

<b>APPLICATION NO. SITE</b>	<a href="#">P23/V2559/FUL</a> Land to the South of Hanney Road Cow Common, OX13 6AP
<b>PARISH PROPOSAL</b>	STEVENTON Temporary Clay Compaction Trial (including compaction trials, pit, with associated stockpiles and topsoil mounds), construction compound, security fencing, access tracks and formation of access from Hanney Road, overground surface water drainage pipe, alongside other associated works (as amplified by landscape information received 18 January 2024 and amended / additional information received 14 February 2024).
<b>WARD MEMBER(S) APPLICANT OFFICER</b>	Sally Povolotsky Thames Water Stuart Walker

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#### **RECOMMENDATION**

It is recommended to grant planning permission subject to the following conditions.

1. Commencement
2. Temporary consent
3. Approved Plans
4. Surface Water management details
5. Lighting details
6. Archaeology
7. Visibility Splays
8. Construction Traffic Management Plan
9. Construction Environment Management Plan (CEMP) - Biodiversity
10. Noise mitigation
11. Hours of operation
12. Unexpected land contamination

#### **Informative**

1. Flood risk activity Permit
2. Discharge Permit
3. Highways advice

The full wording of conditions is attached at appendix 1.

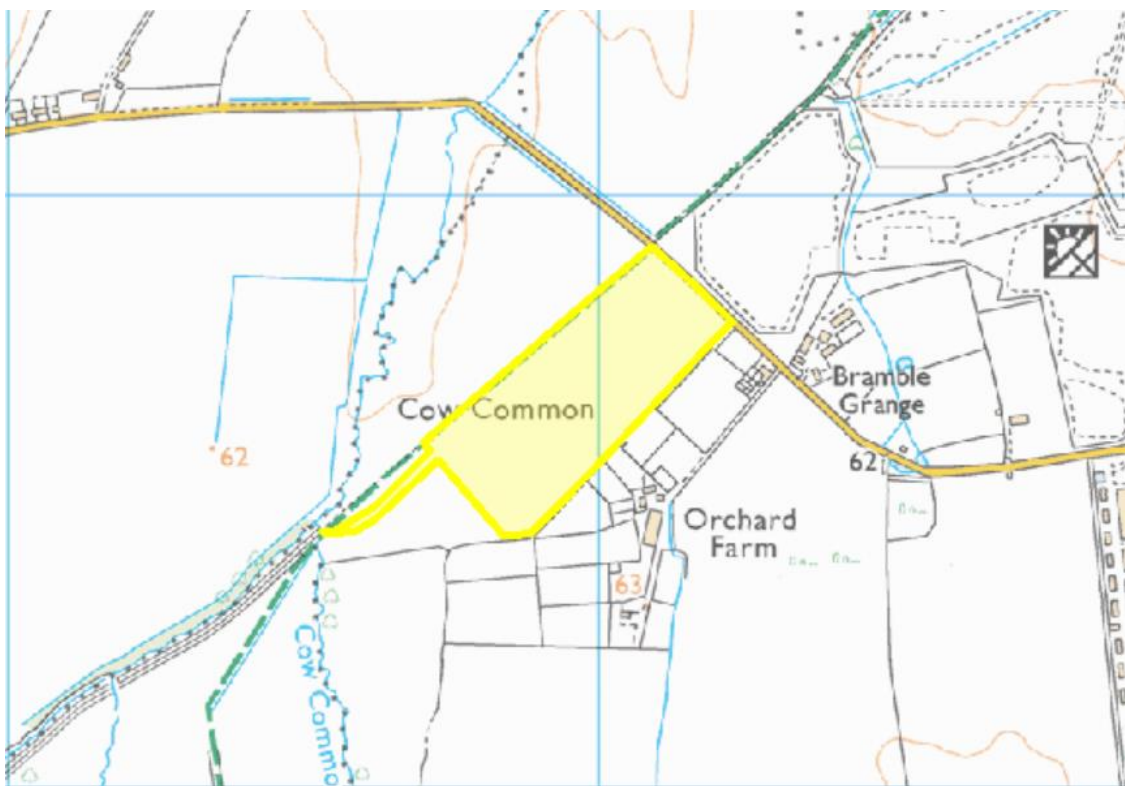
#### **1.0 INTRODUCTION AND PROPOSAL**

- 1.1 This application comes to Planning Committee at the request of the Ward Member. The application seeks temporary permission for engineering works to carry out a clay compaction trial on land to the south of Hanney Road, Steventon. Results from the trial will inform design work of the South East

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Strategic Reservoir Option (SESRO), a new storage water reservoir proposed by Thames Water.

