

APPLICATION NO.	P21/S0047/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	15.1.2021
PARISH	WATLINGTON
WARD MEMBER(S)	Anna Badcock
APPLICANT	Country Snugs LTD
SITE	Grove Farm, Patemore Lane, Pishill, RG9 6HH
PROPOSAL	The erection of 5 holiday pods, maintenance building, managers flat and associated landscaping and parking (as amended to realign maintenance building).
OFFICER	Tom Wyatt

1.0 **INTRODUCTION AND PROPOSAL**

- 1.1 In line with the council's scheme of delegation this application is referred to Planning Committee due to the objection from Watlington Parish Council. The application was also called in to Committee by the local ward member.
- 1.2 The application site, which is shown on the copy of the OS plan **attached** as Appendix A, extends to an area of approximately 0.5 hectares. The applicant also owns a larger area of associated pastoral farmland to the north and west of the site extending to an approximate area of 4 hectares. The site is located within the countryside around the small and scattered settlement of Pishill and forms part of the Chilterns Area of Outstanding Natural Beauty (AONB).
- 1.3 The application site comprises vacant agricultural buildings with a main access and secondary access into the site from the adjoining public highway (B480 – Patemore Lane). The proposal seeks planning permission for the demolition of all of the existing buildings and the redevelopment of the site to provide tourist accommodation in the form of five identical one bedroom pods on the valley floor to the west of the retained access supported by a new car port and maintenance building with manager's flat on the parcel of land to the east of the access. Copies of the plans showing the proposed development are **attached** as Appendix B whilst other documentation associated with the application and all of the consultation responses can be viewed on the council's website, www.southoxon.gov.uk.

2.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 2.1 **Watlington Parish Council** – Objects for the following reasons:
- The site is agricultural land within the Chilterns AONB
 - Pishill is not in the council's settlement hierarchy and is not a sustainable location for development.
 - Extensive views of the site from the Chilterns Way
 - Development would appear incongruous in the context of the agricultural and wooded landscape.
 - Design and form not in keeping with the surroundings
 - The site is prone to flooding
 - Detrimental impact on biodiversity
 - Light spillage from the pods' glazing
 - No local need for additional tourist accommodation
 - The proposal does not represent farm diversification
 - There is no economic benefit to the local area

- Adverse noise pollution
- Insufficient parking
- Lack of renewable energy generation
- Lack of safe access for users of the public rights of way
- Car port too close to the adjacent woodland
- The proposed vehicular access is unsafe
- Adverse impact on air quality to the detriment of the neighbouring residents

2.2 **Pishill with Stonor Parish Council** – Objects for the following reasons:

- The proposal does not conserve the AONB
- The site is not sustainable and visitors will be car reliant
- Light pollution in a dark area
- Vehicular access is dangerous
- The site is prone to flooding
- Design and concept is not appropriate in this location

2.3 **Swyncombe Parish Council** – Objects due to the impact on the AONB and the site being unsuitable for holiday pods. The proposal would also result in increased traffic movements, noise and pollution, including light pollution.

2.4 **Chilterns Conservation Board** – The pods should cover a land area that aligns with the existing buildings. There is an opportunity for chalk grassland enhancement on the wider site. Any requirement for visibility splays could erode the frontage of the site. Any external lighting will be detrimental to the AONB.

The site is highly representative of the prevailing landscape character here (Landscape Character Area 9 Chiltern Ridges and Valley) within the recent Lepus Study for SODC Landscape Character Assessment for the SOLP.

2.5 **Countryside Officer (South and Vale)** – No objections subject to biodiversity enhancements being secured by condition. The habitats on site are not considered to be a constraint to development and it is considered that potential impacts on species can be readily mitigated. Development associated with the proposed car parking area in the east of the site would not encroach upon the ancient woodland buffer more than existing built development.

2.6 **Drainage - (South and Vale)** – No objections subject to conditions.

2.7 **Forestry Officer (South and Vale)** – No objections subject to landscaping and tree protection conditions.

2.8 **Highways Liaison Officer (Oxfordshire County Council)** – No objections subject to conditions regarding visibility splays, turning and parking and closure of existing access. The proposal is unlikely to have a significant adverse impact on the highway network.

2.9 **CPRE - (Rights of Way)** – Concerns raised about the conflict between users of the site's vehicular access and the public right of way.

