

# Land North of Station Road, Bletchington

**14/01141/REM**

**Ward:** Kirtlington

**District Councillor:** Cllr Holland

**Case Officer:** Paul Ihringer

**Recommendation:** Approval

**Applicant:** Duchy of Cornwall

**Application Description:** 40 market and 18 affordable dwellings, shop, new accesses and ancillary development.

**Committee Referral:** Major

**Committee Date:** 27<sup>th</sup> November 2014

## 1. Site Description and Proposed Development

- 1.1 The application site occupies part of a field just beyond Bletchington's north western boundary. Roughly rectangular in shape the site is largely flat although the land does start to fall away in the north-western corner. The only other features of note are two barns in the south west corner and a footpath which cuts diagonally across the site. A large part of the southern edge of the site abuts the B4027 (Station Road), the main road running through the village. Unlike most of the rest of Bletchington the proposed development would lie outside the designated Oxford Green Belt. A small part of the planned eastern access into the site falls inside the Bletchington Conservation Area.
- 1.2 Outline planning permission (all matters reserved) was granted last year for the erection of a primary school with playing field, village hall, village shop, 18 affordable house and 40 open market houses (planning permission 13/00004/OUT refers). This permission, which represented a departure from policy, was the result of extensive negotiations between a number of interested stakeholders whose main objective was the provision of a new primary school and village hall. Since establishing the principle of development a full planning application, 13/00833/F, has been given approval for the construction of the school and village hall. Given the pressure to deliver the school in readiness for the next academic year, building work is well under way.
- 1.3 This reserved matters application seeks permission for the proposed housing, a new shop (the Duchy have come to an agreement with the Co-operative) new accesses and other ancillary development. The housing would be constructed largely out of random or coursed limestone with some rendered elements. Natural slate, split stone or slate and plain clay tiles would be used to cover the roofs.
- 1.4 The site layout has amended quite significantly since the outline application was considered, influenced by officer advice, but perhaps more significantly by the decision not to proceed with a footpath diversion order for the path referred to previously. The majority of the housing is centred on two courtyards, the smaller of which fronts on to Station Road and contains the shop. The northern edge of the site is made up of four terraces (one of is in the form a crescent)

and a detached property. A play area is located to the north east of the school and is overlooked to the east by a detached house and terrace of four properties. Following negative feedback from the Highways Authority there will be only two vehicular accesses into the site, one from Station Road (between the school and the shop) and a second entrance on to Springwell Hill (approved as part of 13/00833/F).

## **2. Application Publicity**

2.1 The application has been advertised by way of neighbour letter, site notice and press notice. The final date for comment was the 7<sup>th</sup> August 2014.

1 letter has been received. The following issues were raised

Material planning comments:

- Loss of privacy
- Footpath users' safety would be compromised by the need to cross roads

Non material comments:

- Anti-social behaviour
- Loss of play area
- Lack of green space
- School closed to the public

## **3. Consultations**

3.1 **Bletchingdon Parish Council:** "Bletchingdon Parish Council fully supports this application".

### **Cherwell District Council Consultees**

3.2 **Conservation Officer:** Comments as follows:

"This is a comprehensive scheme for the site on the north side of Station Road which forms part of the western gateway to Bletchingdon village.

"The scheme takes strong influence from the Cotswold market towns such as Burford. The farming history of the central Cotswolds and the area close to the Cherwell are similar but not identical and as a consequence the central Cotswold area became far richer and at an earlier time. This is reflected in the architectural detailing to a certain degree so that the ornateness of the market town architecture is not reflected in the more simple detailing of the Cherwell valley and environs. Thus although this is a very visually pleasing scheme it is a little too rich on detail when compared with the local architecture it is supposed to be mirroring. That said the scheme has gone through various iterations and is now a far better scheme than when first envisaged.

"In my view there are a small number of tweaks which would enhance the scheme for the residents such as the addition of stair casement windows in properties GT04, GT05, SC01 and SC06 which have blind projecting stair

turrets to the rear and I would very much prefer Dell Cottage DC04 to have its front door on the roadside elevation (as for DC01, DC02 & DC03).”

