

Sutton Courtenay Parish Council

Planning Applications for consideration on Tuesday 7th October 2025

Application no	Comments deadline	Location	Proposal	Link to view online
25/V1192/HH	24 th September	71 Bradstocks Way Sutton Courtenay OX14 4DA	Two storey side extension, single storey side/rear extension forming ancillary accommodation and new porch canopy (Reduction in scale and internal alterations as shown on plans submitted 09 Sept 2025)	Planning Application P25/V1192/HH
P25/V0522/FUL	12 th September	Hanson Building Products Sutton Courtenay Road Sutton Courtenay OX14 4TE	Replacement of existing chain link 1.8m fencing with 2.0m Green mesh security fencing. (Description amended 28th August 2025) (Amended plan received 28th August 2025- Changing the design of the new fencing)	Planning Application P25/V0522/FUL
P25/V1869/FUL	10th October	O K A Purchas Road Didcot OX11 7BF	Erection of 10 dual electric vehicle charger pedestals for 20 EV parking bays. Rooftop solar panels on roof of main unit. Erection of cycle shelter. Alterations to the facade of the unit including some new windows, some new doors and acoustic enclosure screens.	Planning Application P25/V1869/FUL
P25/V1917/FUL	10 th October 2025	Sutton Courtenay Recreation Ground Old Wallingford Way OX14 4AR	Installation of a new north-south oriented non-turf double-lane cricket practice facility, with a cage & netting facility installed over part of the double-lane surface. The development also includes the complete removal of the current two-lane cricket practice facility.	Planning Application P25/V1917/FUL
R3.0086/25	20 th October 2025	HIF – new river crossing	Details pursuant to Condition No. 12 (Protected species surveys & biodiversity)	

Application no	Comments deadline	Location	Proposal	Link to view online
			mitigation and enhancement strategy) of planning permission no. R3.0138/21 at A linear site comprising a corridor between the A34 Milton Interchange and the B4015 north of Clifton Hampden including part of the A4130 east of the A34 Milton Interchange, land between Didcot and the former Didcot A Power Station and the Great Western Mainline, land to the north of Didcot where it crosses a private railway sidings and the River Thames to the west of Appleford-on-Thames before joining the A415 west of Culham Station, land to the south of Culham Science Centre through to a connection with the B4015 north of Clifton Hampden	https://www.oxfordshire.gov.uk/residents/environment-and-planning/planning/find-planning-application/find-application select option to search for an application and type R3.0086/25 in search box
R3.0088/25	20 th October 2025	HIF – new river crossing	Details pursuant to Condition No. 30 (Details of the downgraded section of the A415) of planning permission no. (R3.0138/21) at A linear site comprising a corridor between the A34 Milton Interchange and the B4015 north of Clifton Hampden including part of the A4130 east of the A34 Milton Interchange, land between Didcot and the former Didcot A Power Station and the Great Western Mainline, land to the north of Didcot where it crosses a private railway sidings and the River Thames to the west of Appleford-on-Thames before	https://www.oxfordshire.gov.uk/residents/environment-and-planning/planning/find-planning-application/find-application select option to search for an application and type R3.0088/25 in search box

Application no	Comments deadline	Location	Proposal	Link to view online
			joining the A415 west of Culham Station, land to the south of Culham Science Centre through to a connection with the B4015 north of Clifton Hampden	
R3.0089/25	20 th October 2025	HIF – new river crossing	Details pursuant to Condition No. 8 (Details of External Appearance of The River Thames Crossing Structure) of planning permission no. (R3.0138/21) at A linear site comprising a corridor between the A34 Milton Interchange and the B4015 north of Clifton Hampden including part of the A4130 east of the A34 Milton Interchange, land between Didcot and the former Didcot A Power Station and the Great Western Mainline, land to the north of Didcot where it crosses a private railway sidings and the River Thames to the west of Appleford-on-Thames before joining the A415 west of Culham Station, land to the south of Culham Science Centre through to a connection with the B4015 north of Clifton Hampden	https://www.oxfordshire.gov.uk/residents/environment-and-planning/planning/find-planning-application/find-application select option to search for an application and type R3.0089/25 in search box
R3.0090/25	17 th October 2025	HIF – new river crossing	Details pursuant to Condition No. 5 – topographical plans of the Clifton Hampden bypass section of the development (partial discharge) of planning permission no. (R3.0138/21) at A linear site comprising a corridor between the A34 Milton Interchange and the B4015 north of Clifton Hampden including part	https://www.oxfordshire.gov.uk/residents/environment-and-planning/planning/find-planning-application/find-application select option to search for an application and type R3.0090/25 in search box

