

P12/V1188  
Church Farm Barn  
Sunningwell

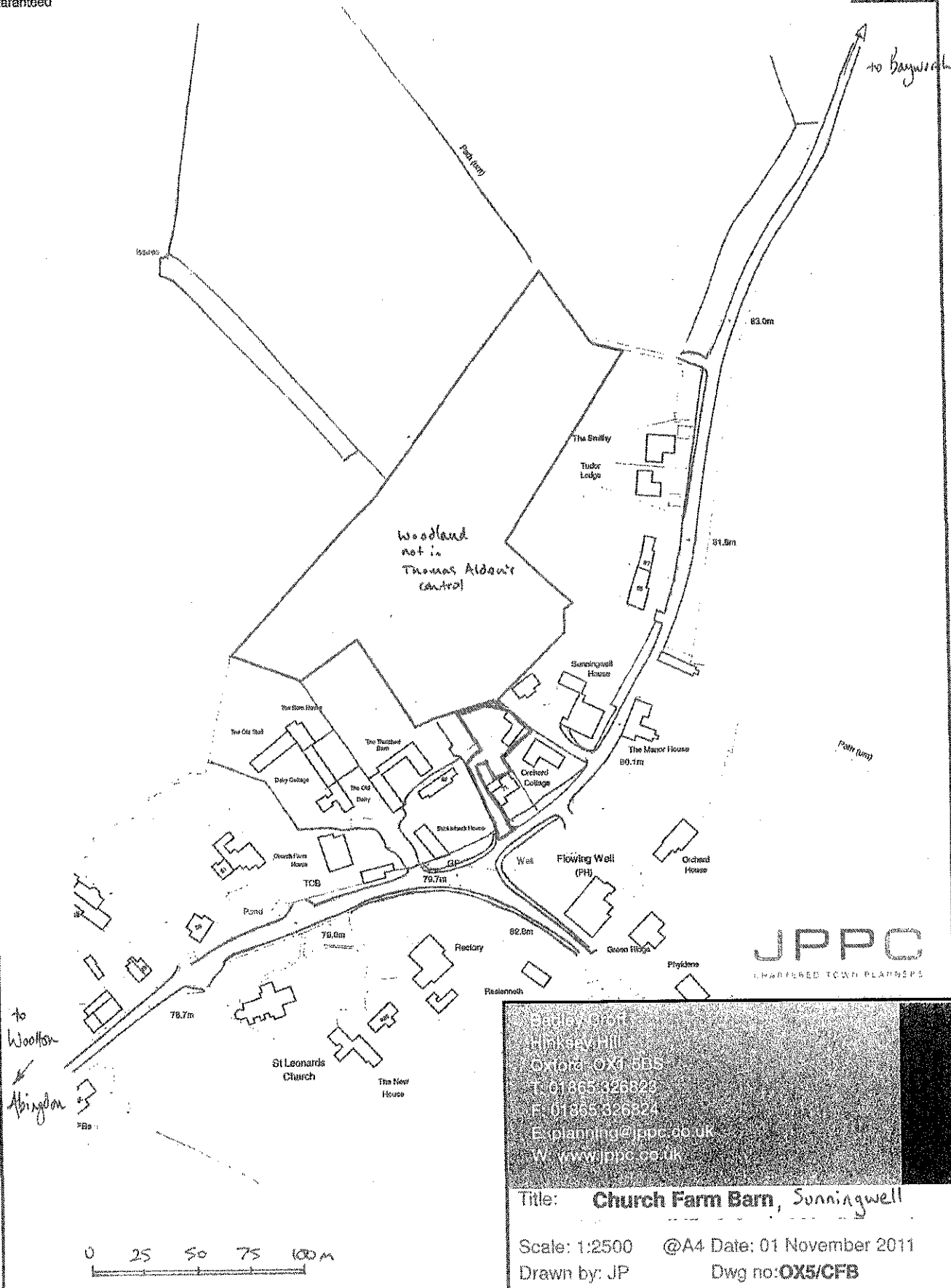
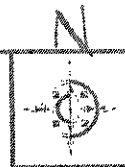
APPENDIX 1  
1 of 4

