
APPLICATION NO.	P19/S0058/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	8.1.2019
PARISH	CLIFTON HAMPDEN
WARD MEMBER(S)	Sam Casey-Rerhaye
APPLICANT	Mr N Mullard & Mrs F Brann
SITE	Land to the south of Creek End Abingdon Road Burcot, OX14 3DJ
PROPOSAL	Proposed erection of a detached five bedroom dwelling and a detached double garage.
OFFICER	David Millinship

1.0 INTRODUCTION

- 1.1 This application was deferred from the committee meeting on 2 December 2019 due to the meeting guillotine having been reached prior to its consideration.
- 1.2 The application has been referred to planning committee due to conflict between the Officer's recommendation and the views of the parish council (objections due to the inadequate access).
- 1.3 The application site comprises an area of mostly open grassland set within a wider suburban housing development in the rural village of Burcot. The site and village are entirely washed over by the Oxford Green Belt.
- 1.4 The site lies off a private road to the south of the A415 that also provides shared access to a number of mainly domestic properties. The easternmost area of the site is populated by a number of mature trees (predominantly oak) and has recently been subject to a Tree Preservation Order (TPO). There are also three Cypress trees grouped along the northern boundary, three Cypress trees grouped in the south-western area of the site and a nearby walnut tree that are also under TPO.
- 1.5 Residential properties share the northern and eastern boundaries with the private drive skirting the western and southern boundaries with other residential properties beyond. The buildings in the area are a mixture of historic properties (including Burcot House) with late C20 dwellings infilling the land between Burcot House (to the south) and the A415 (to the north). There is little uniformity between the scale and design of individual buildings or plot layouts. The majority of buildings and plots in the area are large, set out in irregular layouts with some pockets of tree planting that have remained undeveloped.
- 1.5 A plan identifying the site is attached as Appendix 1.

2.0 PROPOSAL

- 2.1 The proposal is to construct a detached five-bedroom dwelling with vehicular access from the private lane within the western area of the site. Off-road parking and turning areas would be constructed with a detached double garage in the north-western site area. The dwelling would be a two-storey pitched roof building set broadly central to the site. The dwelling would be set out in an L-shape with its principal elevation facing west. It would occupy an external footprint of approximately 215 sq.m providing around

320 sq.m of internal living space across the two floors. It would have a maximum ridge height of 8.8 metres with eaves heights of between 4.5-5 metres.

- 2.2 The garage would be a 1.5 storey building with a ridge height of 6 metres and an eaves height of 2.4 metres. It would occupy a footprint of 53 sq.m with space for the parking of two cars at ground level with an attic storage space within the roof space above. Some additional tree planting is proposed within the site and two passing places would also be provided to serve the private drive. One would be within the north-western site area (next to the access) and one to the south-east of the site where an existing site access appears to be present.
- 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.

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

3.1 **Clifton Hampden Parish Council – Objection.**

The access to the property is inadequate;

OCC Archaeological Services – No objection.

The proposals outlined would not appear to have an invasive impact upon any known archaeological sites or features and there are no archaeological constraints to this scheme;

Forestry Officer - No objection

Initial concerns were made over the potential impact of the passing place adjacent to the site access to damage the roots of a tree on the site. A revised site layout was submitted, and no further objection was made.

SGN Plant Protection - No objection

OCC Highways Liaison Officer - No objection

Subject to conditions to ensure the new access, off-road parking and turning areas are provided and the garage is retained for the parking of vehicles. A Grampian condition requiring off-site highway works (i.e. provision of a passing place) is also requested.

Neighbour responses

Six third party responses were received from neighbouring occupiers as a result of the public consultation. Three responses raised objections to the scheme, which have been summarised as follows:

- The new dwelling would be too large and should be of a scale akin to the building at Creek End;
- The site has been open land in the Green Belt for over 50 years, the site area is also over the 0.2ha permitted to be infill development;
- The development conflicts with Section 13 of the NPPF as it would be inappropriate development;
- Allowing this site to be developed (along with the other current planning applications) raises significant environmental and biodiversity concerns;
- Trees have been felled within the wider estate, further tree felling should not be permitted and the trees in the eastern area of the site should be protected from future development;

- The additional traffic movements (particularly construction traffic) will cause damage to the lane that would be the responsibility of the homeowners to repair;
- Additional traffic would make the accesses onto the A415 more unsafe than they currently are and the accesses and road will need to be upgraded and made wider to allow two vehicles to pass each other;
- The proposed passing places are too far from the A415 junction and are not visible, so vehicles will still have to drive across neighbour's property to pass each other between the site and main road;
- Disagree with the findings of the transport statement as the Tennis Court building and current application site have generated little to no traffic for a number of years, due to major development along the A415 that road has become much busier over recent years;
- The application should be assessed in conjunction with the Tennis Court and Chapel applications as the cumulative impacts of all of these developers will make impacts more severe;
- Surface water flooding has occurred in the locality due to run-off from farmland to the north and the poor state of the road drainage along the A415. The road drainage would need to be upgraded and assurances given that the development of Plot 3 would not lead to increased flooding in the future;
- Habitat available to local wildlife would be damaged;
- Below ground utilities and services run through Plot 3 to neighbouring properties;
- Many properties that would be affected by the development have not been consulted.

4.0 **RELEVANT PLANNING HISTORY**

4.1 [P19/S0025/FUL](#) – Approved at committee meeting on 2 December 2019
Proposed conversion of the existing B8 storage building to create 2 x four-bedroom dwellings with associated parking and amenity space provision (as amended by additional Flood Risk Information received on 24-04-2019 and revised plan received on 21-06-2019). (Revised Flood Risk Assessment received 4 July 2019).

[P18/S4261/FUL](#) – Approved at committee meeting on 2 December 2019
Proposed conversion of the de-consecrated chapel to create a two bedroom dwelling house with associated parking and amenity space provision.

[P17/S3232/FUL](#) - Approved (06/11/2017)
Conversion of existing garage and garage extension. To create annex to property as amplified by applicant email dated 6 October 2017.

[P17/S1432/PEM](#) – Response (17/07/2017)
1. Proposed conversion of the former tennis court building to create 2 dwellings with associated parking and amenity space. 2. Erection of a single detached dwelling and detached garage at land to south of Creek End

[P16/S0543/PEM](#) – Response (10/03/2016)
Proposed erection of a single detached dwelling house and detached garage

5.0 **POLICY & GUIDANCE**

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. The council's adopted development plan comprises the *South Oxfordshire Core Strategy* (SOCS) and the saved policies of the *South Oxfordshire Local Plan* (SOLP). The relevant policies and supporting guidance are listed below.

5.2 **Development Plan:**

South Oxfordshire Core Strategy (SOCS) policies:

- CS1 - Presumption in favour of sustainable development;
- CSS1 – The Overall Strategy;
- CSR1 – Housing in Villages;
- CSEN1 – Landscape;
- CSEN2 – Green Belt;
- CSQ3 – Design;
- CSB1 – Conservation and improvement of biodiversity.

South Oxfordshire Local Plan (SOLP) policies:

- H4 – Housing in villages;
- C6 – Biodiversity;
- C8 – Protected species;
- C9 – Landscape features;
- D1 – Good design and local distinctiveness;
- D2 – Vehicle and bicycle parking;
- D3 – Outdoor amenity space;
- D4 – Neighbouring amenities;
- G2 – Protecting the district from adverse development;
- GB4 – Green belt (visual amenity);
- T1 – Safe access;
- T2 – Parking and turning.

5.3 **Neighbourhood Plan:**

- The Parish of Clifton Hampden are currently preparing a neighbourhood plan. The neighbourhood area was formally designated in September 2014. The parish council has started the process of gathering evidence and engaging with the local community. As the plan remains at an early pre-draft stage it possesses only very limited weight in the assessment of this application.

5.4 **Supplementary Planning Guidance/Documents:**

- *South Oxfordshire Design Guide 2016* (SODG 2016).

5.5 **National Planning Policy:**

- National Planning Policy Framework (NPPF);
- National Planning Policy Framework Planning Practice Guidance (NPPG).

5.6 **Emerging local plan**

Paragraph 48 of the NPPF allows for weight to be given to relevant policies in emerging plans, unless other material considerations indicate otherwise, and only subject to the stage of preparation of the plan, the extent of unresolved objections and the degree of consistency of the relevant emerging policies with the NPPF.

Emerging South Oxfordshire Local Plan 2034.

The council has submitted the Local Plan 2034 to the Planning Inspector for an independent examination following public consultation.

On 10 October 2019 the Secretary of State for Housing Communities and Local Government issued a Holding Direction on the Council in relation to the emerging Local Plan 2034. The holding direction has been made under the provisions of Section 21A of the Planning and Compulsory Purchase Act 2004. This means that the emerging plan

has 'no effect whilst the direction is in force', this is set out in section 21A(2) of the Planning and Compulsory Purchase Act 2004. The emerging Local Plan has no weight at this stage.

6.0 **PLANNING CONSIDERATIONS**

6.1 The application site is located within a rural village that is washed over by the Oxford Green Belt. Therefore, the main issues to consider are as follows:

- **The principle of the development having regards to the housing delivery and Green Belt policies of the development plan;**
- **Highways impacts;**
- **Impact on neighbouring properties;**
- **Drainage and flood risk;**
- **Impact on trees**

Principle of development – new housing

6.2 Policy CSS1 of the SOCS details the spatial strategy for new development across the district during the plan period. It sets out a settlement hierarchy that seeks to direct major new development to the growth point of Didcot, with smaller developments supported in the main towns and various sizes of village across the district, specifically:

(iv) supporting other villages in the rest of the district by allowing for limited amounts of housing and employment and by the provision and retention of services; and

(v) outside the towns and villages, and other major developed sites, any change will need to relate to very specific needs such as those of the agricultural industry or enhancement of the environment...

