04 February 2026

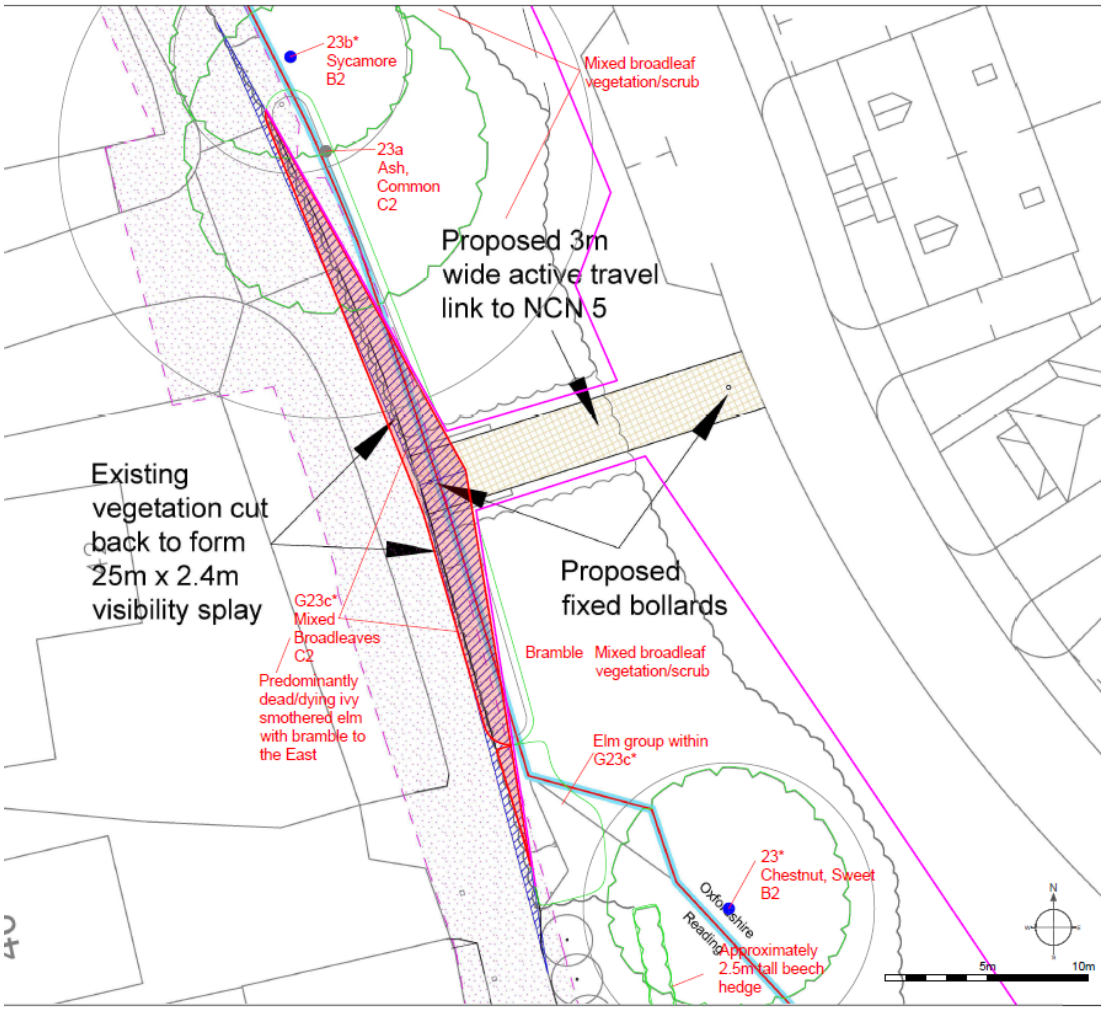
Title	**PLANNING APPLICATION UPDATE REPORT**
Ward	Emmer Green
Planning Application Reference:	PL/25/0691 Outline planning permission: Some matters reserved
Site Address:	Land West of Kidmore End Road, Oxfordshire, RG4 8SG
Proposed Development	Outline planning application for the development of up to 70 homes (including affordable housing), new vehicular access, associated parking and landscaping (all matters reserved except for access
Applicant	Fairfax (Reading) Ltd and Reading Golf Club (SODC) Ltd
Report Author	Matthew Burns
Deadline	08/08/2025
Recommendations	As per the main agenda report

1. Additional Representation Received

1.1 Since publication of the main agenda report 2 x additional objections to the application has been received. One objection is from a resident at no. 33 Highdown Hill Road. The objection states that the section of hedgerow required to be trimmed back to provide the necessary visibility splay to the proposed cycle and pedestrian link from the development to Highdown Hill Road is within their ownership and that they do not give permission for this hedgerow to be removed.