- 1.2 The application submitted does not consider the wider reservoir proposal as that will be a Nationally Significant Infrastructure Project (NSIP) to be considered separately under the Planning Act 2008 NSIP regime. The application is solely seeking temporary permission for preliminary trial works.
- 1.3 The trial site, relatively flat and approximately 11.36ha in area, is in agricultural use. The site is not subject to any landscape or ecology designations and there are no designated heritage assets nearby. Most of the site is in flood zone 1, save a small strip of land connecting to Cow Common Brook which is flood zone 3. There is an existing public right of way (bridleway) running along the north-west boundary. The location is shown below.



- 1.4 The proposal, seeking consent for a period of up to 12 months to undertake the trial, will include compaction trials, pit, associated stockpiles and topsoil mounds, a construction compound, security fencing, an over-ground surface water drainage pipe draining to the Cow Common Brook, access tracks and the formation of an access onto the Hanney Road, together with other associated works. At the end of the temporary period the site would be returned to agricultural use.
- 1.5 The application has been amended to provide further information in reply to technical issues raised by the Highway Authority. Detailed plans of the proposal are **attached** at Appendix 2 and all plans and supporting technical documents accompanying the application are available to view online at [www.whitehorsedc.gov.uk](http://www.whitehorsedc.gov.uk).

2.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

A summary of responses received to the original proposal and to the amendments is below. All comments received can be seen in full online at [www.whitehorsedc.gov.uk](http://www.whitehorsedc.gov.uk).

Steventon Parish Council	<p>No objection:</p> <ul style="list-style-type: none"> <li>Steventon Parish Council do not object to the compaction trial, but require stringent safety, noise, movement, operating times (we recommend working hours from 08.00 to 18.00 Monday to Friday with no weekend or bank holiday working), and transport restrictions to be applied.</li> </ul>
Residents	<p>Four letters of objection have been received citing the following concerns:</p> <ul style="list-style-type: none"> <li>Trial is too close to adjoining properties, leading to undue noise and disturbance.</li> <li>Proposed working hours are too long and should be limited to 9am to 5pm.</li> <li>Flood risk from mounds preventing surface water runoff from existing properties into the field.</li> <li>Impact on wildlife.</li> <li>Traffic impact on local road network.</li> </ul> <p>The following comments were also made but are not considerations for this application.</p> <ul style="list-style-type: none"> <li>Impact of proposal on Teddington Lock.</li> <li>There is little information detailing the soil property measurements being made, their purpose and qualification of the results.</li> <li>There is no commitment to publish the tests and results.</li> <li>The trial is a publicity stunt, and we doubt Thames Water can do the required soil science.</li> </ul>
Ecology Team	<p>No objection subject to condition securing implementation of submitted Construction Environmental Management Plan (CEMP).</p>
Drainage Engineer	<p>No objection subject to further detail being submitted by condition.</p>
Environment Agency	<p>No objection.</p>
Forestry Team	<p>No objection.</p>
Air Quality Officer	<p>No observations to make.</p>

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Contaminated Land Officer	No objection, subject to condition to ensure any land contamination encountered during the trial is appropriately addressed.
Environmental Protection Team	No objection, subject to conditions securing the mitigation measures identified in the acoustic report and working hours.
Landscape Architect	No objection, subject to condition to control lighting.
County Council – Transport	Amendment – No objection, subject to conditions on vision splays and traffic management.  Original plans – Objection – further information on access arrangements required.
County Council – Lead Local Flood Authority	No objection.
County Council – Archaeology	No objection, subject to results of archaeological evaluation being submitted for recording.
Thames Valley Police – designing out crime advisor	No objection.

### 3.0 **RELEVANT PLANNING HISTORY**

#### 3.1 [P23/V1948/LDP](#) - Withdrawn (18/10/2023)

The Proposed Development relates to a Clay Compaction Trial, on land to the south of Hanney Road. The overarching purpose of the trial excavation is to provide information on the local clay qualities under compression. This survey work will be used to help inform the design of safe embankments for the wider future SESRO project.

[P15/V0169/FUL](#) - Refused (29/04/2015) - Appeal dismissed (23/11/2015)  
Construction of solar photovoltaic park with associated infrastructure

#### 3.2 **Pre-application History**

None.

#### 3.3 **Opinion requests**

[P23/V1099/SCR](#) – Not EIA (12/06/2023)

EIA Screening Opinion Request. Formation of a clay compaction trial for a temporary period for up to 3 years, with associated works.

[P08/V2558/SCO](#) – Scoping Opinion (03/02/2009)

Scoping Report for proposed Upper Thames Reservoir.

4.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

4.1 A Screening Opinion request was submitted by the applicant in May 2023 (P23/V1099/SCR). A negative opinion was issued 12 June 2023 which confirmed the proposed development would not comprise EIA development.

5.0 **MAIN ISSUES**

5.1 The main issues are:

- Principle of development
- Highways
  - Highways impact
  - Access
- Landscape and Visual Impact
  - Trees and lighting
- Flood risk and drainage
- Historic Environment
  - Archaeology
- Ecology and biodiversity
  - Designated sites
  - Habitats
  - Species
  - Biodiversity net gain
- Amenity
  - Air quality
  - Contaminated land
  - Waste management
- Agricultural Land Quality
- Urban Design
- Financial contribution requests
  - Community Infrastructure Levy
  - S106
- Pre-commencement conditions

5.2 **Principle of development**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise. Section 70(2) of the Town and Country Planning Act 1990 provides that the local planning authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations.

