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REFERENCE NO	PARISH/WARD	DATE RECEIVED
16/01664/AOP	GREAT HORWOOD The Local Members for this area are: - Councillor Sir Beville Stanier Bt	14/06/16
<p>OUTLINE APPLICATION WITH ALL MATTERS RESERVED FOR A RESIDENTIAL DEVELOPMENT OF 15 DWELLINGS ON 0.5HA LAND NORH OF LITTLE HORWOOD ROAD ALONG WITH THE ALLOCATION FO 0.4HA OF LAND AS A PUBLIC PARK TO SERVE BOTH THE NEW DEVELOPMENT AND THE EXISTING LOCAL COMMUNITY. MR JOHN GRAINGE</p> <p>STREET ATLAS PAGE NO. 36</p>		

1. 1. 1.0 The Key Issues in determining this application are:

a) The planning policy position and the approach to be taken in the determination of the application - whether the proposal accords with the development plan.

b) Whether having regard to the policies of the NPPF the proposal would contribute to sustainable development:

c) Appraisal against any other material considerations

The recommendation is that the application be **DEFERRED** for approval subject to the completion of a S106 planning obligation agreement to secure on-site affordable housing provision, education contribution, means to transfer the public park to the parish council and provide for future maintenance, **financial contributions to off-site leisure / recreation and sustainable highway measures**; any permission to be subject to such conditions as are considered appropriate. Or if an agreement is not completed, for the application to be refused by Officers for reasons considered appropriate.

1.0 CONCLUSION AND RECOMMENDATION

1.2 This application relates to a site that is allocated in the Great Horwood Neighbourhood Plan under Policy 3. The Policy allocates the site for the development of approximately 15 dwellings to be delivered in the period 2020-2031, with affordable homes to be provided on site and for a new village park. There are a number of other criteria none of which are considered to be significantly conflicted with.

- 1.3 Another key issue is whether or not the development of this site would represent sustainable development which should be approved, in this instance regard is to be had to the development plan and if it accords with it to be approved unless material considerations indicate otherwise.
- 1.4 The District can currently demonstrate a 5 year housing land supply measured against the latest Full Objectively Assessed Need (FOAN) as set out in the updated HEDNA (October 2016) and this proposal counts towards that supply as a neighbourhood plan allocation. The recent Ministerial Statement relating to neighbourhood plans is also a material consideration, which indicates that where a neighbourhood plan has been part of the development plan for 2 years or less, it allocates sites for housing and the Council can demonstrate a 3 year supply of deliverable sites, then policies for the supply of housing will not be deemed to be out of date via NPPF para. 49. This also applies here.
- 1.5 The benefits of delivering housing growth and the contribution 15 dwellings would make to bolster the supply of houses within the village and wider District is a material benefit to the scheme to which moderate weight should be attached given the scale of the proposal. It will also benefit the vitality and viability of the village and its local amenities. The proposals would also make a 30% contribution towards affordable housing for which there is a need in the village and wider district. It is considered that this is a benefit to which significant positive weight should be attached.
- 1.6 The development would have some benefits to the local economy which should be accorded limited weight. The site is accessible to the albeit limited services and facilities within the village and its social infrastructure, and will be served by new footways to connect to the existing. Public transport provision is not good with a fairly limited service, and therefore, subject to conditions **and a contribution towards community transport**, there is no objection from BCC as highway authority.
- 1.7 Compliance with the core planning principles of the NPPF has been demonstrated in terms of promoting healthy communities, conserving the natural environment in respect of natural features and ecology, good design and climate change, and infrastructure provision through education, open space [and highway contributions and improvements] which can be secured in Section 106 agreement(s). These matters do not represent benefits to the wider area but demonstrate an absence of harm to which weight should be attributed neutrally.
- 1.8 In respect of the impact on the countryside / landscape, it is concluded that whilst the site is at the edge of the settlement and comprises greenfield land, given the limited incursion of countryside and that it benefits from an allocation in the neighbourhood plan which accepts the principle of development, such impacts can be mitigated through the use of a suitable landscape buffer. The loss of agricultural land is also accorded very limited negative weight.
- 1.9 The built form will relate reasonably well to the existing dwellings on the southern side of Little Horwood Road, though would extend further to the east. However, it is noted that a further NP allocation lies on the opposite side of the road which will extend built development further to the east, the combined effect of which will be to create a well-defined new settlement edge and suitable entrance to the village.

