidance

6.0 **PLANNING CONSIDERATIONS**

6.1 The key planning considerations in determining the application are:

- Principle of residential development
- Sustainable development
- Highway safety and access
- Detail - Scale, design, site layout and impact on neighbouring occupants
- Additional matters

6.2 **Principle of residential development**

6.2i Policy CSS1 of the adopted Core Strategy sets out an overall strategy for the district, which seeks, among other things, to support and enhance the larger villages as local service centres, while focusing major development at Didcot and the market towns.

Policy CSR1 identifies that housing in smaller villages, such as Brightwell-cum-Sotwell, would be limited to individual infill development on sites of up to 0.2ha (equivalent to 5-6 houses).

In terms of the district's overarching housing policy, the principle of the scale of development proposed, i.e. up to 30 dwellings, is contrary to core strategy and local plan policy, as Brightwell cum Sotwell is not identified as a settlement that would be suitable for this level of development.

6.2ii Alongside this policy position, consideration should be given to the status of the village's Neighbourhood Plan policies. The Brightwell-cum-Sotwell Neighbourhood Development Plan was submitted to the council on 3rd February 2017. The neighbourhood plan has a number of policies that are relevant to this application, these are:

- **BCS3 which seeks to allocate Little Martins and Home Farm Barns for a development scheme comprising approximately 30 dwellings.**
- BCS7: Landscape Character & the Villages, by way of their scale, height, position within the application site, the use of materials and external lighting.
- BCS10: Design Principles in the Conservation Areas & their Settings
- Policy BCS13: Footpaths & Bridleways

While the development site is included in the emerging Neighbourhood Development Plan, at this stage, the plan can only be given limited weight. This is because it has not yet been examined and there may be issues to be resolved, which come to light through the post-submission consultation process.

6.2iii There have been a number of appeal decisions relating to proposed residential development on sites within the district where the 5 year housing land supply has been tested. The outcome of these appeal decisions has shown that our Core Strategy housing policies, including SOCS Policy CSR1 relating to housing in villages, are out of date and are given less weight in our decision making. However, the appeal decisions have also clarified that the presumption in favour of sustainable development (in respect of its economic, social and environmental benefits of the development), set out in Paragraph 14 of the NPPF, continues to apply.

For decision-taking this means "*approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*  
– any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or  
– specific policies in this Framework indicate development should be restricted."

For this reason, the principle of the development is strongly dependent on its level of sustainability, and in establishing whether there is other harm that outweighs its benefits, and whether it would contribute meaningfully to the 5 year housing land supply.

### 6.3 **Sustainable development**

In making a judgement on the sustainability of the site, I have had regard to the following points.

- It is a sustainable location with easy access and pavements to village services and facilities, and with access to public transport serving Wallingford, Didcot, Abingdon and Oxford. Local services include a village shop, post office, pub, village hall / clubs, church and school.
- The indicative design indicates a relatively low density development, mirroring

the adjacent character of more modern properties in this part of Brightwell-cum-Sotwell.

- The indicative layout indicates retention of the tree belt on the southern edge of the site, and the tree belt and vegetation alongside the public right of way, which contributes greatly to the retention of the rural character.
- The site is closely surrounded by buildings on the northern, southern and eastern edge. While this does not represent ‘infill development’ as defined in the SOCS, it would infill an area surrounded by residential development. This is an appropriate relationship and avoids extending beyond the built limits in a detached, poorly integrated matter.

Taking into account the sustainable nature of the development, and its relationship with surrounding residential development, and weighing up any harm which may outweigh the benefits (considered later within the report), I am satisfied that the development is sustainable and recommend approval on this basis. Furthermore, the emerging neighbourhood plan recognises the site as contributing approximately 30 dwellings towards the village’s need for housing, which in turn would contribute meaningfully to the 5 year housing land supply.

**6.4 Housing mix and affordable housing**

The development comprises a mix of 2- and 3-bed affordable units. This meets the Housing Development Team’s requirements, and responds appropriately to recent Welfare Reform, the under-occupancy charge, and a steer away from the number of one unit dwellings, which limit the opportunity for families to grow. The mix to be secured by s106 is set out below. The market housing mix is to be secured by condition, in conformity with the SHMA.