2.10 **Chiltern Society** – The proposal would be contrary to Section 85 of the Countryside and Rights of Way Act 2000.

2.11 **South Oxfordshire District of CPRE** – The site is not in a suitable location for the development. The development will have a negative impact on the AONB and would be

highly visible from public rights of way. Harm to nocturnal wildlife and the dark skies of the AONB.

- 2.12 **Third Party Representations** – 20 representations have been received raising objections to the proposal on the following grounds:
- Harm to the landscape qualities of the AONB
 - Impact on highway safety with observations regarding the speed of traffic including cyclists
 - There are a lack of local facilities
 - Light and noise pollution
 - Impact on the safety of users of the Chiltern Way
 - Loss of farming potential and continued agricultural use of adjacent land is difficult
 - The design of the development is not in keeping with the surroundings
 - Concern about maintenance of the green roofs
 - Impact on local wildlife
 - Concern about potential impact on archaeological features
 - Smoke from wood burners
 - The site is prone to flooding
 - The site is unsustainable for the proposed use
 - No benefits to the local community

3.0 **RELEVANT PLANNING HISTORY**

3.1 [P20/S1195/FUL](#) - Withdrawn (17/12/2020)

The erection of 6 holiday pods and associated landscaping and parking.

[P19/S3293/PEM](#) - Advice provided (03/12/2019)

Conversion of 3 barns to either market dwellings or holiday let and demolition of other outbuildings as shown on submitted aerial view.

4.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

- 4.1 The site is within a sensitive area (AONB) but the scale of the development is not such to require an Environmental Statement.

5.0 **POLICY & GUIDANCE**

5.1 **Development Plan Policies**

South Oxfordshire Local Plan 2035 (SOLP) Policies:

STRAT1 – The Overall Strategy

EMP10 – Development in Rural Areas

EMP11 – Tourism

EMP12 – Caravan and Camping Sites

TRANS2 – Promoting Sustainable Transport and Accessibility

TRANS4 – Transport Assessments, Transport Statements and Travel Plans

TRANS5 – Consideration of Development Proposals

INF4 – Water Resources

ENV1 – Landscape and Countryside

ENV2 – Biodiversity – Designated Sites, Priority Habitats and Species

ENV3 – Biodiversity

ENV11 – Pollution – Impact from Existing and/or Previous Land Uses

ENV12 – Pollution – Impact of Development on Human Health, the Natural Environment

EP3 – Waste Collection and Recycling

EP4 – Flood Risk

DES1 – Delivering High Quality Development

DES2 – Enhancing Local Character

DES6 – Residential Amenity

DES7 – Efficient Use of Resources
DES8 – Promoting Sustainable Design

5.2 **Watlington Neighbourhood Plan**

P2 – Transport
P3 – Conserve and Enhance the Natural Environment
P7 - Employment

5.3 **Supplementary Planning Guidance/Documents**

South Oxfordshire Design Guide 2016 (SODG 2016)
Chilterns AONB Management Plan
Chilterns Buildings Design Guide

5.4 **National Planning Policy Framework and Planning Practice Guidance**

5.5 **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.

6.0 **PLANNING CONSIDERATIONS**

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

- **Principle of the development**
- **Impact on the character and appearance of the site and surrounding area**
- **Impact on the amenity of neighbouring residents**
- **Highway access and parking**
- **Impact on Protected Species, Trees and Biodiversity**
- **Energy efficiency**
- **Drainage**

The Principle of the Development

6.2 Policy EMP11 of the SOLP relates to the provision of tourist facilities, including visitor accommodation. However, this Policy seeks to locate such facilities within the built up areas of the district's towns, and larger and smaller villages. Pishill is not such a settlement. Nevertheless, the Policy also allows for small scale development outside of these settlements in locations such as the application site 'to support the visitor economy, including farm diversification and equestrian development....provided that proposals are in keeping with the scale and character of the locality...larger developments will only be supported in exceptional circumstances'. This proposal is for 5 single bedroomed holiday pods and supporting development, which I do not consider represents a 'larger' development in the context of Policy EMP11.

6.3 The Hotel Needs Assessment 2014 was undertaken as part of the evidence base for the SOLP. At Para. 8.2.1, following national trends, it identifies potential opportunities for visitor accommodation to enhance the visitor economy, and this includes the conversion of redundant farm and rural buildings to holiday cottages and cottage complexes and the development of holiday lodges along with camping pod and

glamping sites. The assessment states that such development could provide a significant benefit in terms of rural economic development and job creation.