3.3 **Housing Officer:** No comments

3.4 **Environmental Protection Officer:** Comments as follows:

“It is noted there is still pre-commencement works required in support of recommended conditions relating to land contamination for 13/00004/OUT. I have no objections to this application.”

3.5 **Landscape Officer:** Comments as follows:

“I am disappointed that planting on the northern boundary isn't more substantial. Trees in gardens can easily be removed. There is no guarantee that there will be garden planting by householders. The native species hedge to the northern boundary mentioned in the Landscape design supporting statement is very short in length, almost non-existent. A hedge is needed for the entire length. Unfortunately the space wasting car parking layout results in little room for the hedge.

“Trees should a minimum of 5m apart depending on species. Some trees should be planted in groups of 3 with one potentially large long lived tree and a couple of smaller short lived ones. Natives should be planted on the site periphery.

“All trees planted in hard surfaces need constructed planting pits to direct root growth downwards and to prevent long term lifting of the surfaces. All large trees planted within 5m of hard surfaces and all small trees planted within 3m need rootbarriers.

“Although I can see some argument for concealing the parking at the rear of buildings, the parking courts take up a huge amount of space as they have to duplicate access, leaving tiny gardens. In addition many of the parking spaces take up a large amount of what are already small back gardens.

“There has been very little change to the layout which is in my view leaves potential residents with tiny gardens which contain a parked car. I cannot see anyone wanting to park their car in their garden so they will be parked on the street regardless.”

3.6 **Ecology Officer:** Comments as follows:

“I have had a look at the amended masterplan (was there anything else I should be looking at for REM?), from an ecological point of view there are some good features – the wildflower meadow and small areas of woodland planting to the north. My main comment however would be that the hedgerows to the North and West look as if they are planned to be quite insubstantial and are very squeezed with no buffers pictured. I appreciate it is difficult to tell exactly from drawings of vegetation however to be of most value to wildlife as a corridor to move around the development and as a habitat a buffer should be accommodated, preferably a couple of metres of rough grass either side. The plan shows car parking and hard standing

abutting in some places. In other areas the hedgerows are bordered by gardens where maintenance will likely fall to the home owner? who may remove it or any trees, this is something that needs to be considered.

“The green and the other two areas of grass to the North East of the school would be further good opportunities to add additional planting or areas of wildflower meadow, as it stands they are a bit ecologically bland.”

## **Oxfordshire County Council Consultees**

### **3.7 Highways Liaison Officer: Comments as follows:**

“Drawing numbers X-212655/200 P2, X-212655/201 and X-212655/202 P2, are marked “DO NOT SCALE”. These drawings present the proposed highways layout, adoption plan and parking layout respectively. It is not therefore possible to determine the various dimensions of the highways proposals for this development such as road and access widths and parking space dimensions. In addition, the highways layout drawing (X-212655/200 P2) does not demonstrate visibility splays at the site access points to the road network. Drawings which can be scaled and which demonstrate suitable visibility splays are required.

“The Highways Layout, Parking and Adoption Plan drawings include the school and village hall within the red line area but no highways or parking details are shown. This will need to be clarified.

“The Quantum of parking provision for the residential part of the development is in accordance with OCC standards. However, a number of spaces are labelled “SPACE TBC – MAY BE IN BACK GARDENS OR IN PARKING COURT” the location of these spaces and whether they are to be allocated or unallocated would need to be confirmed before OCC can comment on their suitability.

“The parking spaces labelled “SPACES FOR SHOP” together with the traffic calming and zebra crossing proposals on the B4027 Station Road are outside the red line area and would therefore need to be the subject of a separate Section 278 agreement rather than part of this reserved matters application.

“There are five parking spaces labelled “SPACES FOR SHOP” within the red line towards the northern part of the site, two of which are disabled. The location of these spaces does not appear convenient for users of the shop, especially disabled users.

### **Rights of Way**

“Bletchington Public footpath 1 is well provided for within this application. The footpath forms a spine through the development and is intended to be provided with a gravel surface.