So, the general principle of new residential development is supported if the site is within the built-up limits (BuL) of a village. The site is considered to be within the built-up limits of Burcot which is defined as a 'smaller village' within the SOCS. The site is surrounded by existing residential development and even in an undeveloped state the site character, and that of the wider area is distinctively that of an upmarket suburban area. There is little argument that the site is located in open countryside and I consider the broad principle of new housing development in this location is supported by the overall development strategy.

6.3 SOCS policy CSR1 states that new housing will be supported within the 'smaller villages' providing that it is a form of infill development on sites less than 0.2ha in area (equivalent to 5-6 houses). In this case, the Plot 3 site is marginally over 0.2ha in total area but, around a third of the eastern area of the site is woodland now under TPO. The actual development site is less than 0.2ha. Whilst the proposal is for one large house within a spacious plot, I find this would not be out-of-character with the dwelling and plot sizes in the locality. SOLP policy H4 states that proposal for new housing within the built-up areas of villages will be permitted providing:

- i. an important open space of public, environmental or ecological value is not lost, nor an important public view spoilt;*
- ii. the design, height, scale and materials of the proposed development are in keeping with its surroundings;*
- iii. the character of the area is not adversely affected;*
- iv. there are no overriding amenity, environmental or highway objections; and*
- v. if the proposal constitutes backland development, it would not create problems of privacy and access and would not extend the built limits of the settlement.*

I do not consider the proposal would conflict with points i or v although it is noted that several trees within the site have been placed under Tree Preservation Order (TPO) since the submission of the application. The proposal would not directly impact on these trees and they are proposed to be retained. The remainder of the site is open and flat, predominantly given over to grass. Generally, I consider it would be possible for the development to comply with the remaining criteria (although this will be assessed in greater detail below. As such, I am satisfied that the general principle of the new dwelling in this location is supported by SOCS CSR1 and SOLP policy H4 (subject to the more detailed considerations below).

Principle of development – Green Belt

- 6.4 The site (and wider village) is within the Oxford Green Belt, where new development is strictly controlled. Policy CSEN2 defers to the NPPF for most types of development. NPPF Paragraphs 145 and 146 define various types of development that are considered to be not inappropriate. In this case, the proposal has potential to be included within para. 145(e) as a form of limited infilling within a village. As above, I accept the development is an infill site (as it is surrounded by existing residential properties) and I accept that as a proposal for one dwelling it is limited in scale. As such, I conclude the proposal is a form of not inappropriate development within the Green Belt and is supported in general principle by the housing delivery and Green Belt policies of the development plan.

Highways impacts

- 6.5 SOLP policy H4 seeks to resist new residential development that would result in adverse impacts to the safety and operation of the public highway. SOLP policies D2, T1 and T2 together seek to ensure that all new development has safe access and sufficient off-road parking and turning areas. As stated above, the site is accessed from the public highway (A415) by a stretch of private road over a distance of approximately 110 metres to the site. The Plot 3 site offers more than sufficient space to allow for provision of off-road parking and turning areas. As such, I am satisfied the provisions of SOLP policies D2 and T2 would be met.
- 6.6 However, the existing private road (referred to locally as the ‘Horseshoe Lane’) is not well-surfaced, has no pedestrian footway and lacks sufficient width to allow two vehicles to pass along much of its length. The Horseshoe Lane has two access points with the A415. Both are considered to possess good visibility and are set back from the carriageway by approximately one car length. Both accesses are bell-mouth designed, wide enough to allow a car to enter and exit at the junction with the public highway. However, at both the eastern and western access points the private road narrows to a single width in close proximity to the access so there would be some potential for conflict between vehicles (travelling in opposing directions) at these points. The Plot 3 site is located in closer proximity to the western access so it is reasonable to expect the greatest impact would be to the western half of the Horseshoe Lane.
- 6.7 The applicant has submitted a transport assessment to attempt to demonstrate that the combined impacts of the two residential developments at the Tennis Court and Plot 3 sites would not be harmful in comparison to the fall-back position. The vehicle movements of the lawful fall-back use(s) of the sites are assessed against the expected traffic movements associated with the residential developments and it has been concluded the fall-back use has a greater potential to be harmful. The chapel conversion development has not been included within the transport assessment but, the applicant has concluded that its conversion would not be harmful in addition to the greater impacts of the other developments and I do not dispute this view.

- 6.8 The applicant also acknowledges that the Plot 3 site will generate additional traffic movements over and above the fall-back use of that site (as it currently has no particular use in planning terms). However, the transport statement reasons that the established use of the Tennis Court building (a B8 storage and distribution use) could generate a significant number of vehicle movements (including large commercial vehicles) if it remained in a business use class. These uses have been assessed against the TRICS database, a nationwide dataset that provides a typical traffic generation rate for various planning uses in comparative locations across the UK. It is suggested by the TRICS data that a B8 use of the Tennis Court building could generate up to 25 traffic movements per day, potentially involving larger commercial vehicles. If permitted development rights were exercised to change the use of the building into B1 (office) use this number would be likely to increase.
- 6.9 The TRICS data provided by the applicant suggests that two 4-bedroom dwellings could generate up to 20 vehicle movements per day (reasonably considered to be domestic vehicles). The applicant's conclusion is that the potential for traffic generation from the lawful and permitted uses of the tennis court building would be greater than the traffic generation for the proposed residential developments. On that basis, the developments are not considered to justify improvements to the Horseshoe Lane or its junctions onto Abingdon Road. I do not fully accept that the maximum vehicle movements suggested by the TRICS data would realistically materialise over time in this location. Burcot is a rural village. Many of the TRICS data examples given are edge of town locations so not entirely comparable in my view. The site is located in fairly close proximity to Culham Science Centre and the larger settlements of Dorchester-on-Thames and Berinsfield so some level of potential future commercial use must be reasonably accepted.
- 6.10 The County Council Highways Liaison Officer has reviewed the Transport Statement and has offered no objection in terms of the impact of the development on users of the public highway. It was informally agreed that the maximum vehicle movements (assumed to be generated by the fall-back uses) are unlikely to be realistically reached given the rural village location and condition of the private road. However, it was acknowledged that commercial storage and business uses are not uncommon in rural village locations across the district, so some level of commercial vehicle use is accepted. The proposed residential conversions would prevent more intensive commercial uses being established which is considered to be to the merit of the proposals in terms of highway impacts.
- 6.11 Notwithstanding the above assessment, negotiations were ongoing with the applicant over the specific highway impacts of the Plot 3 development (as assessed on its individual site impacts there is no viable fall-back use). A tree in proximity to the original access location was also placed under TPO during the early stages of the application assessment. As such, a revised site layout plan was submitted. This included the creation of additional (and better located) passing places to directly serve the stretch of the Horseshoe Lane skirting the site. I note third party objections that suggest the proposed passing places are not proposed to be created in the most useful locations but, I must accept they are on land within the applicant's ownership so can realistically be constructed. In my view, this is sufficient to mitigate the impact of the new dwelling proposed for the Plot 3 site. Planning conditions can be used to ensure they are constructed prior to the first occupation of the development.
- 6.12 In my view, there is an argument that mitigation can be sought to minimise potential damage to the lane during the construction period of the development. If damage is caused it appears reasonable to require the private road is reinstated to its condition prior to the construction works taking place. Seeking improvements to the lane (over

and above its existing condition) would be unreasonable as they are not considered to be required to mitigate the development and such a requirement would be straying into private, rather than public interests. A construction traffic and environmental management plan (CTEMP) can be required (by condition) to be submitted prior to the commencement of the development.

- 6.13 On balance, I am satisfied that subject to the recommended conditions the development would not conflict with the aims of SOCS policy CSQ3 or SOLP policies D1, D2, G2, H4, T1 or T2.

Impact on neighbours

- 6.14 Third party concerns have been raised over the impact of the new dwelling on neighbouring residential amenities (particularly those of the occupiers of Creek End to the north). The SODG sets out minimum separation distances that will preserve privacy to neighbouring occupiers. In this case, the separation distances between the proposed dwelling at the Plot 3 site and neighbouring dwellings are greatly over the minimum recommended distances. The closest neighbouring dwelling at Creek End to the north shares a densely vegetated boundary with the site. Some mutual overlooking from upper floor windows could occur, but this would be mostly screened by existing trees and hedges (proposed to be retained) and would be over more than sufficient separation distances.
- 6.15 On balance, I am satisfied the proposal would not cause harm to neighbouring amenities and it therefore complies with the aims of SOCS policy CSQ3 and SOLP policies D1, D4, G2 and H4.