- 1.10 Weighing all the relevant factors into the planning balance set by S38(6) of the PCPA, it is concluded that the proposal complies with the relevant policies of the GHNP and AVDLP and supplementary planning documents and guidance, and taking into account all material considerations including the NPPF, the proposal should be granted planning permission without delay.
- 1.11 It is recommended that the application be **DEFERRED** for approval following the completion of a Section 106 planning obligation agreement in respect of securing on-site affordable housing provision, on-site public park provision and transfer to parish council, **inclusion of sustainable highway measures and contributions towards community transport and off site leisure and recreation**; any permission to be subject to such conditions as are considered appropriate. Or if an agreement is not completed, for the application to be refused for reasons considered appropriate.

The determination of this application falls within the scope of Officer delegated powers

DATE: 13/03/2017	SIGNED: Philippa Jarvis
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PROFESSIONAL CHECK:

Agree Recommendation / Officer exercising delegated powers*	DATE: 03/04/2017
	OFFICER: <i>Mrs Claire Bayley</i> Team Manager (Development Management)

1. 2.0 INTRODUCTION

1. 2.1 This application relates to a site that is an allocation in the Great Horwood Neighbourhood Plan (GHNP). The main considerations are therefore whether it complies with the criteria of Policy 3 and any other relevant policies of the AVDLP.

2. 3.0 SITE LOCATION AND DESCRIPTION

3. 3.1 The application site lies along the northern side of Little Horwood Road, to the east of the village, opposite The Close and Townsend Cottages. It comprises part of an open agricultural field, the road boundary of which is marked by hedgerow. The site is relatively level but the land slopes away towards the north. The site is a long rectangular shape, with a road frontage of around 200 metres.

4. 3.2 The site is accessed from an existing field gate just to the east of Townsend Cottages; a further access is located adjacent to the nearest adjoining dwelling in Little Horwood Road, which provides access into the adjoining field to the rear of that property.

5. 3.3 The site is adjoined by open countryside to the north and east.

6. 3.4 The conservation area mainly encompasses the older central part of the village but includes properties along Little Horwood Road some 14 metres to the west of the site. These properties are of turn of the century or earlier age, whilst those opposite the site are modern dwellings.

7. 4.0 PROPOSAL

8. 4.1 Outline planning permission with all matters reserved is sought for the erection of 15 dwellings on 0.5 ha. in the eastern half of the site and a public park of 0.4 ha. in the western part of the site. The application indicates that they would all be houses, 5 of which would be intermediate housing, but the sizes are not specified.

9. 4.2 An illustrative masterplan shows that the public open space would contain natural and supervised play areas with proposed landscaping and hedgerow planting along the road frontage.

10. 4.3 Three new vehicular access points would be created, one towards the eastern end of the site to serve the proposed dwellings; one towards the centre of the site to serve a proposed parking area providing visitor and residential parking as well as an entrance to the field to the rear and a third vehicular access at the far western end of the site to provide a new field access. A pedestrian access into the south-west corner of the public park is also shown.

11. 4.4 Whilst only for illustrative purposes, the masterplan shows buildings fronting Little Horwood Road, those in the far eastern end of the site reflecting a rural / farm courtyard layout with terraces of dwellings towards the central part of the site fronting the road with a further terrace to the rear fronting a new access road into the site, set out as a home zone with landscaped parking to the front of the plots.

12. 4.5 The Design and Access Statement indicates that the built development will

be set back slightly from the main road to allow of the provision of a pavement requiring the removal of the existing hedge. In order to create a well defined boundary to the north and east a planted berm /landscape buffer is proposed. It is suggested that local materials including brick, flint and clay roof tiles and slates would be used.