5.3 The development plan for this proposal comprises the adopted Local Plan 2031 Part 1 (LPP1) and the adopted Local Plan 2031 part 2 (LPP2). There is currently no made neighbourhood plan in place for Steventon.

5.4 There are no policies in the development plan which relate specifically to the proposed development. In such circumstances the presumption in favour of development as set out in paragraph 11 of the NPPF and Policy CP1 of the LPP1 applies, which confirm planning permission should be granted unless any

adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

5.5 The site falls within land safeguarded for the reservoir by Policy CP14 of the LPP1, which seeks to prevent development which may prejudice the future implementation of a reservoir. Given the proposal is temporary in nature and consent is sought for a period of up to 12 months, officers consider there is no conflict with Policy CP14. In addition, land to the immediate west of the application red line is safeguarded under Policy CP32 of the LPP1 for the potential restoration of the Wilts and Berks Canal. Officers consider the proposal has no impact on the canal route. The principle of development is therefore acceptable.

### 5.6 **Highways**

Core policy 33 of LPP1 actively seeks to ensure that the impacts of new development on the strategic and local road network are minimised, to ensure that developments are designed in a way to promote sustainable transport access and to promote and support improvements to the network that increase safety and improve air quality. Core policy 35 of LPP1 promotes public transport, cycling and walking. Policy DP16 of LPP2 requires evidence to demonstrate that acceptable off-site improvements to highway infrastructure can be secured where these are not adequate to service the development.

### 5.7 *Highways Impact*

The application is supported with a Transport Statement which has assessed traffic generation accessing and departing the site per day on a worst-case scenario basis. The following peak daily trips will be generated by the temporary Clay Compaction Trial as a worst case:

- 60 HGVs (equating to 120 HGV movements).
- Two LGVs (equating to four movements).
- 17 staff vehicles (equating to 34 movements).
- Three visitor vehicles (equating to six movements).

5.8 It has been considered that the greatest numbers of HGVs will be required during the first few weeks while the site is being established and the compound and haul roads on-site are constructed, along with movements required at the end of the trials when compounds and haul road are to be removed. It is estimated during this period (first 4 weeks and last 4 weeks on site) up to 60 HGVs could access and depart the site each day. In addition to HGVs, between one and two LGVs will be required to access and depart the site during this same period. Outside of site establishment and site removal typical vehicle movements would be workforce (estimated to be 17 employees) with occasional HGV / LGV deliveries.

5.9 It is anticipated that vehicles would arrive and depart from the site from the east using Hanney Road, the B1047 High Street and the A4130 Abingdon Road to access the A34 and Milton Interchange. This follows the routes identified for lorries on the Oxfordshire lorry route map.

- 5.10 Having assessed routing and traffic impact upon the highway network, OCC Highways do not consider the number of trips have a severe impact upon the highway network, especially as this is for a temporary duration of 12 months, with only 2 of those months being the worst-case scenario as set out above. Construction traffic management can also be secured by condition.
- 5.11 *Access*  
The application site is to be accessed directly from the Hanney Road. The existing access to the site will be retained and widened to provide access for vehicles, pedestrians and cyclists along with all other modes of transport. Two internal 'loop' haul roads will be provided within the site along with a compound location in the north of the site that will provide car parking (25 spaces) for staff and visitors.
- 5.12 The proposed access has been subject to a road safety audit and the Highway Authority is satisfied that the arrangement and location do not result in harm to highway safety or convenience of all users of the highway.
- 5.13 Subject to planning conditions on vision splays and construction traffic management, the proposal is considered to accord with policies CP33, CP35 and DP16.
- 5.14 **Landscape and Visual Impact**  
Policy CP44 of LPP1 confirms that key features that contribute to the nature and quality of the district's landscape will be protected from harmful development, and where possible enhanced. Where development is acceptable in principle, proposals will need to demonstrate how they have responded to landscape character and incorporate appropriate landscape proposals. Policy DP21 of LPP2 seeks to ensure proposed external lighting does not have an adverse effect on transportation, the character of an area, amenity of neighbouring uses or on local biodiversity and is kept to the minimum necessary to undertake the task for which it is required.
- 5.15 The applicant has submitted a Landscape and Visual Appraisal (LVA) which covers the expected potential landscape and visual effects of the proposed development upon the local landscape and visual receptors. The current land use is agriculture and the proposed development results in a localised temporary impact on Landscape Character. It is also noted the temporary works will predominately be undertaken in drier months more suitable for moving soils and subsoils (March to October).
- 5.16 The LVA assesses the site to have a magnitude of effect during construction as Negligible Adverse on the North Wessex Downs National Landscape and Medium adverse effect on the VL2 Grove to Steventon Lower Vale Farmland and LCA VL3 East Hanney to Abingdon Lower Vale Farmland and this impact is temporary and directly related to the proposed trial works. Once works have been removed and the ground restored to agricultural use there will be no expected residual impact, as the elements which make up the wider landscape character use such as hedgerows and trees are not proposed to be impacted

by the development and the land within the redline will be returned to agricultural use with similar ground levels.

