

<b>APPLICATION NO.</b>	<a href="#">P21/V1217/RM</a>
<b>SITE</b>	Land north of Shrivenham Highworth Road
<b>PARISH</b>	SHRIVENHAM
<b>PROPOSAL</b>	Reserved Matters following Outline Permission (P15/V2541/O) for appearance, layout and scale for the development of a retail unit up to 400 sqm and associated highways works. (as amended by plans received 7 July 2023 and 29 November 2023).
<b>WARD MEMBER(S)</b>	Katherine Foxhall
<b>APPLICANT</b>	Viral Patel
<b>OFFICER</b>	Cala Homes Midlands and Legal and General Homes Penny Beale

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### **RECOMMENDATION**

It is recommended that approval is granted subject to the following conditions:

**1. Approved plans**

**Reason:** To secure the proper planning of the area in accordance with Development Plan policies.

**2. Prior to commencement of the development above slab level, details of all materials to be used externally in the construction shall be submitted to and approved in writing by the Local Planning Authority. The development shall be built using only the approved materials.**

**Reason:** In the interest of visual amenity (Policy CP37 of the adopted Local Plan 2031 Part 1).

**3. Prior to the commencement of the development above slab level, details (including specification, position, height, orientation) of a scheme of biodiversity enhancements to be provided, shall be submitted to and approved in writing by the local planning authority. The scheme shall be designed in conjunction with a suitably qualified ecologist and bird/bat boxes and bat access tiles shall be integrated into the fabric of the development. A minimum of six biodiversity enhancement features shall be provided onsite. Thereafter, the development shall be implemented in accordance with the approved details and all features provided prior to first use.**

**Reason:** To secure biodiversity enhancements onsite, in accordance with Policy CP46 of the Vale of White Horse Local Plan 2031 Part 1.

4. Prior to the commencement of the development above slab level, details of the enclosure of the plant and refuse area shall be submitted to and approved in writing by the local planning authority. Thereafter, the development shall be implemented in accordance with the approved details.

**Reason:** In the interest of visual amenity (Policy CP37 of the adopted Local Plan 2031 Part 1).

5. Prior to the first use or occupation of the development eight active charging points for electric vehicles shall be provided and ducting for all remaining spaces for future upgrade be provided in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority.

**Reason:** To encourage the use of electric vehicles to improve air quality in accordance with Policy DP26 of Local Plan 2031 Part 2.

6. Prior to its first use, all new plant/machinery shall be acoustically insulated in accordance with a scheme which shall first have been submitted to and approved in writing by the Local Planning Authority. This may require treatment of the site boundaries, the provision of acoustic barriers/bunds and/or the careful siting of the machinery and plant. Thereafter, the acoustic insulation works shall be maintained in accordance with the approved scheme.

**Reason:** To protect the occupants of nearby residential properties from loss of amenity due to noise disturbance and in accordance with Policy DP23 of the Vale of White Horse Local Plan 2031 Part 2.

7. No external lighting shall be installed on the site other than in accordance with details which have been first submitted to and approved in writing by the Local Planning Authority prior to first occupation or use. Details shall include location of the external lights and product specification.

**Reason:** To protect the appearance of the area, local residents from light pollution and ensure the site is safely lit in accordance with Policies CP37 and CP44 of the Vale of White Horse Local Plan 2031 Part 1 and DP23 of the Vale of White Horse Local Plan 2031 Part 2.

8. Prior to the first use or occupation of the new development, provision for parking bicycles on the site shall be made in accordance with a scheme which shall first have been submitted to and approved in writing by the Local Planning Authority.

**Reason:** To encourage the use of sustainable modes of transport in accordance with Policies CP33, CP35 and CP37 of the adopted Local Plan 2031 Part 1.

9. Prior to the first use or occupation of the new development, a site-specific servicing and delivery management plan, identifying and confirming all servicing requirements of the retail unit, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. Thereafter, servicing and deliveries to the site shall be carried out in accordance with the approved management plan.

**Reason:** In the interest of highway safety in accordance with Policies CP33 and CP35 of the Vale of White Horse Local Plan 2031 Part 1.

10. Prior to the first use or occupation of the new development, a Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

**Reason:** To promote travel to and from the site by walking, cycling and public transport, in the interests of sustainability in accordance with Policies CP33 and CP35 of the Vale of White Horse Local Plan 2031 Part 1.