13. 4.6 The application is accompanied by a Transport Statement, Preliminary Ecology Appraisal and Drainage Strategy (based on SUDS principles).

14. 5.0 RELEVANT PLANNING HISTORY

- 5.1 Previous applications relate to the agricultural use of the site and a replacement overhead line. None are of particular relevance to this current proposal.

1. 6.0 PARISH COUNCIL COMMENTS

2. 6.1 Great Horwood Parish Council is generally in favour of this outline proposal which is in accordance with policies 1 and 3 of the Great Horwood Neighbourhood Plan. At this stage the Parish Council makes the following comments:

3. Affordable Housing:

- Great Horwood Parish Council considers it is particularly important to have regard to the evidence about local circumstances from the Housing Needs Survey, carried out by Community Impact Bucks in 2014. This concluded that, although several families have expressed desire for shared ownership properties, most of them would have difficulty in providing the necessary finance and that affordable rental properties would be preferable. Great Horwood Parish Council, therefore, welcomes the comments made by the Housing Development Officer of AVDC in her response dated 23 June 2016. This is in line with the numerical requirement of the Neighbourhood Plan (35% of 15 is effectively 5) and with the tenure distribution from AVDC policy.

4. The Public Park Great Horwood Parish Council notes the proposed provision of a public park in this part of the village. At the reserved matters stage, if not before, Great Horwood Parish Council would welcome further discussions about the ownership of the park land and the provision of equipment and the bond mentioned in the comments made by the Community Spaces Team in their response dated 14 June 2016.

5. 7.0 CONSULTATION RESPONSES

6. 7.1 BCC Highways / Transportation - note that this is an outline application with all matters reserved, therefore assessing the principle of the development in this location. This application seeks to erect 15(no) residential dwellings and a new public park to be served by the creation of 3 (no) new access points off Little Horwood Road. Little Horwood Road is an unclassified road subject to a 30mph speed limit. To the east of the site the speed limit changes to the national speed limit. This section of highway benefits from a centre line and street lighting, there is a footway running along the westbound edge of the carriageway. There are bus stops directly to the site front, on both side of the carriageway providing links to Nash and Whaddon to the north and Mursley and Aylesbury to the south.

- These proposals include the relocation of the existing speed limit terminal sign to the east of the application site. This speed limit terminal sign would need to be moved at the applicant's expense.
- Having discussed this issue with the Road Safety Team it appears that this section of road is subject to a Traffic Regulation Order. In order to alter the location of this sign the applicant will need to apply for the Traffic Regulation Order to be revoked and amended, which, subject to legal confirmation may also be required to go out to public consultation. Whilst discussing this proposal the option of erecting a 'Village Gate' feature was raised, alongside the provision of 'Dragons Teeth' road markings to mark the beginning of Great Horwood village. For the avoidance of doubt, as noted above, these improvements would also be at the applicant's expense.
- Given the speed limit in force, visibility splays of 43 metres are required either side of the access points, measured from a point 2.4 metres back along the centre line of the access to the nearside kerb. As noted above, the applicant has proposed 3(no) new vehicular access points. The easternmost access would serve the majority of the residential development and benefits from an adequate level of visibility. The access at the centre of the site serving the residential development and the public park is also shown with an adequate level of visibility. Both of these access points have been shown with visibility splays of 2.4m x 59m, however as noted above only 43m visibility splays would be required.
- The westernmost access serving the agricultural aspect of the site is shown with visibility splays of 59m x 25m. The Highway Authority is satisfied that the level of visibility to the east would be acceptable however to the west the required level of visibility cannot be achieved. It appears that the level of visibility to the west would be even lower than stated on the submitted plans as the splay crosses third party land, beyond the control of the applicant. The statement suggests that the new access would be subject to 12 movements per year, however there would be no way to enforce this; the application must be assessed as a worst case scenario. Although the new access may well have a greater level of visibility than the adjacent existing access, as a responsible authority they must ensure that any new access meets the required standards with regards to highway safety. Mindful of this it is believed that the creation of this new access without the required level of visibility would be detrimental to highway safety. In order to secure a lower level of visibility it may be possible to submit speed survey data demonstrating the true vehicle speeds along the site front, alternatively the access could be relocated to maximise the level of visibility. However until that point the maximum level of visibility should be provided from all access points.
- It should also be noted that any agricultural gates should be set back a minimum of 12m rather than the 9m shown on the submitted plans. This is to ensure that all vehicles associated with this use would be able to pull clear of the highway should the gates be closed.
- Each of the 3(no) access points are shown as 6m wide, an access of this width would accommodate simultaneous two way vehicle flow, and would allow a vehicle to pull clear of the highway should an opposing vehicle be attempting to exit simultaneously.
- With regards to the internal layouts proposed; the easternmost access leads to a turning head, and the plans submitted show a large delivery vehicle turning in this area in order to exit the site in a forward gear. The central access does