Drainage and flood risk

- 6.16 The Plot 3 site is located in Flood Zone 1 and not within an area identified as being at risk of surface water flooding (as defined by the Environment Agency flood maps). Flood Zones 2 and 3 are located approximately 75 metres to the south. As the site is within Flood Zone 1 the NPPF advises that no Flood Risk Assessment is required, and most types of development would be acceptable (in terms of flood risk). However, third party comments have raised concerns over surface water flooding that has occurred in the wider area (the Horseshoe Lane, part of the Plot 3 site and properties at Creek End and Burr Wood to the north). It has been stated that floodwater has run-off from farmland to the north and has failed to be captured by highway drainage serving the A415. Photos were submitted showing part of the Plot 3 site and Horseshoe Lane flooded by surface water.
- 6.17 I acknowledge that surface water flooding has occurred in the vicinity of the site but, this does not appear to be a commonly occurring issue and is not reflected in the EA's surface water flood maps. It is unreasonable to expect a development of the proposed scale and location to be able to increase flood risk or to justify off-site mitigation against flooding of adjacent land (for example the private lane could have been upgraded historically if local landowners had deemed it necessary). The district council's Drainage Engineer has acknowledged the groundwater flood risk in the area but has offered no objection to the scheme. Conditions to secure full foul and surface water drainage details are requested (along with the use of permeable hard-surfacing materials that can be controlled by a separate condition). I consider these to be reasonable details to secure as there may be a need to upgrade the existing drainage systems to meet the NPPF para. 163 requirements for the use of sustainable drainage and flood resilience measures. The development therefore presents an opportunity for the flood risk to the site (and adjacent land) to be reduced, in my view.

Impact on trees

- 6.18 There are a number of mature trees located within, and in proximity to the development site. During the earlier stages of the application assessment several individual trees and a small area of woodland were placed under TPO. As a result, a revised site layout was submitted. The district's Forestry Officer subsequently offered no further objection subject to tree protection and landscaping conditions being attached. The tree protection condition to ensure the satisfactory protection of retained trees and the landscaping condition to ensure that trees are planted to screen the development. I do not consider that significant amounts of new tree planting would be required as the majority of mature trees to be retained offer a good level of screening but, the new passing places may require replacement hedges to be planted so I consider the requested conditions to be reasonable and necessary to ensure the development complies with SOCS policy CSEN1 and SOLP policies C9, D1, G2 and H4.

Other matters

- 6.19 The council's CIL charging schedule applies to relevant proposals from 1 April 2016. CIL is a planning charge that local authorities can implement to help deliver infrastructure and to support the development of their area, and is primarily calculated on the increase in footprint created as a result of the development. In this case CIL would be liable for the construction of the new dwelling and any associated outbuildings.
- 6.20 NPPF Paragraph 38 details the need for Local planning authorities to approach planning decisions in a positive and creative way, using the full range of planning tools available and working proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Subject to some minor revisions and clarifications the proposal is now considered to be in accordance with the development plan and is a sustainable form of development.

7.0 CONCLUSION

- 7.1 It is recommended that members grant planning permission as the proposed development would help to secure additional housing on an infill site within the built-up limits of a 'smaller village' where some small-scale provision of new housing is supported through the spatial development strategy of the development plan. The recommended conditions would safeguard future harm to protected trees, the general character and appearance of the area and highway safety. The proposed development therefore complies with the development plan and is a sustainable development.

8.0 RECOMMENDATION

Planning permission is granted subject to the following conditions;

- 1. Three-year time limit;**
- 2. Approved plans;**
- 3. Construction Traffic and Environmental Management Plan (pre-commencement);**
- 4. Survey of road and required repairs (prior to commencement);**
Prior to the commencement of the development hereby approved a condition survey of the access road (that extends from the site to the western access point of the 'Horseshoe Lane' with the A415) shall be undertaken and submitted to the local planning authority. Prior to the occupation of the dwelling a scheme to restore the road and verges (to its condition prior to the commencement of the development) shall be completed in accordance with a written scheme of restoration that shall first be submitted to and approved in writing by the local planning authority.

Reason: In the interests of highway safety and to protect the amenities of neighbouring occupiers in accordance with Policies T1 and EP2 of the South Oxfordshire Local Plan 2011.

5. Tree protection;

6. External materials;

Construction of the dwelling hereby approved shall not continue above slab level until full details of the external materials and finishes to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. The written details shall include (as a minimum) a photographic example of each material, the material name and manufacturer/supplier name. Thereafter the development shall be completed in accordance with the approved details.

Reason: To ensure the development is compatible with its surroundings, to protect the character and appearance of the conservation area in accordance with Policies CSEN1 and CSQ3 of the South Oxfordshire Core Strategy 2027 and Policies D1, G2 and H4 of the South Oxfordshire Local Plan 2011.

7. Parking and turning;

Prior to the first occupation of the development hereby approved, the off-road parking and turning areas and access road passing places shall be constructed in full in accordance with site layout drawing no.S2/P/02 Rev.B and in accordance with a written materials specification that shall first be submitted to and approved in writing by the local planning authority. The written details shall include (as a minimum) a photographic example of each material, the material name, manufacturer/supplier name and details of the permeability/porousness of the material. Thereafter the development shall be completed in accordance with the approved details and the parking and turning areas shall be retained unobstructed except for the intended use at all times.

Reason: In the interests of highway safety and to ensure the provision of off-street car parking in accordance with policies CSEN1 and CSQ3 of the South Oxfordshire Core Strategy 2027 Policies D1, D2, T1 and T2 of the South Oxfordshire Local Plan 2011.

8. Drainage (prior to occupation);

The dwelling hereby approved shall not be occupied or brought into use until it has been connected to drainage systems for both foul and surface water disposal, the details of which shall first be submitted to and approved in writing by the local planning authority. The details submitted shall demonstrate how the proposed drainage systems will be compliant with sustainable drainage (SuDS) principles.

Reason: To prevent pollution and to ensure adequate drainage infrastructure is provided in accordance with Policies EP1 and EP6 of the South Oxfordshire Local Plan 2011.

9. Site planting scheme;

The dwelling hereby approved shall not be occupied or brought into use until a scheme for the planting of trees, shrubs and hedges within the site has been carried out in full in accordance with written details that shall first be submitted to and approved in writing by the Local Planning Authority. The written details shall include:

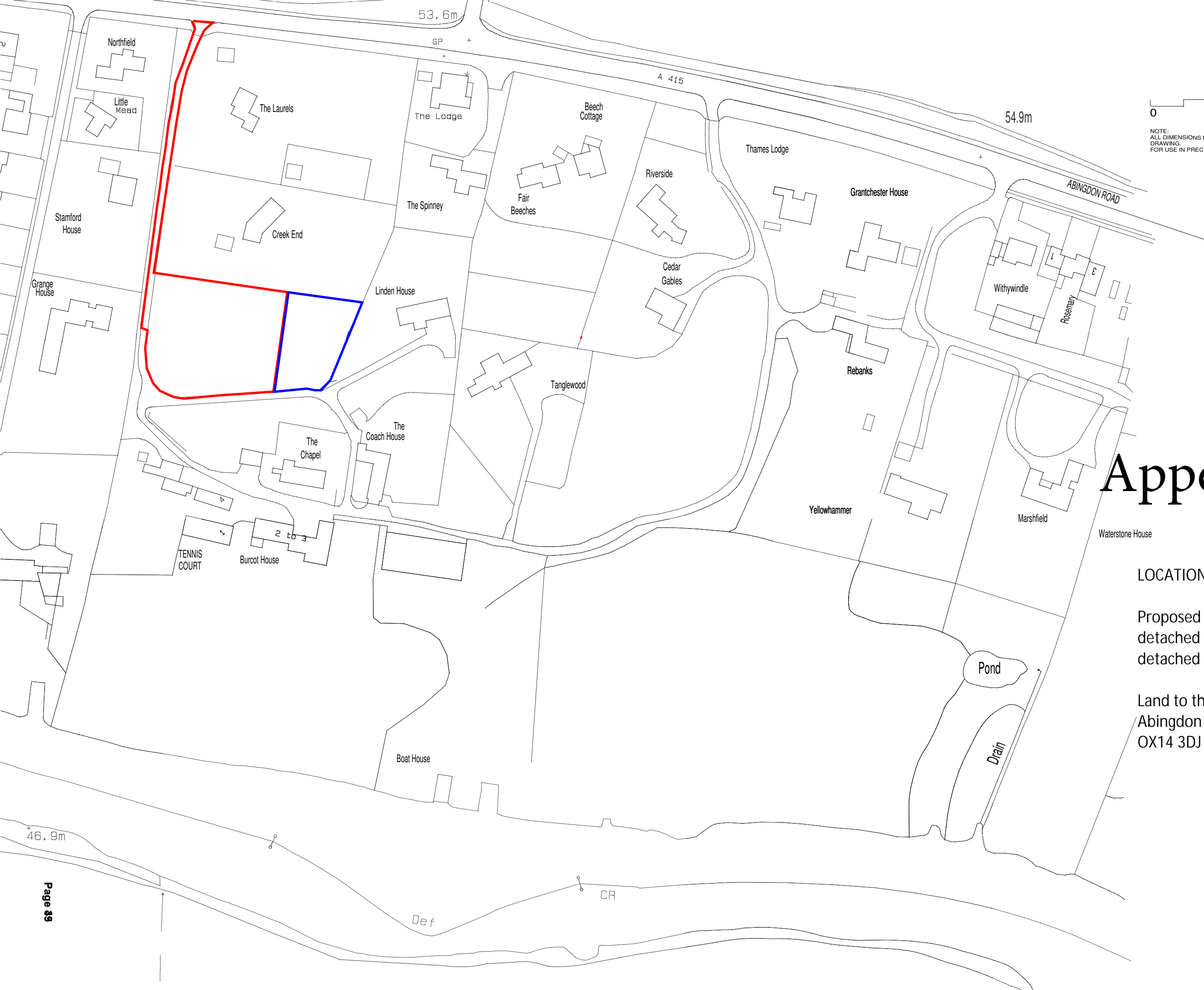
- Details of the species, locations and numbers of all trees, shrubs and hedges to be planted;
- written planting and maintenance specifications;
- Plan showing all trees/hedges to be retained;
- Plan showing all trees/hedges to be removed.