“Whilst there are no objections to a surfaced path, it would be preferable that the maintenance of the surface of the route was not held with the OCC countryside access team. The reasoning behind this is that currently the route is across an arable field. The change to a surfaced path within a new

development will mean an increase in use and therefore increased maintenance costs where there was none before.

### **Travel Plan**

“The size of the residential element of this development would not normally trigger a requirement for developing a residential travel plan. However, one was submitted and commented on at the outline planning stage. It is believed that this was done because the Duchy of Cornwall is keen for this development to be made as sustainable as is possible and that having a travel plan for the residential element of the site would be beneficial for supporting and encouraging sustainable travel to and from the site. OCC made a number of comments on the travel plan but these do not seem to have found their way into the decision notice. These are still valid and it might be useful if they could be passed to the developer for consideration. For the sake of completeness these comments are set out below.

- *Please amend the Contents page so every section is not listed as being on Page 1.*
- *Once the Travel Plan Co-ordinator has been identified, can the details (name, contact number/ email) be sent to the Travel Plan Team at Oxfordshire County Council?*
- *Oxfordshire Car Share has now been rebranded to Oxfordshire Lift Share due to some confusion over the interpretation of the name. Can any references to Oxfordshire Car Share please be amended?*
- *Another way to try to encourage a reduction in single occupancy vehicle use is the home-working and the availability of broadband in the area. May be this could be explored by the Travel Plan Co-ordinator and promoted (if necessary) to the residents.*
- *Just for clarification could any short references to National Cycle Route 51 be changed from NR51 TO NCR51.*
- *There is concern about the proximity of the café and village hall to the School. What will the impact of the traffic coming from these buildings be on the area, especially during the ‘pick up’ and ‘drop off’ times for the primary school, and if the village hall is going to be partly used as a pre-school.*
- *Will any cycle parking be provided at the Primary School?*
- *A ‘Drop Off Zone’ for the primary school has been mentioned. Where will this be situated?*
- *Will there only be one access to the primary school. There is concern that if there is only one, a traffic pinch point will be created in mainly one area near to the school creating a potential safety hazard for pupils entering and leaving the school site.*
- *How will parking on the surrounding roads and Sands Close be discouraged? Typically parents who drive their children to school will try to park as near as possible to the site, especially if the nearby car park is full. We try to discourage parking on roads / streets around the school as it can potentially cause a safety hazard for children and residents of surrounding streets can find the extra parking a nuisance.*
- *The layout of the designated car park near to the school suggests that there will be a certain amount of manoeuvring to get in and out,*

*especially if it gets full. Can the layout please be explained in more detail as there is concern that if parents wanting to drop off or pick up their children feel that it is complicated to park in the designated car park; they will be more inclined to park on the surrounding streets?*

- *Bletchington Primary's School Travel Plan is included as Appendix H of the TA. This Travel plan was put together in 2008 and so a lot of the targets and actions are now out of date. I would like to see an updated one which contains current figures, actions etc., which also mentions the relocation of the school. This should then to be updated again once the site has been occupied in the new location. It is of note that the original School Travel Plan identified a strong desire amongst parents and pupils to increase cycling levels to school, and this aspiration should be considered in light of the proposed new/replacement school location.*

“Because it has been some time, November 2012, since the travel plan was developed it does not now meet the OCC Travel Plan Guidance that was adopted by cabinet in March 2014. If the developer wants the Travel Plan to meet the current guidance it will need some further work.

“Areas that would need attention would include:

- updating the census information used for setting the commuting mode split from 2001 to 2011
- further development of the targets and associated actions to make them SMARTer
- further details of when it is anticipated that the first baseline survey will be carried out.

“Additionally if it was thought that the Travel Plan Team at OCC had a role to play in monitoring the Travel Plan for a period of 5 years after 100% occupation of the site then a monitoring fee of £1240 would be required.

“In this case this would be a matter for the developer to decide because, as already noted, the number of dwellings proposed as part of this development would not normally trigger the need for a Travel Plan. The requirement for the site would normally be a Travel Plan Statement and Travel Information Pack for each household.”