1.2 The hedgerow being discussed extends south along Highdown Hill Road and it is the southern end of the hedgerow that meets no. 33 Highdown Hill Road.

1.3 An updated version of the visibility splay is shown below and supersedes that shown in figure 6 within the main agenda report and also that shown at the end of the main agenda report). Having reviewed the redline area location plan submitted with the application, it appears that whilst some parts of the hedgerow are located within the front/side garden area of no. 33 the parts of hedgerow proposed to be cut back extend over and are located within the redline application area, onto land within the applicant's ownership or onto land that forms part of the public highway. This reflects that declared by the applicant on the application form when serving notice on any landowners within the application land. Land ownership is not a material planning consideration, and it would be the responsibility of the applicant to ensure they can fully comply with all requirements of their planning permission and obtain other necessary permissions or consents to do so.



Proposed visibility Splay for cycle and pedestrian access onto Highdown Hill Road

1.3 As referred to in paragraph 7.38 of the main agenda report the impacted part of the hedgerow is located within South Oxfordshire. The committee report for their application acknowledged the loss of the small section of hedgerow and that replacement landscaping to mitigate for this would be secured as part of a future reserved matters application for landscaping matters related to the proposed development. Any such future reserved matters application would be dealt with by South Oxfordshire District Council (SODC) should the appeal be allowed by the Planning Inspectorate. The SODC officer also recommended a condition to secure provision of the access (including visibility) splay prior to occupation of any dwelling.

1.4 The two new objections received also raise concern over the impact of the proposed development upon bats and other wildlife, particularly from loss of the hedge. As discussed above the hedge is not proposed to be removed but cut back. Matters relating to wildlife and protected species in this instance is primarily a matter for SODC and is addressed in the South Oxfordshire committee report where the SODC Ecologist did not object to the proposed work to the hedge. Cutting back of the small section of hedgerow is not considered to have material adverse impacts upon bats or wildlife. The Planning Officer at South Oxfordshire recommended condition to ensure impacts upon protected species during construction and occupation of the development are suitably mitigated for.

1.5 The new objections received also raise concerns regarding the impact of the cutting back of the hedgerow upon the visual amenity of Highdown Hill Road. They also raise safety concerns regarding the use of Highdown Hill Road as a cycle, pedestrian route serving the development. These matters are discussed within the main agenda report.

Transport and Highway Matters

1.6 Paragraphs 7.19 to 7.28 of the main agenda report considers the highway impacts of the proposed development and discusses the highway impact mitigation contribution sought by way of a s106 legal agreement. Officers can provide further clarification in respect of the highway mitigation contribution sought. The contribution of £50,000 is sought to mitigate the impacts of the development to go towards upgrading the operating system (MOVA) and/or improvements to the pedestrian and cycle facilities at the junction of Peppard Road / Henley Street / Westfield Road / Prospect Street. At the 5th of November 2025 Planning Applications Committee Members discussed the adjacent authority SODC planning application (ref. PL/25/S1431/O) and asked that the £50,000 figure should be increased to £150,000 in comments sent to SODC. When the SODC application was determined the £150, 000 was not agreed by the applicant or SODC given that insufficient justification for this level of contribution had been provided.

1.7 Following that Planning Applications Committee the Transport Development Control team have been reviewing the application to justify a higher contribution whilst applying the National Guidance on Planning Obligations which states the following:

Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms. They must be:

- *necessary to make the development acceptable in planning terms;*
- *directly related to the development; and*
- *fairly and reasonably related in scale and kind to the development.*