11. Prior to the first use or occupation of the new development, car parking spaces shown on approved drawing number CB\_12\_102\_RET\_001 Rev H shall be constructed, surfaced and marked out. The car parking spaces shall be constructed to prevent surface water discharging onto the highway. Therefore, the car parking spaces shall be kept permanently free of any obstruction to such use.

**Reason:** In the interest of highway safety and to avoid localised flooding in accordance with Policies CP35, CP37 and CP42 of the adopted Local Plan 2031 Part 1.

12. The landscaping scheme as shown on the approved plan drawing no. Soft Landscaping Proposals 5200 Rev D shall be implemented prior to the first occupation or use of the approved development and thereafter be maintained in accordance with the approved scheme. In the event of any of the soft landscaping so planted dying or being seriously damaged or destroyed within 5 years of the completion of the development, replacement planting, as the case may be, of a species first approved by the Local Planning Authority, shall be planted and properly maintained in a position or positions first approved in writing by the Local Planning Authority.

**Reason:** To help to assimilate the development into its surroundings in accordance with Policies CP37 and CP44 of the adopted Local Plan 2031 Part 1.

1.0 **INTRODUCTION AND PROPOSAL**

- 1.1 This application is presented to committee due to an objection from Shrivensham Parish Council.

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- 1.2 Outline consent for a mixed-use development of up to 275 dwellings and up to 400 square metres retail use, along with associated public open space, the provision of a roundabout junction on the A420 and other associated highway works was approved on this site in October 2017.
- 1.3 The site is located to the east of the A420 and to the northeast of Highworth Road. Access is to be served from a new roundabout off the A420 to the north and to the west onto Highworth Road. In addition, there will be a vehicular access connecting to the adjoining residential development to the south (known as Phase 1). The location of the proposed retail unit is in the southwest corner of the development and is shown on the plan **attached** at Appendix 1.
- 1.4 This application seeks reserved matters approval for a retail unit and associated highways works. The matters to be considered are access, appearance, landscaping, layout and scale. Amended plans have been received following officer feedback, receipt of consultations responses and approval of the adjacent housing reserved matters. The main changes are a reduction in parking provision, drainage, landscaping and boundary treatments. Application plans are **attached** at Appendix 2.

### 2.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 2.1 A summary of the responses received to the current proposal is below. A full copy of all the comments made can be seen online at:  
[www.whitehorsedc.gov.uk](http://www.whitehorsedc.gov.uk).

Shrivenham Parish Council	<p><i>Amended Scheme – July 2023</i></p> <p>Objection</p> <ul style="list-style-type: none"><li>• Objects to the imposition of OCC's new parking rules restricting the number of parking spaces outside the shop.</li><li>• The developers, anticipating the rural need for cars had allocated a reasonable number of garages and car spaces for people purchasing these houses and their visitors but had to reduce the number to meet the new planning rules.</li><li>• Insufficient parking spaces will likely cause congestion in the streets.</li><li>• The new parking rules are replacing parking spaces at the shop with more cycle racks. In an attempt to make people walk or cycle to the new shop.</li><li>• This has not worked on Shrivenham High Street where cycle racks were installed in two places and they are rarely if ever used.</li></ul>
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	<ul style="list-style-type: none"> <li>• People will drive to the shop and the parking will be overflowing into the surrounding streets.</li> <li>• This policy is designed for urban not rural environments.</li> </ul> <p><i>Original Submission</i> Support.</p>
Residents	<p><i>Original Scheme</i> Comments from one resident have been received raising the following concerns:</p> <ul style="list-style-type: none"> <li>• Consider there are already ample shops in Shrivenham in walking distance to this development.</li> <li>• Security issues for surrounding houses as boundary treatments not shown and could attract antisocial behaviour, noise and security issues.</li> <li>• No details of lighting, boundary treatments or materials.</li> <li>• Access to surrounding residential properties should be limited.</li> </ul>
Heritage Officer	<p><i>Amended Scheme – July 2023</i> No objection</p> <ul style="list-style-type: none"> <li>• Views assessment shows glimpsed views to St Andrews Church may still be possible.</li> </ul> <p><i>Original Submission</i></p> <ul style="list-style-type: none"> <li>• The outline application specifically made reference to retained open space and areas free of development to preserve the views towards St Andrew’s Church experienced from Highworth Road.</li> <li>• By siting the building on the southern side of the red edged area it sits within the view cone that has been preserved in the adjoining Phase 1 site as public open space.</li> </ul>
Ecology Officer	<p><i>Amended Scheme – July 2023</i></p> <ul style="list-style-type: none"> <li>• Amended submission does not materially alter my previous comments regarding the encroachment of the unit into the southern GI corridor and the suitability of the structure to incorporate ecological enhancements.</li> </ul>