## **Other Consultees**

### **3.8 Thames Water:** Comments as follows:

“An impact study is currently being undertaken to determine the effect of the proposed development on the receiving foul network. Until the study has been completed, Thames Water will be unable to comment on the development's drainage strategy.”

### **3.9 Environment Agency:** Holding objection until acceptable flood risk assessment provided

### 3.10 Police Architectural Liaison Officer: Comments as follows:

There are two issues on the Location Plan No.160 SK03

#### 1. Rear Courtyard The Dell Terraces

There are two entrance/exit points.

In Line with Safer Places, The Planning system and crime prevention: In order to give better opportunity to create 'defensible space' and Fewer routes for criminals to escape along.

The entrance/exit to the west of this rear parking courtyard should be removed by extending the garden from the most Southern West terrace cottages and the most western South Crescent terrace to close the gap.

#### 2. The Court parking courtyard

There is a 'footpath' leading no-where to the top northeast of this courtyard which ends at a fence.

In Line with Safer places 'Crime and anti-social behaviour are more likely to occur if the way spaces are laid out allow criminals to move around and operate undetected'

The footpath should be removed by extending the garden of the end of the most northern terrace home to fill the gap to the end of the building line of the corner plot. (This would give them space for a shed?)

## 4. Relevant National and Local Policy and Guidance

### 4.1 Development Plan Policy

Adopted Cherwell Local Plan (Saved Policies)

H6: Rural exception sites

C2: Development affecting protected species

C4 Creation of new habitats

C7: Landscape conservation

C27: Development in villages to respect historic settlement pattern

C28: Layout, design and external appearance of new development

C30: Design of new residential development

C31: Compatibility of proposals in residential areas

C32: Provision of facilities for disabled people

R12: Provision of public open space in association with new residential development

ENV12: Contaminated land

S28: Proposals for small shops and extensions to existing shops outside Banbury, Bicester and Kidlington shopping centres

### 4.2 Other Material Policy and Guidance

National Planning Policy Framework

## Planning Practice Guidance

### Submission Cherwell Local Plan (January 2014)

The Proposed Submission Local Plan was published for public consultation in August 2012. A further consultation on Proposed Changes to the draft plan was undertaken from March to May 2013. On 7 October 2013, the Draft Submission Plan was approved by the Council's Executive. The Plan was endorsed at Full Council on 21 October 2013 as the Submission Local Plan.

The Plan has now been formally 'Submitted' to the Secretary of State for Communities and Local Government for Examination. However, it will not form part of the statutory Development Plan until the Examination process is complete and the Plan is formally adopted by the Council. The following Policies are considered to be relevant:

Policy villages 2: Distributing growth across the rural areas  
Policy villages 3: Rural exception sites  
ESD 13: Local Landscape Protection and Enhancement

## 5. Appraisal

5.1 The key issues for consideration in this application are:

- Background
- Design/Layout
- Neighbour Impact
- Affordable Housing
- Landscape
- Highway Safety/Parking
- Other Matters

### **Background**

5.2 Members are normally only required to consider outline applications for major developments. The subsequent reserved matters applications are invariably dealt with by officers under delegated powers. However, given the unusual nature of the proposed design it was felt that it was appropriate to put the scheme before Members to ensure that they were content with what was ultimately submitted by the applicant.

### **Design/Layout**

5.3 Although all matters were reserved at the outline stage, the Council's Urban Designer expressed a number of concerns about both the indicative site layout and the design concept set out in the masterplan. In particular, it was felt that the proposed housing did not sufficiently respect the local vernacular. As the Conservation Officer observes the design was inspired by the arts and crafts movement which strongly influenced the morphology of many Cotswold market towns at the end of the nineteenth century. Although there are examples in the village, Bletchington has a more varied architectural history.