not benefit from a dedicated turning head however it is unlikely that larger vehicles would be required to enter the site, therefore the provision of a turning head in this location is not a necessary requirement.

- With regards to the parking provision, the Local Planning Authority should assess the adequacy of the parking provision for each aspect of the development. In a full submission.
- As noted above, there is a footway running along the westbound edge of Little Horwood Road. The applicant has proposed to include a new 2m footway running along the site front with a tactile crossing point. These measures would cater for the pedestrian movements associated with both aspects of the development.
- Great Horwood has only a limited bus service, the number 54B, 67 and 68 buses serve the village, providing access to Winslow, Nash and Aylesbury, however these are of limited frequency. The Passenger Transport team considers that there is need for improvements in this area and accordingly funding appropriate to the development will need to be included in any S106 as detailed below. They have requested a contribution of £10,000 to be used towards Community Transport Provision which should be secured with a S106 Agreement should permission be granted.

Mindful of the above, BCC have no objection to this application; subject to the above obligations and conditions.

1. 7.2 BCC Archaeology – The proposed site contains medieval ridge and furrow cultivation and the development may affect heritage assets of archaeological interest dating from earlier medieval phases of activity to Roman and prehistoric occupation. If planning permission is granted for this development then it may harm a heritage asset's significance so a condition should be applied to require the developer to secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF paragraph 141.
- 7.3 BCC Strategic Flood Authority – note the suggested SUDS system but that full details are not given. planning permission should be subject to a condition to require details of storm water design and construction proposals, to be agreed before development commences.
- 7.4 AVDC Housing – Minimum of 30% affordable housing required which is 5 affordable units. Comments further made regarding housing mix, which is there is currently a greater need for two and three bedroom houses, less for 1 bed and to the least extent is 4 bed; cluster standards; property sizes and tenure mix (which should be 75% affordable rent and 25% shared ownership).
- 7.5 Environmental Health – No comments
- 7.6 Biodiversity – Notes that the ecology survey identifies the need for further surveys and they will be needed before a full assessment of the proposal can be undertaken. A number of enhancement measures are detailed which is encouraging and which should be the subject of a habitat impact assessment at reserved matters stage.
- 7.7 Buckingham and River Ouzel Internal Drainage Board – No objection subject to condition to secure suitable storm water scheme.

7.8 Anglian Water - no objections.

1. 8.0 REPRESENTATIONS

8.1 2 letters of objection have been received in total. The salient comments are as follows:

- significant increase in traffic along this relatively quiet country lane due to this and other proposals in the village.
- would disrupt the current uninterrupted view across about 2 km of undulating open countryside for, detracting from views into and out of the village.
- this development and another to the south of Little Horwood Road (as proposed in the GHNP would move the current village boundary significantly to the east, contrary to the wishes of village residents. Properties nearby known as Townsend Cottages.
- would result in an overdevelopment of this area of the village, should be spread further around the village.