	<b>2 bed</b>	<b>3 bed (larger: 6 bed spaces)</b>	<b>Total</b>
<b>Affordable</b>	7	2	9
<b>Shared</b>	2	1	3
<b>Market housing</b>	19 units – in conformity with SHMA		19
			<b>31 units</b>

**6.5 Highway safety and access**

6.5i Policy T1 of the SOLP requires that developments provide for:

- a safe and convenient access to the highway network;
- be accessible by public transport and have a safe walking route to nearby bus stops (or new bus stops and appropriate infrastructure should be provided);
- and be served by an adequate road network which can accommodate traffic without creating traffic hazards or damage to the environment.

6.5ii The application site is located on the northern point of an S-bend which links Didcot Road and West End. In considering highway safety, the Local Highway Authority has advised that the S-bend would slow down traffic coming from within the village travelling towards the A4130. In addition, work to implement the access, ie. the removal of vegetation in the highway verge, which is proposed to become a footway, would assist in making the site access junction more conspicuous and improving forward visibility. In the opposite junction, the proposed 20 mph speed limit (independent of the application) is planned to begin on Didcot Road at the start of frontage development, along the western side of Didcot Road (160 metres from the centre-line of the site access). This will further assist in slowing speeds. Consequently, the Local Highway Authority has considered the access details

submitted and is satisfied with the proposed access as part of the outline application.

- 6.5iii Consideration has also been given to any cumulative impact of the application site and the proposed development P16/S4253/O, on the southern point of the S-bend. The Local Highway Authority has advised that the proposed residential developments on Didcot Road Brightwell Cum Sotwell would increase traffic on this road. However, the cumulative impact would not be severe and the county does not raise a highway objection.

**6.6 Heritage and conservation**

- 6.6i The application site sits on the western edge of the settlement and abuts the north-west boundary of the Brightwell-cum-Sotwell Conservation Area, in the wider setting of a number of listed buildings. The area of the settlement to the north of the designated conservation area has seen the most change in recent years, with the large amount of C20 residential development separated by remaining green space and identifiable by its higher density character.

- 6.6ii There are no strong views or gaps leading into or out of the application site which are experienced or make a specific contribution to the adjoining part of the Conservation Area; the contribution the site makes to the significance of the Conservation Area is limited to the presence of glimpsed views of the mature trees which add to the sense that the Conservation Area has a rural setting, specifically:

- The mature trees which line south side of the eastern part of the application site, and adjoin the Conservation Area, and
- Those which line the byway are prominent in views beyond the existing buildings within the conservation area along West End and Church Lane.

As a result, the development site should have considerable regard to the existing tree-scape and take the opportunity to provide long term management of the mature green boundaries. (Reinforced in sections 6.7 and 6.8)

- 6.6iii The Conservation Officer considers that the indicative site plan demonstrates that there is scope to provide housing on the site, which provides separation from the existing treescape, and enabling the contribution the green canopy makes to the setting of the conservation area to be preserved.

- 6.6iv The nearby listed buildings do not have any specific relationship with the application site, such that development here would erode their special interest as buildings of historic and architectural significance.

**6.7 Impact on trees and landscape features**

- 6.7i The grouping of trees closest to the access, and a number of trees centrally within the site, are protected by a tree preservation order. In addition, the Conservation Area protects the belt of trees growing along the southern boundary in the eastern section of the site. The Tree Officer has no objection to the principle of development on this site as long as it reflects the arboricultural constraints.

- The creation of the access will require the removal of a section of the group of protected tree marked as G7 (Tree of Heaven) on the submitted tree survey. The access is considered to be acceptable in principle but further detail has been requested on trees and tree safeguarding measures.
- T15 is a good quality Lime tree with significant future life and growth potential. Revisions to the layout are required to enable the tree to be incorporated into a small area of public open space. In its current layout the Lime has the



potential to adversely impact on the usability of the surrounding gardens and be considered as a nuisance by the residents.

- The trees in G16 are around 15m tall and located directly south of units 18 to 21. Therefore shading is likely to be considerable in relation to the rear gardens of 18, 19 & 20. Given the value of these trees it is very important that future site layouts reduce the risks of occupants wanting to reduce or remove these trees.