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	<ul style="list-style-type: none"> <li>• Planning condition could be used to secure the provision of ecological enhancements into the fabric of the new building.</li> </ul> <p><i>Original Submission</i></p> <ul style="list-style-type: none"> <li>• There is no hedge buffer between the site and adjacent housing, as shown on the illustrative masterplan.</li> <li>• The siting of the retail unit is much closer to the south eastern site boundary when compared to the illustrative masterplan and land use budget plans approved at outline stage. This encroaches built development into areas shown as being reserved for landscaping and green infrastructure and results in less landscaping along the south eastern boundary, making it a less attractive place to walk.</li> <li>• The retail building has the opportunity to have a range of ecological enhancements integrated such as bat and bird boxes and bat access tiles.</li> </ul>
Drainage Engineer	<p><i>Amended Scheme – July 2023</i> No Objection</p> <p><i>Original Submission</i> Objection</p> <ul style="list-style-type: none"> <li>• The proposals are not considered to be sufficiently based on the drainage strategy approved at outline.</li> <li>• The hard landscaping plans do not reference permeable paving products.</li> <li>• Confirmation of infiltration test results should be provided to determine if this parcel is reliant on primary infrastructure for delivery.</li> </ul>
Forestry Officer	<p><i>Amended Scheme – July 2023</i> No objection</p> <ul style="list-style-type: none"> <li>• A condition should be attached to secure the proposed planting.</li> </ul> <p><i>Original Submission</i> Objection</p> <ul style="list-style-type: none"> <li>• All tree planting is either within hard surfacing areas or small open areas surrounded by hard surfacing.</li> </ul>

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	<ul style="list-style-type: none"> <li>For these trees to establish they will need to be provided with sufficient soil volumes, tree pits required that will enable the long term health establishment of trees.</li> </ul>
Air Quality	<p><i>Amended Scheme – July 2023</i> No objection</p> <ul style="list-style-type: none"> <li>Note that EV charging has been included.</li> </ul> <p><i>Original Submission</i></p> <ul style="list-style-type: none"> <li>This a small development the size falls below the size which would require the installation of an EV charging point but the provision would be welcomed.</li> </ul>
Environmental Protection Team	<p><i>Amended Scheme – July 2023</i></p> <ul style="list-style-type: none"> <li>No further comments.</li> </ul> <p><i>Original Submission</i></p> <ul style="list-style-type: none"> <li>No information provided in respect of plant and plant noise.</li> <li>Will need to be satisfied that any plant noise associated with the retail unit will not have an adverse impact on neighbouring residents.</li> </ul>
Landscape Architect	<p><i>Amended Scheme – July 2023</i> No objection</p> <ul style="list-style-type: none"> <li>Majority of concerns have been addressed.</li> </ul> <p><i>Original Submission</i> Objection</p> <ul style="list-style-type: none"> <li>Building sits slightly further to the south than the outline parameter plan proposes. Now Phase 1 is built out the alteration of the proposed building position on any views to St Andrew's Tower should be assessed.</li> <li>Movement routes to the shop should be reconsidered; the parking is close to the building, especially the disabled space and the site entrance and movement is restricted across the car park to reach the pedestrian path beside the building by a planting bed.</li> <li>The location of the litter bin and cycle racks restrict a clear access route into the shop from its western side.</li> </ul>