- 5.4 The most notable shortcoming with the layout was the use of rear courtyards to accommodate most of the parking. The Police Architectural Liaison Officer echoed the Urban Designer's reservation that such arrangements have a reputation of promoting crime and anti-social behaviour with the lack of active frontages and exposed rear garden boundaries.
- 5.5 After the approval of the school and the village hall late last year, officers have held lengthy discussions with the applicant's architect to find an acceptable compromise. One of the layout quandaries was resolved as a consequence following a decision not to divert the line of the footpath. As a result the play area benefits from good surveillance from a number of properties.
- 5.6 Following an initial round of changes, some of the more questionable elements which were considered to be most alien were either removed or amended. It was, however, clear that the architect was not going to acquiesce to all of the revisions sought by the Urban Designer and Conservation Officer. Most notably whilst changes have been made to the courtyards, they remain an integral feature of the finished design. Although the current Police Architectural Liaison Officer reiterates the concerns of her former colleague, it is recognised that crime, as a result of this development, is less likely to be a problem in a small village such as Bletchington. The applicant's agent has previously argued that Poundbury, which has a similar design rationale, has not experienced disproportionately high problems with crime or anti-social behaviour.
- 5.7 Although the Council's design team were prepared to concede ground on this point other revisions sought were non-negotiable. The single most important requirement was how the development fronted on to Station Road. The Urban Designer was of the opinion that 'The Court', which incorporates the proposed shop, *turned its back* on the rest of the village. Although not as radical as the Urban Designer would have liked the architect simplified the roof arrangement and reduced the massing of the shop/flats. Whilst the number of openings facing Station Road had not increased they are more evenly positioned along this elevation.
- 5.8 The same accusation, about a lack of an active frontage, was levelled at the opposite side of The Court. The Conservation Officer felt that the introduction of two first floor flats either side of the main entrance successfully addressed this issue. The final requirement was the repositioning of one of the two detached feature properties, which the Conservation Officer felt was unfortunately sited in the north east corner of the site. The architect did not raise an objection to this proposed modification and felt that the resultant changes to the layout were a notable improvement to the overall design.
- 5.9 Notwithstanding all the amendments made, whilst there are elements that are found locally, the proposal is still, as the Conservation Officer argues, more akin to Burford than Bletchington.
- 5.10 When assessing the design against policy as with all development, the NPPF, places *great importance* on high quality inclusive design. However of particular relevance to this case, Paragraph 60 states the following:

*Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.*

- 5.11 As with other guidance in the NPPF, this design advice does not provide a clear steer for decision makers. The initial latitude offered to developers is immediately contradicted by the more conservative approach of the second sentence. It is concluded that a reasonable interpretation of this guidance is that providing the design of a scheme is of a sufficiently high quality and does not cause harm to the existing natural and built environments then the fact that it is 'different' should not necessarily make it unacceptable.
- 5.12 Although a small part of the site lies inside the Bletchingdon Conservation Area, the properties on the opposite side of the road are mainly made up of former council houses. It is not, therefore, a particularly sensitive part of the built environment. Whilst the development would be very exposed when viewed from vantage points to the north near Kirtlington, the proposed development would not be seen against the backdrop of the village. This edge of the development has also been carefully designed to limit the height of the buildings located in close proximity to this boundary.
- 5.13 Whilst another developer may have been willing to make all the compromises necessary to appease the Council's design team, it is improbable that they would have been willing to match the build quality of what is being proposed. It is therefore also unlikely that the approval of this scheme would set a precedent that it is likely to be replicated elsewhere in the district.
- 5.14 Officers are of the opinion that the amendments made during the application process are sufficient for officers to conclude that the design complies with the Government guidance set out in the NPPF as well as Policies C27 and C28 of the adopted Cherwell Local Plan (CLP). The development will also not harm the character and appearance of the Bletchingdon Conservation.

#### **Neighbour Impact**

- 5.15 Whilst the one objector to the proposal may lose their view, officers are satisfied that there would be no loss of amenity experienced by future residents or those people living in the properties surrounding the site as the development conforms to the standards set out in the Council's *Home Extensions and Alterations Design Guide*. Officers are further satisfied that no residents would be unduly affected by the shop or the previously approved school and village hall. The proposal therefore accords with Policies C30 and C31 of the CLP.