- 6.7ii The changes required relate to safeguarding of the trees by altering the layout, rather than because they conflict with the principle of the development or the access. Given the space around the trees and within the site as a whole, there is sufficient space to revise the layout at reserved matters stage and incorporate the forestry requirements in terms of layout changes. In any case, comments from the Urban Design Officer indicate that other alterations to the layout will be required at reserved matters stage.

At this outline stage, I am satisfied that 'up to 31 dwellings' can be accommodated on the site, and the access can be implemented, without undue harm to the key landscape features. The anticipated road and residential layout changes would not undermine the principle of 'up to 31 dwellings' or the access and its proposed location, as established at this stage.

6.8 **Urban Design**

- 6.8i By virtue of the indicative plan, the applicant indicates how the site could accommodate up to 31 dwellings with associated open space and landscaping. However, the layout in its current form would not be supported in urban design terms. The following changes to the layout would be required to address this concern:

- Relationship and orientation between dwellings, and effective integration in the streetscene
- Distinguish between public and private space
- Appropriate soft landscaping within parking areas
- Effective integration of open space into the development

- 6.8ii These particular matters relate to the overall design of the scheme, as opposed to the principle. The applicant has been urged to continue working with the Urban Design Officer, and the Parish Council, to address the urban design matters and layout. However, I am satisfied that these design matters can be resolved at reserved matter stage. The anticipated urban design and layout changes would not undermine the accessibility of 'up to 31 dwellings' or the access and its proposed location, to be established at outline stage.

6.9 **Landscape impact**

The boundary of the North Wessex Downs Area of Outstanding Natural Beauty (AONB) runs 80m north of the site; the proposal site is separated from the sensitive landscape by a buffer of dwellings and High Road. The North Wessex Downs AONB Board has raised no objection to the principle of the development, but has highlighted the importance of appropriate boundary treatment, which adds to the character of the village; and the opportunity to improve access between village and open countryside.

6.10 **Impact on neighbouring occupants**

- 6.10i The indicative site plan illustrates that 31 dwellings can be accommodated on the site without adversely affecting the amenity of existing dwellings. The South Oxfordshire Design Guide requires back-to-back distances to be no less than 25m – this is achieved between properties on High Road and nos 27-30 on the northern edge of the development.

6.10ii The proposed units are primarily 2-storey in height, which is appropriate in terms of character of the character and in retaining an appropriate relationship with existing dwellings along the site boundary. The specific details of scale and massing will be provided at reserved matter stage, but sufficient information has been provided to establish that ‘up to 31 dwellings’ and the access can be provided without compromising the residential amenity of neighbouring occupants. In light of the relatively low density, and distance to the site boundary the development avoids creating an enclosed or overly dominant relationship with adjacent buildings.

6.11 **Financial contributions and legal agreements**

6.11i S106 obligations

Work has commenced drawing up the legal agreement for the development, which will cover the matters in the table below. The requirements requested by the Housing Development Team, the county Highways Team, and as listed in the South Oxfordshire ‘S106 financial contributions and fees’ schedule, are as follows:

Affordable Housing	<ul style="list-style-type: none"> <li>• 40% of 31 units: 12 affordable units (mix of affordable rent / shared ownership, and mix as set out in section 6.4)</li> <li>• 0.4 of a unit as a commuted sum (£100,000)</li> </ul>
Public transport contribution	<ul style="list-style-type: none"> <li>• £31,000 as per OCC Highways requirement (£1000 per dwelling)</li> </ul>
Bus stop infrastructure	<ul style="list-style-type: none"> <li>• £2,180 as per OCC Highways requirement</li> </ul>
Open space	<ul style="list-style-type: none"> <li>• Minimum of 22% of the total area of the Site</li> <li>• Management of open space</li> </ul>
Street naming, waste collection, and legal agreement monitoring fees	<ul style="list-style-type: none"> <li>• £6342 as per SODC ‘S106 financial contributions and fees’</li> </ul>

6.11ii I consider that these contributions / obligations accord with policy CS11 of the SOCS, which requires new development to be supported by appropriate on and off-site infrastructure and services. They accord with the relevant tests in the NPPF as they are necessary to make the development acceptable in planning terms, are directly related to the development, and are fair and reasonably related in scale and kind to the development.

6.11iii Community Infrastructure Levy Liability

The council adopted a Community Infrastructure Levy (CIL) on 1 April 2016. With the exception of the affordable housing, any new build floor space is CIL liable at a rate of £156 per sqm (as per indexing figure January 2017). The floor area would be calculated at reserved matters stage, when the details of the development are provided.