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	<ul style="list-style-type: none"> <li>• The path from the public open space to the south enters directly into the car park and service yard turning head putting pedestrians in conflicts with vehicles.</li> <li>• The footpath to the northern side of the car park does not link into the public open space to the south and concerns regarding public/ private interface with residential properties.</li> <li>• Planting species need to be amended.</li> <li>• Tree pit details required.</li> </ul>
Urban Design Officer	<p><i>Amended Scheme – July 2023</i> No objection</p> <ul style="list-style-type: none"> <li>• No further comments.</li> </ul> <p><i>Original Submission</i> No Objection</p> <ul style="list-style-type: none"> <li>• Retail unit works well within the emerging development in term of its position as a key focal building and responds to the landscape setting.</li> <li>• Materiality is in keeping with that of the surrounding development with appropriate detailing.</li> <li>• The scheme would benefit from an additional access to the front of the building (western elevation) to connect to the public realm and pedestrian access from Shrivenham.</li> <li>• Consideration of knapped flint and weatherboarding.</li> </ul>
Natural England	<p><i>Amended Scheme – July 2023</i> No objection</p> <ul style="list-style-type: none"> <li>• Consider the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.</li> </ul> <p><i>Original Submission</i> Objection</p> <ul style="list-style-type: none"> <li>• Plans submitted do not features the SUDS features discussed at outline stage including permeable surfacing and paving and this should be amended.</li> </ul>
Oxfordshire County Council - Transport	<p><i>Amended Scheme – July 2023</i> No objection</p> <ul style="list-style-type: none"> <li>• Internal access is suitable.</li> </ul>



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	<ul style="list-style-type: none"> <li>• Tracking details for delivery and servicing vehicles and the turning head are sufficient for safe and suitable manoeuvring.</li> <li>• Servicing Management Plan required by condition.</li> <li>• Previous proposals sought 24 parking spaces but this was based on the County Councils now superseded parking standards.</li> <li>• The County Councils current adopted standards require parking for the proposed unit to be based on a ration of 1 space per 30sqm, which requires a total of 15 spaces. This has been demonstrated on the revised site layout.</li> <li>• Non-residential developments are expected to provide a minimum level of active charging points at 25 percent for all car parking spaces. 6 charging points are proposed.</li> <li>• Cycle parking spaces have increased to 16 and accord with current adopted standards. There is a requirement for these spaces to be covered and this could be secured by condition.</li> </ul> <p><i>Original Submission</i> No objection</p> <ul style="list-style-type: none"> <li>• Parking and circulation space requirements considered to have been adequate.</li> <li>• Suitable access, manoeuvring and turning facilities have been provided.</li> </ul>
<p>Oxfordshire County Council – Lead Local Flood Authority</p>	<p><i>Original Submission</i></p> <ul style="list-style-type: none"> <li>• There is a condition on the outline application that requires full drainage details to be agreed.</li> </ul>
<p>Oxfordshire County Council - Archaeology</p>	<p><i>Original Submission</i> No objection</p> <ul style="list-style-type: none"> <li>• Outline consent has been granted with conditions attached that require a phase of archaeological mitigation in advance of development.</li> <li>• No necessity to attach further requirements at this reserved matters stage.</li> </ul>

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<p>Designing Out Crime Officer</p>	<p><i>Amended Scheme – July 2023</i>            Objection</p> <ul style="list-style-type: none"> <li>• Previous comments maintained.</li> </ul> <p><i>Original Submission</i>            Objection</p> <ul style="list-style-type: none"> <li>• Lighting scheme required by condition.</li> <li>• Excessive permeability between retail car park and residential area due to lack of boundary treatments or clear demarcation of areas.</li> <li>• The two parking spaces to the south of the car park adjacent to the loading bay are left vulnerable to crime and antisocial behaviour due to little surveillance and being easily accessible from multiple routes.</li> <li>• Unclear how the grassed areas marked as public open space will be used and the open space should be relocated if required.</li> <li>• Suitable boundary treatments of railings with defensible space and planting should be provided to separate the retail unit and car park from the residential area and footpath.</li> <li>• No details of hostile vehicle mitigation bollards provided.</li> <li>• Unclear where bins will be stored, they should be within a secure, externally accessed store or roofed compound.</li> </ul>
<p>Thames Water</p>	<p><i>Original Submission</i>            No objection</p>
<p>Waste Management Officer</p>	<p><i>Amended Scheme – July 2023</i></p> <ul style="list-style-type: none"> <li>• Plans show tracking for a full sized collection vehicle around the site which is satisfactory.</li> </ul> <p><i>Original Submission</i>            No comments</p>

### 3.0 RELEVANT PLANNING HISTORY

#### 3.1 [P21/V0773/RM](#) - Approved (28/02/2023)

Reserved Matters following Outline Permission (P15/V2541/O) for appearance, landscaping, layout and scale for a development of 275 dwellings along with associated public open space and other associated highways works. Additional

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drainage information received 11 October 2021. Amended plans received 17 December 2021, 12 January 2022, 13 May 2022, 5 October 2022, 17 November 2022, 19 December 2022 and 10 February 2023).

