

Agenda



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Date: 18 March 2024

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A MEETING OF THE

Planning Committee

WILL BE HELD ON WEDNESDAY 27 MARCH 2024 AT 7.00 PM

MEETING ROOM 1, ABBEY HOUSE, ABBEY CLOSE, ABINGDON, OX14 3JE

You can watch this meeting [the council's YouTube channel](#).

Members of the Committee:

Max Thompson (Chair)

Val Shaw (Vice-Chair)

Ron Batstone

Cheryl Briggs

Jenny Hannaby

Robert Maddison

Mike Pighills

Jill Rayner

Scott Houghton

Substitutes Councillors

Paul Barrow, Dr

Andy Cooke

Hayleigh Gascoigne

Judy Roberts

Emily Smith

Robert Clegg

Oliver Forder

Katherine Foxhall

Sarah James

Viral Patel

Amos Duveen

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Vivien Williams,
Head of Legal and Democratic (Interim)

1. Chair's announcements

To receive any announcements from the chair, and general housekeeping matters.

2. Apologies for absence

To record apologies for absence and the attendance of substitute members.

3. Minutes (Pages 4 - 6)

To adopt and sign as a correct record the Planning Committee minutes of the meeting held on 6 March 2024.

4. Declarations of interest

To receive declarations of disclosable pecuniary interests, other registrable interests and non-registrable interests or any conflicts of interest in respect of items on the agenda for this meeting.

5. Urgent business

To receive notification of any matters which the chair determines should be considered as urgent business and the special circumstances which have made the matters urgent.

6. Public participation

To receive any statements from members of the public that have registered to speak on planning applications which are being presented to this committee meeting.

Planning applications

All the background papers, with the exception of those papers marked exempt/confidential (e.g. within Enforcement Files) used in the following reports within this agenda are held (normally electronically) in the application file (working file) and referenced by its application number. These are available to view at the Council Offices (Abbey House, Abbey Close, Abingdon, OX14 3JE) during normal office hours.

Any additional information received following the publication of this agenda will be reported and summarised at the meeting.

Summary index of applications

Site Address	Proposal	Application No	Page.
7. P23/V2559/FUL - Land to the South of Hanney Road Cow Common, OX13 6AP	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).	P23/V2559/FUL	7 - 28
8. P23/V2852/S73 - Aldi Stores Ltd Wootton Road Abingdon	Variation of condition 1 (Approved plans), 3 (TOUCAN crossing) and 4 (Surface Water Drainage in accordance with approved details) in application P23/V0101/S73. Amended drainage plan submitted 29 January 2024 and amended highways plans received 23 February 2024. s73 application to vary conditions 2 (approved plans) & 5 (surface water drainage) on application P21/V0024/FUL to allow an alternative drainage system to be installed.	P23/V2852/S73	29 - 48

Minutes

of a meeting of the

Planning Committee



held on Wednesday 6 March 2024 at 7.00 pm in Meeting Room 1, Abbey House, Abbey Close, Abingdon, OX14 3JE

Open to the public, including the press

Present in the meeting room:

Councillors: Max Thompson (Chair), Val Shaw (Vice-Chair), Ron Batstone, Katherine Foxhall, Jenny Hannaby, Robert Maddison, Mike Pighills, Jill Rayner and Scott Houghton
Officers: Emily Hamerton (Development Manager), Stuart Walker (Planning Officer) and Emily Barry (Democratic Services Officer).

Remote attendance:

Officers: Susie Royce (Broadcasting Officer)

82 Chair's announcements

The chair welcomed everyone to the meeting, outlined the procedure to be followed and advised on emergency evacuation arrangements.

83 Apologies for absence

Apologies for absence were received from Councillor Cheryl Briggs who was substituted for Councillor Katherine Foxhall.

84 Minutes

RESOLVED: to approve the minutes of the meeting held on the 13 February 2024 as a correct record and agree that the Chair sign these as such.

85 Declarations of interest

There were no declarations of interest.

86 Urgent business

The Development Manager noted that item 8, P23/V2226/FUL, from the agenda would no longer be considered at the meeting due to technical errors with the site area indicated on the application plans. Officers were working to resolve the errors and the committee was advised once a revised consultation had been carried out the application would come before committee.

The Development Manager went on to remind the committee that the council was in the process of preparing a joint local plan covering Vale of White Horse and South Oxfordshire
Vale of White Horse District Council - Planning Committee Minutes - Wednesday, 6 March 2024

District Councils. The plan was at regulation 18 stage the Joint Local Plan Preferred options which held limited weight and the starting point for any decisions of the committee was the policies in the adopted Local Plans.

87 Public participation

The committee noted the list of the members of the public who had registered to speak at the meeting.

88 P22/V0604/RM - Phase 1a Valley Park Land to the West of Great Western Park

The committee considered planning application P22/V0604/RM for reserved matters application for access, appearance, landscaping, layout and scale following consent granted under reference P14/V2873/O relating solely to Phase 1a of the overall allocation regarding infrastructure elements to enable works for Phase 1 and 2. An Environmental Impact Assessment was submitted as part of the approved outline permission.

Consultations, representations, policy and guidance, and the site's planning history were detailed in the officer's report, which formed part of the agenda pack for the meeting.

The planning officer introduced the report and highlighted the application sought permission for infrastructure works in relation to phase 1a of Valley Park, an allocated site within the adopted local plan.

The planning officer informed the committee that since the agenda had been published officers had received a further update from the highway authority confirming they had no objection to the application but requested additional conditions in relation to traffic calming measures and lighting.

The planning officer highlighted the location of the proposed pumping station, access road and attenuation basin. The planning officer highlighted the access which had already been constructed and was therefore outside of the application which was before the committee. He highlighted that the pumping station would be below ground.

The planning officer went on to inform the committee that the proposal had been designed to accord with the approved strategic design code and framework for the site. The appearance, landscape, layout and scale were acceptable for the reasons set out in the officer report. He further confirmed that the internal access road was acceptable as it accorded with the design specification set out in the legal agreement and approved design code. The planning officer confirmed that the proposed drainage scheme on site was acceptable, and the drainage engineer and Environment Agency had no objections.

The planning officer confirmed the application was recommended for approval subject to the conditions set out in the report and with the additional two conditions in relation to traffic calming and lighting as requested by the highway authority.

Aaron Wright (Taylor Wimpey) and Mark Davies (Persimmon Homes), representing the applicants, spoke in support of the application.

The committee asked as to officers understanding of the ability of the sewage works in Didcot to cope with the increase in homes which was forecast and the implications of the intervention by the Environment Agency at Bayswater Brook on the application before them.