Application no	Comments deadline	Location	Proposal	Link to view online
			of the A4130 east of the A34 Milton Interchange, land between Didcot and the former Didcot A Power Station and the Great Western Mainline, land to the north of Didcot where it crosses a private railway sidings and the River Thames to the west of Appleford-on-Thames before joining the A415 west of Culham Station, land to the south of Culham Science Centre through to a connection with the B4015 north of Clifton Hampden	
R3.0091/25	20 th October 2025	HIF – new river crossing	Details pursuant to Condition No. 5 – topographical plans of the Didcot Science Bridge and Culham River Crossing section of the development (partial discharge) of planning permission no. R3.0138/21 at A linear site comprising a corridor between the A34 Milton Interchange and the B4015 north of Clifton Hampden including part of the A4130 east of the A34 Milton Interchange, land between Didcot and the former Didcot A Power Station and the Great Western Mainline, land to the north of Didcot where it crosses a private railway sidings and the River Thames to the west of Appleford-on-Thames before joining the A415 west of Culham Station, land to the south of Culham	https://www.oxfordshire.gov.uk/residents/environment-and-planning/planning/find-planning-application/find-application select option to search for an application and type R3.0091/25 in search box

Application no	Comments deadline	Location	Proposal	Link to view online
			Science Centre through to a connection with the B4015 north of Clifton Hampden	
P25/V1947/O (VWHDC) P25/S2937/O (SODC)	22 nd October 2025	Signia Park Land at former Didcot A Power Station Purchas Road Didcot	Hybrid planning application consisting of a) full planning application for link road and associated landscaping and drainage infrastructure and associated works and b) outline planning application for a mixed employment development comprising up to 75,000 square meters of floorspace within Class E(g)(iii)/B2/B8 use (all matters reserved) (proposal reserves land for the Didcot Science Bridge). Cross boundary application Vale of White Horse and South Oxfordshire.	P25/V1947/O
P25/V2037/CM	N/A	Land to Northwest of Premier Inn Oxford South Didcot Hotel South of A4130 East of Milton Interchange Roundabout	Details pursuant to Condition No. 30 (Details of the downgraded section of the A415) of planning permission no. (R3.0138/21) at A linear site comprising a corridor between the A34 Milton Interchange and the B4015 north of Clifton Hampden including part of the A4130 east of the A34 Milton Interchange, land between Didcot and the former Didcot A Power Station and the Great Western Mainline, land to the north of Didcot where it crosses a private railway sidings and the River Thames to the west of Appleford-on-Thames before joining the A415 west of Culham Station, land to the south of	Planning Application P25/V2037/CM

Application no	Comments deadline	Location	Proposal	Link to view online
			Culham Science Centre through to a connection with the B4015 north of Clifton Hampden	

Planning Applications considered between meetings under delegated authority

P25/V1755/O	29 th September	Land at the rear of Buckridges High Street Sutton Courtenay OX14 4AW	See Attachment 1	
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Planning Withdrawals

Application no	Location	Proposal
P24/V2693/S73	75 Bradstocks Way Sutton Courtenay OX14 4DA	Variation of Condition 2 (approved plans) on Planning Application P24/V0505/HH for the addition of a porch and the discharge of condition 4 - access Two storey side extension, new access /dropped kerb. Installation of PV solar panels to front elevation. (Addition of parking plan submitted on 08-05-2024 and amended parking plan received on 14 June 2024 and amended location plan received 10 July 2024).

Planning Decisions

Application no	Location	Proposal
P25/V1192/HH	71 Bradstocks Way Sutton Courtenay OX14 4DA	Two storey side extension, single storey side/rear extension forming ancillary accommodation and new porch canopy (Reduction in scale and internal alterations as shown on amended plans submitted 09 September 2025)