[P21/V0387/DIS](#) - Approved (09/04/2021)

Discharge of condition 18 (Biodiversity Mitigation and Enhancement Strategy) relating to highways access works only, attached to application P15/V2541/O.

[P17/V2871/DIS](#) - Approved (05/07/2018)

Discharge of conditions 20-groundwater levels and 21-hydrological monitoring plan on application P15/V2541/O (as per amended information received 4 December 2017)

[P17/V3268/DIS](#) - Approved (15/01/2018)

Discharge of condition 25 on application ref. P15/V2541/O

[P15/V2541/O](#) - Approved (06/10/2017)

Outline planning application for a mixed-use development of up to 275 dwellings and up to 400 sq.m. of A1 retail use along with associated public open space. Provision of a new roundabout junction on the A420 and other associated highways works, on to Highworth Road . All other matters are reserved (as amended by plans and documents submitted on 29 September 2016).

### 3.2 Pre-application History

[P19/V1653/PEJ](#) - Advice provided (05/05/2021)

Pre-application advice provided on layout and highways matters for phase 2 residential development.

[P15/V0520/PEJ](#) - Advice provided (06/08/2015)

Pre-application advice given on the principle and masterplanning for phase 2 residential development.

### 3.3 Screening Opinion requests

None.

## 4.0 ENVIRONMENTAL IMPACT ASSESSMENT

4.1 A Reserved Matters application is considered a new application for planning permission under the 2017 Environmental Impact Assessment Regulations. The outline application was EIA development and was accompanied by an Environmental Statement (ES) which addresses the following areas of potential impact: ecology, archaeology and cultural heritage, transport and access, noise and vibration, air quality, water resource, ground conditions and socioeconomic.

4.2 It is considered that this Reserved Matters application falls within the ambit of the approved ES and a further addendum is not required for this application.

5.0 **MAIN ISSUES**

5.1 **The relevant planning considerations are the following:**

- **Principle of development**
- **Layout**
- **Scale**
- **Appearance**
- **Landscaping**
- **Access, parking and highway safety**
- **Ecology and biodiversity**
- **Flood risk and drainage**
- **Residential amenity**

5.2 **Principle of development**

The site is allocated for housing in the Council's adopted Development Plan. Outline planning consent was granted in October 2017 for a mixed-use development of up to 275 dwellings and up to 400 square metres of retail use on the site, with provision of a roundabout onto the A420 and access onto Highworth Road. As such, the principle of the development is established.

5.3 **The reserved matters for consideration in this application are:**

- **Layout**
- **Scale**
- **Appearance**
- **Landscape**
- **Access (internally to the retail unit).**

5.4 **The outline consent includes the following parameter plans which reserved matters applications should follow:**

- **Land budget plan**
- **Building heights plan**
- **Land use access and circulation plan**
- **Site access plan**

5.5 **In addition, reserved matters applications should generally accord with the design principles set out in the Design and Access Statement and Illustrative masterplan submitted with the outline consent.**

5.6 **Layout**

The layout is acceptable and is considered to generally accord with the parameter plans approved at the outline stage. The retail site is to be accessed from the main spine road through the site from Highworth Road. The building is to the south of the site with parking to the north and a service delivery bay to the east.

5.7 **The retail building is proposed to be located slightly further southeast than as originally shown on the land budget plan. A views assessment plan submitted indicates however, that glimpsed views to St Andrew's Church may still be possible with the retail unit in this location. This view corridor has already been limited by the siting of the primary school in phase 1 to the south.**