The planning officer confirmed that the site was an allocated site in the adopted local plan on which Thames Water will have been a consultee. Thames Water would have been required to take the allocation of sites on board and include this in their business forward planning. The outline permission had been granted in February 2022 as the accommodation of the flows from this development were already included in Thames Water's business forward planning and investment. Were this not the case and Thames Water had confirmed an inability to cope with the development, a Grampian condition would have been applied to prevent occupation until the appropriate infrastructure had been secured.

The committee asked for confirmation as to which flood zone the site fell within. The planning officer advised that areas of flood zone 2 were just outside of the area for the proposed infrastructure works. He highlighted the Environment Agency response and went on to identify the brooks within the wider site.

The committee went on to enquire as to when the improvement works, as required under the proposed condition 6, would be implemented and if this condition would be relaxed. The planning officer advised he was unaware of the proposed programme of delivery for the improvement works. He went on to advise that any relaxation of the condition would be the subject of another planning application on which the Environment Agency would be consulted. The committee had concerns about ensuring that condition 6 was implemented and development works did not commence until the improvement works had been carried out.

A motion, moved and seconded, to approve the application was carried on being put to the vote.

The committee noted that all questions they had had about the proposal had been satisfactorily answered although it was unhappy about the reduced width of cycle lanes, but it understood the reasons why. The committee was satisfied that all technical consultees were in agreement and that it was confident drainage engineers had assessed the application thoroughly.

RESOLVED: to approve P22/V0604/RM, subject to the following conditions:

1. Approved plans
2. Tree protection
3. Tree 229 protection
4. LEMP update
5. POS provision
6. Watercourse works before development in flood zones 2 and 3
7. Boundary treatment to foul water pumping station
8. Vision splays
9. Street lighting details
10. Traffic calming details

89 P23/V2226/FUL - Gateways Harcourt Hill Oxford, OX2 9AS

APPLICATION WITHDRAWN FROM AGENDA.

The meeting closed at 7.30 pm

APPLICATION NO.	P23/V2559/FUL
SITE	Land to the South of Hanney Road Cow Common, OX13 6AP
PARISH	STEVENTON
PROPOSAL	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).
WARD MEMBER(S)	Sally Povolotsky
APPLICANT	Thames Water
OFFICER	Stuart Walker

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

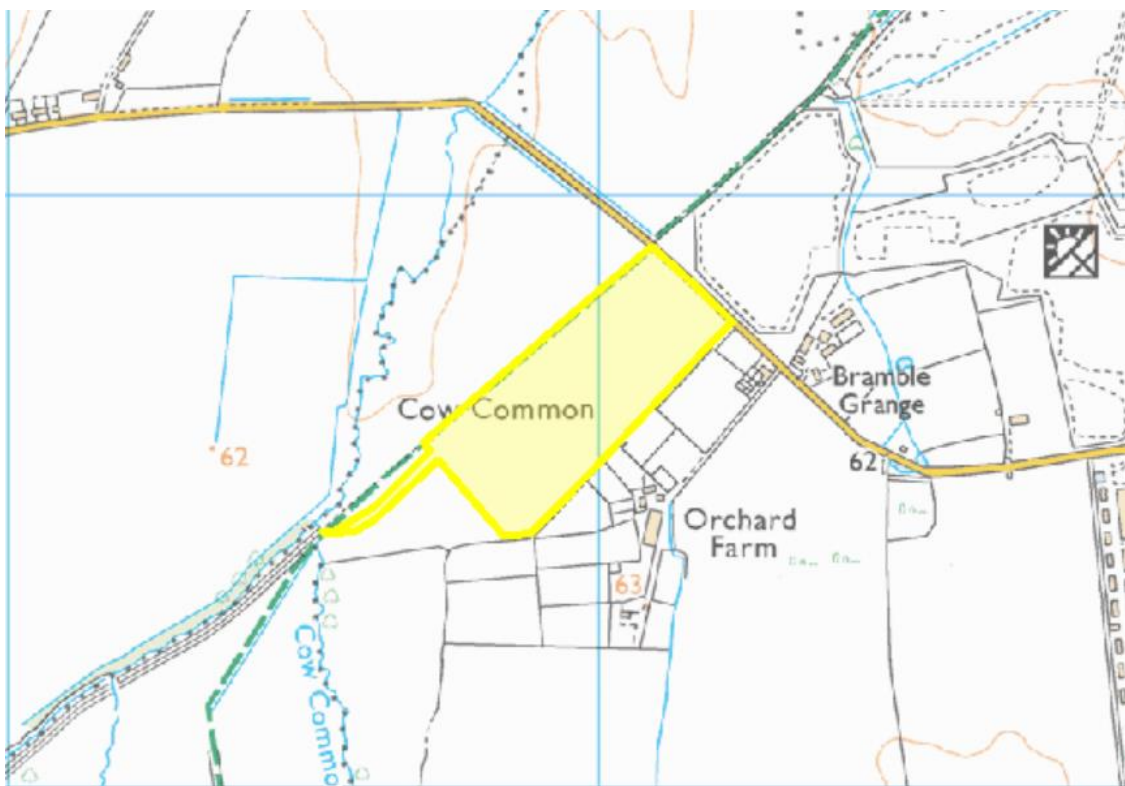
The full wording of conditions is attached at appendix 1.

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

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.

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.

Steventon Parish Council	<p>No objection:</p> <ul style="list-style-type: none"> 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.
Residents	<p>Four letters of objection have been received citing the following concerns:</p> <ul style="list-style-type: none"> Trial is too close to adjoining properties, leading to undue noise and disturbance. Proposed working hours are too long and should be limited to 9am to 5pm. Flood risk from mounds preventing surface water runoff from existing properties into the field. Impact on wildlife. Traffic impact on local road network. <p>The following comments were also made but are not considerations for this application.</p> <ul style="list-style-type: none"> Impact of proposal on Teddington Lock. There is little information detailing the soil property measurements being made, their purpose and qualification of the results. There is no commitment to publish the tests and results. The trial is a publicity stunt, and we doubt Thames Water can do the required soil science.
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>

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 905m³ and treatment is proposed within the site compound. The proposed discharge flow rate will be limited to 38.8l/s (or 3353m³/day) which has been estimated using the 2-year return period storm event for surface water of 38.8l/s and an estimated 9m³/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

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

Author: Stuart Walker
Contact No: 01235 422600
Email: planning@whitehorsedc.gov.uk

APPENDIX 1 – Full wording of planning conditions

Application Reference:	P23/V2559/FUL	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"> · A compliance report to demonstrate how the scheme complies with the "Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire" · Full drainage calculations to include an updated assessment of greenfield run-off and proposed system calculation · Proposed site layout · Detailed design drainage layout drawings · Drainage construction details · Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element, and · 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 <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"> · on or within 8 metres of a main river (16 metres if tidal) · on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal) · on or within 16 metres of a sea defence · involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert · 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 <p>For further guidance please visit https://www.gov.uk/guidance/flood-risk-activities-environmental-permits 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 & 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 -https://www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits. 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: https://www.gov.uk/environmental-permit-check-if-you-need-one.</p>