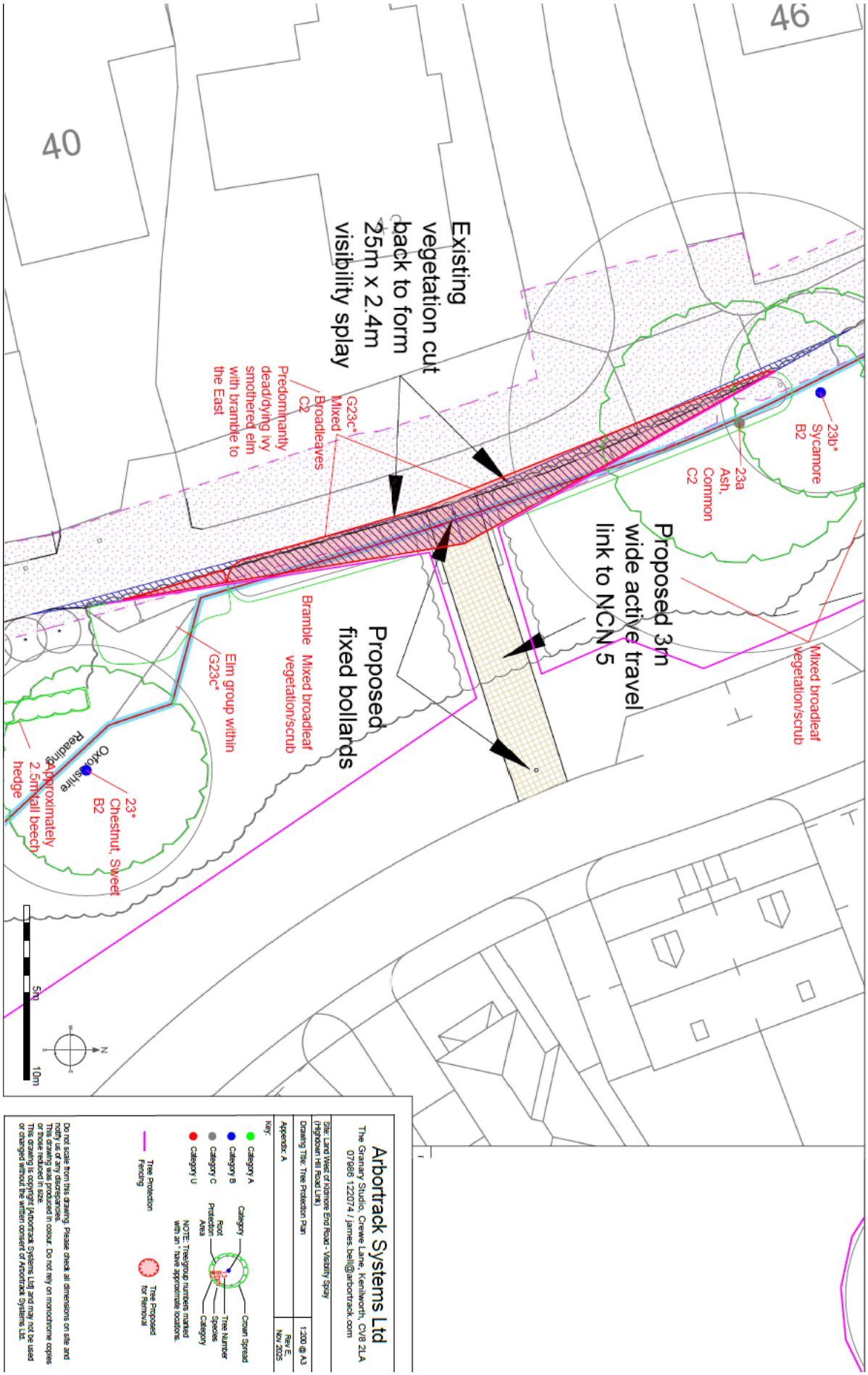
1.8 The proposed development would generate a total of 32 vehicle trips in the AM Peak and 38 in the PM Peak as outlined within Table 6.7 at Paragraph 7.21 of the main report. Although not all vehicle trips generated by the development would utilise this junction the junction assessment undertaken by the applicant has identified that the development would have a negative impact on the operation at that junction. As identified above, planning obligations need to be fairly and reasonably related in scale and kind to the development and therefore, they should be mitigating the impact of the development only and not addressing any existing problem on the network. Officers advise that the contribution of £50,000 would comply with this guidance.

1.9 The Transport Development Control Team have reviewed whether the increased contribution of £150,000 sought by Members at the 5th November Planning Applications Committee could be utilised towards other Highway improvements. However, as outlined at Table 6.7 at Paragraph 7.21 of the main agenda report the development will only generate a total of 27 pedestrian and cycle trips in the AM Peak and 8 in the PM Peak, this increase in trips would not result in an unacceptable harm on the Highway Network and as such no further contribution above the £50,000 sought would meet the required tests for planning obligations.

2. Conclusion

2.1 The maters raised in this report do not change the officer recommendation which remains as set out in the recommendation box of the main agenda report.

Case Officer: Matt Burns



Proposed cycle/pedestrian link onto Highdown Hill Road