- 5.17 With regards to potential visual effects, the site has been assessed to have a small Adverse Effect to visual receptors using Steventon Road, users of Honeybottom Kennels and a Negligible Adverse effect to users of the Ridgeway. There would be a Medium Adverse effect to users of the bridleway (Prow 366/4) which runs along the northwestern boundary of the site and from Hanney Road, predominantly in the vicinity of the site. Again, these impacts will be temporary and once works are removed and land restored to agricultural use there should be no adverse impacts to views. The topsoil removed from the site to allow access to clay layers will be used to form a 2m bund around the site and this will reduce the visual impact of the activity of the site and associated parking of vehicles. The landscape and visual impact arising from the proposal is therefore acceptable and the Landscape Architect raises no objection.
- 5.18 *Trees and lighting*  
A tree survey has been submitted to support the application. Existing trees are located around the boundaries of the site. The risk of damage to existing trees on site is therefore very low and the Forestry Officer raises no objection. In terms of lighting, further detail will be required to ensure lighting outside of working hours is kept to a minimum. This can be secured by condition. The proposal is therefore compliant with policies CP44 and DP21.
- 5.19 **Flood Risk and drainage**  
Core Policy 42 of LPP1 seeks to ensure that development provides appropriate measures for the management of surface water as an essential element of reducing future flood risk to both the site and its surroundings.
- 5.20 The application is supported by a Flood Risk Assessment. The site area for the trial is located within Flood Zone 1, which is the most appropriate zone for development in fluvial flooding terms. A small overground water drainage pipe connecting to Cow Common Brook will be within Flood Zone 3, but this is considered water compatible and not at risk of flooding. The council's drainage team and the Environment Agency have assessed the proposal and raise no objection.
- 5.21 A water management system will collect surface water run-off from across the site, with sediment removal prior to discharge to the nearby Cow Common Brook. Attenuation storage of 905m<sup>3</sup> and treatment is proposed within the site compound. The proposed discharge flow rate will be limited to 38.8l/s (or 3353m<sup>3</sup>/day) which has been estimated using the 2-year return period storm event for surface water of 38.8l/s and an estimated 9m<sup>3</sup>/day of groundwater inflow. This flow does not exceed the greenfield surface water run-off rate which has been assessed to be 40.4l/s. It is considered that the size of attenuation required and agreed discharge rate can be managed by condition to accord with policy CP42 in respect of flood risk and surface water management.



5.22 **Historic Environment**

Policies CP39 of LPP1 and DP36 of LPP2 state that proposals for new development that may affect heritage assets must demonstrate that they conserve and enhance the special interest or significance of the heritage asset and its setting.

5.23 A Heritage desk-based assessment has been provided to support the proposal. There are no designated assets within the application site or settings of listed buildings or conservation areas affected.

5.24 *Archaeology*

DP39 of LPP2 states that development will be permitted where it can be shown that it would not be detrimental to the site or setting of Scheduled Monuments or nationally important designated or non-designated archaeological remains. There are no Scheduled Monuments within the application site or settings affected.

5.25 The site is in an area of archaeological interest. A geophysical survey has been undertaken which recorded a small number of potential archaeological anomalies and a trenched archaeological evaluation to investigate these features and to test the veracity of the geophysical survey has been agreed with the applicant's archaeological consultant.

5.26 At the time of writing the findings of the evaluation have not been submitted. The County Archaeologist did however monitor the evaluation undertaken on site and has verbally confirmed there are no major showstoppers. Whilst there are archaeological deposits, these are in an area that will not be impacted by the proposals, as they are located on the edge of a field. Fieldwork is now complete, but a draft report has yet to be produced and agreed. This can be secured by condition should consent be granted to accord with policy DP39.

5.27 **Ecology and Biodiversity**

Policy CP46 of LPP1 requires development to avoid losses in biodiversity and actively seeks net gains. Policy DP30 of LPP2 confirms development adjacent to a watercourse will only be permitted where it would not have a detrimental impact on the function or setting of the watercourse or its biodiversity. The application is supported by an ecology report and a Construction Environment Management Plan (CEMP). Ecological surveys took place in May and September 2023. The site is not covered by statutory or non-statutory designations and comprises arable land under cultivation.

5.28 *Designated sites*

The ecologist has confirmed they are satisfied that impacts on any statutory or locally designated sites are unlikely as a result of the proposed development.