In the event of any of the trees, shrubs or hedges planted as part of the approved scheme dying or being seriously damaged or destroyed within 5 years of the completion of the development, a new tree, shrub or hedge of equivalent number and species, or of a species and number as first approved by the Local Planning Authority, shall be planted and properly maintained in a position or positions first approved in writing by the Local Planning Authority.

Reason: To help to assimilate the development into its surroundings in accordance with Policies CSEN1, and CSQ3 of the South Oxfordshire Core Strategy 2027 and Policies C9, D1 G2, and H4 of the South Oxfordshire Local Plan 2011.

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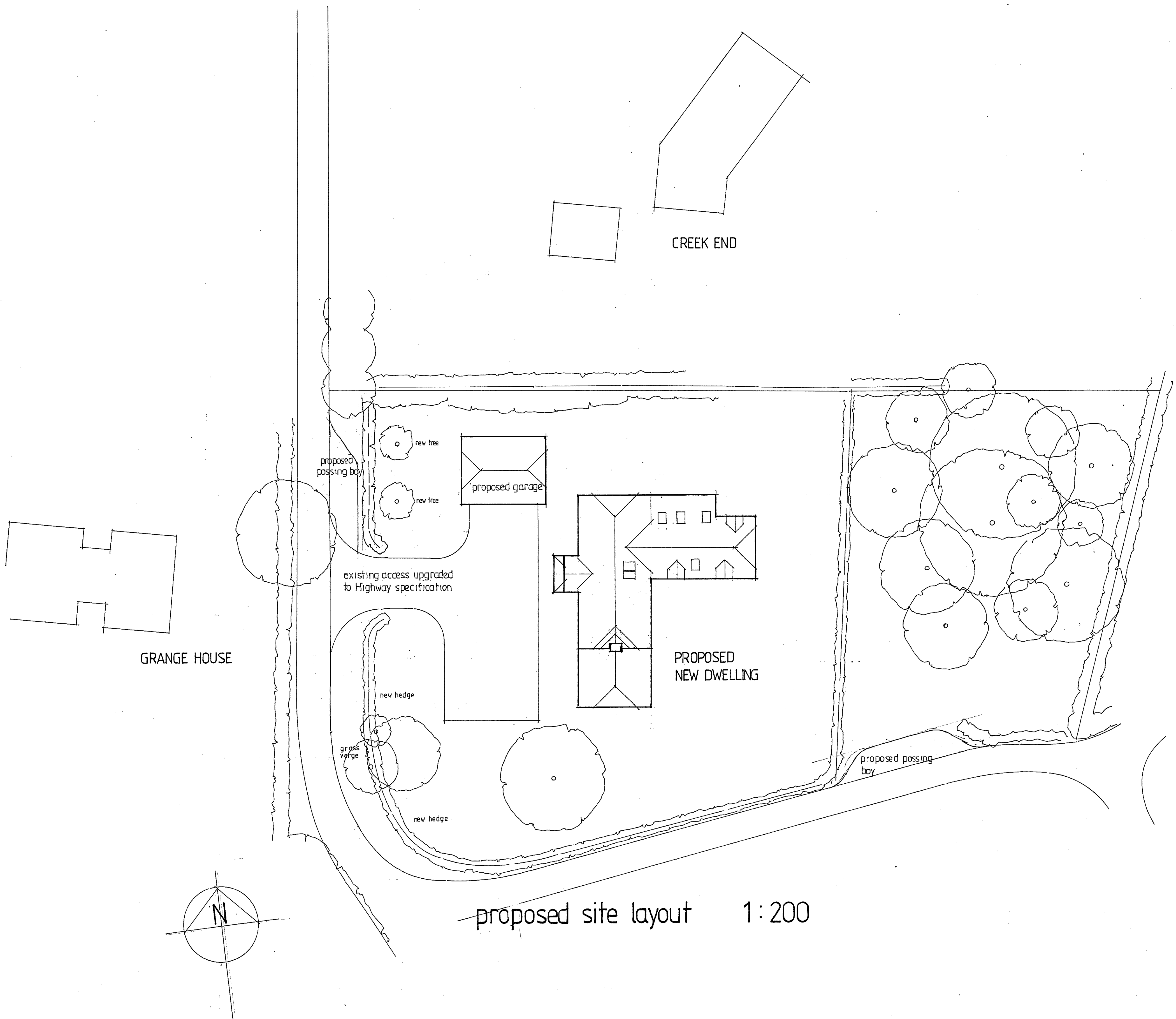
Appendix 1

LOCATION PLAN 1:1250 @ A3

Proposed Erection of a 5 bed detached dwellinghouse and detached garage

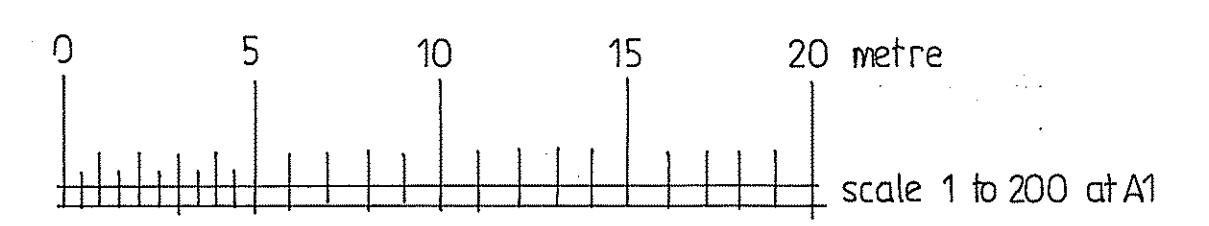
Land to the south of Creek End, Abingdon Road, Burcot, Oxon, OX14 3DJ

rev	date	
A		new trees and hedge shown on drwg
B	03 04 19	passing bay repositioned to north of access . additional passing bay shown.



proposed site layout 1:200

Appendix 2



Any deviation or discrepancy from this drawing must be referred to Architect
 All dimensions to be checked by contractor before commencing works
 Do not scale from drawings for construction
 Copyright reserved