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- 5.8 The Ecology Officer has raised concerns that the siting of the building closer to the south eastern site boundary than compared to the land use budget plan encroaches development into areas reserved for landscaping and green infrastructure making it a less attractive place to walk. Officers are satisfied however that the open space to the south east of the retail unit within this phase, coupled with the green corridor to the south east in phase 1 provides a sufficient, attractive corridor forming part of the open space and walking routes around the site. The positioning of the building in this location also allows for the building to be set back from the road frontage providing civic space at the entrance to the site.
- 5.9 The layout of the car park has been amended, reducing the number of vehicular parking spaces to be provided (as discussed below). In addition, better pedestrian movement routes have been provided within the site with cycle parking and planting beds relocated. The pedestrian access point from the east directly into the car park has been removed to avoid conflict between cars and pedestrians, however there is a pedestrian access along the northern site boundary for pedestrians to gain access to the retail unit from the north and east.
- 5.10 Plans indicate the provision of 8 electric vehicle charging points which are welcomed in support of policy CP40 of the adopted local plan and policy D3 of the neighbourhood plan. Details of this provision can be secured by condition.
- 5.11 **Scale**  
The scale of the development is consistent with the building heights parameter plan approved as part of the outline consent. The building is to be single storey with a pitched roof. The ridge height measures approximately 7.9 metres, the building heights parameter plan requires development in this location to be a maximum height of 10 metres. The floor area of the building is 388 square metres, compliant with the outline permission which approved a retail unit up to 400 square metres.
- 5.12 **Appearance**  
The appearance of the proposed development is acceptable. The elevational materials will be brickwork, with feature areas of flint and weatherboarding to add visual interest. Specification of materials will be required by condition. The main entrance into the retail unit is from the car park to the north. The Urban Design Officer has recommended that an additional entrance into the store could be added to the southern elevation to better connect to the public realm and pedestrian movements from the south. Whilst an additional entrance would be advantageous, this has not been proposed and officers understand two entrances to retail stores can cause management issues. The treatment to this elevational treatment with glazing adds interest to the public realm and is acceptable to officers.
- 5.13 Overall the proposal is considered to accord with the outline site wide plans, the council's adopted joint design guide, policy CP37 of the adopted local plan and policy D1 of the neighbourhood plan.

**5.14 Landscaping**

The landscaping of the retail site is acceptable. The following amendments have been provided making improvements to the site's landscaping and setting within the wider development:

- Tree pitch dimensions and volumes have been provided.
- Planting species have been amended to the satisfaction of the Landscape Architect.
- Confirmation that areas within the car park do not form part of the wider site's public open space but act as landscaping beds to soften the appearance of the car park and contribute to the overall visual amenity.
- Provision of estate railings around the north, east and southern elevations to delineate public open space, the car park to the retail unit and private residential space to the north.

The proposal accords with policy CP44.

**5.15 Access, parking and highways safety**

Oxfordshire County Council as Highway Authority raise no objections to the proposal. The internal access, manoeuvring and turning facilities for vehicles, refuse and delivery vehicles are considered acceptable and pedestrian access is considered acceptable avoiding conflict with vehicle movements.

5.16 Core Policy 35 of the adopted Local Plan 2031 Part 1 seeks to ensure that adequate parking is delivered on new developments in accordance with OCC's published standards. Policy P1 of the Shrivenham Neighbourhood plan also states that development proposals should incorporate car parking to standards provided by OCC. It continues that the overall number of parking spaces per development should be sufficient to contain all the parking within the development without overspill onto surrounding roads.

5.17 As originally submitted in 2021, the application proposed the provision of 24 car parking spaces including one disabled space and cycle parking for six bikes. This was in accordance with OCC parking standards extant at that time. Amended plans were received in July 2023 following the approval of reserved matters for the adjacent housing to ensure the layout aligned with that approval (ref. P21/V0773/RM). At that time OCC had adopted new parking standards and the amended plans reduced the number of car parking spaces to 15 spaces including two disabled spaces and increased the number of cycle spaces to 16 spaces to accord with the new parking standards. The proposed layout is compliant with these current standards which take account of OCC's adopted Local Transport and Connectivity Plan which in turn aims to reduce 1 in 4 car journeys by 2030 by discouraging individual private vehicle journeys and making walking, cycling and shared transport the natural first choice. Officers therefore see no grounds to refuse the proposal on the level of parking provision.

5.18 The retail unit will primarily serve the needs of residents in the adjacent housing developments and is easily accessible for foot or cycle. A travel plan (by condition) can set out how sustainable modes of transport to the store are promoted by the future occupier. Officers consider overall that the parking

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spaces provided are sufficient and are satisfied that the proposal complies with CP35 of the adopted local plan.

### 5.19 Ecology and biodiversity

The Ecology Officer has recommended that the building has the opportunity to have a range of ecological enhancements integrated such as bat boxes, bird boxes and bat access tiles. These can be secured by condition.