Map Centre: - 449669,200716



Plan is provided for reference purposes only and its accuracy is not guaranteed

0m 25m 50m 75m



JPPC  
LANDSCAPED TOWN PLANNERS

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Title: **Church Farm Barn, Sunningwell**  
 Scale: 1:2500 @A4 Date: 01 November 2011  
 Drawn by: JP Dwg no: **OX5/CFB**



- NOTES:**
- 1. OUT OF SCALE
  - 2. DIMENSIONS TO FACE UNLESS OTHERWISE STATED
  - 3. ALL DIMENSIONS TO FACE UNLESS OTHERWISE STATED
  - 4. DIMENSIONS TO FACE UNLESS OTHERWISE STATED
  - 5. DIMENSIONS TO FACE UNLESS OTHERWISE STATED

NO.	DATE	BY	FOR	DESCRIPTION
1	11/19/17	AW	AW	ISSUED FOR TENDER
2	11/19/17	AW	AW	ISSUED FOR TENDER
3	11/19/17	AW	AW	ISSUED FOR TENDER
4	11/19/17	AW	AW	ISSUED FOR TENDER
5	11/19/17	AW	AW	ISSUED FOR TENDER
6	11/19/17	AW	AW	ISSUED FOR TENDER

**INFORMATION**

**PROPOSED BLOCK PLAN**

**PROJECT:** REFURBISHMENT/REUSE AT CHURCH FARM, SUNNINGWELL

**CLIENT:** TLA FITNESS

**RIDGE**

THE CONYARDS  
 BLENDHEM PARK  
 WOODS ROAD  
 WOODS LOCK  
 OXON 10E

TEL: 01998 816000  
 FAX: 01998 816001  
 WWW.RIDGE.CO.UK

DWG NO: 111917-2

SCALE: 1:500

DATE: 11/19/17

PROJECT NO: 111917-2

DATE: 11/19/17

SCALE: 1:500

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DATE: 11/19/17

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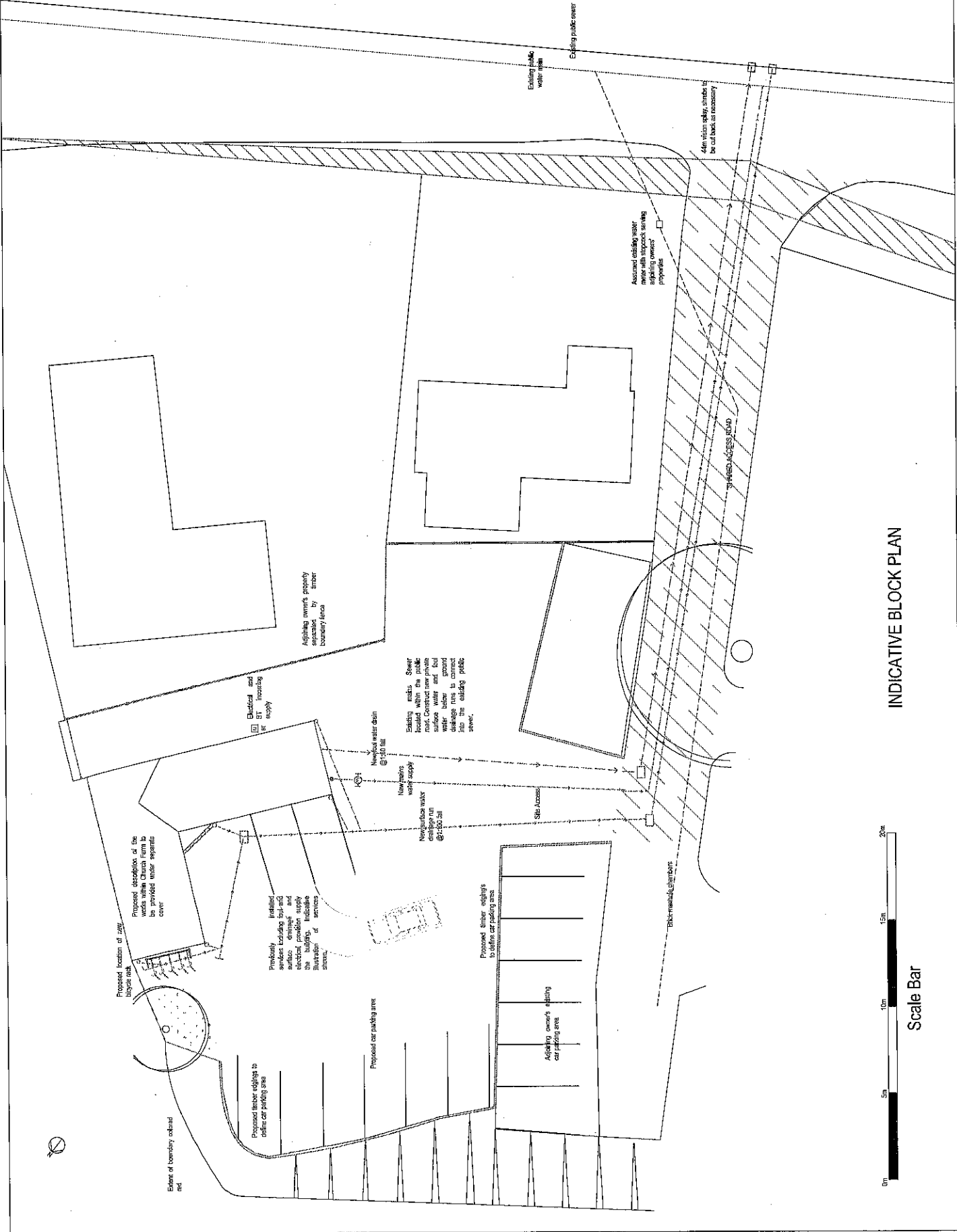
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PROJECT NO: 111917-2