#### **Affordable Housing**

- 5.16 The affordable housing is clustered in groups throughout the site and has changed following the final amendments to the scheme. The registered provider who was going to take on the housing has unfortunately pulled out. Although they suggested that the proposed units were too large and therefore too expensive, their withdrawal from the scheme had more to do with a change in corporate direction. The Council's Housing Strategy Officer is nonetheless concerned that the applicant will find it difficult to find an alternative registered

provider. The applicant has indicated that if necessary they are willing to take on the administration of the affordable housing themselves.

### **Landscape**

- 5.17 There is a relatively strong difference of opinion between the Council's Landscape Officer and the applicant's landscape consultant. Whilst the Landscape Officer would like to see the development better screened from the north, the landscape consultant believes that a less substantial softer screen is required. Given the limited space available, it is unlikely that the tree planting could be strengthened any more than shown and even new planting was added the development is going to remain very prominent when viewed from the north.
- 5.18 The Landscape Officer's negative response is partly informed by an apparent absence of a hedge along the length of the northern boundary. However, although the printed version of the landscape plan only shows a small section of hedging, the electronic version shows a much more substantial hedgerow (there is evidently a problem with the electronic file). It is therefore concluded that providing a corrected version of the landscape plan is provided, which also takes into account the comments made by the Ecology Officer, that the proposal accords with Policy C28 of the CLP as well as Government guidance contained within the NPPF.

### **Highway Safety/Parking**

- 5.19 At the time of writing the Highways Liaison Officer was considering a revision to the vision splay and more clarity on the parking arrangement as well as addressing other points raised by the Highways Liaison Officer. Officers are satisfied that none of the issues pose a serious obstacle to the positive determination of the application. As the Travel Plan is a desirable rather than an essential, the monitoring fee sought by the county would be difficult to justify, particularly as the S106 has already been signed. Based on this assessment it is concluded that the development accords with the relevant guidance contained within the NPPF.

### **Other Matters**

- 5.20 Although the site lies inside a flood zone 1, the Environment Agency still require an acceptable flood risk assessment before they will withdraw their holding objection. Thames Water has also confirmed the position they outline at the outline stage that an impact study was required to ensure that the existing sewage system was not overwhelmed.

### **Consultation with applicant**

- 5.21 Good communications were maintained, including a number of meetings, with the agent and the architect to ensure that the issues that arose during the application process were successfully dealt with.

### **Conclusion**

- 5.22 Whilst the officers would have preferred that the applicant took into account all the criticisms levelled against the proposed development, they are nonetheless satisfied that the scheme is acceptable and complies with Policies C2, C4, C7, C27, C28; C30; C31; C32; R12; and ENV12 and Government guidance contained within the NPPF.

## 6. Recommendation

**Approval**, subject to:

a) The applicant successfully addressing the objection raised by the Environment Agency;

b) the following conditions:

1 Except where otherwise stipulated by conditions attached to this permission, the development shall be carried out strictly in accordance with the approved plans: 13/ESA/1022/L005 Rev C; X-212655/200 P2; X-212655/201 P2; X-212655/202 P2; X-212655/203 P2; P01 Rev H; P10 Rev J; P11 Rev H; P10 Rev J; P12 Rev J; P20 Rev J; P30 Rev J; P31 Rev J; P40 Rev J; P50 Rev H; P60 Rev J; P70 Rev H; and P90 Rev J.

Reason - For the avoidance of doubt, to ensure that the development is carried out only as approved by the Local Planning Authority, and in accordance with Government guidance contained within the National Planning Policy Framework.

2 Prior to the commencement of the development hereby approved, a schedule of materials and finishes for the external walls and roof(s) of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved schedule.

Reason - To ensure the satisfactory appearance of the completed development and to comply with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

3 The walls of the dwellinghouses shall be constructed in natural limestone which shall be laid, dressed, coursed and pointed in accordance with a sample panel (minimum 1m<sup>2</sup> in size) which shall be constructed on site to be inspected and approved in writing by the Local Planning Authority prior to the construction of the development hereby permitted.

Reason - To ensure that the development is constructed and finished in materials which are in harmony with the building materials used in the locality and to comply with Policy C28 of the adopted Cherwell Local Plan.