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 Client

MR MULLARD and MRS BRANN
 Site address

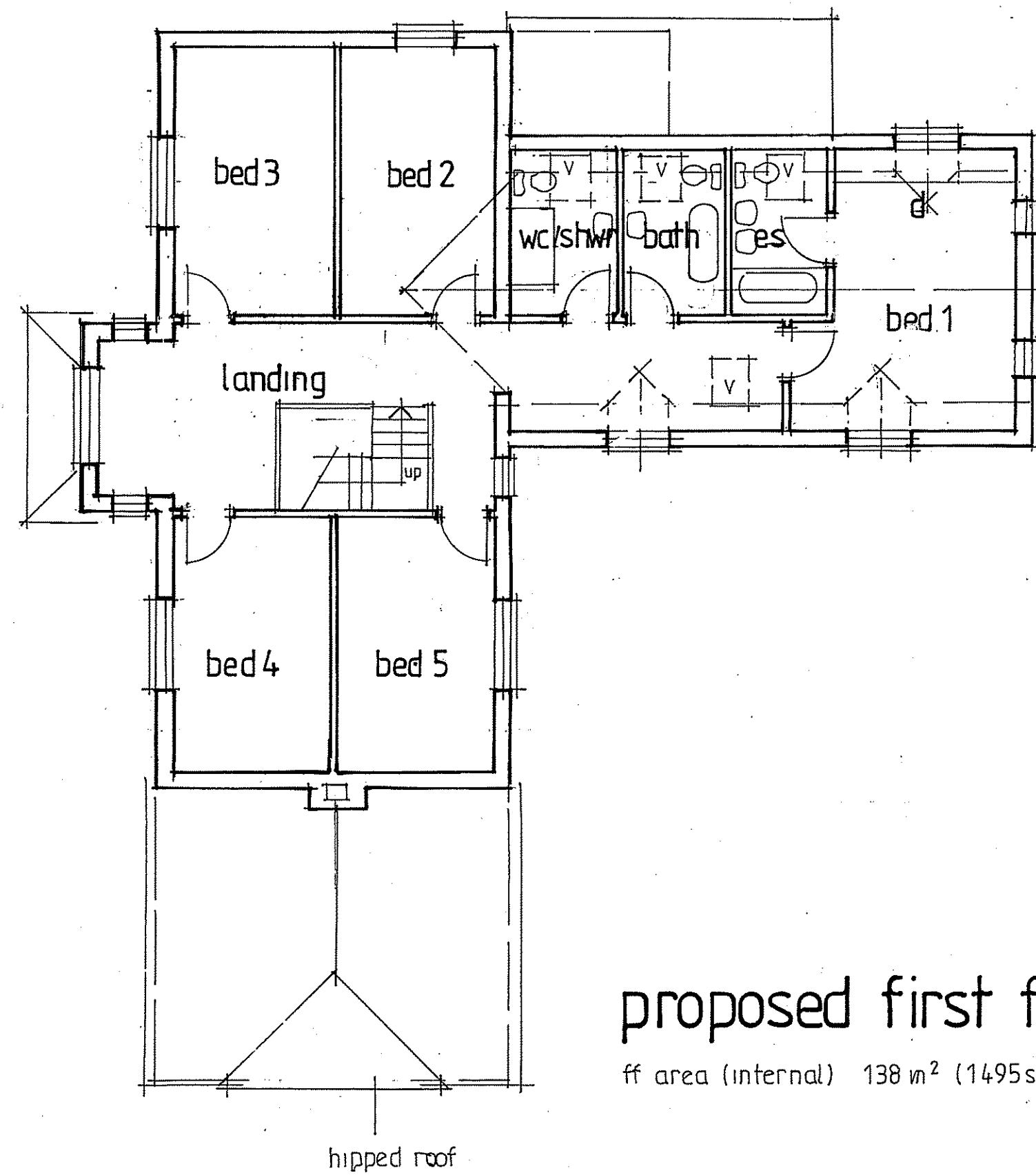
PLOT 3
 LAND TO SOUTH OF CREEK END
 ABINGDON ROAD
 BURCOTT
 OX14 3DJ

Drawing status planning

Proposed dwelling with detached garage

Drawing site layout

Drwg no	Rev	Date
MULLARD / S2 / P / 02	B	October 2017



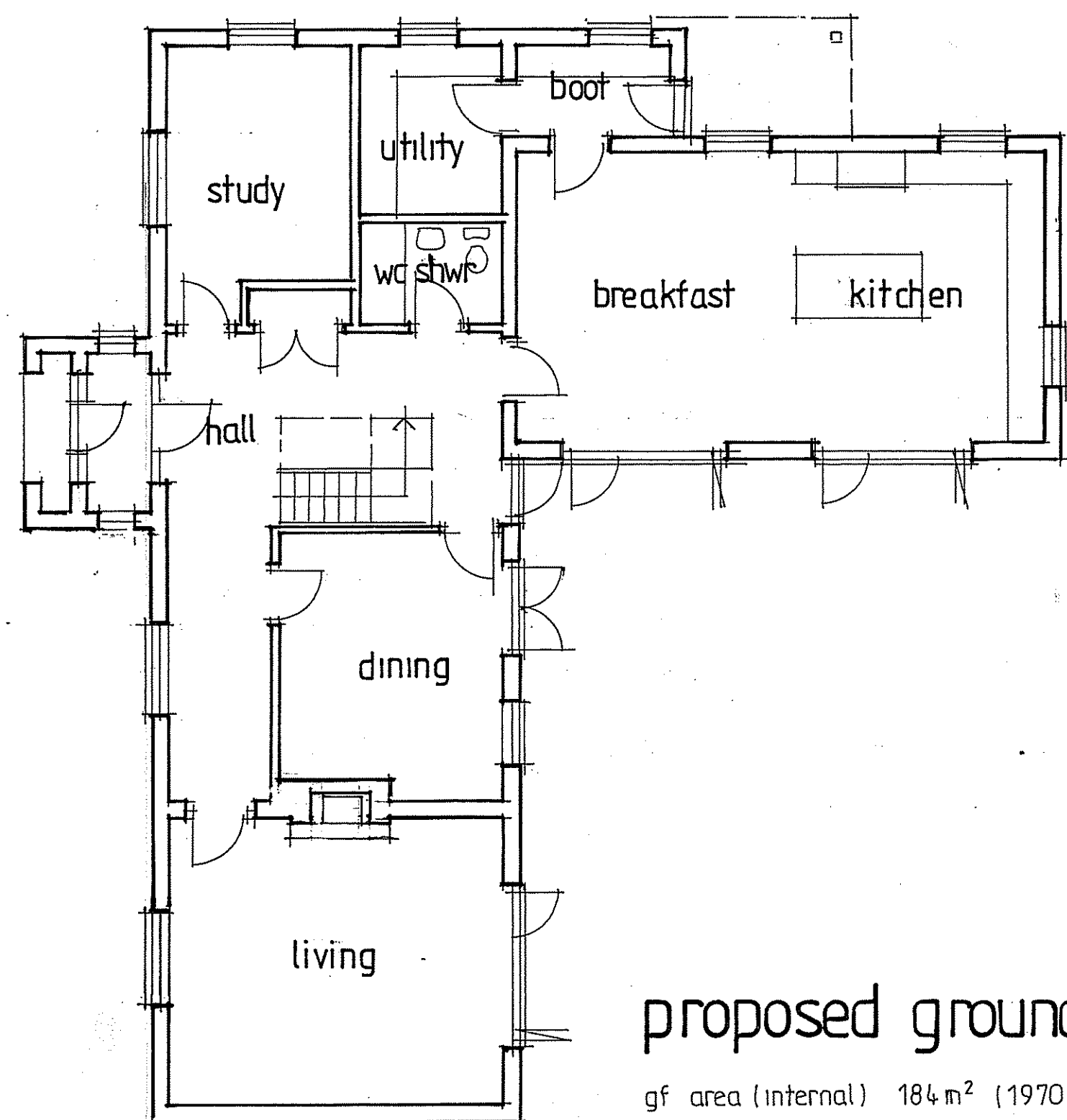
proposed first floor

ff area (internal) 138 m² (1495 sq ft)

hipped roof

rev date

A 08/01/19 side windows to landing added to first floor plan

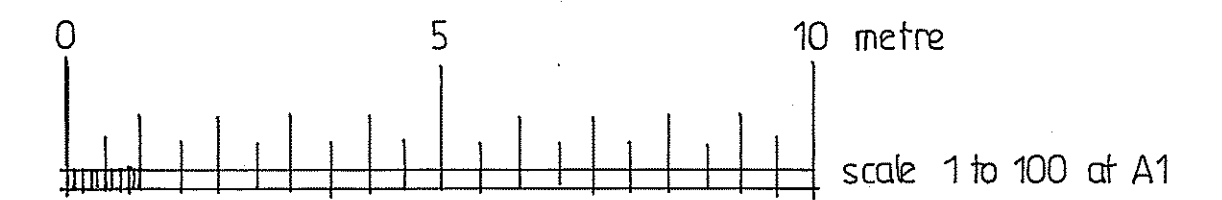
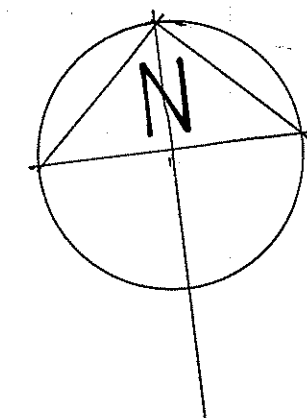


proposed ground floor

gf area (internal) 184 m² (1970 sq ft)

ff area (internal) 138 m² (1495 sq ft)

TOTAL gf plus ff 322 m² (3465 sq ft)