3	<p data-bbox="331 197 555 228">Highways advice</p> <p data-bbox="331 264 1455 528">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.</p> <p data-bbox="331 564 1439 663">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.</p> <p data-bbox="331 698 1487 833">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.</p> <p data-bbox="331 869 1449 1003">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.</p> <p data-bbox="331 1039 1471 1137">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.</p> <p data-bbox="331 1173 1471 1308">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.</p>
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Appendix 2

DO NOT SCALE - IF IN DOUBT ASK

M M
MOTT
MACDONALD
22 Station Road
Cambridge CB1 2JD

- NOTES**
- ALL DIMENSIONS AND ALL LEVELS IN METRES UNLESS SHOWN OTHERWISE.
 - TOPOGRAPHICAL DATA OF EXISTING SITE ARE BASED ON LIDAR TILE LIDAR-DTM-2m-2022-SU49SW OBTAINED FROM DEFRA.
 - SLOPE GRADIENTS ARE GIVEN AS VERTICAL IN HORIZONTAL, E.G. 1:2 MEANS 1V IN 2H.
 - ALL WORKS SHOWN ARE TEMPORARY. THE SITE IS TO BE RETURNED TO ITS CURRENT CONDITION WITHIN ONE EARTHWORKS SEASON. ALL IMPORTED MATERIALS SHALL BE REMOVED FROM THE SITE AND ALL GROUND REINSTATED FOR THE SITE TO BE RETURNED TO AGRICULTURAL USE.
 - THE ELEVATION OF THE TOP OF THE KIMMERIDGE CLAY AND THE THICKNESS OF THE TOPSOIL HAVE BOTH BEEN ESTIMATED BASED ON HISTORICAL GROUND INFORMATION (GI) AT NEARBY LOCATIONS. FURTHER GI IS PROPOSED FOR COMPLETION IN AUTUMN 2023 TO CONFIRM STRATA THICKNESS AT THE BORROW PIT LOCATION. ALL EARTHWORKS QUANTITIES AND THEREFORE BORROW PIT/EMBANKMENT/STOCKPILE DIMENSIONS ARE TO BE CONFIRMED AT THAT TIME.

REFERENCE DRAWINGS

J696-DN-A01A-ZZZZ-DR-GE-100002 COMPACTION TRIAL - COMPACTION TRIAL SECTIONS
 J696-DN-A01A-ZZZZ-DR-GE-100003 COMPACTION TRIAL - BORROWPIT SECTIONS
 J696-DN-A01A-ZZZZ-DR-GE-100004 COMPACTION TRIAL - STOCKPILE

- LEGEND**
- HAUL ROAD
 - SITE COMPOUND
 - WATER STORAGE AND TREATMENT/MANAGEMENT AREA
 - STRIPPED TOPSOIL
 - SHALLOW KIMMERIDGE CLAY (1.8mbgl to 3mbgl)
 - INTERMEDIATE KIMMERIDGE CLAY (3mbgl to 7mbgl)
 - DEEP KIMMERIDGE CLAY (7mbgl to 10mbgl)
 - EXTENT OF BORROW PIT
 - EXTENT OF SUPERFICIAL EXCAVATION
 - EXTENT OF MINERAL TITLE
 - REDLINE BOUNDARY

NOT FOR CONSTRUCTION

CURRENT REVISION INFORMATION
ISSUED FOR COORDINATION

Revision	Status	Suitability	Description	Author	Checked	Reviewed	Date
P04	S3		WATER STORAGE LAYOUT REVISED	SSM	SP	RM	19/10/23
P03	S3		STOCKPILE DIMENSIONS REVISED	SSM	SS	MD	23/08/23
P02	S1		ISSUED FOR COORDINATION	SSM	DC	MD	15/08/23
P01	S1		DRAFT FOR ECI PROCUREMENT	MV	NM	MD	16/03/23

Thames Water Utilities
 Clearwater Court, Vastern Road
 Reading RG1 8DB

Location Code: OS Reference: (X) 443987 (Y) 192692 Security Reference: UBR
 Project Group: Sub Process:

Location/Town: STEVENTON

Site Name: COMPACTION TRIAL SITE (HANNEY ROAD)

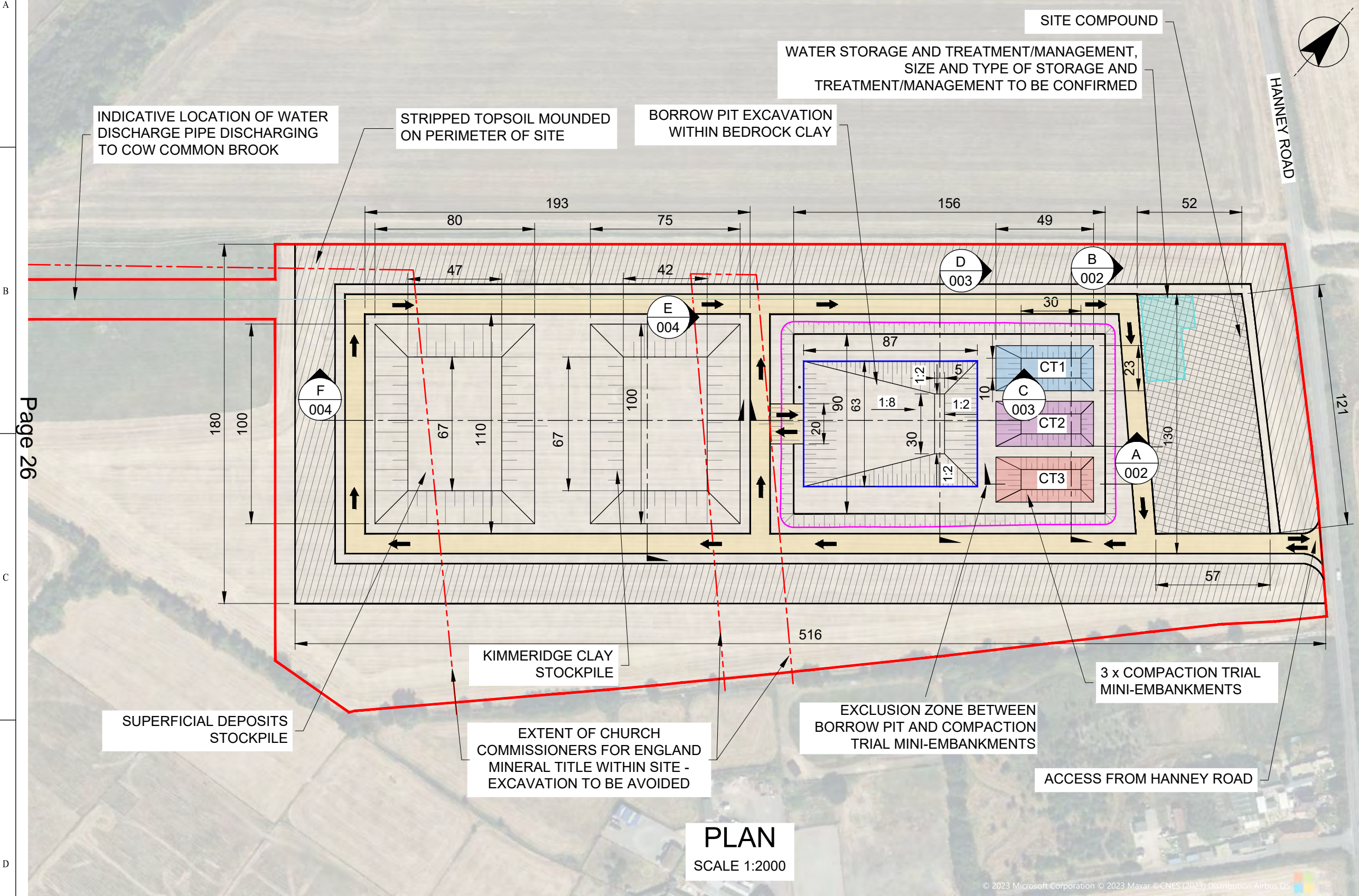
Project Name: J696 SOUTH EAST STRATEGIC RESERVOIR OPTION (SESRO)