5.29 *Habitats*

Habitats to be temporarily lost as a result of these works are not a constraint to development (cropland and grassland). No trees or hedgerows are proposed for removal. These habitats will be reinstated once the temporary works are completed.

- 5.30 It is proposed to attenuate (in an impervious lagoon) and treat surface water prior to discharge into Cow Common Brook via an overland pipe. Following a request for further information, the applicant has provided details of the proposed above-ground outfall (a 4-inch HDPE pipe). The Ecologist is satisfied that the installation of this pipe is unlikely to have any appreciable negative impacts on the more ecologically valuable habitats it is to pass through (neutral grassland, and a small area of wet woodland at the bank of the Cow Common Brook) subject to supervision as detailed within the CEMP to ensure compliance with policy DP30.
- 5.31 *Species*  
Impacts on species are avoidable and temporary and are likely not to prejudice the long-term carrying capacity of the site. The CEMP secures measures set out within the Ecology report to minimise construction and operational impacts on protected species, in particular breeding birds, reptiles and aquatic mammals (otter/water vole).
- 5.32 The Ecologist advises that whilst food and breeding resource for birds will temporarily be reduced, these habitats will be reinstated. Sensitive working methods (to be secured by the CEMP) will ensure no offences are committed in the site mobilisation phase. Surveys have concluded that there is likely scope to avoid impacts on otters and water voles through the sensitive placement of the outfall under ecological supervision. The project ecologist has concluded that no Natural England licences will be required for this element of the works. Impacts on other species can also be adequately controlled through the CEMP.
- 5.33 *Biodiversity Net Gain (BNG)*  
As the proposed works would be temporary in nature (12 months), with the land reverting to agriculture after development ceases, it is considered appropriate to conclude that the development will not lead to any permanent habitat loss which requires assessment with a biodiversity metric. This approach is consistent with section 6 (page 32) of the statutory biodiversity metric user guide. The reversion of the site to its former condition no later than 24 months after of the commencement of works can be secured by condition.
- 5.34 Subject to conditions for implementation of the mitigation measures outlined in the CEMP, the proposal accords with CP46 and DP30.
- 5.35 **Amenity**  
Policy DP23 of LPP2 requires development to demonstrate that it would not have a significant adverse impact on the amenity of neighbours. Policy DP25 of LPP2 confirms noise generating development that would have an impact on environmental amenity or biodiversity will be expected to provide an appropriate scheme of mitigation.
- 5.36 A Noise Assessment has been provided to support the proposal. The nearest residential properties close to the site are Bramble Grange and Orchard Farm, and local concern has been raised by both residents and the Parish Council for potential noise and disturbance arising from the trial. The Environmental

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Protection Team have assessed the proposal and raise no objection subject to conditions securing implementation of noise mitigation identified in the noise assessment and a restriction of working hours.

- 5.37 The team recommend a restriction on construction hours where works only take place between the hours of 0730 and 1800(Monday to Friday), 0800 to 1300 (Saturday), and at no time on Sundays and Public Holidays. This is considered an acceptable compromise from the suggested restrictions by the Parish Council (8 – 6 weekdays) and residents (9 – 5 weekdays) to ensure the proposal accords with policy DP23.
- 5.38 *Air Quality*  
Policy DP26 of LPP2 confirms that development proposals that are likely to have an impact on local air quality, including those within relative proximity to existing air quality management areas (AQMAs) will need to demonstrate measures / mitigation to minimise any impacts associated with air quality.
- 5.39 The application is supported by an Air Quality Assessment. The site is outside designated AQMAs and dust management within the site can be managed through the mitigation outlined in the assessment. The air quality officer has been consulted and confirms 'no observations to make'. The proposal is considered to accord with policy DP26.
- 5.40 *Contaminated land*  
Policy DP27 of LPP2 sets out measures to ensure land affected by contamination is appropriately remediated and mitigated. A preliminary risk assessment and Ground Investigation Report have been submitted. No potential sources for land contamination have been identified that could present a risk to the development and it is not considered that any further contaminated land assessments are necessary. A condition for unsuspected contamination found during work can also be imposed. The proposal is compliant with policy DP27.
- 5.41 *Waste management*  
Policies CP43 of LPP1 and DP38 of LPP2 seek development proposals to be consistent with the Council's waste planning guidance and encourages the use of sustainable waste management to minimise waste. The site is considered to have sufficient space to store any waste produced on site during the operation of the trial and the application is supported by a waste management plan which encourages recycling, particularly of construction materials. The proposal is compliant with these policies.
- 5.42 **Agricultural Land Quality**  
Policy CP43 of LPP1 encourages the effective use of natural resources including avoiding where possible the development of the best and most versatile agricultural land.
- 5.43 Natural England land classification maps indicate the site is Grade 3 'Good to moderate' but do not confirm whether the quality of the land is Grade 3a or

Grade 3b, which would ultimately determine whether the site comprises ‘Best and Most Versatile’ Agricultural Land. Notwithstanding, officers consider as proposed development is temporary with land being returned to its existing agricultural state after 12 months, there is no requirement to undertake further assessment as it will not result in the permanent development or loss of any agricultural land. The proposal therefore accords with policy DP43.