9.0 EVALUATION

1. 9.1 The main issues for the determination of this application are:

a) The planning policy position and the approach to be taken in the determination of the application - whether it is in accordance with the development plan having regard to:

- **the principle of development on the site**
 - **whether it will respect and complement its surroundings**
- **provision of affordable housing**
- **impact on residential amenities**
- **highway safety and accessibility**
- **whether the impacts of the development on local facilities and infrastructure is / can be suitably mitigated**

b) Whether the proposal would contribute towards the achievement of sustainable development in the context of the policies of the NPPF.

c) Assessment against any other material considerations

(a) *The planning policy position and the approach to be taken in the determination of the application - Whether the proposal would be in accordance with the development plan*

- 9.2 The starting point for the determination of the application is S38(6) which states that applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is an important material consideration and sets out the Government's policies to achieve sustainable development. It makes clear that proposed development that accords with an up to date development plan should be approved unless material considerations indicate otherwise.
- 9.3 The development plan comprises the GHNP and the saved policies of the AVDLP. In this case the relevant policies are GHNP Policy 1 and Policy 3 and AVDLP policies GP8, GP35, GP38, GP86, GP87, GP88, GP90 and GP92.

Principle of development on the site

- 9.4 GHNP Policy 1 establishes a settlement boundary, within which the majority of the site lies and seeks to restrict housing land to areas of up to 0.5 ha. or 15 dwellings. It also requires up to 35% affordable housing and a mix of housing types to suit local need, including custom build and housing suitable for the elderly, as necessary. The significance of the conservation area is to be sustained or enhanced and better revealed where possible, and should not result in the loss of any existing publicly accessible open space. The proposal will generally accord with this policy though as noted, the site shape is slightly different from that shown on the proposals map though the housing area meets the size criteria. The other criteria are considered in more detail below.
- 9.5 Policy 3 allocates a site on the north side of Little Horwood Road for housing (approximately 15 dwellings) and a new village park to be delivered in the period 2020-31. The policies map identifies three separate areas for the housing, public park and widened access in between. There are a number of principles with which the housing development must accord.
- i) The first is that a gap must be maintained between the proposed housing and the existing adjoining housing which lies within the conservation area. Whilst the proposal is in outline only, the illustrative layout shows that the dwellings would be sited in the eastern part of the site, with the gap maintained as required.
 - ii) The public park is identified in the western part of the site and the applicant confirms that it will be transferred to the Parish Council.
 - iii) the development is required to be on the higher land - the illustrative scheme shows dwellings fronting the main road, with a second row to the rear. This part of the site is the generally higher land.
 - iv - vi) the development should relate to the built form which is required to front the main road, help frame the entrance to the village and provide a gateway, and to consider long views and roofs sympathetic to the rural setting. The illustrative scheme indicates that these requirements will generally be satisfied and the sketch elevations in the DAS show a sympathetic rural form of 'barn style' buildings to the site frontage, with cottages to the rear. Although not wholly 'frontage' development, it is considered that at the details design stage an appropriate form of development that complements the wider area can be achieved. Whilst these elements will be for determination at the detailed stage, the illustrative proposal shows that a suitable scheme can be achieved.

ix - x) relates to detailed matters of layout and parking and are not relevant at this outline stage.

xi) seeks an improved access for agricultural purposes - the illustrative scheme shows a new agricultural access at the far western end of the site, as well as a shared access towards the centre. BCC Highways has pointed out that visibility from the far western access would be sub-standard; even taking into account that it would be for agricultural use only, an objection is raised on this basis. However, as all matters are reserved at this stage, this is an issue that can be resolved at detailed stage, where a different siting could be agreed, or indeed, the additional access could be relocated or removed altogether. It is considered that there is no reason why this requirement cannot be satisfied.

xii - xiii) relates to detailed matters of landscaping to ensure a strong defensible boundary / edge is provided for the site and to ensure an attractive setting and amenity for the overall site is provided. This can be secured at the reserved matters stage.

Overall, it is concluded that there would be no conflict with Policy 3.