Drawing Title: COMPACTION TRIAL - PLAN

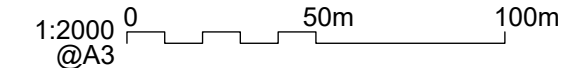
Scale: 1:2000 Sheet Size: A3 Status: S3

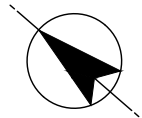
Drawing Number: J696-DN-A01A-ZZZZ-DR-GE-100001 Revision: P04

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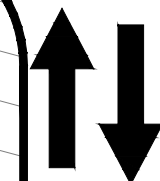
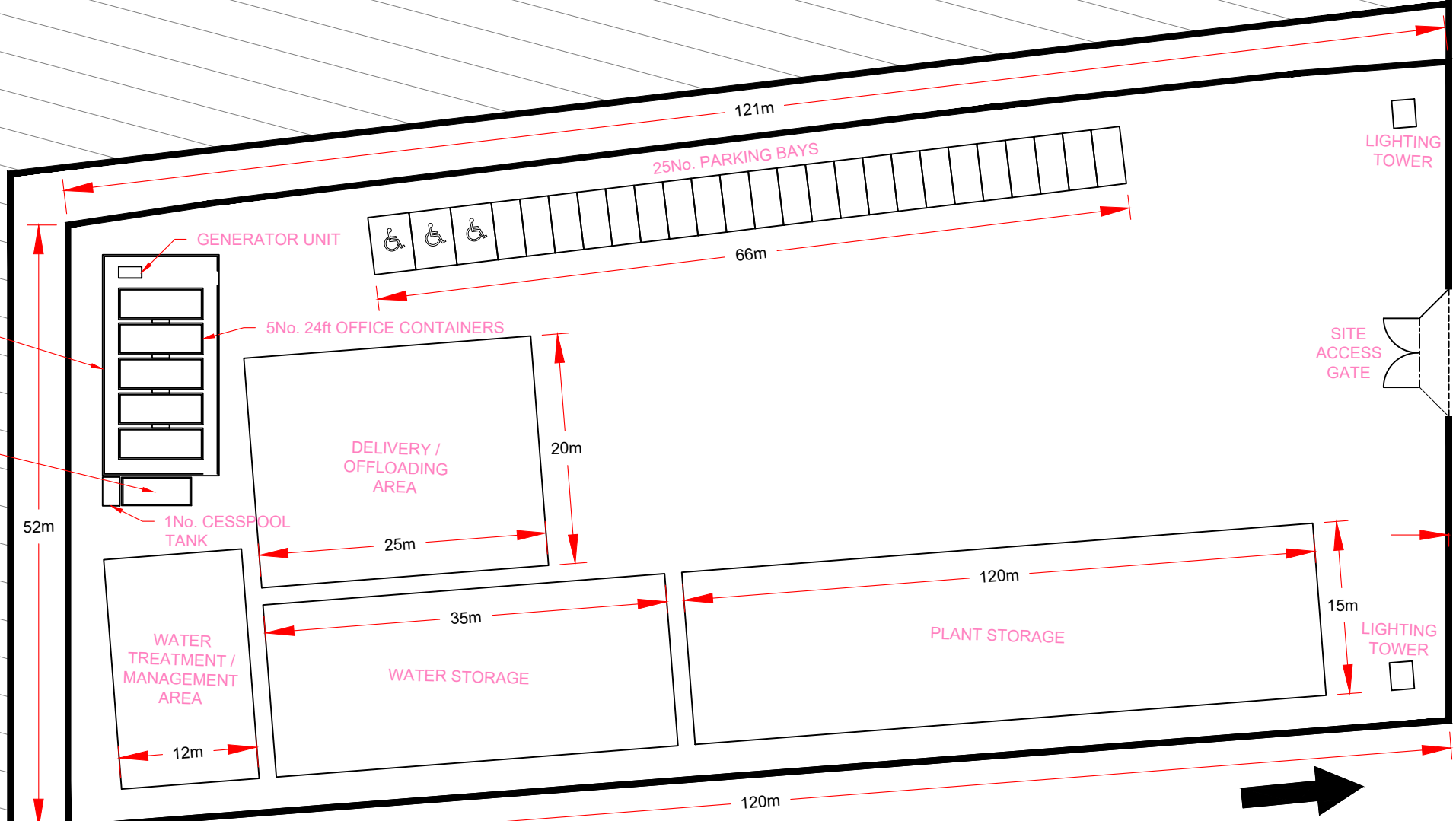


HANNEY ROAD

NOTES:

- 1. Do not scale from this drawing.
- 2. All dimensions are in metres (m) u.n.o.