5.44 **Urban Design**

Policy CP37 of LPP1 states that new development must demonstrate high quality design that responds positively to the site and its surroundings. The applicant has provided a Design and Access Statement but given the temporary nature of the proposal officers do not consider it is necessary to assess this scheme in any detail against this policy or against established principles within the adopted Joint Design Guide.

5.45 **Financial contributions**

Policy CP7 of LPP1 provides that development will only be permitted where the necessary physical infrastructure and service requirements to support the development can be secured. Paragraph 57 of the NPPF advises that planning obligations should only be sought where they meet all the following tests:

- a. Necessary to make the development acceptable in planning terms.
- b. Directly related to the development.
- c. Fairly and reasonably related in scale and kind to the development.

5.46 *Community Infrastructure Levy*

The site is not CIL liable.

5.47 *S106 Legal Agreement*

There is no requirement for any financial contributions to mitigate this proposal.

5.48 **Pre-commencement conditions**

In accordance with S100ZA(6) of the Town and Country Planning Act 1990 (a), the pre-commencement conditions have been agreed with the applicant. A full list of the proposed conditions is **attached** at Appendix 1.

6.0 **CONCLUSION**

6.1 The application has been assessed on its merits, against the requirements of the adopted Local Plan 2031 Part 1 and Part 2 and the National Planning Policy Framework. All relevant consultations have been undertaken and all responses received have been fully considered.

6.2 The application is considered acceptable. The scheme is of an acceptable design with no unreasonable impacts on existing residents, the highway network, heritage assets, landscape or biodiversity. An appropriate drainage scheme can be delivered on site and impacts of the development can be mitigated through conditions.

6.3 In conclusion, subject to the recommended conditions the proposal is considered to accord with the development plan and should be approved.

6.4 The following have been taken account of in assessing this application:

**Vale of White Horse Local Plan 2031, Part 1 policies:**

- CP01 - Presumption in Favour of Sustainable Development
- CP07 - Providing Supporting Infrastructure and Services
- CP14 - Strategic Water Storage Reservoirs
- CP33 - Promoting Sustainable Transport and Accessibility
- CP35 - Promoting Public Transport, Cycling and Walking
- CP37 - Design and Local Distinctiveness
- CP39 - The Historic Environment
- CP42 - Flood Risk
- CP43 - Natural Resources
- CP44 - Landscape
- CP45 - Green Infrastructure
- CP46 - Conservation and Improvement of Biodiversity

**Vale of White Horse Local Plan 2031, Part 2 policies:**

- CP14a - Strategic Water Storage Reservoirs
- DP16 - Access
- DP17 - Transport Assessments and Travel Plans
- DP21 - External Lighting
- DP23 - Impact of Development on Amenity
- DP25 - Noise Pollution
- DP26 - Air Quality
- DP27 - Land Affected by Contamination
- DP28 - Waste Collection and Recycling
- DP30 - Watercourses
- DP32 - Wilts and Berks Canal
- DP36 - Heritage Assets
- DP38 - Listed Buildings
- DP39 - Archaeology and Scheduled Monuments

**Joint Local Plan Preferred Options**

The Council is preparing a Joint Local Plan covering Vale of White Horse and South Oxfordshire, which when adopted will replace the existing local plans. Currently at the Regulation 18 stage, the Joint Local Plan Preferred Options January 2024 has limited weight when making planning decisions. The starting point for decision taking will remain the policies in the current adopted plans.

**Neighbourhood Plan**

A neighbourhood plan for Steventon has been submitted for independent examination following the conclusion of publicity on 1 February 2024. Until the examination has completed with the plan proceeding to referendum, the following draft policies have limited weight when making planning decisions.

- Policy 3 – Transport and connectivity
- Policy 4(a) – Landscape and Environment
- Policy 4(b) – landscape and Environment - biodiversity
- Policy 4(d) – landscape and Environment - flooding

**Adopted Guidance**

Joint Design Guide SPD 2022: The Joint Design Guide was adopted 24 June 2022 and sets out design principles to guide future development and encourage a design-led approach to development.