4 Details and samples of the roofing material shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The development shall be carried out in accordance with the samples so approved.

Reason - To ensure that the development is constructed and finished in materials which are in harmony with the building materials used in the locality and to comply with Policy C28 of the adopted Cherwell Local Plan.

- 5 The windows and external doors shall be constructed from timber and details, at a scale of 1:20 including a cross section and colour/finish, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the development is constructed and finished in materials which are in harmony with the building materials used in the locality and to comply with Policy C28 of the adopted Cherwell Local Plan.

- 6 That full details of the enclosures along all boundaries and within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, and such means of enclosure, in respect of those dwellings which it is intended shall be screened, shall be erected prior to the first occupation of those dwellings.

Reason - To ensure the satisfactory appearance of the completed development, to safeguard the privacy of the occupants of the existing and proposed dwellings and to comply with Policies C28 and C30 of the adopted Cherwell Local Plan.

- 7 Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of access shall be constructed and retained in accordance with the approved details.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

- 8 Prior to the commencement of the development hereby approved, full details of the access vision splays, including layout and construction shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of any of the approved dwellings the vision splays shall be constructed in accordance with the approved details and the land and vegetation within the vision splays shall not be raised or allowed to grow above a maximum height of 0.6 metres above carriageway level.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

- 9 Prior to the commencement of the development hereby approved, a plan showing car parking provision for vehicles to be accommodated within the site, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the parking spaces shall be laid out, surfaced, drained and completed in accordance with the approved details and shall be retained for the parking of vehicles at all times thereafter.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

- 10 That, before any of the dwellings are first occupied, the whole of the estate roads and footpaths (except for the final surfacing thereof) shall be laid out, constructed, lit and drained to the Oxfordshire County Council's "Conditions and Specifications for the Construction of Roads."

Reason - In the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development and to accord with Government guidance contained within the National Planning Policy Framework.

- 11 Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The covered cycle parking facilities so provided shall thereafter be permanently retained and maintained for the parking of cycles in connection with the development.

Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.

- 12 Prior to the first occupation of the development hereby approved, a Travel Plan, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans" and its subsequent amendments, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Travel Plan shall be implemented and operated in accordance with the approved details.

Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.

- 13 No development shall commence on site for the development until a Construction Management Travel Plan providing full details of the phasing of the development and addressing each construction activity within each phase has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Local Highway Authority) prior to the commencement of development. This plan is to include wheel washing facilities, a restriction on construction and delivery traffic during the peak traffic periods and an agreed route to the development site. The approved Plan shall be implemented in full during the entire construction phase and shall reflect the measures included in the Construction Method Statement received.

Reason - In the interests of highway safety and to mitigate the impacts of the development during the construction phase and to protect the amenities of the locality during the construction period and to comply with Policy ENV1 of the adopted Cherwell Local Plan.

- 14 That no surface water from the development shall be discharged onto the adjoining highway, and a scheme to prevent this occurrence shall be submitted to and approved in writing by the Local Planning Authority and constructed prior to the commencement of building operations.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

- 15 Prior to the commencement of development hereby approved, a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme for landscaping the site shall include:-

(a) details of the proposed tree and shrub planting including their species, number, sizes and positions, together with grass seeded/turfed areas,

(b) details of the existing trees and hedgerows to be retained as well as those to be felled, including existing and proposed soil levels at the base of each tree/hedgerow and the minimum distance between the base of the tree and the nearest edge of any excavation,

(c) details of the hard surface areas (including those to the front of the proposed school), including pavements, pedestrian areas, reduced-dig areas, crossing points and steps.

Reason - In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- 16 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in accordance with BS 4428:1989 Code of Practice for general landscape operations (excluding hard surfaces), or the most up to date and current British Standard, in the first planting and seeding seasons following the occupation of the building(s) or on the completion of the development, whichever is the sooner. Any trees, herbaceous planting and shrubs which, within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the current/next planting season with others of similar size and species.

