

SODC Planning Committee 10/06/2020

Application reference: P19/S2814/FUL

Location: 2A Littleworth, Littleworth, OX33 1TR

Proposal: Erection of dwelling with associated access and landscaping works (As amended by drawing PA02 Rev C altering access and car port and amplified by vehicle tracking plan accompanying email from agent received 20 November 2019 and level information and CCTV footage received 6 March 2020 and Drainage Details submitted 26 March 2020 and Addendum Flood Risk Assessment information received 4 May 2020).

Wheatley Parish Council request refusal for the following reasons:

1. The difference in ground levels is difficult to see without visiting the site but the proposal would place a driver's eye line, level with the road surface when exiting the site and we (the parish council) cannot see how this can be safe when exiting the site onto a blind corner that rises up to the drivers left, and rounds a corner onto the railway bridge. The driver will not have sufficient vision splays to see the road that is visible let alone the traffic coming around the blind corner. This can be highlighted by an application in 2002 that was refused. The previous refusal reason read as follows; *'That the proposals are contrary to policies G8 and H4 of the adopted South Oxfordshire Local Plan and to advice in the South Oxfordshire Design Guide. Having regard to the limited size of the site and to the difference in levels between the road and the site. The proposals would result in a cramped, awkward and unneighbourly form of development. Furthermore, the proposed new driveway would detract from the privacy and amenity of the existing dwelling, 2a Littleworth by reason of noise and general proximity.'* The previous applicants appealed the council's decision, but the inspector agreed with the council's decision and dismissed the appeal.
2. The proposal is in an area formerly occupied by the Wheatley railway line and is adjacent to the remaining bridge. When planning applications for the other side of the bridge were submitted in 2010 the Countryside Officer commented "The area along the line of the former railway land immediately adjacent to the bridge was found to be part of a bat feeding area and commuting route during surveys conducted as part of the original planning application. A condition was used to secure the installation of a number of bat boxes in the trees and the new dwellings and to ensure that the area adjacent to the bridge remained undeveloped' The same must be true regarding the eastern side of the bridge as the bats fly through there. Indeed in the original report (http://www.southoxon.gov.uk/ccm/support/dynamic_serve.jsp?ID=1238524939&CODE=C6B289A630BCA18C0CD970A38319AB9D) suggests that should proposals for the site change then retention of the route should be incorporated into the plans. We see no evidence that the effects of the proposals upon this wildlife corridor have been taken into account.
3. Wheatley Neighbourhood Development Plan (post inspection) has a number of visions and policies that we believe these proposals are contrary to. Vision HL1V states that new dwellings 'should be thoughtfully located and designed, and integrated into the village of Wheatley to minimise any negative impact on the natural environment' the proposals do not meet with this.

4. TT1V, TT103 states that 'Ensure that new developments do not exacerbate the issues with existing traffic black spots, rat runs and movement of HGVs' these proposals are in conflict with this due to the access onto a blind corner.
5. EL2V - The rural habitat and ecological diversity will be protected and enhanced. This destroys the wildlife corridor as outlines above.

For these reasons we request that the application is not approved.