Whether the proposal will complement and respect the site and its surroundings

- 9.6 AVDLP policy GP35 is applicable to outline schemes and in this respect seeks to ensure that the design of new development respects and complements the physical characteristics of the site and its surroundings, the historic scale and context of the setting and the natural qualities and features of the area. GP38 seeks to ensure that new development schemes include landscaping proposals to help buildings fit in with and complement their surroundings and conserve existing natural features as far as possible.
- 9.7 The site is not currently demarcated on its northern and eastern sides, being part of a large open pasture field, with a single tree along the site frontage, the remainder of which is marked by hedgerow. It is currently viewed as part of the open countryside adjoining the village, in views from Little Horwood Road to the north and east. The proposed development will retain some of those views across the proposed public park with the proposed housing being somewhat divorced from the main built up part of the village to on the northern side of the road.
- 9.8 However, the settlement pattern is somewhat different on the southern side of the road with the built up edge extending much further to the east, though currently not as far as that now proposed on this site. The GHNP does however include a further allocation on the southern side of the road (Policy 2) and thus the development of this site will be seen as a logical addition to the built up area in this context. (This site is the subject of a current application 16/03538/AOP). The depth of built development on the site will also be similar to that further to the west though it is noticeable that the application site is deeper at its eastern end than the GHNP allocation site; this will likely involve development 'in depth' rather than just frontage development as is the case currently in the area to the west. As is suggested in the GHNP the development of both sites provides the potential to create an attractive entrance to the village and a more strongly defined settlement boundary.
- 9.9 It is noted that part of the existing frontage hedge will require removal to enable appropriate visibility splays and the provision of a new footway to connect the site

to the existing network. However, provided the newly created boundary with the open countryside will be suitably landscaped with a clearly defensible boundary and appropriate and generous new and replacement landscaping provided within the site (as is indicated on the illustrative scheme), given the relatively low number of new dwellings proposed and that an appropriate detailed design and appearance can be secured at reserved matters stage, overall it is considered that the proposal will respect and complement the above features. It will thus generally comply with policies GP35 and GP38.

- 9.10 In respect of ecology and archaeology matters, it is noted that there are features that could be affected. However, these impacts can be addressed and appropriate controls / mitigations secured via conditions to ensure that they are addressed either at reserved matters stage or at construction stage as appropriate.

Affordable Housing

- 9.11 As is indicated above, 33% affordable housing (5 units) is proposed to be provided as part of the scheme. These are indicated to be intermediate housing, whilst AVDC housing and the Parish Council suggest that some affordable rent should be included to meet the identified need in the village. This is a matter which can be negotiated through the S106 process, but it is usual practice for the majority to be affordable / social rent as this remains the greater need. Policy 1 seeks up to 35%, so this would be complied with. Provided this is secured via a planning obligation agreement, this represents a significant benefit of the scheme.

Impact on Residential Amenities

- 9.12 At this stage, as there is no detailed layout or design to consider, this aspect cannot be fully assessed. However, given the actual distance between that part of the site where housing is proposed and the existing residential properties, it is unlikely that there will be any significant impact in this regard. The use of the proposed public park may have some impact in terms of noise and activity but given the separation provided by the Little Horwood Road and that a gap of around 35m would be retained between the park and the nearest property on the northern side of the road, this impact would also not be significant. For these reasons there would be no conflict with policy GP8.

Highway safety and accessibility

- 9.13 BCC as highway authority has not raised any major concern with the exception of the issue of visibility from the proposed agricultural access at the western end of the site. However, as the details of access is a reserved matter, it is considered that this can be resolved at that stage, when the location and suitable visibility of the access can be fully considered. The provision of the footway and other off-site improvements (including changes to the current Traffic Order) can be secured via an appropriate condition (potentially a suitable grampian condition linked to s278 agreement or S106 as necessary). In addition, the provision of a financial contribution to secure improvements to the Community Transport service are considered to be proportionate and justified, particularly given the relatively limited range of facilities within the village and the need for improved access via sustainable transport to the nearest settlements with a greater range of amenities, Winslow in particular.