- 6.4 Policy EMP10 of the SOLP is also of relevance to this proposal. The Policy supports the creation and expansion of rural businesses and states:

The Council will:

- i) support the sustainable growth and expansion of all types of business and enterprise in rural areas through conversion of existing buildings;
- ii) promote the sustainable development and diversification of agricultural and other land-based rural businesses;
- iii) support sustainable rural tourism and leisure developments that benefit businesses, communities and visitors in rural areas and which respect the character of the countryside. This will include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.

- 6.5 Policy EMP10 reflects government policy guidance contained within the NPPF. Para. 81 of the NPPF states:

Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Para. 84 of the NPPF states:

Planning policies and decisions should enable:

- (a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;*
- (b) the development and diversification of agricultural and other land-based rural businesses;*
- (c) sustainable rural tourism and leisure developments which respect the character of the countryside; and*
- (d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship*

Whilst Para. 85 states:

Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

- 6.6 The application site is occupied by vacant and somewhat derelict agricultural buildings. Agricultural buildings and land are excluded from the definition of previously developed land set out in the NPPF. However, this does not conceal the fact that the buildings are in situ and are no longer required for active farming. Subject to structural surveys the conversion of some of the buildings to other uses such as dwellings could be

acceptable in principle. However, in my view the redevelopment of the site would present a more appropriate option, and it follows that there is an opportunity to redevelop the vacant site that currently makes no contribution to the rural economy with an active use that would provide such benefits if the impact on the character and appearance and amenities of the area are acceptable.

- 6.7 Whilst the proposed holiday ‘pods’ are permanent structures and offer self-catering accommodation, they are very small in size and would not be suitable for permanent occupation. The pods would not be dissimilar to more standard mobile home or glamping pod tourist accommodation typically found within rural areas in terms of the scale and layout of the development. Policy EMP12 of the SOLP is permissive towards the provision of caravan and camping sites within rural areas, and this policy also recognises that permanent buildings will often be required to support such uses.
- 6.8 In conclusion I recognise that the proposed ‘pods’ represent permanent self-catering units in the countryside and would not normally be permitted having regard to Policy EMP10 of the SOLP. However, when taking the development plan policies as a whole and the more permissive stance of the NPPF into account, I consider that the proposal represents an opportunity to redevelop a vacant and despoiled site in the countryside with a form of development that would aid the local visitor economy. Several objections have opined that the development would not bring benefits to the local community. However, a district wide approach needs to be taken, and the provision of visitor accommodation in the area would benefit the economy generally in terms of businesses servicing the accommodation and businesses benefitting from increased visitor numbers such as local pubs, retail and visitor attractions.
- 6.9 A manager’s flat is also proposed on the site. This represents a permanent residential unit on the site. The manager’s flat is clearly linked to the proposed rural business and this functional link can be secured by condition. Policy H19 of the SOLP and Para. 80 of the NPPF allow for housing to support the functional requirements of rural business. Given the nature of the proposed business I consider that a manager’s flat is justified here. Usually for a new business linked residential accommodation should be provided in a temporary structure such as a mobile home for a temporary period of time (normally 3 years). However, in this case the proposed pods and other buildings on the site are designed to be permanent, and the manager’s flat is proposed within the maintenance building and not as a standalone detached dwelling, which could be more easily divorced from the remainder of the development.

Impact on the Character and Appearance of the Site and Surrounding Area

- 6.10 The site lies within the AONB, and the NPPF (Para. 176) states that ‘great weight’ should be given to the conservation and enhancement of the landscape and scenic beauty of these areas. This requirement is echoed within Policy ENV1 of the SOLP. Whilst the site is within a deeply rural part of the AONB it is not isolated from other development. The site has a long frontage with the adjacent public highway, and there are individual dwellings positioned opposite the site and at regular points along the road as it extends down the valley towards the main part of Pishill and Stonor beyond. Furthermore, there are several vacant buildings on the site ranging from relatively derelict pole barns to modern more substantial concrete framed buildings.
- 6.11 Having regard to the South Oxfordshire Landscape Character Assessment 2017 the site lies within the ‘Chilterns Ridges and Valley’ Landscape Character Area, which covers an area of land forming part of the Chilterns dip slope, from the Aston Rowant nature reserve in the north, to the town of Henley-on-Thames to the south. This character area is bound by the top of the Chilterns escarpment to the west. Key

