

**Mr & Mrs Ivetic – S & S Motors, Arccott**  
**AB PLANNING & DEVELOPMENT - PLANNING APPRAISAL**

**Site:**

Land at 'S & S Motors', Ploughley Road, Arccott, Bicester, Oxfordshire, OX25 1NY

**AB P&D Contact:**

Andy Bateson - 01993 359457

**Total Site Area:**

1.763 hectares (4.356 acres) – comprising site of S & S Motor repair and sales Garage (0.735ha), the two flats at the front at No.63 (0.157ha) and vacant paddock land to the NW of the Garage (0.871ha).

**Local Planning Authorities:**

Cherwell District Council

**Listed Buildings / Conservation Areas / Tree Preservation Orders:**

As far as I have been able to ascertain, the appraisal site does not contain any listed buildings (the nearest is No.43, about 150m to the southeast), does not fall within any designated Conservation Area and there are no Tree Preservation Orders covering the site.

**Green Belt / Important Landscape protection Areas:**

None of the site falls within designated Green Belt and none of the surrounding land is protected by any landscape designation.

**Development Plan Status & Relevant Policy Guidance:**

The relevant parts of the Development Plan presently consists the saved policies in the adopted Cherwell Local Plan (1996), particularly policies C27, C28 and H14. A non-statutory plan was adopted by the Council in 2011 but because that was produced contrary to the guidance at the time concerning the procedures for plan preparation, the weight that can be attached to its policies are considerably reduced. Nevertheless, they are still a material consideration. The adopted 1996 Plan is particularly old and therefore potentially liable to challenge for being out of date. The National Planning Policy Framework (NPPF) states at paragraph 215 that “due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework”. Where plan policies are out of date, as in the case of Cherwell, assessments have to be made as to the degree of consistency with the Framework and where policies are deemed inconsistent they carry very little weight. In this instance, Arccott is identified in the adopted plan, (as well as an emerging replacement Draft Submission Local Plan that currently carries very little weight because it has yet to be tested at any Public Examination as to its soundness) as a ‘category 2 village’ (policy H14), where only infilling and other small-scale development that secures environmental improvement is allowed. When the principle of development is generally acceptable, developments are assessed as to their appropriateness to the character of the established street scene (policy C27) and the context of their rural surroundings (policy C28). The non-statutory 2011 plan suggested infilling and conversions were permissible on schemes for up to ten dwellings in category B settlements like Arccott. However, the emerging draft plan suggests Arccott and sixteen other similar sized villages should only accommodate a total of just 96 dwellings and significantly more than that number have already been permitted since 2012, including 160 at Bloxham.

**Recent Relevant Site History:**

The S & S Motors site has the following recent planning history of relevance:

01/01056/OUT – Outline permission refused in 2001 for the erection of one new dwelling on land behind No.63 and NW of the garage site.

04/00740/OUT – Outline permission refused in 2004 for the demolition of the garage workshop and outbuildings and the erection of six new dwellings and car parking on the redeveloped garage site and the land behind No.63 and NW of the garage site.

05/01473/F – Planning permission granted in 2005 for a front extension to the garage workshops to form an MOT bay.

05/02448/F – Planning permission granted in 2006 to convert the dwelling at No.63 into two 2-bed flats.

Other relevant planning history on adjacent sites in Arncott:

01/01502/F – Planning permission granted in 2001 to erect two detached dwellings and three terraced dwellings on land NW of The Tally Ho Hotel – the development now known as 1-5 Willowbank.

02/02012/F – Planning permission refused in 2002 to erect four new dwellings and new access road for The Tally Ho on land adjacent and NW of The Tally Ho.

04/01106/F – Planning permission refused again in 2004 for a similar proposal to erect four new dwellings on land adjacent and NW of The Tally Ho.

07/00873/F & 07/00877/F – Planning permissions granted in 2007 for the erection of extensions and new bedroom blocks for The Tally Ho hotel.

09/01083/OUT – Outline permission granted in 2009 to erect two blocks of 8-bedroom hotel accommodation for The Tally Ho.