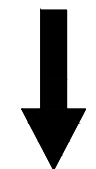
Page 27



HAUL ROAD

57m

10m



Rev.	Date	Description of Revisions	Drawn	Chk'd	App
P03	06.02.24	No. of Parking Bays increased to 25	TJ	MS	JB
P02	23.11.23	Coordinated with site plan	TJ	MS	JB
P01	16.11.23	First issue	TJ	MS	JB

PRELIMINARY

Contractor
 Costain Ltd
 Costain House
 Vanwall Business Park
 Maidenhead Berkshire SL6 4UB
 Tel: 0203 465 9700



Client
 Mott MacDonald Ltd
 Mott MacDonald House
 8-10 Sydenham Road
 Croydon Surrey CRO 2EE
 Tel: 0207 651 0300

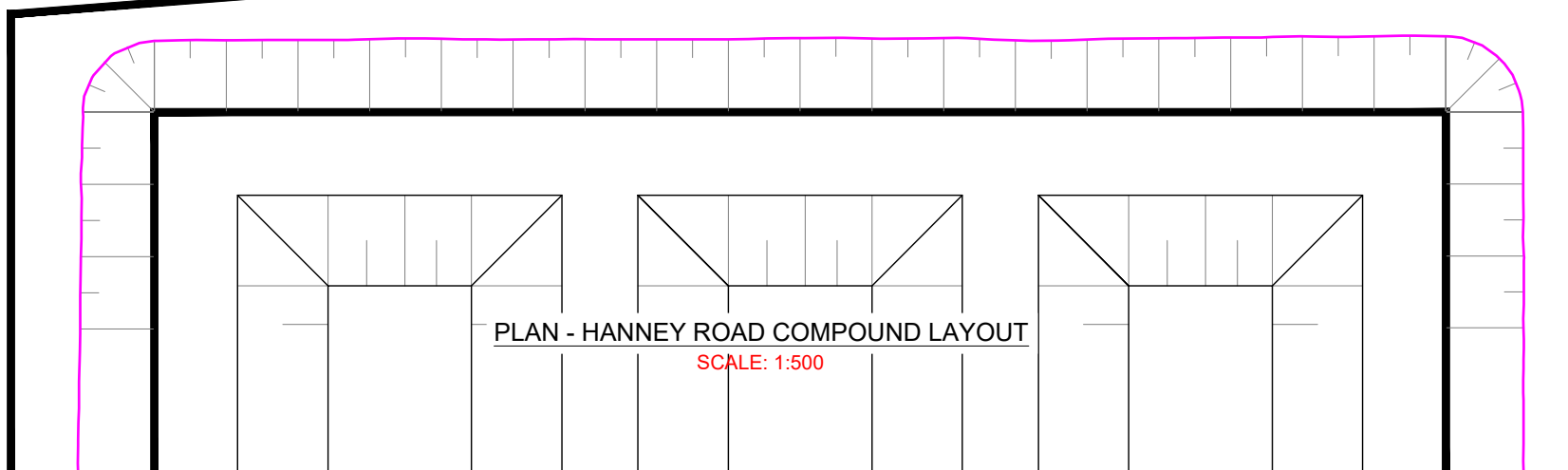


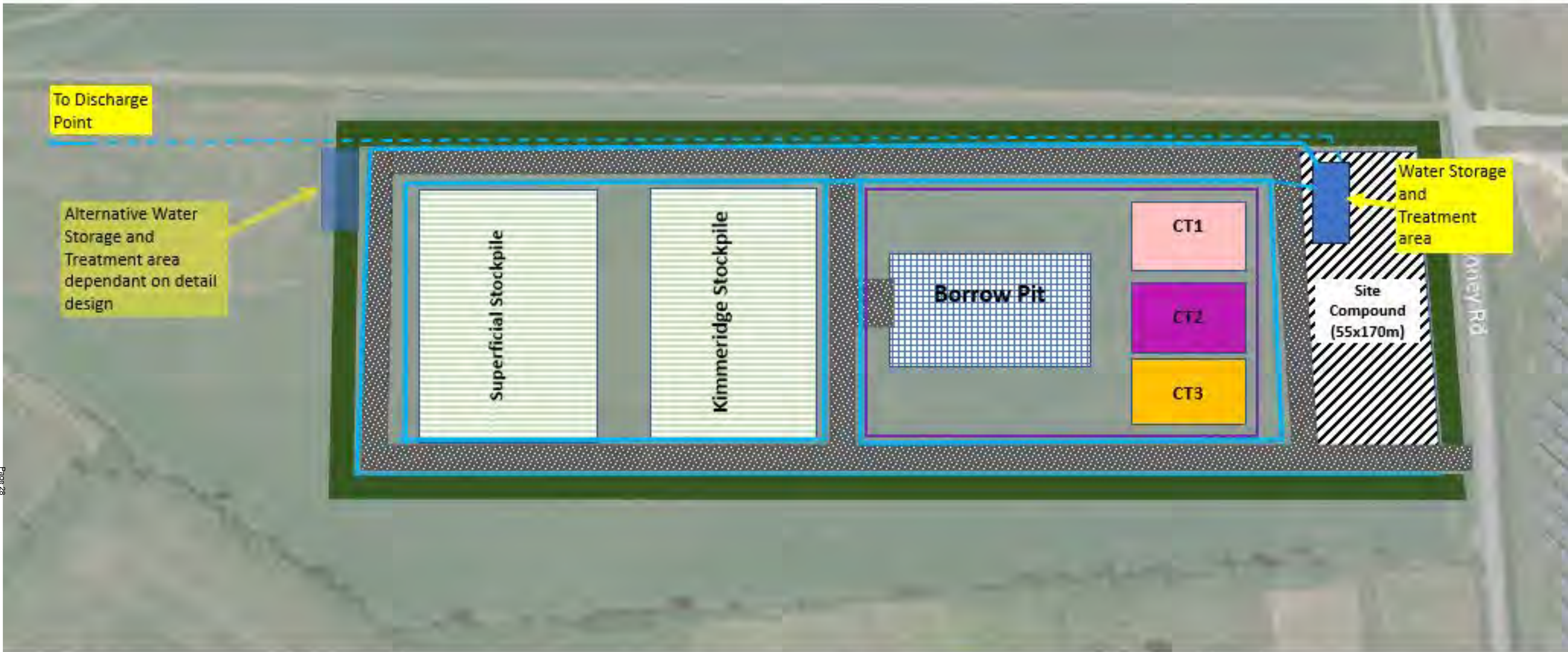
Project Title
SESRO
 Preliminary Clay Compaction Trial

Drawing Title
Indicative Typical Compound Layout

Drawn By	Name T Jones	Sig.	Date 06.02.24
Chkd By	Name M Surley	Sig.	Date 06.02.24
Aprvd By	Name J Barratt	Sig.	Date 06.02.24
Scale	1:500@A3	SheetNo	1 of 1
Drawing Number	J969-AE-A01A-ZZZZ-DR-CT-100001	Rev	P03

PLAN - HANNEY ROAD COMPOUND LAYOUT
 SCALE: 1:500







Notes:

- A Water Management system will be detail designed once all design information is received
- A perimeter cut off drain will be installed inside the topsoil bund
- Further cut off drains will be installed around the perimeter of the stockpile areas, borrow pit and clay compaction trial areas, and the compound.
- These cut off drains will be linked by cross drains and sumps etc where required and to suit falls.
- All ground water will be collected in a water storage area, approx. volume of 910m³ at current estimates.
- This ground water will be pumped into treatment facilities made up of a combination of Siltbuster treatments to remove suspended solids and any hydrocarbons.