Necessary supporting infrastructure

- 9.14 The GHNP includes a policy to seek to ensure that a range of infrastructure projects are supported and brought forward and that where appropriate, proposed development makes a proportionate contribution towards those schemes. The core priorities for these infrastructure projects are identified and include measures, some of which would be directly related to the proposal - for instance, improvements to increase the capacity of the local school and improvements to local footpaths and cycle paths. In addition, the proposal could directly result in the reduction of the speed limit along Little Horwood Road through changes needed to the Traffic Order.
- 9.15 As indicated above there is also the need to improve the local bus service to encourage its use and attractiveness as a sustainable alternative to the use of the car.
- 9.16 The proposed public park will provide a very convenient facility for the residents of the development as well as being of benefit to the wider village community. Overall it is considered that this area will meet the requirements for play and amenity space for new residential developments. However, a S106 agreement will be required to ensure that the land is transferred to the parish council for its future maintenance and management as set out in the GHNP.

Overall conclusion in respect of the development plan

- 9.17 It can be concluded that the proposal accords with the relevant policies of the GHNP and AVDLP and thus will comply with the development plan as a whole.

(b) Assessment against the NPPF - whether the proposal would contribute towards the achievement of sustainable development

1. 9.18 The Government's view of what "sustainable development" means in practice is to be found in paragraphs 18 to 219 of the NPPF, taken as a whole (paragraph 6). The NPPF is an important material consideration.
2. 9.19 The NPPF promotes sustainable development and states that housing should be located where it will enhance or maintain the vitality of rural communities. In terms of its broader location, Great Horwood is identified as a larger village in the Settlement Hierarchy (2015), though it does lack a number of 'key criteria' such as post office, food store and general practice. However, the GHNP notes that wider facilities are within reasonable distance albeit the poor public transport is also noted. Overall, it can be concluded to be a reasonably sustainable location for an appropriate level of development, as has been recognised through the GHNP.

Build a strong competitive economy

1. 9.20 The Government is committed to securing and supporting sustainable economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. The proposal would result in short term economic benefits through construction and longer term benefits through the increased population spending locally and supporting local facilities. These economic benefits should be afforded moderate weight in the overall planning balance.

Deliver a wide choice of high quality homes

- 9.21 Details of the size of the units proposed are not given at this outline stage but it is noted that 5 of the units will be affordable. The appropriate mix of dwellings can be secured at the reserved matters stage when it will be necessary for the proposal to demonstrate that it is providing suitable housing to meet the identified need, as set out within the district wide HEDNA and more local surveys of community need. It is considered that the proposal has the potential to make a worthwhile contribution towards the supply of deliverable housing land and that the development would assist towards meeting the area's affordable housing needs.

Promoting sustainable transport

1. 9.22 As has been referred to above, the existing bus service will be readily accessible to residents of the site, but the existing service is poor, with low frequency. The requested financial contribution towards improving the existing community transport is therefore justified to ensure a better service that will provide a reasonable alternative to the use of the car. Further improvements to footway and cycleway provision will also support and maximise use of sustainable modes. A safe and suitable access can be secured at reserved matters stage and the proposal will not adversely impact on the wider highway network. Thus, subject to appropriate conditions and obligations the proposal is considered to promote sustainable transport and otherwise will be in a reasonably sustainable location with safe and suitable access.

Conserving and enhancing the natural environment

1. 9.23 The proposal will not make use of previously developed land but will result in the loss of part of an agricultural field and will represent an intrusion into the countryside adjoining the village. However, the loss will be small and the larger part of the existing field will continue to be used for agricultural purposes. New and replacement landscaping will be provided to assimilate the built development into the site and its surroundings and to provide a defensible countryside edge. This would result in a small negative impact given the NPPF core principles that the re-use of previously developed land is to be preferred and that the countryside should be recognised for its intrinsic character and beauty. The impact on ecology would not be significant and can be appropriately mitigated at reserved matters stage. Overall there would be a very limited negative impact in this respect.