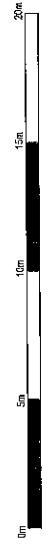
DATE: 11/19/17

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DATE: 11/19/17



**INDICATIVE BLOCK PLAN**



**Scale Bar**

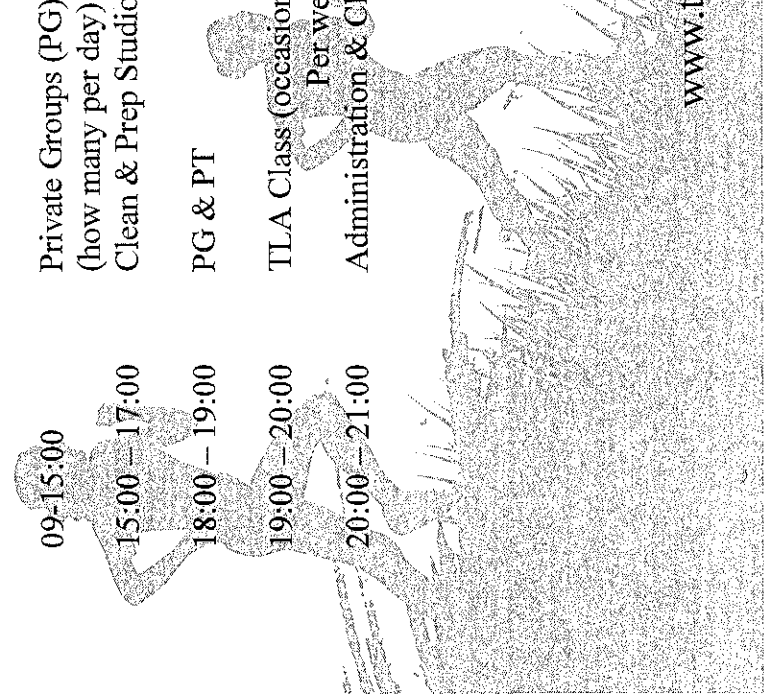
# TLA FITNESS

GET FIT OUTDOORS...