Key:

-  Cut Off Drainage
-  Outlet to discharge point (Exact location TBA in accordance with Outfall Location Plan J969-DN-A01A-ZZZZ-DR-GE-100008)



APPLICATION NO.	P23/V2852/S73
SITE	Aldi Stores Ltd Wootton Road Abingdon
PARISH	ABINGDON
PROPOSAL	Variation of condition 1(Approved plans), 3 (TOUCAN crossing) and 4(Surface Water Drainage in accordance with approved details) in application P23/V0101/S73. Amended drainage plan submitted 29 January 2024 and amended highways plans received 23 February 2024. s73 application to vary conditions 2(approved plans) & 5(surface water drainage) on application P21/V0024/FUL to allow an alternative drainage system to be installed.
WARD MEMBERS	Oliver Forder Andy Foulsham Eric de la Harpe Robert Maddison Robert Clegg
APPLICANT OFFICER	Aldi Stores Limited Penny Beale

RECOMMENDATION

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

1. Approved plans
2. SUDS compliance report to be submitted within six months
3. TOUCAN crossing to be constructed within six months
4. Surface water drainage scheme in accordance with approved details to be completed within six months
5. Foul drainage scheme in accordance with approved details (P22/V0370/DIS)
6. Landscaping scheme in accordance with approved details (P22/V0370/DIS)
7. Landscaping maintenance and long-term management plan in accordance with approved details (P22/V0370/DIS)
8. Cycle parking in accordance with approved details (P22/V0370/DIS)
9. Construction Traffic Management Plan in accordance with approved details (P22/V0439/DIS)
10. Community Employment Plan in accordance with approved details (P22/V1155/DIS)
11. Public Art strategy in accordance with approved details (P22/V1612/DIS)
12. Travel plan in accordance with approved details (P22/V1448/DIS)
13. Delivery and Servicing Management Plan in accordance with approved details (P22/V1448/DIS)
14. External lighting in accordance with approved details (P22/V1448/DIS)

- 15. Implementation of ecological mitigation and enhancement measures
- 16. Provision of electric vehicle charging points
- 17. Noise levels
- 18. Visibility splays
- 19. Building to be used for Class E retail foodstore only
- 20. Total Class E floorspace shall not exceed 1842sq.m and net sales area shall not exceed 1315sq.m
- 21. Class E floorspace shall be used for a maximum of 1052sq.m convenience goods and a maximum of 263 sq.m comparison goods
- 22. No mezzanine or first floor level to be constructed
- 23. No subdivision to two or more units

The full wording of conditions is attached at Appendix 1.

1.0 **INTRODUCTION AND PROPOSAL**

- 1.1 This application is presented to Planning Committee at the request of the Chair of Committee.
- 1.2 Full planning permission for the erection of a Class E retail food store with associated access, parking and servicing areas, landscaping and associated works, was granted in February 2022 (ref. P21/V0024/FUL). The store is built out and operational. A site location plan is below.



- 1.3 When planning permission is granted, development must take place in accordance with the permission and conditions attached to it and with any associated legal agreements. New issues however may arise after planning

permission has been granted which require modification of the approved proposals and under section 73 (or 73A if retrospective) of the Town and Country Planning Act 1990 an application can be made to vary or remove conditions associated with a planning permission.

1.4 Section 73(2) of the Town and Country Planning Act states:

“On such an application the local planning authority shall consider only the question of the conditions subject to which planning permission should be granted, and—

(a)if they decide that planning permission should be granted subject to conditions differing from those subject to which the previous permission was granted, or that it should be granted unconditionally, they shall grant planning permission accordingly, and

(b)if they decide that planning permission should be granted subject to the same conditions as those subject to which the previous permission was granted, they shall refuse the application”.

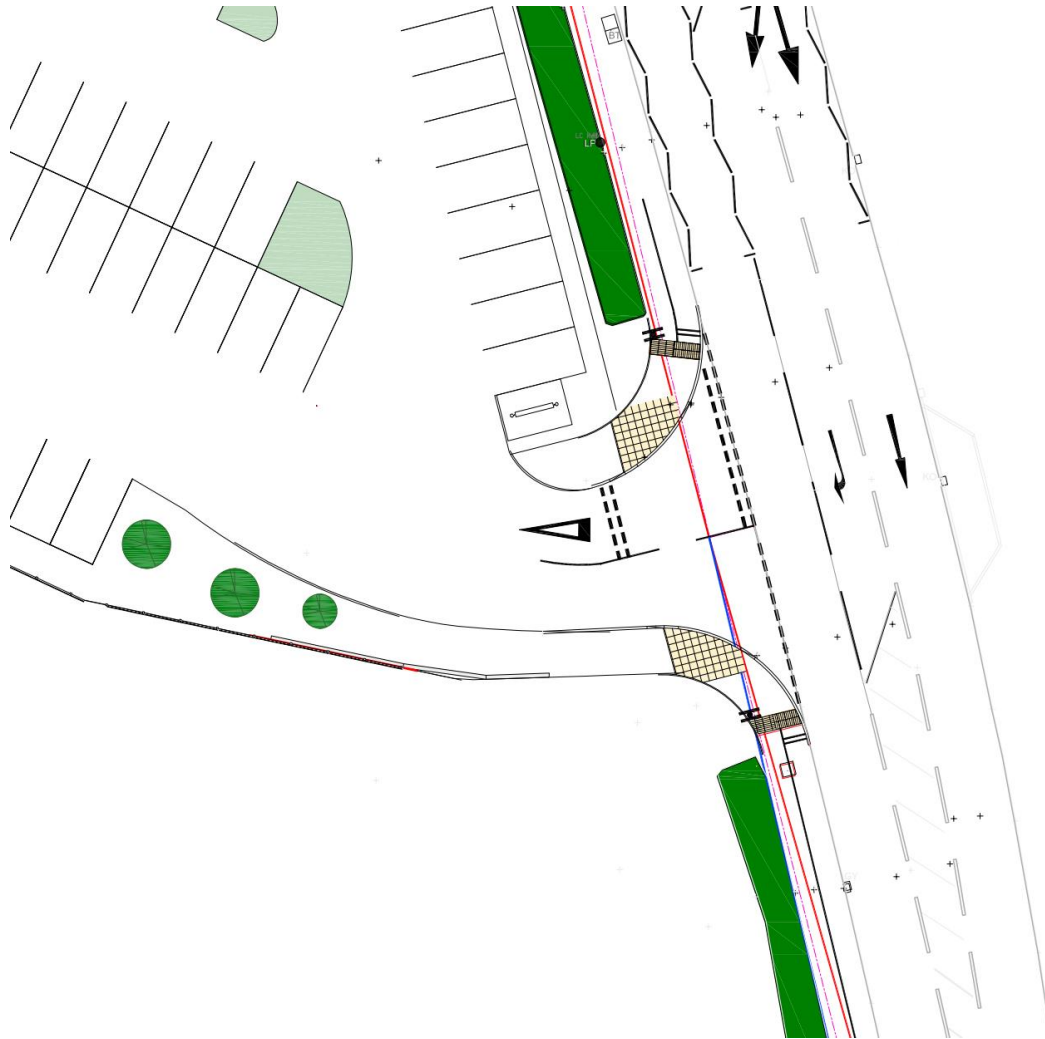
1.5 A S73 application was approved in connection with this development in April 2023 (ref. P23/V0101/S73) which allowed for an alternative surface water drainage system to be installed for surface water to be drained further downstream to the same watercourse to the east of Wootton Road. Condition 4 of that permission required the drainage strategy to be carried out within six months of the date of the permission.