Conserving and enhancing the historic environment

1. 9.24 The NPPF recognises that the effect on the significance of a heritage asset is a material planning consideration. Paragraph 132 states that there should be great weight given to the conservation of designated heritage assets whilst paragraph 139 extends this provision to non-designated heritage assets with an archaeological interest
2. 9.25 The County Archaeologist has indicated that whilst there may be evidence of some archaeology on the site, any impacts and necessary mitigation can be dealt with through the imposition of an appropriate condition. The proposal would be likely to have some impact on the approach to the conservation area, but it is some distance from the built element of the proposal with the proposed public park maintaining an open setting at the western end of the site. Given the intention in

the GHNP which is to enhance the approach to the eastern entrance of the village which would be fully considered at reserved matters stage, this would result in an overall enhancement. Thus overall, there would be a neutral impact in this respect.

Promoting healthy communities

1. 9.26 The scheme would not only provide for the proposed residents, but in providing for a public park for with wider village, will be a significant benefit. The provision of new footways and contributions to wider improvements will also encourage more sustainable and healthy modes of transport. The proposal will contribute towards necessary improvements to other community facilities as required.

Good design

- 9.27 The application is accompanied by a Design and Access Statement which recognises the requirements of GHNP Policy 3 and the need for an appropriate gateway entrance to the village supplemented by suitable landscape edge treatment. The detailed design of the dwellings is not provided at this outline stage but the principles set out within the DAS show a sympathetic, rural approach. It is concluded that the proposal will contribute to this element of sustainable development.

Meeting the challenge of climate change and flooding

1. 9.28 The application proposal is supported by a drainage strategy which shows that a suitable sustainable system can be achieved. Given the outline nature of the scheme, little information is provided with regard to sustainable building design and other measures, but it is noted that local materials will be used. Suitable measures can be secured at the reserved matters stage and it is considered the proposed development would be resilient to climate change and flooding in accordance with the NPPF and this factor should therefore be afforded neutral weight in the planning balance.

2. *Neighbourhood Plans*

3. 9.29 The NPPF states that neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Where brought into force the policies take precedence over non-strategic policies of the local plan for that neighbourhood. As set out above, the proposal is considered to be in general accordance with the GHNP. Therefore, as part of the shared vision of the community, it will contribute to the achievement of sustainable development in the village.

4. *Conclusion in respect of the NPPF*

5. 9.30 Overall, it is concluded that the proposal will comply with the NPPF and will contribute to all three dimensions of sustainable development, economic, social and environmental.

6. **c) Other Material Considerations**

7. 9.31 The emerging local plan (VALP) is a material consideration but one to which only limited weight can be given at this stage. However, it does identify Great Horwood as a 'medium village' where some further growth, in addition to that allocated in the neighbourhood plan, may be required. However, that level of growth was identified in the context of a greater need than the most recent assessment (HEDNA October 2016). However, given that the development of the site as proposed is considered to be in accordance with the development plan, this does not result in any weight against the proposal.

Conclusions on the S38(6) planning balance

1. 9.32 The application has been evaluated against the extant Development Plan and found to be in accordance with it. Material considerations have also been taken into account, including the policies of the NPPF and whether the proposal contributes to the achievement of sustainable development. The NPPF at para. 14 states that the presumption in favour of sustainable development means, unless material considerations indicate otherwise, approving development proposals that accord with the development plan without delay.
2. 9.33 There are no material considerations that indicate a decision other than in accordance with the development plan, therefore subject to the prior completion of a S106 agreement to secure the matters set out above, the proposal would be sustainable development and should be approved.

10.0 WORKING WITH THE APPLICANT/AGENT

- 10.1 In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, the Council, in dealing with this application, has worked in a positive and proactive way with the Applicant and has focused on seeking solutions to the issues arising from the development proposal. In this case, the application was found to be acceptable and approval is recommended.

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