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John F Thornton RIBA ARB

Client

MR MULLARD and MRS BRANN

Site address

PLOT 3

LAND TO SOUTH OF CREEK END

ABINGDON ROAD

BURCOTT

OX14 3DJ

Drawing status planning

Proposed dwelling with detached garage

Drawing ground floor and first floor plans

Dwg no

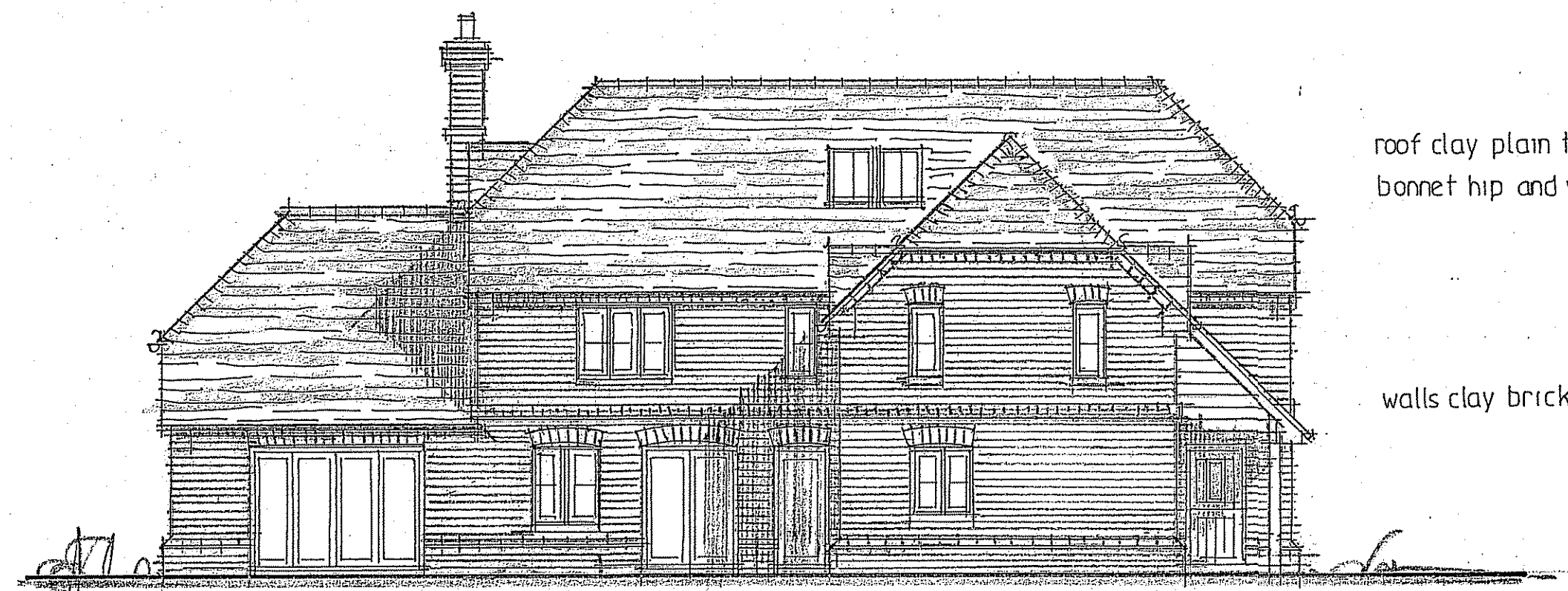
Rev

Date

MULLARD / S2 / P / 03

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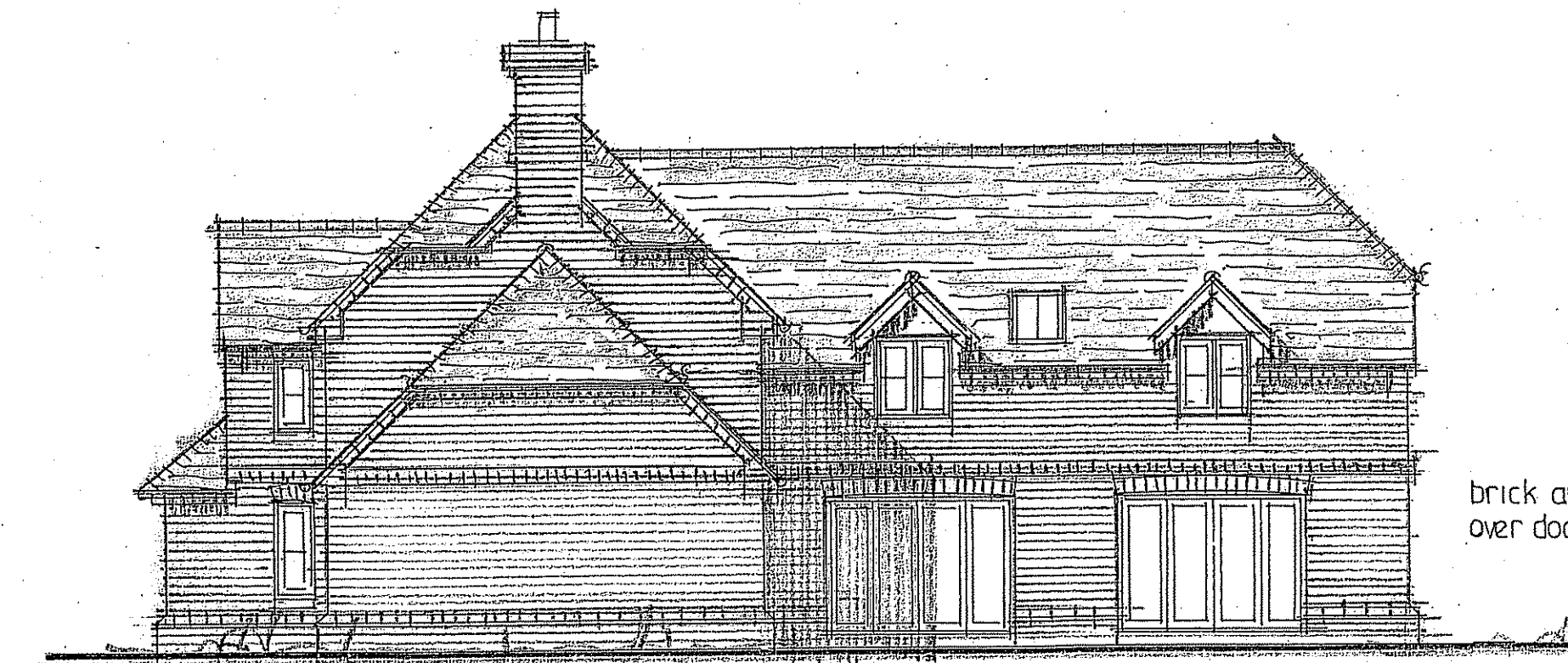
October 2017