Developer Contributions – Delivering Infrastructure to Support Development SPD 2017: The Developer Contributions SPD was adopted on 30 June 2017 and 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 (NPPF)**

**Planning Practice Guidance (NPPG)**

**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
- Countryside and Rights of Way Act 2000

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## APPENDIX 1 – Full wording of planning conditions

Application Reference:	<a href="#">P23/V2559/FUL</a>	Case Officer:	Stuart Walker
1	<p>Commencement 3yrs</p> <p>The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.</p> <p>Reason: By virtue of Sections 91 to 95 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.</p>		
2	<p>Temporary use</p> <p>The planning permission hereby granted shall be for a temporary period only which shall expire 12 months after the commencement of the Proposed Development. At the expiration of 12 months, all works associated with the Proposed Development shall be removed and the site returned to its existing state.</p> <p>Reason: In view of the temporary nature of the development.</p>		
3	<p>Approved plans</p> <p>That the development hereby approved shall be carried out in accordance with the details shown on the following approved plans</p> <p>Site Location Plan J696-DN-A01A-ZZZZ-DR-GE-100005 P04            Block Plan J696-DN-A01A-ZZZZ-DR-GE-100006 P04            Compaction Trial - Plan J696-DN-A01A-ZZZZ-DR-GE-100001 P04            Compaction Trial - Sections J696-DN-A01A-ZZZZ-DR-GE-100002 P03            Compaction Trial - Borrow Pit Sections J696-DN-A01A-ZZZZ-DR-GE-100003 P03            Compaction Trial - Stockpile J696-DN-A01A-ZZZZ-DR-GE-100004 P03            Compound Layout J969-AE-A010A-ZZZZ-DR-CT-100001 P03            Layout of Water Management J969-A01A-ZZZZ-DR-CT-100002 P01            Water Management Strategy J969-A01A-ZZZZ-DR-CT-100003 P01            Outfall Location Plan J696-DN-A01A-ZZZZ-DR-GE-100008 P01            Instrumentation and Hazards Plan J696-DN-A01A-ZZZZ-DR-GE-100009 P01            Landscape Restoration Plan - B228490BO-GIS-LVA-CCT-0005 Rev A            Initial Junction Measurements Plan J696-DN-A01A-ZZZZ-DR-ZD-100005 P01            Visibility Splay Plan J696-DN-A01A-ZZZZ-DR-ZD-100009 P01            Site Waste Management Plan J696-DN-A01A-ZZZZ-RP-ZD-100001 Rev P03</p> <p>and in broad accordance with the mitigation set out in the following documents:</p> <p>Air Quality Assessment J696-AJ-A05F-ZZZZ-SU-EN-100005, Rev 3, 12 October 2023            Ecology Report, J696-AJ-A05F-ZZZZ-RP-EN-100001 Rev 5, 2 November 2023</p> <p>except as controlled or modified by conditions of this permission.</p> <p>Reason: To secure the proper planning of the area in accordance with Development Plan policies.</p>		
4	<p>Surface Water Management details</p> <p>Prior to commencement of development, a detailed Surface Water Management Scheme shall be submitted to and approved in writing by the Local Planning Authority.</p>		

	<p>The detailed design is to be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development:</p> <ul style="list-style-type: none"> <li>· A compliance report to demonstrate how the scheme complies with the "Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire"</li> <li>· Full drainage calculations to include an updated assessment of greenfield run-off and proposed system calculation</li> <li>· Proposed site layout</li> <li>· Detailed design drainage layout drawings</li> <li>· Drainage construction details</li> <li>· Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element, and</li> <li>· Detailed silt control management plan to confirm how water quality will be managed during construction and post completion to ensure silt is not discharge to the watercourse</li> </ul> <p>Reason: To ensure the effective drainage of the site and to avoid flooding (Policy CP42 of the adopted Local Plan 2031 Part 1).</p>
5	<p>Lighting details</p> <p>Notwithstanding any details shown on the approved plans, prior to the first use or occupation of the approved development, full details of all external lighting (and to include expected hours of operation, locations, and timing of installation) shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the implementation of appropriate lighting in the open countryside and to minimise the ecological impacts of development (Policies CP37, CP44, CP46 of the adopted Local Plan 2031 part 1 and Policy DP21 of the adopted Local Plan 2031 part 2).</p>
6	<p>Archaeology</p> <p>Prior to first use or occupation of the approved development, the applicant shall submit to the Local Planning Authority for approval, the findings of archaeological field evaluation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive. A full report for publication shall be submitted to the Local Planning Authority within two years following commencement of development.</p> <p>Reason: To enable a proper archaeological investigation of the site and the identification and recording of any items of archaeological importance (Policy CP39 of the adopted Local Plan 2031 Part 1 and Policy DP39 of the adopted Local Plan 2031 Part 2).</p>
7	<p>Visibility Splays</p> <p>Prior to the first use of the development hereby approved, visibility splays shall be provided in both directions at the new access in accordance with Plan J696-DN-A01A-ZZZZ-DR-ZD-100009 P01 to ensure there is no obstruction to vision above 0.9 metre in height relative to the centre line of the adjacent carriageway over the whole of each visibility splay area. Thereafter, the visibility splays shall be permanently maintained free from obstruction to vision.</p>