Planning responses sent per the September meeting

P25/V1671/S73	11/9/25	Partridge Close Sutton Courtenay Abingdon OX14 4FT	Comment submitted by the Parish Council: This Application is almost identical to P23/V0207/S73 which extraordinarily was withdrawn after 2.5 years without a decision. The Applicant submits that the development was built correctly however Sutton Courtenay Parish Council objects to this Application since it significantly differs in vital technical respects to the external works agreed with the Approval to discharge conditions, ref P15/V1931/DIS.	https://data.whitehorsedc.gov.uk/java/support/Main.jsp?MODULE=ApplicationDetails&REF=P25/V1671/S73
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		Firstly it is worth stating that as built the scheme is not SUDS compliant and not to an adoptable standard in spite of a commitment given by the developer at the time of the original Detail Application (which left residents liable for open soft landscaped spaces only). It is also reported that the sewage pump installed is not suitable for adoption. This of course makes occupiers, including Sovereign Housing, liable for repair and maintenance for evermore Secondly reports have been collated cataloguing defects on an item by item basis, for example see web comment submitted by 1, Rye Gardens (also submitted with P23/V0207/S73). They are <u>too numerous</u> to summarise but key defects include. • Originally all roads except were shown with permeable block paving, but large areas are permeable macadam surfaced including most of Road 1 (running North to South), and ponding is frequent including at the transition from paving to macadam at the South end and beyond, all of which suggests that the permeable surfaces are ineffective and/or have incorrect profiles. • Floor slabs to Plots 16 to 20 are set too low and dpc's are less than 150mm above ground level (finished floor levels no longer shown). Access road and parking bays lowered to accommodate undermining exceedance routing. Originally all to be permeable block paved, <u>now</u> macadam with a road gully. Area ponds, exceedance route lost. • Swale to North side of "the public open space" not formed undermining exceedance routing. The space is not landscaped, it is merely grass. • Soakaways to houses <u>too close</u>, less than 5 metres, aggregate filled, not crated with rodding eyes. • The Parish Council submits that a Section 73 Application cannot be used when the external works differ too widely and are so defect ridden,	
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			and that it should be refused and enforcement action taken.	
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Planning decisions:

Application no	Location	Proposal	Decision
P25/V0522/FUL	Hanson Building Products Sutton Courtenay Road Sutton Courtenay	Replacement of existing chain link 1.8m fencing with 2.0m Green mesh security fencing. (Description amended 28th August 2025) (Amended plan received 28th August 2025- Changing the design of the new fencing)	GRANTED

Attachment 1

Sutton Courtenay Parish Council (SCPC) response to

P25/V1755/O Outline application (all matters reserved except access) for the erection of three self-build dwellings and garages with access provided by existing shared access from High Street with a new entry point into the site on its north-west corner

General

SCPC notes that this site has a long history of development planning applications dating back to 1981. Prior to 2021, all applications were either rejected, withdrawn, or lost on appeal by the applicant. The land was considered variously for a single dwelling, cemetery etc. The main issues were access to the site and traffic. Not surprisingly, neither of the concerns have been addressed adequately to date, due to the inherent historical design and layout of the junction and access route, and proximity to listed buildings fronting the High Street just by the junction.

In 2021, an application (P21/V2440/O) was submitted for three dwellings with garages to be built across the whole of the 0.81 ha land in the applicant's ownership. The January 2025 application (P25/V0002/O) and the current August 2025 application (P25/V1755/O) are for three dwellings with garages, to be built on only 0.45 ha of the 0.81 ha land in the applicant's ownership.

SCPC recognises that potentially piecemeal doubling the housing density on a plot of land is not of material consideration in the determination of P25/V1755/O. Given the strong resolve of the developers to realise their capital from the development of the whole 0.81 ha, it is more than likely that another planning application will be submitted to develop more housing on the remaining ~ 0.36 ha southern section of the land.

SCPC has long held the view that the cumulative impact of several sequential developments in proximity to one another should be taken into account. In this particular case, the increased development in the vicinity has been taken as an argument in favour of the proposed development as other recent housing developments suggests that the site could be now considered to be within the built up area of the village.

While SCPC did not formally object to the January 2025 application (P25/V0002/O), it did express serious reservations about the loss of amenities to other users of relevant sections of Bridleway 373/3 and Boat 373/10. It is noted that in the application now under consideration, it is proposed moving the entry/exit point for

the development site from off the Bridleway 373/3 at the north eastern corner of the site, to the north western corner of the site – just where the BOAT 373/10 turns south and runs along between the western boundary of the site and the backs of the houses fronting the High Street, towards Old Wallingford Way (continuation of BOAT 373/10).