characteristics of this character area are an undulating landscape defined by strong valleys, steep valleys sides supporting woodland, extensive areas of ancient woodland, agricultural land including arable and pasture located on the lower valley sides and bottoms. The pattern of settlement in the Chilterns is typically one of small hamlets and farms scattered amongst extensive woods and commons. Most of the settlements are located on the ridges or within the valleys and have a typically linear form.

- 6.12 The existing agricultural buildings on the site are visually prominent from the adjacent public highway and are not attractive buildings within the landscape. However, evidently they are viewed in context with the surrounding rural landscape and are not incongruous in the local scene. Nevertheless, the buildings are now vacant with little prospect of being used for agricultural purposes in the foreseeable future. As I have explained above, I consider that there is scope to redevelop the site for an alternative use to the benefit of the rural economy. In visual terms the proposed development would represent a considerable reduction in built form within the site. The volume and footprint of the existing buildings are approximately 2850m³ and 650m² respectively, whilst for the new development they would be approximately 1800m³ and 470m² respectively. There would also be a reduction of approximately 20% in the extent of hardstanding across the site. Furthermore, the pods have a height of 4 metres as does the proposed car port whilst the maintenance building and managers flat would have a height of approximately 3 metres. This compares favourably to the height of the larger existing buildings on the site, the highest of which is approximately 6.5 metres high.
- 6.13 In light of the reduction in the amount of built form on the site the visual impact of the proposed development would be reduced in terms of the visible massing of the buildings. This reduction would be particularly apparent in views from the public highway because the site sits at the valley floor approximately 2 metres below the level of the road and is well screened from the road by boundary hedging. Indeed, the highest part of the buildings would sit at less than 1 metre above the normal height of the roadside hedge, and the visual impact of the pods would be further mitigated through the proposed use of sedum roofs and timber walls, which would help to blend the pods into the pasture and woodland background on the valley side to the north.
- 6.14 As well as being within a relatively unobtrusive position in the valley bottom the site is only readily visible from a relatively short length (approximately 250m) of the public highway from which the housing on the opposite side of the highway is also visually prominent. Views from further along the highway are restricted by a combination of the topography and woodland cover in the area, and in the public views from the highway the development would be viewed in context with the existing built form to the south.
- 6.15 The pods would be arranged in a regular linear pattern along the valley floor and whilst their footprint and overall visual presence would be considerably less than the existing buildings on the site they would extend up the valley to the west further than the existing agricultural buildings. However, based on historic aerial photographs of the site the pods would extend no further westwards than the area of the site used for the purposes of open agricultural storage, and they would not extend further westwards than the adjacent dwelling to the south (The End House). At the present time the land is occupied by unattractive buildings and is relatively devoid of any landscaping. Whilst the pods would be laid out in a linear arrangement there would be considerable space between the pods and the site plan shows a significant amount of new tree and hedge planting between the pods and on the site generally that in my view would help to reduce the visual impact of the development further and help to assimilate it into its rural surroundings.