	Reason: In the interest of highway safety (Policy CP37 of the adopted Local Plan 2031 Part 1 and Policy DP16 of the adopted Local Plan 2031 Part 2).
8	<p>Construction Traffic Management</p> <p>The development hereby approved shall be implemented strictly in accordance with Construction Traffic Management Plan Ref: Costain 3100020 Initial Issue 31 January 2024.</p> <p>Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times and in accordance with Policy CP37 of the adopted Local Plan 2031 Part 1 and Policies DP16 and DP23 of the adopted Local Plan 2031 Part 2.</p>
9	<p>CEMP - biodiversity</p> <p>The development hereby approved shall be implemented strictly in accordance with all ecological avoidance and mitigation measures stated in the Constructors Environment Management Plan (CEMP) February 2024.</p> <p>Reason: To minimise the ecological impacts of construction activities, in accordance with policy CP46 of the adopted Local Plan 2031 Part 1.</p>
10	<p>Noise mitigation</p> <p>The development hereby approved shall be implemented strictly in accordance with the mitigated measures contained within Section 4 of the Noise and Vibration Assessment J696-AJ-A05F-ZZZZ-SU-EN-100007 Rev 3, 19 October 2023.</p> <p>Reason: To protect the amenities of adjacent dwellings (Policy DP23 of the adopted Local Plan 2031 Part 2).</p>
11	<p>Hours of operation</p> <p>Engineering and other related works associated with this permission shall only take place between the hours of 0730 and 1800 (Monday to Friday), 0800 to 1300 (Saturday), and at no time on Sundays and Public Holidays.</p> <p>Reason: To protect the amenities of adjacent dwellings. (Policy DP23 of the adopted Local Plan 2031 Part 2).</p>
12	<p>Unexpected contamination</p> <p>The developer shall confirm in writing to the Local Planning Authority the presence of any unexpected contamination encountered during the development. In the event of any contamination to the land and/or water being encountered, no development shall continue until a programme of investigation and/or remedial works to include methods of monitoring and certification of such works undertaken. Where land contamination investigation/remedial works are required, this must be carried out by a competent person in accordance with current government and Environment Agency Guidance and Approved Codes of Practice such as Land Contamination: Risk Management 2020 and BS10175:2011 "investigation of potentially contaminated sites" and submitted to and approved in writing by the local planning authority.</p>

	Reason: To ensure that any ground, water and associated gas contamination is identified and all necessary remediation works are carried out in the interest of the safety of the development and the environment, and to ensure the site is suitable for the proposed use (Policies DP24 and DP27 of the adopted Local Plan 2031 Part 2).
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## Informative

1	<p>Flood risk Activity Permit</p> <p>The proposal (clay compaction trial) boundary is located in close proximity to the Cow Common Brook in the southwestern area. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:</p> <ul style="list-style-type: none"> <li>· on or within 8 metres of a main river (16 metres if tidal)</li> <li>· on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)</li> <li>· on or within 16 metres of a sea defence</li> <li>· involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert</li> <li>· in the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission</li> </ul> <p>For further guidance please visit <a href="https://www.gov.uk/guidance/flood-risk-activities-environmental-permits">https://www.gov.uk/guidance/flood-risk-activities-environmental-permits</a> or contact our National Customer Contact Centre on 03708 506 506. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.</p>
2	<p>Discharge Permit</p> <p>The proposal includes compaction trials, pit, with associated stockpiles and topsoil mounds. This activity is near the Cow Common Brook in the southwestern area and will require an environmental permit under the Environmental Permitting (England &amp; Wales) Regulations 2016, from the Environment Agency, unless an exemption applies.</p> <p>We note that as part of the proposal, there is a large expanse of bare soil (a 30m wide strip around the perimeter) and a few spoil or soil heaps and clay for the tests located on the site. There will be a lot of soil and silt washing around which could end up in the Cow Common. However, we note that there is an attenuation basin and proposed treatments for surface water runoff. Whilst it is not clear that this will ensure that the appropriate level of treatment will be provided and will be sufficient to remove the silt from surface water, we advise that there should be care to avoid any scour from the outfall pipe. It is stated that runoff will be restricted so as not to exceed the greenfield run-off rate but this detail should be included in the method statement for any discharge permit.</p> <p>We refer the applicant to this link for advice and information on applying for an environmental permit/discharge permit -<a href="https://www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits">https://www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits</a>. The applicant is also advised to contact the Environment Agency on 03708 506 506 for further advice and to discuss the issues likely to be raised. You should be aware that there is no guarantee that a permit will be granted. Additional 'Environmental Permitting Guidance' can be found at: <a href="https://www.gov.uk/environmental-permit-check-if-you-need-one">https://www.gov.uk/environmental-permit-check-if-you-need-one</a>.</p>

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### Highways advice

No private drainage is to discharge onto any area of existing or proposed adoptable highway. Oxfordshire County Council have published the "Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.

No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.

OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.

It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.

No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such obstruction is an offence under S137 of the Highways Act 1980.

Wheel washing facilities shall be established within the site prior to the commencement of development. Such facilities shall be established prior to the commencement of demolition or construction and shall be kept in operation at all times during demolition and construction works.