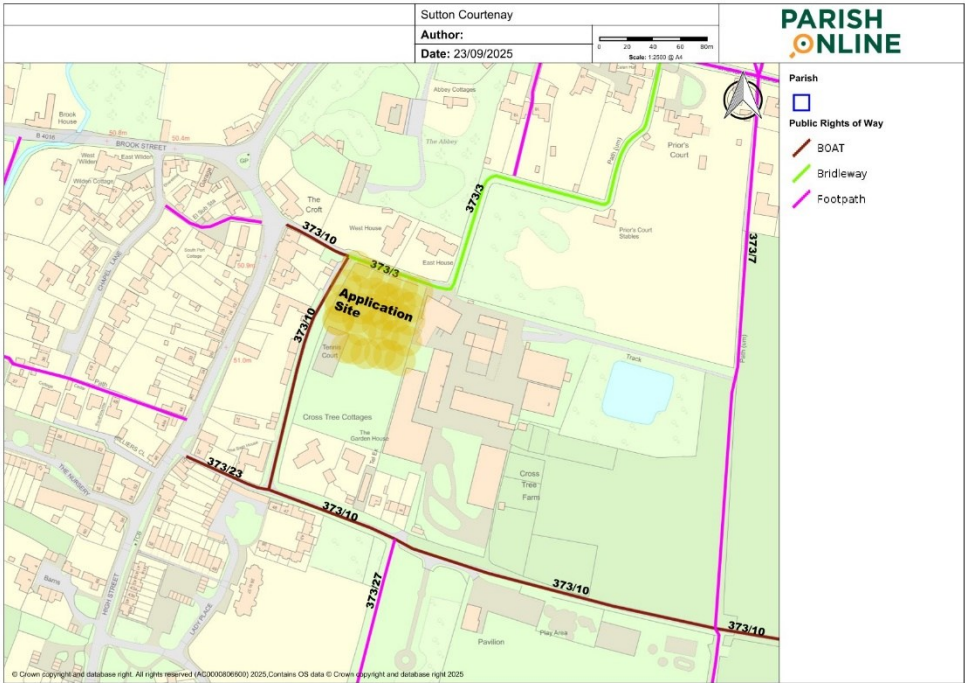
Loss of amenity to other Countryside Access users

While SCPC accepts the principle of infilling as set out in Policy SC8 of Sutton Courtenay Neighbourhood Plan (SCNP), it should be noted that the subtext states infilling ‘where they respond positively to the special character of the village.’ The SCNP states:

‘Leading off the main village streets, the narrow, secondary routes form another layer of permeability and access, providing a network largely outside the vehicular zone. This secondary connection is an important part of the character as it punctuates and subdivides the built environment. The value of this part of the village lies in the inviting lanes and footpaths, leading out to hidden corners of the village. The paths and lanes are extremely well used by local people, for dog walking, local recreation and by children playing safely, away from the traffic on the village street.’

Since the SCNP was made, there is an additional user group of the bridleways and BOATs – namely horses and their riders. In 2024, VWHDC granted change of use from agricultural to equestrian to Cross Tree Farm which is just east of the development site. The paths surrounding the site are used for exercising the horses.

Both bridleway 373/3 and BOAT 373/10 are not wide enough to safely allow for two-way vehicular traffic with passing cyclists, dog walkers and horse riders. For the non-vehicular users, the greatly diminished. Please note the around the site



pleasure of being in the open countryside is picture below of the network of footpaths

It should be noted that most of the buildings to the east of the site are now redundant and once that brownfield site is cleared, it opens up the possibility of more houses all needing access to 373/10 and 373/3 to reach the High Street. SCPC is aware that this cannot be of material consideration for the current application but remains concerned about the future cumulative impact of several developments on an area that 'is part of the character as it punctuates and subdivides the built environment.'

Moving the ingress/egress to the site further west along the northern boundary does minimise vehicles traversing along the bridleway 373/3. However, it opens up the possibility of vehicles using the north-south section of the BOAT 373/10 to get to Old Wallingford Way (continuation of 373/10) in heavy traffic as a shortcut to get on to the High Street.

Additionally, constructing the proposed access at the north-west corner of the site would require a substantial area of hard surfacing at the proposed access point – this will impact the rural aspect of the view looking east from the High Street along the edge of the conservation area.

Traffic and Access

The Transport Statement is lightweight in relation to the BOAT that will provide the main ingress and egress to the proposed development. No detailed justification has been provided for 'lightly trafficked High Street' in the Transport Statement.