- 6.16 The car ports and maintenance building are located at the south eastern edge of the site where they would again replace unsightly agricultural buildings and would be visually unobtrusive below the level of the adjacent highway. This part of the development would also be well screened by the area of extensive woodland (designated as ancient woodland) extending to the north of the site. The Chiltern Way passes through the entrance of the site and into the woodland to the north of the site. Whilst the site is readily visible from the Chiltern Way as it passes through the site and towards the adjacent woodland this is only for a length of approximately 100 metres, and thereafter the woodland and topography restrict views of the site. In these short range views the development would be seen below the level of the road and against the backdrop of the housing to the south. As such the development would not in my opinion be visually intrusive.
- 6.17 The pods include relatively large glazed areas facing north towards the valley side and woodland beyond. Although the low height and small size of the buildings and their position at the bottom of the valley would limit light spill from the glazing there would still be a potential negative impact on the dark skies in the locality. Policy ENV12 seeks to avoid adverse light pollution and this is also a requirement of Policy DP8 of the Chilterns AONB Management Plan (CMP) which seeks to keep skies dark at night. The applicant has provided details of the proposed glazing, which includes the use of electro chromic glass. This will reduce light pollution into the night sky to a very low level. External lighting will also need to be strictly controlled and this can be done through a suitably worded condition.
- 6.18 Having regard to the above matters, I consider that the visual impact of the development within the Chilterns AONB would be very localised. Neither would the development disrupt the landscape qualities of the area as identified within the Landscape Character Assessment, and the proposal would respect the scattered linear pattern of development in the locality.
- 6.19 The Chilterns Conservation Board has commented on the application that the planning merits as assessed from the perspective of AONB policy are finely balanced but they consider that there is a degree of harm. They have raised some concern about the pods extending further westwards than the existing farm buildings. For the reasons outlined above I consider this is acceptable. The CMP includes objectives relating to increasing the enjoyment and understanding of the Chilterns, including through attracting greater visitor numbers. The site provides direct access to the Chiltern Way path as well as the wider network of public rights of way in the area and would provide a good base for walking holidays. The CMP also seeks to increase the economic and social wellbeing of local communities by supporting the development of the visitor economy. Policy SP1 of the CMP states that ‘there is great potential to attract more visitors, expand the short break market and raise the profile of the Chilterns’. This proposal would help to meet the aims of this Policy.
- 6.20 However, the CMP (Policy DP1) also makes it clear in line with the S85 of the Countryside and Rights of Way Act 2000 and the NPPF that the key priority in assessing development proposals is to ensure the conservation and enhancement of the landscape and scenic beauty of the AONB. However, for the reasons outlined above, I consider that the visual and landscape impacts of the proposal would not conflict with this central priority.

Impact on the Amenity of Neighbouring Residents

- 6.21 There are a small number of properties opposite the site to the south and further along the road to the east. Policy DES6 of the SOLP seeks to ensure that development

proposals do not result in significant adverse impacts on the amenity of neighbouring uses, when considering both individual and cumulative impacts, in relation to factors such as loss of privacy, daylight or sunlight, dominance or visual intrusion, noise or vibration or external lighting.

- 6.22 The proposed development is well separated from the existing dwelling by the public highway and roadside planting. The development is low in height and the physical presence of the buildings would not have an adverse impact on neighbouring amenity in my view. Having regard to the relatively small number of pods and the likely traffic generation as a result I do not consider that the additional traffic generation would cause any undue disturbance, particularly in context with the general traffic using the intervening highway. The use of the pods for holiday accommodation may generate some noise from external activities during the day and evening but again having regard to the small number of pods and that they only comprise a single bedroom I do not consider that noise levels from the site would be excessive.

Highway Access and Parking

- 6.23 Policy TRANS5 of the SOLP seeks to ensure that development provides for a safe and convenient access for all users to the highway network. The site is accessed off the B480, and is subject to a 30mph limit in the vicinity of the site, although given the straight alignment and gradient of the road it appears likely that many vehicles (and cyclists) will exceed this speed. The proposal seeks to utilise the existing access and a secondary access would be stopped up. The proposal would improve the existing access by providing appropriate visibility splays to either side with a hedge replanted behind the splays. In my view this represents a significant improvement to highway safety for users of the access and the highway more generally that would offset the minor increase in traffic movements to and from the site in comparison to a working farmyard.
- 6.24 The proposal would provide for seven parking spaces, which should be sufficient given the one bedroom size of the pods and the single managers flat. It is apparent that the area is popular with cyclists and secure cycle parking would be provided within the maintenance building, which would enhance the visitor experience to the site and encourage more sustainable modes of travel during their stay.
- 6.25 The Highway Authority has raised no objections to the proposal noting the improvements to the gradient and visibility at the access, and the provision of sufficient parking.

Impact on Protected Species, Trees and Biodiversity

- 6.26 Policy ENV2 of the SOLP seeks to ensure that development does not result in harm or loss to the ecological resource of the district including protected species and ancient woodland. Policy ENV3 of the SOLP seeks to support proposals that would conserve, restore and enhance biodiversity in the district. These requirements are also set out within the NPPF and Chilterns AONB Management Plan. Policy ENV1 seeks to protect important landscape features, including trees.
- 6.27 The application is supported by an Ecological Appraisal. The existing buildings show no evidence of bat use and are not suitable for bat roosting. The wider site has limited ecological value at the present time, with the main value as a result of the existing hedges and trees which are largely to be retained. The proposal includes new wildflower planting along with new native trees and hedging, and this can all be secured by condition. The development would encroach no further towards the ancient

woodland than the existing agricultural buildings to be demolished. The council's Countryside Officer has assessed the scheme and is satisfied that the proposal will result in ecological enhancements compared to the existing baseline.