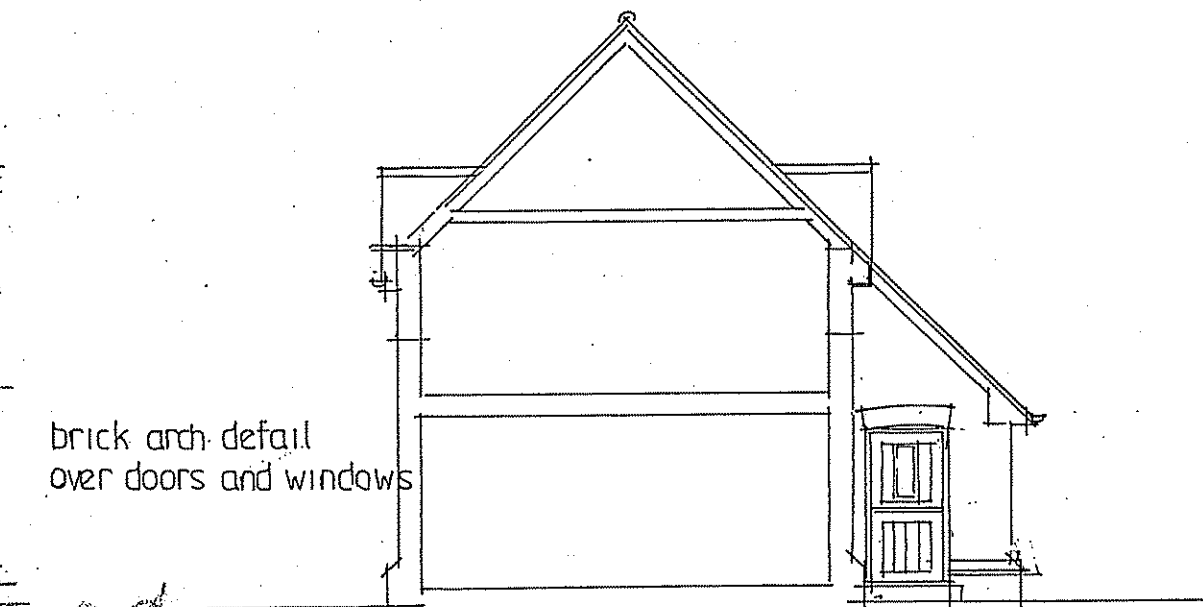
proposed east

roof clay plain tiles
bonnet hip and valley tiles

walls clay brick

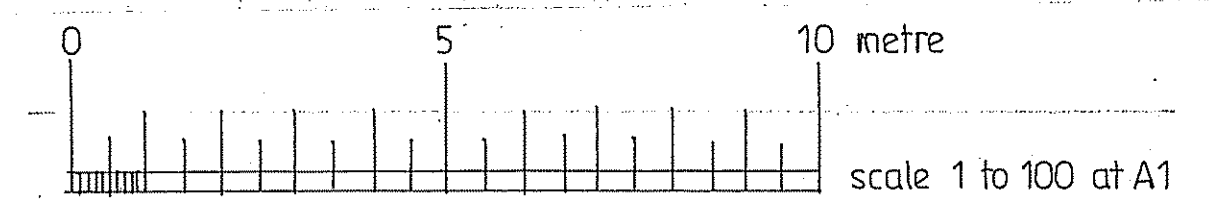


proposed south



section

brick arch detail
over doors and windows



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PLOT 3
LAND TO SOUTH OF CREEK END
ABINGTON ROAD
BURCOTT
OX14 3DJ

Drawing status planning

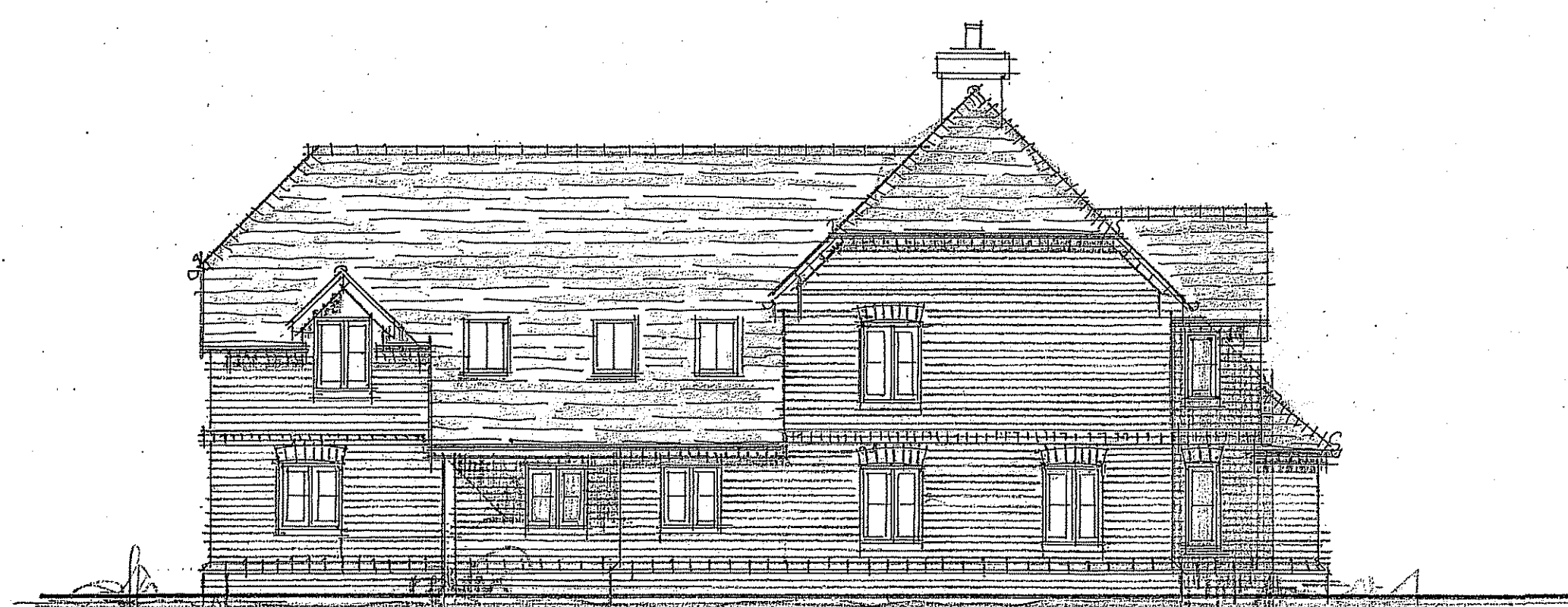
Proposed dwelling with detached garage

Drawing elevations

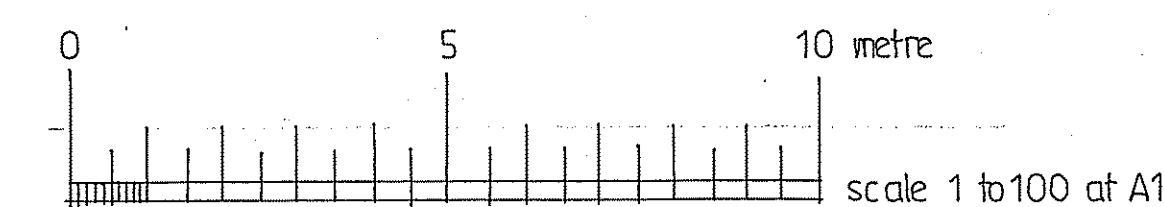
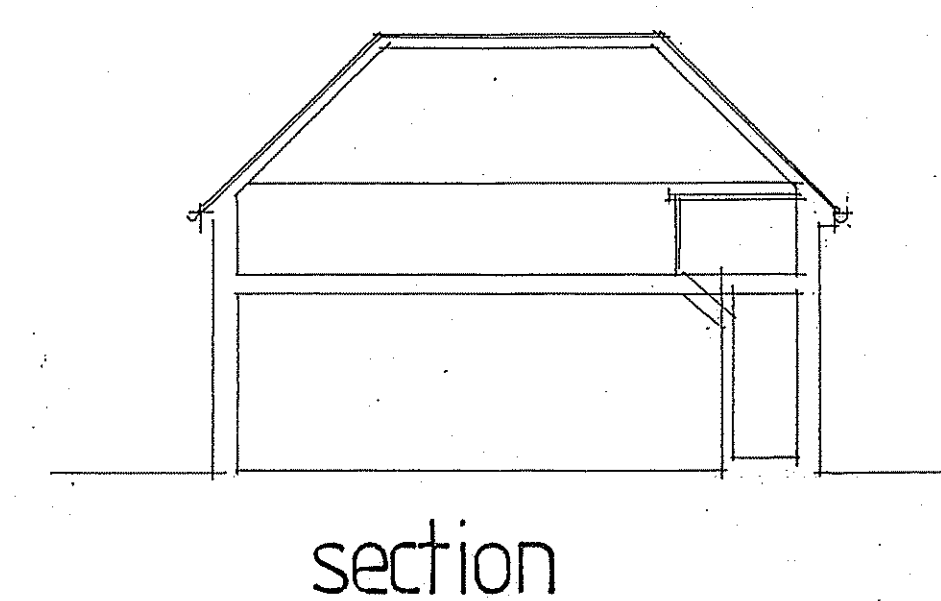
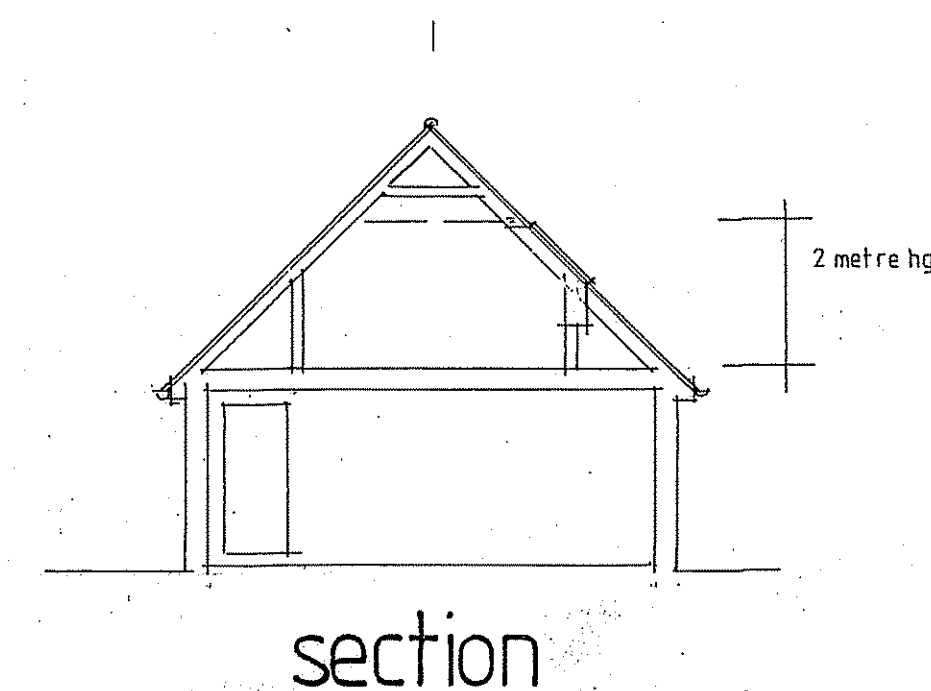
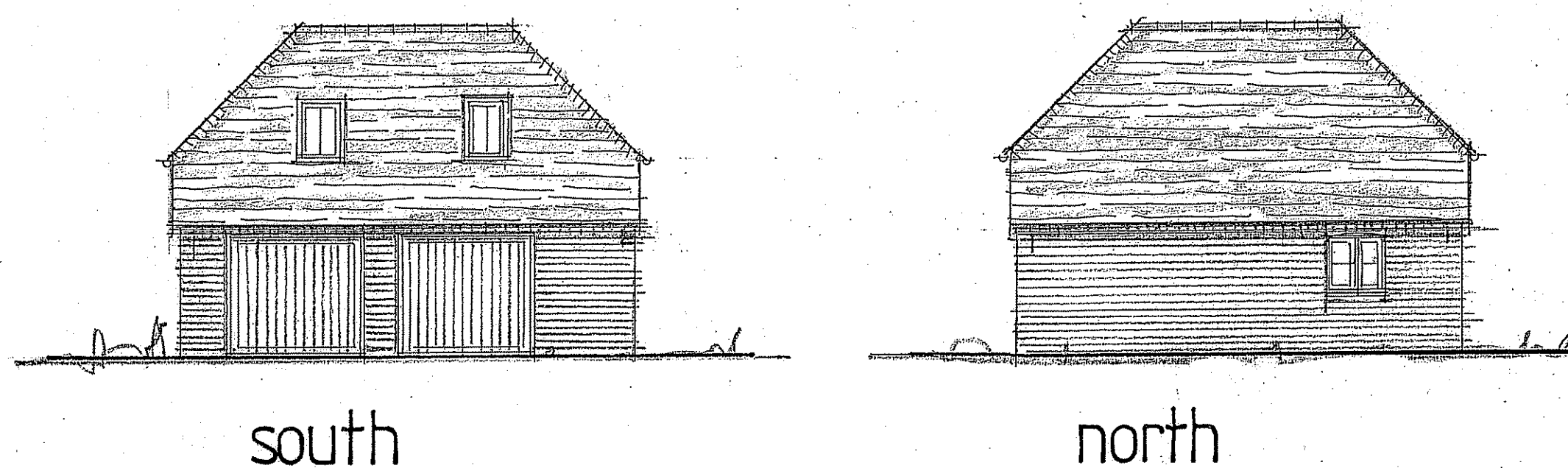
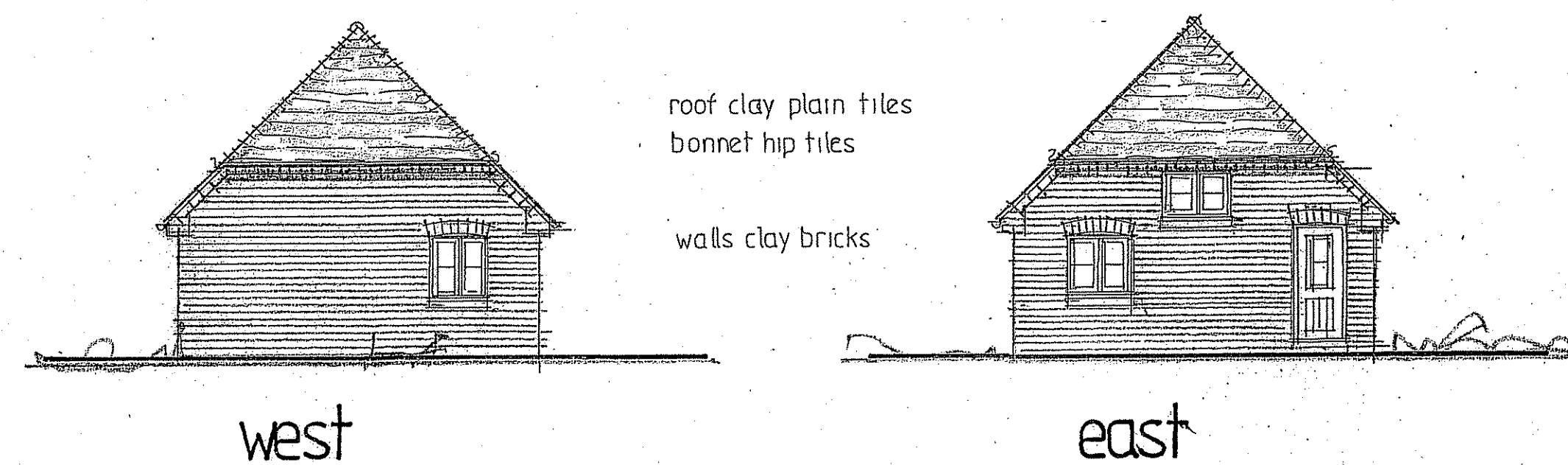
Drwg no Rev Date
MULLARD / S2 / P1 / 04 October 2017



proposed west



proposed north



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PLOT 3
LAND TO SOUTH OF CREEK END
ABINGDON ROAD
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OX14 3DJ