Paragraph 1.6 of the Transport Statement states that safe and suitable access will be provided to and from the development and it would not result in a detrimental impact on highway safety or capacity. However, there is no detailed discussion of safety of walkers and animals along the BOAT 373/10/ and the Bridleway 373/3/.

It would appear that the Transport Statement started as a copy of a Transport Statement of a site near Radford Primary School (section 2.4.3 of the report). The name of the school in Sutton Courtenay Is Sutton Courtenay CofE Primary School. What appears to be a relatively minor typo does undermine confidence in the report.

The traffic flow data presented for Peak AM and PM traffic count data presents a very misleading picture. The data does not tally with those who live and experience the heavy traffic which is usually between 7am and 9am in the morning and 4pm to 6.30pm in the evenings. Sometimes it is tailed back up the High Street due to the heavy traffic on the B4016 at those times. The frequency of accidents on the A34 or roadworks results in even heavier traffic both north and south along the High Street.

Data for the average 24- hour two-way flow of traffic collected in May 2024 (74 cars) has been compared to data collected in June 2021 (43 cars). It should be borne in mind that these are just snapshots in time. Interestingly, the report does not mention the exact dates of the surveys. School half term tends to fall between end of May and beginning of June. The report concludes that 'overall daily volumes are slightly higher in 2024 but in absolute terms remain low'. The change from 43 to 74 is an increase of over 70% in volume of traffic – that is more than 'slightly higher'.

The BOAT has a very awkward junction with the High Street with views restricted on to the High Street due to parked cars belonging to the immediate High Street properties (please see Figure 3 of the applicant's Heritage Assessment) and a bus stop close to the junction. The configuration of the junction and parked cars

makes it difficult to get a clear line of sight both towards the south and north of the High Street without actually almost driving up to the High Street. Traffic from the Church Street (B4016) onto the High Street has to negotiate a very sharp bend and the BOAT drivers may not have time to react to the traffic heading south as they pull out on to the High Street. In conclusion, SCPC does not consider that the Transport Statement has adequately considered the safety of the junction.

SCPC has come to the conclusion that primarily because of the use of the BOAT to gain access to the site and the consequential compromise to the safety of non-vehicle users and the inadequate junction with the High Street which could present a high risk at peak times, it objects to the application .

Should the LPA be minded to approve the application, SCPC asks that:

1. Conditions are imposed so that traffic egressing the site cannot turn south along the BOAT 373/10 to head towards Old Wallingford Way (also BOAT 373/10).
2. Further consideration should also be given to the pedestrian safety both along the BOAT and also at the junction with the High Street.
3. Finally, at the reserved matters stage, consideration is given to Sutton Courtenay Neighbourhood Plan Policy SC9 on Housing Needs which includes a requirement that proposals for new housing should respond positively to the most up-to-date assessment of local housing needs.



Sutton Courtenay Parish Council

Protocol for Pre-Application Meetings on Developments

Guidance for Councillors and developers

Sutton Courtenay Parish Council recognises that pre-application discussions play an important role in many planning applications and welcomes the desire of developers (whether for large or small projects) to consult both the Council and the public more widely. However, the Council is also aware of the importance of public perception in planning and the critical need to avoid any appearance that the Council is conducting secretive negotiations or colluding with developers.

Pre-determination

In all meetings with developers, members are reminded of the critical importance of not pre-determining their position on any future application, as this could require them to take no part in the discussion. It is noted, however, that expressing a pre-disposition, for example of either 'welcome in principle' or 'concerns', is permissible.

Pre-application briefings

The Council is, in general, willing to hold meetings with developers prior to public consultation on the following two conditions:

- i. full public consultation is either already scheduled or firmly planned;
- ii. the meeting is open to the public to attend and has been reasonably advertised.

The policy of the Council is not to hold private meetings with developers unless there is a necessary and compelling reason that could be justified to the public (for example a strong commercial sensitivity, where a developer wishes to receive an initial steer before deciding whether to progress).

Pre application public consultations

The Council strongly encourages developers to carry out full public consultation before submitting plans for major developments, on the following basis:

- i. an accessible and convenient venue;
- ii. sufficient publicity to likely interested parties, in good time;



- iii. appropriate timings to allow as wide a range of people as possible to attend;
- iv. a genuinely open mind and willingness to adapt plans in response to feedback.

In general members are advised not to attend separate private briefings as part of public consultation, but instead to attend with the public.

This Policy was adopted at the Council meeting on **TBD** to be reviewed at the Annual Parish Council Meeting or sooner should legislation dictate.