1.6 This new S73 application seeks to vary condition 1 (approved plans), condition 3 (TOUCAN crossing) and condition 4 (surface water drainage scheme) as the alternative drainage scheme approved under application ref. P23/V0101/S73 has not yet been carried out due to difficulties in securing agreement from the adjacent landowner for which part of their land is required. The applicant advises that a licence from this landowner has now been obtained to allow the works to be carried out once road space from the highway authority (Oxfordshire County Council (OCC)) has been approved. The applicant therefore seeks an amendment to condition 4 to allow a further 12-month period for the drainage strategy to be implemented.

1.7 Condition 3 of application ref. P23/V0101/S73 required the provision of a TOUCAN crossing along Wootton Road within six months of the date of the permission. Due to the land agreement issues mentioned above, this too has not yet been carried out. The applicant therefore seeks an amendment to condition 3 to allow a further 12-month period for the TOUCAN crossing to be constructed.

1.8 The application also seeks to amend details of the approved access to the site. As originally submitted, consent was sought to amend access details to accord with what has been constructed on site, but which differed from the approved plans in terms of removing give way marking for cyclists and vehicles, removing a raised table and the location of tactile paving. Following discussions with OCC and your officers, amended plans have been received to

bring the proposed access more closely in line with that previously approved. The proposed access is shown below.



- 1.9 The amendment proposes the reinstatement of give way markings for vehicles and cyclists and provides a larger area of tactile paving for pedestrians and cyclists to cross the access. 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.

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.

<p>Abingdon Town Council</p>	<p><i>Amended submission - February 2023:</i> No response received to date.</p> <p><i>Original submission:</i></p> <ul style="list-style-type: none"> Concerned that the application does not properly address the agreed conditions of the original
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	<p>permission to ensure appropriate priority for pedestrians and cyclists at the entrance to the supermarket.</p> <ul style="list-style-type: none"> As a minimum condition to improve the safety of these road users, the town council requests that additional signage is installed at the entrance to the site to alert motor vehicles to pedestrians and cyclists.
National Highways	<p><i>Amended submission - February 2024:</i> No objection</p> <p><i>Original submission:</i> No objection</p>
Drainage Engineer	<p><i>Amended submission – February 2024:</i> No response received to date.</p> <p><i>Amended submission – January 2024:</i> No objection</p> <ul style="list-style-type: none"> Variation is generally in line with the original strategy.
Oxfordshire County Council – Transport and Highways	<p><i>Amended submission – February 2024:</i> Objection (to condition 3 specifically)</p> <ul style="list-style-type: none"> No objection to condition 1 The applicant has confirmed that vehicular access to the site has now been constructed but not in accordance with the approved plans. Specifically, the proposed raised table that would provide a flat crossing feature for pedestrians/ cycles across the site access has not been provided. When considering the proposals, it is noted that Wootton Road is a cycle route with a combined pedestrian/ cycleway provided immediately adjacent to the site, which crosses the site access. The amended drawings show that the pedestrian/ cycle priority across the access will be maintained as approved under the extant planning permission, with the provision of give-way road markings. The proposed changes to the access relate only to the omission of the raised table. The applicant has informed that the raised table has been omitted for reasons of highway safety, as the associated ramp will require a gradient of 1:12, which would be too steep, particularly for two wheeled vehicles and at times of icy conditions, which is accepted by the Highway Authority. As the amendments to the access only seek to remove the raised table, with priority for pedestrians/

	<p>cycles maintained as previously approved, an objection cannot be sustained in this regard.</p> <ul style="list-style-type: none"> • When considering the extension of time for condition 3, it is noted that the food store is already operational and there is an uncontrolled pedestrian/ cycle crossing along Wootton Road, adjacent to the site. While the continued use of the uncontrolled crossing at this location is not ideal, using the facility for a short period is considered acceptable. • The Council’s Street Works team have informed that the lead time for booking road space to undertake the works is approximately 3 months, therefore the Council will accept a 6-month extension of time not 12 months as requested.
<p>Oxfordshire County Council – Lead Local Flood Authority</p>	<p><i>Amended submission – January 2024:</i> No objection</p> <p><i>Original submission:</i> No objection</p> <ul style="list-style-type: none"> • Changes do not appear to have any negative effect on the site’s drainage.
<p>County Councillor Nathan Ley</p>	<p><i>Amended submission February 2024:</i></p> <ul style="list-style-type: none"> • Plans represent an improvement however I still think a couple of final tweaks should be made to ensure priority for pedestrians and cyclists continuing along Wootton Road. • The provision of give-way markings for vehicles lessens the need for or desire for the give-way lines on the pavement for pedestrians and cyclists. • These plans create a conflict between Rule H2 and H3 of the Highway Code. • Give way markings for cyclists should be removed. Example of junction of Vintner Road and Waitrose to the south where cycle priority can be maintained across a junction without necessarily needing a raised table. • If a raised table is not considered appropriate, might it be possible to consider the very wide radii of the junction (which is too large and results in high entry speeds) be tackled by narrowing them visually, ideally with a different surface. This would allow HGVs to overrun where required for entry, but most drivers will adhere to this and would cause them to slow down. • We only get one chance to get this sort of thing right for generations to come and we need to make it as favourable to active travel as possible.