Drawing status planning

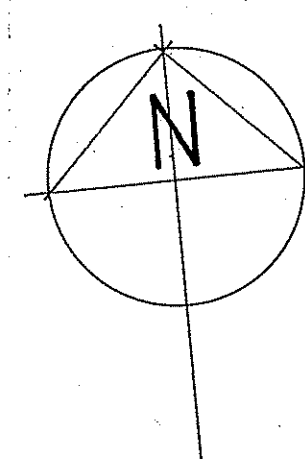
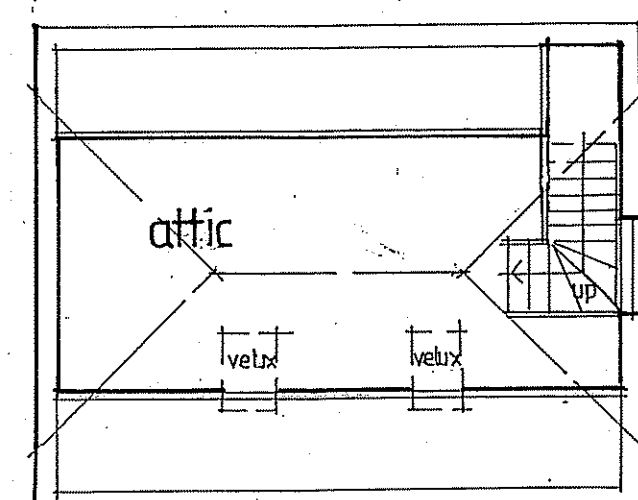
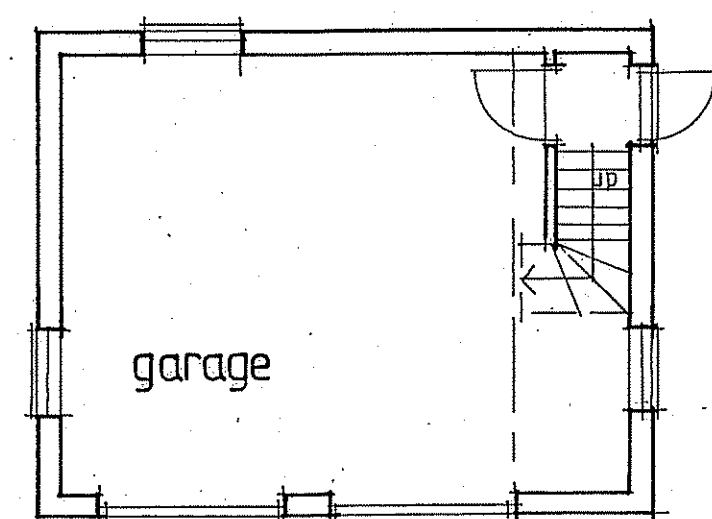
Proposed dwelling with detached garage

Drawing detached garage floor plans, elevations
sections

Dwg no
MULLARD / S2 / P / 05

Rev

Date
October 2017



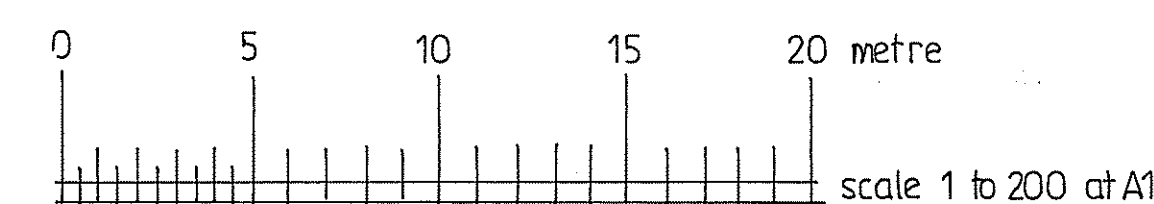
ground

attic

proposed detached garage

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rev	date
A	new trees and hedge shown on drwg
B	03.04.19 passing bay repositioned to north of access, additional passing bay shown.
C	27.08.2020 new dwelling footprint/reposition on site (to east) to fall outside the 10 metre zone of drainage mound
D	29.10.2020 3no cyprus trees indicated



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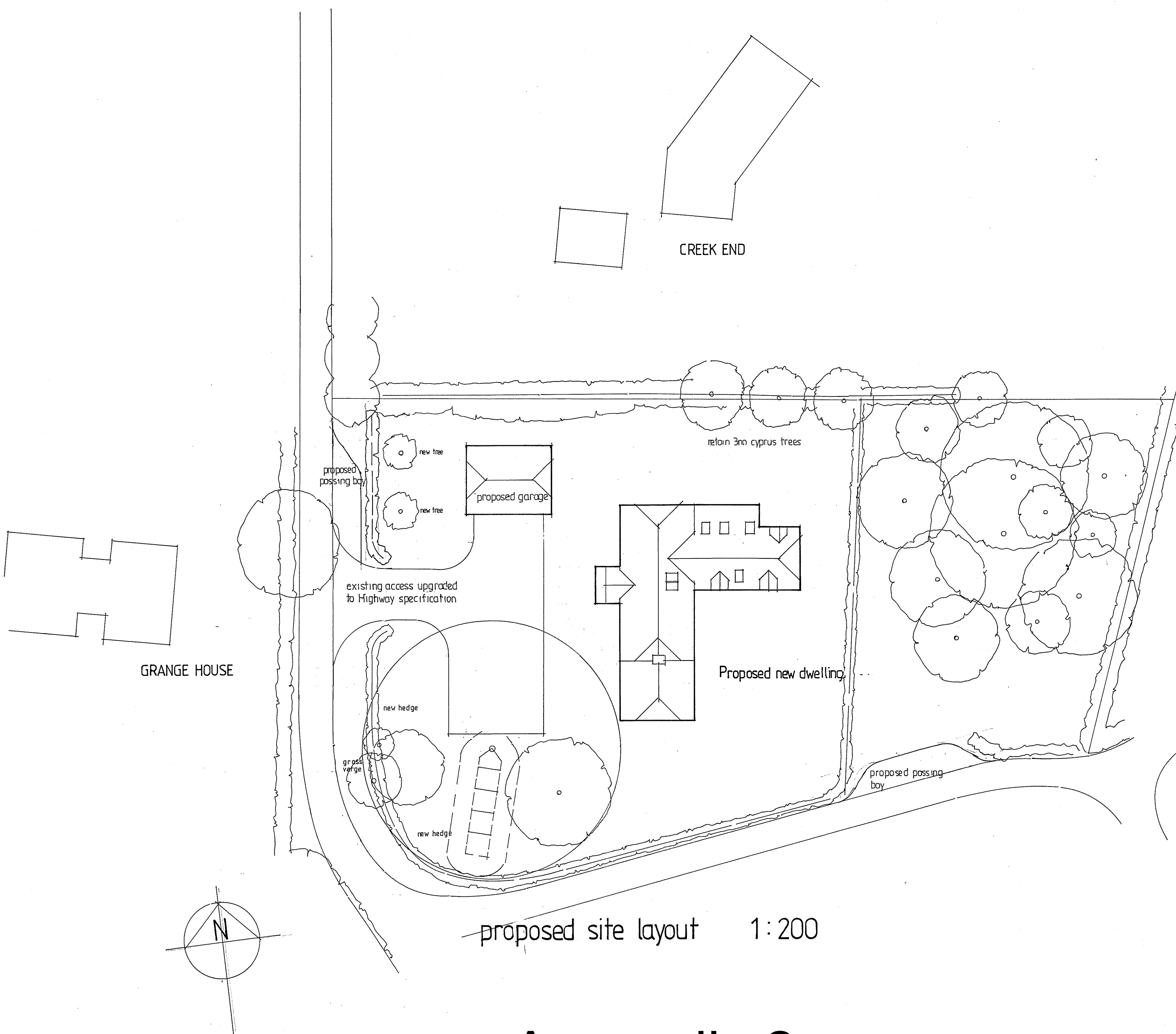
PLOT 3
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Drawing status planning

Proposed dwelling with detached garage

Drawing site layout

Drwg no	Rev	Date
MULLARD / S2 / P / 02	D	October 2017



Appendix 2

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