- 6.28 The site adjoins ancient woodland, which is not impacted by the development. Otherwise there are very few trees within the site worthy of retention. The new trees and hedges to be provided will substantially increase the vegetation cover within the site. The Forestry Officer has raised no objections subject to conditions requiring tree protection measures and new landscaping.

Energy Efficiency

- 6.29 Policy DES8 seeks to promote sustainable design and states that all new development should seek to minimise the carbon and energy impacts of their design and construction. An energy statement has been submitted with the application that outlines a fabric first approach to energy efficiency whilst solar panels are also included on the roofs of the car ports. The statement indicates a 143% reduction in carbon emissions over the 2013 building regulations, which exceed the requirements of Policy DES10 of the SOLP.

Drainage

- 6.30 Given the site's location within the valley bottom the site is prone to surface water flooding but is within Flood Zone 1. Policy EP4 seeks to ensure that development addresses the effective management of flood risk, and does not increase flooding elsewhere. In conjunction with the council's drainage engineer the applicant has developed a suitable drainage strategy for the site. This comprises cellular soakaways and a low bund to control surface water drainage flows and a package treatment plant and drainage field to the west of the proposed pods to dispose of foul drainage. As noted by the Countryside Officer the drainage fields provide an opportunity to enhance the biodiversity of the site primarily through facilitating a wet meadow wild flower mix.

7.0 Conclusion and Planning Balance

- 7.1 The application site is located within the countryside where new self-catering visitor accommodation would generally not be supported having regard to Policy EMP11 of the SOLP, however, having regard to the layout and scale of the proposed development it would have a more similar function and character to more widespread forms of tourist accommodation located within areas of the countryside, which are more permissive under development plan policies (EMP12) than to traditional market housing. The development would make a positive contribution to the visitor economy through providing additional high quality accommodation, and supporting existing businesses in the area, and would meet key objectives of the CMP in relation to promoting rural tourism within the Chilterns.
- 7.2 The site is currently occupied by poor quality agricultural buildings with little prospect of active re-use for farming purposes. The proposed development would remove the existing unsightly buildings and result in a significant reduction in the footprint, volume and height of built form within the site. The visual and landscape impact of the development would be limited due to the modest scale of the development, the local topography and screening afforded by existing woodland cover. Having regard to the small number of units proposed, and the existing use of the site the impact on the amenity of existing residents in the vicinity is not considered significant. The proposal also includes highway improvements to the site access that would be beneficial to highway safety. Other significant benefits derived from the proposed development include the enhancement of biodiversity within the site through additional hedgerow and

tree planting and areas of wild flowers. In weighing up the overall planning balance officers consider that the benefits associated with the development outweigh the limited and specific conflict with development plan policy in relation to Policy ENV11.

8.0 RECOMMENDATION

8.1 Grant Planning Permission subject to the following conditions:

- 1. Commencement of development within three years**
- 2. Development in accordance with the approved plans**
- 3. Schedule of the materials to be agreed**
- 4. Levels as shown on the approved plans**
- 5. Landscaping in accordance with the approved plans and landscape management plan to be agreed**
- 6. Tree protection details in accordance with submitted details**
- 7. External lighting to be agreed**
- 8. Flood risk strategy to be agreed**
- 9. Surface water drainage agreed**
- 10. Foul drainage to be agreed**
- 11. Contaminated land investigation**
- 12. Contaminated land remediation**
- 13. Development in accordance with the Ecological Appraisal**
- 14. Means of access to be improved**
- 15. Existing access to be stopped up**
- 16. Provision and protection of vision splays**
- 17. Parking and turning areas to be provided and maintained**
- 18. Development to be carried out in accordance with energy statement**
- 19. Use of electro chromic glass**
- 20. Managers flat to be used in association with the business**
- 21. Use of the accommodation for holiday lets only**

Author: Tom Wyatt

Email: Planning@southoxon.gov.uk

Tel: 01235 422600

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