### 5.20 Flood Risk and drainage

The plans have been amended to include the provision of permeable paving as requested by the Drainage Engineer and Natural England and to be in line with drainage details secured with the outline permission. The drainage proposals are considered acceptable and the proposal accords with policy CP42.

### 5.21 Residential amenity

No details have been provided of any mechanical plant to be installed or how such plant will be enclosed. The Environmental Health Officer has confirmed that details can be agreed by condition prior to opening to ensure that nearby residential properties are not adversely affected by plant noise from the development.

5.22 As detailed above, estate railings are now proposed to enclose the car parking area to delineate public and private space.

5.23 Subject to a condition relating to plant noise, the proposal accords with policy DP23.

## 6.0 CONCLUSION

6.1 The principle of a retail unit in this location has been established through the granting of outline planning permission. Parameters relating to access, land use and building heights have also been established. The layout, appearance, scale, landscaping, and internal access arrangements of the application site are considered acceptable and consistent with the approved parameter plans and the provisions and policies in the adopted Vale of White Local Plan 2031 Part 1 and Part 2, the Shrivenham Neighbourhood Plan, and the National Planning Policy Framework.

The following planning policies have been taken into account:

### **Vale of White Horse Local Plan 2031 Part 1 (LPP1) Policies:**

- CP01 - Presumption in Favour of Sustainable Development
- CP03 - Settlement Hierarchy
- CP04 - Meeting Our Housing Needs
- CP07 - Providing Supporting Infrastructure and Services
- CP20 - Spatial Strategy for Western Vale Sub-Area
- CP33 - Promoting Sustainable Transport and Accessibility
- CP35 - Promoting Public Transport, Cycling and Walking
- CP37 - Design and Local Distinctiveness
- CP38 - Design Strategies for Strategic and Major Development Sites

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- CP40 - Sustainable Design and Construction
- CP42 - Flood Risk
- CP44 - Landscape
- CP46 - Conservation and Improvement of Biodiversity

A Regulation 10A review for Local Plan Part 1 (LPP1) has been completed, evaluating LPP1's policies for their consistency with national policy, considering current evidence and any relevant changes in local circumstances. The review shows that five years on, LPP1 (together with LPP2) continues to provide a suitable framework for development in the Vale of White Horse that is in overall conformity with government policy.

### **Vale of White Horse Local Plan 2031 Part 1 (LLP2) Policies:**

- DP16 - Access
- DP17 - Transport Assessments and Travel Plans
- DP21 - External Lighting
- DP23 - Impact of Development on Amenity
- DP24 - Effect of Neighbouring or Previous Uses on New Developments
- DP25 - Noise Pollution
- DP27 - Land Affected by Contamination
- DP28 - Waste Collection and Recycling
- DP36 - Heritage Assets
- DP37 - Conservation Areas
- DP38 - Listed Buildings

### NEIGHBOURHOOD PLAN

#### **Shrivenham Neighbourhood Plan policies:**

- H1 – General requirements for development
- D1 – Design
- D3 – Provision of support for electric vehicles in new development, extensions and change of use
- P1 – Car Parking and Layout
- LC2 – Landscape setting
- LC4 – Valuable Views and Vistas
- HE1 – Heritage Assets
- HE2b – Green environment – new planting
- HE4 – Biodiversity
- CSH1 – Community Facilities

JOINT DESIGN GUIDE 2022 – The Joint Design Guide sets out design principles to guide future development and encourage a design-led approach to development.

DEVELOPER CONTRIBUTIONS SPD – Provides guidance on how planning obligations will work alongside CIL to deliver the infrastructure needed to support development in the Vale.

NATIONAL PLANNING POLICY FRAMEWORK 2023 and PLANNING PRACTICE GUIDANCE



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### OTHER RELEVANT LEGISLATION

- Planning (Listed Buildings and Conservation Areas Act) 1990
- Community & Infrastructure Levy Legislation
- Section 149 of the Equality Act 2010
- Provisions of the Human Rights Act 1998
- Section 17 of the Crime and Disorder Act 1998
- Natural Environment and Rural Communities (NERC) Act 2006
- The Conservation of Habitats and Species Regulations 2010
- Localism Act (including New Homes Bonus)
- Section 85 of the Countryside and Rights of Way Act 2000
- Environment Act 1995

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