Under the CIL regulations, the Parish Council receive a proportion of CIL money. If the Neighbourhood Plan is adopted before the last pre-commencement condition is discharged, the Parish Council would receive 25 percent of the CIL money collected from the development (as oppose to 15 percent without an adopted Neighbourhood Plan). The Parish Council could chose to spend their proportion of CIL money on infrastructure projects that are priorities for the local community or could contribute towards strategic infrastructure.

6.12 **Reserved matters**

The following matters will require further detail at reserved matters stage, to be

secured by condition. Relevant consultee advice has clarified the detailed matters that sit outside the remit of outline matters but will need to be addressed at reserved matters stage:

- **Character and appearance**  
The application site also makes an important contribution to the rural setting of the whole settlement of Brightwell-cum-Sotwell. With regard to the impact of the setting of the settlement, landscape character and safeguarding the heritage value of the area, it will be important to carefully manage the existing tree boundary at reserved matters stage. The material selection will be key in ensuring the development integrates with the existing built environment and rural character of this 'edge of village' locality, which is visible from the AONB. The emerging Neighbourhood Plan sets out a 'no street lighting' approach for this particular site, in the interest of preserving the rural character of the site and surrounding area.
- **Landscaping**  
The existing boundary treatment adds to the character of the village and should be reinforced and included in a landscape management plan. The site provides opportunity to improve access between village and open countryside. Appropriately landscaping will be required to soften the impact of parking areas.
- **Layout**  
Reference advice from Forestry Officer (section 6.7)  
Reference advice from Urban Design Officer (section 6.8)
- **Scale**  
At reserved matters stage it will be important that the scale, massing, detailing, boundary treatments and materials for proposed built form has been demonstrably informed by an heritage assessment of the locality. In addition, detailed management of the important green infrastructure on the site should also be agreed at the next stage.

## 7.0 **CONCLUSION**

7.1i Your officer recommends that outline planning permission is granted because the proposed development is considered to be acceptable for the following reasons:

7.1ii The development represents a departure from policy in that the site is located outside the built limits of a smaller settlement, which would ordinarily be unable to support such a level of development. In light of the district's 5 year housing supply under-provision, the development has also been considered in light of the site's sustainability, and whether there is other harm that outweighs the benefits, and whether it would contribute meaningfully to the 5 year housing land supply.

7.1iii In assessing the social benefits of the proposal, the development responds positively to the housing need of the village and district, in providing a mix of 2- and 3-bed affordable units in a location that is well connected to services facilities and nearby towns. It is surrounded on three sides by residential development and has pedestrian connectivity to the village centre, thereby providing a site which is well positioned to allow for integration and community cohesion. The development would result in some short-term economic benefit, limited to the construction stage. Environmentally, the development would have some impact in terms of additional traffic in the village. However, as public transport routes are easily accessible to occupants of the development, households would not be solely reliant on private transport to reach services or primary school education. In your officer's opinion, the development is

sustainable, integrates appropriately with surrounding residential development and, as identified in the emerging neighbourhood plan, would contribute approximately 30 dwellings towards the village's need for housing.

- 7.1iv Sufficient detail has been provided to establish that 'up to 31 dwellings' and the access can be accommodated on the site. Taking into account the sustainable nature of the development, and having concluded that these benefits are not outweighed by any harm, your officer recommends the application for approval.

8.0 **RECOMMENDATION**

8.1 **To authorise the head of planning to grant planning permission subject to:**

8.1i **A. The completion of a s106 agreement securing:**

1. **Affordable Housing**
2. **Public transport contribution**
3. **Bus stop infrastructure**
4. **Open space**
5. **Street naming, waste collection, and legal agreement monitoring fees**

8.1ii **B. Subject to the following conditions:**

1. **Commencement - Outline with Reserved Matters  
[appearance, landscaping, layout, scale]**
2. **Market split - in general conformity with SHMA**
3. **Archaeological working brief**
4. **Archaeological watching brief and findings report**
5. **Details of access**
6. **Details of visibility splays**
7. **Biodiversity enhancement plan**
8. **Safeguarding of public rights of way – details/alterations/links**
9. **Boundary and access landscaping scheme**
10. **Boundary and access landscape management scheme**

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