**PRIVATE FITNESS STUDIO – CHURCH BARN – SUNNINGWELL**  
**2012-04-19**

Please find below a proposed itinerary for a typical training day (week day) at the TLA Private Fitness Studio:

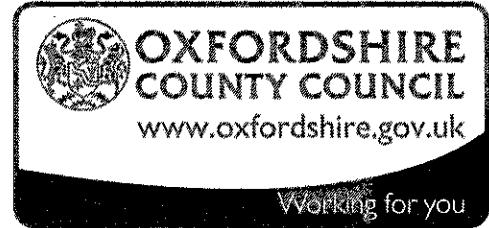
<u>Start times</u>	<u>Activity</u>	<u>Visitor Numbers</u>	<u>Cars</u>	<u>Catchment area of TLA client/s</u>	<u>Staff Numbers</u>
06-07	Access/cleaning/prep	0	0-1	STAFF	1
06-07	Personal Training (PT)	1	1-2	BH, SV, CV, Hinksey	1
07-08	PT	1/2	1-2	BH, SV, CV, Hinksey	1
09-15:00	Private Groups (PG) & PT (how many per day)	1-6 (per class)	1-5max	BH, SV, CV, Hinksey	1-2
15:00 – 17:00	Clean & Prep Studio	0	0-1	STAFF	1
18:00 – 19:00	PG & PT	1-5	1-5max	BH, SV, CV, Hinksey	1
19:00 – 20:00	TLA Class (occasional x2) Per week	4-10	4-7max	BH, SV, CV, Hinksey,	1
20:00 – 21:00	Administration & Cleaning	0	0-1	BH, SV, CV, Hinksey	1



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APPENDIX 2

LOCAL HIGHWAY AUTHORITY CONSULTATION



To: Vale of White Horse District Council

Planning Application No.	P12/V1188	Planning Officer	Stuart Walker
Consultation Date	23/06/2012	OCC Officer	Ben East
Comments	Final		

**Church Farm Barn, Sunningwell**

It is proposed that the existing redundant building on the site be converted to an office with studio for a personal trainer (D2 Assembly and Leisure). This building is understood to have a permitted B1 use as a craft centre.

The applicant has provided trip generation information as part of the application. Predicted movements range from between 8 and 15 arrivals (and therefore 8 to 15 departures) depending on the day of the week.

These vehicle movements will be spread out during the day, with arrivals for various training activities being as few as one vehicle per hour for a one on one session. The busiest period (4 – 7 vehicles) is stated to be when the 'TLA Classes' are running in the evening, which are outside of the peak hours, and only twice per week. Some visitors will cycle to the site, and the applicant can walk, living close by.

Whilst this will clearly be an increase in vehicular movements when compared to the existing situation; in transport planning terms this level of traffic generation is considered relatively minor. Having visited the site the predicted level of traffic generation is not a significant concern, and would not warrant an objection on highway safety grounds. I am also mindful that the extant permission could be implemented at any time, and generate associated vehicle movements.

A personal permission could be considered by the Local Planning Authority in order to restrict the use of the site to reflect the information submitted within the application, and therefore restrict vehicle movements; but at just 75sqm it is the small size of the building that will ultimately limit activities on the site.

The proposed number of parking spaces is considered sufficient based on the information submitted. However, the proposed parking spaces do not appear to be to the minimum acceptable dimensions of 2.5 x 5 metres on the submitted block plan. Measurements on site suggest that only 5 parking spaces with these dimensions will fit along the northern edge of the site (6 are shown). However, there is sufficient room within the redline area to accommodate further spaces and a revised parking layout can therefore be secured by planning condition.

In summary I have no objection to this application subject to the following conditions;

- HY3 Visibility Splays (Access)
- HY9 Car Parking Area (Details not Shown) – 8no 2.5 x 5 metre parking spaces
- HY10 Turning Space (Details not Shown)
- HY20 Bicycle Parking

Signed: Benjamin East, Area Liaison Officer  
For: Oxfordshire County Council as Local Highway Authority  
Date: 12 July 2012