10/00072/OUT – Outline permission again granted in 2010 for a slightly revised proposal to erect two blocks of 8-bedroom hotel accommodation for The Tally Ho and outline permission renewed in 2013 under 13/00025/OUT.

13/01576/OUT – Outline consent currently being sought to convert three blocks of hotel accommodation (only two of which have actually been constructed) comprising 8 bedrooms in each block to form seventeen 1-bed retirement homes with associated communal gardens and alterations to the parking for the retained 8-bed hotel and the 17 new retirement homes.

**Planning Assessment and Development Opportunities:**

None of the appraisal site or any surrounding land is designated Green Belt, nor is it affected by any landscape protection designation. The land does not lie within a conservation area, nor are there any listed buildings on it or nearby. The site is immediately adjacent MOD land and a potential contaminated land buffer zone extends from the MOD site across most of the S & S Motors land. Land on the opposite side of Ploughley Road lies within designated floodplain, but it does not affect S & S Motors.

Arncott village is relatively close to the main town of Bicester and has good bus service connections from immediately outside the S & S Motors site to both Bicester to the NW and Aylesbury to the SE. It has some sustainability credentials and as an identified Category 2 village, Arncott is deemed an acceptable location at which to accommodate a modest amount of infill development, but only on small infill sites and/or on previously developed land. Redevelopment of the garage site for residential purposes might be acceptable but the loss of rural employment would be a factor militating against any such proposal.

Development of the open field to the NW of the Garage would not constitute infill nor would it represent previously developed land. Accordingly, it is unlikely the Council would support any open-market residential development of the site and they would be likely to refuse any such proposal for the same grounds listed in the 2004 refusal on the site and the similar 2004 refusal on the land to the SE, which forms part of the Tally Ho Hotel site.

The policies against which the Council would seek to refuse development proposals is particularly aged and one could therefore argue that the weight to be attached to such policies would be weakened. However, recent developments and allocations elsewhere in Cherwell District have enabled the Council to demonstrate that they have a reasonable supply of housing land sufficient to meet their initial five-year needs without having to accommodate further development on sites such as this.

Notwithstanding that initial conclusion, the District does suffer from a considerable shortfall in affordable housing and a scheme of affordable houses on the open land beside the garage site might well attract Council support. The current development proposals being applied for on a partial redevelopment of The Tally Ho Hotel site appear to be attracting planning officer support within the Council, so a similar affordable/retirement scheme on the open land using a shared vehicular access with the garage might well attract some support. The Tally Ho proposals have not been opposed on highway, drainage, environmental, residential amenity, affordability or sustainability grounds, so even though the Parish Council and some local neighbours have objected, that scheme and any similar form of development on your own land might well achieve consent(s).

#### **Planning Obligation Issues:**

If Cherwell Council could be persuaded to grant permission for a retirement and/or affordable housing development on the open land beside the S & S Motors garage, it is highly likely that a S.106 Planning Obligation Agreement would have to be entered into with the Council to ensure any development remains affordable. Such an obligation would also require payment contributions for off-site public open space/recreation enhancements and that would be calculated on the basis of about £1,545 per dwelling. A development of say eight 2 and 3-bed affordable units would therefore generate a requirement of £15,450. Such a contribution would reduce accordingly the amount that any affordable housing provider or sheltered retirement home provider would be willing to offer for development of the land but you might reasonably expect to receive something in the order of £160-£240,000 for the site with such a planning consent.

#### **Prospects of Success:**

##### ***An open market development of up to six 3 and 4-bed houses on the open field site:***

VERY GOOD	(over 75%)
GOOD	(55% to 70%)
BALANCED/NEGOTIABLE	(40% to 50%)
DIFFICULT	(20% to 35%)
<b>POOR/VERY POOR</b>	<b>(less than 20%)</b>

##### ***An affordable housing scheme of up to eight 2 and 3-bed units on the open field site:***

VERY GOOD	(over 75%)
<b>GOOD</b>	<b>(55% to 70%)</b>
BALANCED/NEGOTIABLE	(40% to 50%)