Reason - In the interests of the visual amenities of the area, to ensure the creation of a pleasant environment for the development and to comply with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- 17 Prior to the commencement of the development hereby approved, full details of a scheme of supervision for the arboricultural protection measures, to include the requirements set out in a) to e) below, and which is appropriate for the scale and duration of the development works, shall be

submitted to and approved in writing by the Local Planning Authority. Thereafter, the arboricultural protection measures shall be carried out in accordance with the approved details.

a) Written confirmation of the contact details of the project arboriculturalist employed to undertake the supervisory role of relevant arboricultural issues.

b) The relevant persons/contractors to be briefed by the project arboriculturalist on all on-site tree related matters

c) The timing and methodology of scheduled site monitoring visits to be undertaken by the project arboriculturalist.

d) The procedures for notifying and communicating with the Local Planning Authority when dealing with unforeseen variations to the agreed tree works and arboricultural incidents

e) Details of appropriate supervision for the installation of load-bearing 'structural cell' planting pits and/or associated features such as irrigation systems, root barriers and surface requirements (eg: reduced dig systems, arboresin, tree grills)

Reason - To ensure the continued health of retained trees/hedges and to ensure that they are not adversely affected by the construction works, in the interests of the visual amenity of the area, to ensure the integration of the development into the existing landscape and to comply with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- 18 Prior to the commencement of the development hereby approved, full details of all service trenches, pipe runs or drains and any other excavation, earth movement or mounding required in connection with the development, including the identification and location of all existing and proposed trees, shrubs and hedgerows within influencing distance of such services, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

Reason - To ensure the continued health of retained trees/hedges and to ensure that they are not adversely affected by the construction works, in the interests of the visual amenity of the area, to ensure the integration of the development into the existing landscape and to comply with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- 19 All agreed service trenches, pipe runs, drains or any other excavation to be constructed within the agreed Root Protection Area (RPA) of the tree/trees on the site shall be undertaken in accordance with National Joint Utility Group 'Guidelines for the Planning, Installation and Maintenance of Utility apparatus in Proximity to Trees - Volume 4 and all subsequent revisions and amendments thereof.



Reason - To ensure the continued health of retained trees/hedges and to ensure that they are not adversely affected by the construction works, in the interests of the visual amenity of the area, to ensure the integration of the development into the existing landscape and to comply with Policy C28 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- 20 That, notwithstanding the provisions of Classes A to E (inc.) of Part 1, of the Town and Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order 2008 and its subsequent amendments, the approved dwellings shall not be extended (nor shall any structures be erected within the curtilage of the said dwelling(s) without the prior express planning consent of the Local Planning Authority.

Reason - To enable the Local Planning Authority to retain planning control over the development of this site in order to safeguard the amenities of the occupants of the adjoining dwellings in accordance with Policies C28 and C30 of the adopted Cherwell Local Plan.

- 21 That, notwithstanding the provisions of Class A of Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order 2008 and its subsequent amendments, the garage(s) shown on the approved plans shall not be converted to provide additional living accommodation without the prior express planning consent of the Local Planning Authority.

Reason: To ensure adequate car parking within the curtilage of the site in the interests of highway safety and to comply with Government guidance contained with the National Planning Policy Framework.

- 22 That, notwithstanding the provisions of Class A of Part 2, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 and its subsequent amendments, no gate, fence, wall or other means of enclosure shall be erected, constructed or placed between the dwellings and the highway, other than the boundary treatment approved as a result of this permission, without the prior express planning consent of the Local Planning Authority.

Reason - In order to retain the character of the development and area in accordance with Policy C28 of the adopted Cherwell Local Plan.

#### **Planning Notes**

- 1 Aside from the conditions set out above, the applicant will be required to adhere to the conditions, not repeated above, which support outline planning approval 13/00004/OUT.
- 2 Prior to commencement of development, a separate consent must be obtained from OCC Road Agreements Team for the new highway vehicular accesses and other off site highway works under S278 of the Highway Act. Contact: 01865 815700; RoadAgreements@oxfordshire.gov.uk.

**Statement of Engagement**

In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No 2) Order 2012 and paragraphs 186 and 187 of the National Planning Policy Framework (March 2012), this decision has been taken by the Council having worked with the applicant/agent in a positive and proactive way as set out in the application report.