Thames Water	<i>Original submission:</i> No objection
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3.0 **RELEVANT PLANNING HISTORY**

3.1 [P23/V0101/S73](#) - Approved (06/04/2023)

s73 application to vary conditions 2(approved plans) & 5(surface water drainage) on application P21/V0024/FUL to allow an alternative drainage system to be installed.

[P22/V2078/NM](#) - Approved (12/10/2022)

Non-material amendment to P21/V0024/FUL for an amended site plan to include changes to the external paving, an amendment to the future Electric Vehicle Charing Point (EVCP) positions (not the number), the addition of blister paving to the pedestrian routes, the addition of public art seating, and amended tree positions to reflect the latest agreed landscaping scheme.

The proposed non-material amendment also seeks to amend the wording of Condition 19 to change the requirement for Aldi to install four rapid charging EVCPs, and instead install four fast charging EVCPs.

[P22/V1448/DIS](#) - Approved (29/09/2022)

Discharge of conditions 14 (Travel Plan), 15 (Delivery and servicing management plan), and 16 (External Lighting) on planning application P21/V0024/FUL

[P22/V1612/DIS](#) - Approved (11/07/2022)

Discharge of condition 12 (Public Art strategy) in application P21/V0024/FUL.

[P22/V1155/DIS](#) - Approved (24/05/2022)

Discharge of condition 11(Community Employment Plan) on application P21/V0024/FUL.

[P22/V0370/DIS](#) - Approved (26/04/2022)

Discharge of conditions 3 (Slab levels), 5 (Surface Water Drainage scheme), 6 (Foul Water Drainage scheme), 7 (Landscaping Scheme), 8 (Landscape Maintenance and long term Management Plan), and 9 (Cycle parking) in application P21/V0024/FUL.

[P22/V0565/A](#) - Approved (25/04/2022)

Three new internally illuminated wall hanging signs mounted to the face of the building (Signs A). One vinyl film logo applied to glass of entrance lobby (Sign B). One internally illuminated freestanding double-faced pole totem sign (Sign C). One vinyl film opening times panel and image (Sign D).

[P22/V0622/DIS](#) - Approved (14/04/2022)

Discharge of condition 4 (Biodiversity Offsetting Scheme) on planning application P21/V0024/FUL.

[P22/V0439/DIS](#) - Approved (31/03/2022)

Discharge of condition 10 (Construction Traffic Management Plan) on planning application P21/V0024/FUL. (As amended by plan received 23 March 2022)

[P21/V0024/FUL](#) - Approved (10/02/2022)

The erection of a Class E discount foodstore with associated access, parking and servicing areas, landscaping, and associated works. Amended plans including revised landscaping, parking and retail information received 9 June 2021 and amended highways details received 5 August 2021 and 10 September 2021 and 29 September 2021. Additional retail information received 15 October 2021

3.2 **Pre-application History**

[P20/V1923/PEJ](#) - Advice provided (27/11/2020)

Proposed new Aldi discount foodstore.

Advice provided that whole site should be masterplanned with retail and housing together, retail sequential and impact assessment, highways, amendments to design, layout and landscaping.

3.3 **Screening Opinion requests**

None.

4.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

4.1 The development is less than 1 hectare of urban development that is not dwellinghouse development. The proposal is not EIA development.

5.0 **MAIN ISSUES**

5.1 **The relevant planning considerations for this application are :**

- **Principle of development**
- **Access and highway impact**
- **Flood risk and drainage**
- **Other matters**
- **Community Infrastructure Levy**

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 Abingdon.

5.4 Planning permission for the erection of a retail food store was approved on the site in February 2022 and the store has been built out and is operational. The principle is therefore established.

5.5 **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.

5.6 *Access and highway impact*

This application seeks to provide a revised access to that approved. Following advice from officers, amended plans have been received to align closely with the access details originally approved, including the reinstatement of give way markings for vehicles and cyclists to give priority to users of the existing cycle path along Wootton Road in compliance with CP35 of LPP1. OCC, as highway authority, have assessed the proposed changes and raise no objections.

5.7 The proposed changes to the access relate solely to the omission of a raised table. The applicant explains the raised table has been omitted for reasons of highway safety as the associated ramp will require a gradient of 1:12, which would be too steep, particularly for two wheeled vehicles and at times of icy conditions. This explanation is accepted and agreed by OCC. Officers are therefore satisfied that the proposed amended access is acceptable in highway safety terms whilst providing priority for pedestrians and cyclists as secured under the original permission and in compliance with CP35 of LPP1.

5.8 The applicants also seek an amendment to condition 3 of the previous permission (ref. P22/V0101/S73) for a TOUCAN crossing to be installed across Wootton Road within 12 months of the date of planning permission. OCC has advised that the lead time for booking road space to carry out works within the highway is approximately three months, therefore officers consider it more appropriate for condition 3 to be amended to require these works to be carried out within six months of the date of this permission to ensure the controlled crossing is delivered as soon as possible.

5.9 Subject to planning conditions the proposal is considered to accord with policies CP33, CP35 and DP16.

5.10 **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.

5.11 Whilst the previously approved surface water drainage strategy for the site has not been implemented in the timescale originally agreed, the applicants have maintained an interim arrangement on site of surface water being held in the existing attenuation tank and being tankered away when required. This short-term arrangement is acceptable to the drainage engineer, but the long term solution is required to be delivered now the store is operational.

5.12 Road space to carry out the approved drainage works is likely to be able to be booked within three months. Officers consider therefore it would be appropriate for condition 4 to be amended to require these works to be carried out within six months of the date of this permission rather than 12 months as requested by the applicant.

5.13 Subject to the amended wording of condition 4 allowing for a further six month period for the surface water drainage strategy to be installed, officers are satisfied that the proposal complies with Policy CP42 of LPP1.

5.14 **Other matters**

The relevant planning considerations for this application are only matters for which the variation is sought. All other matters were dealt with as part of the approved application and are not for re-consideration here.

5.15 **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.

5.16 *Community Infrastructure Levy*

As no change to the floor area of the store is proposed in this S73 application, no additional CIL payment is required.

5.17 *S106 Legal Agreement*

Financial contributions towards public transport and travel plan monitoring were secured within a legal agreement on the original application. No further contributions are required for the changes proposed in this S73 application.

6.0 **CONCLUSION**

6.1 This application has been assessed against the development plan, the National Planning Policy Framework (NPPF) and all other material planning considerations. In considering this application, due regard has been given to the representations received from statutory and other consultees.

6.2 Officers are satisfied that the amended access arrangements will maintain priority for pedestrians and cyclists along the existing combined path and that with suitable worded conditions the approved surface water drainage strategy and TOUCAN crossing can be delivered within six months of the date of this permission. Overall, the development complies with the development plan and the provisions of the NPPF. Subject to the recommended conditions the proposal should be approved.

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
- CP08 – Spatial Strategy for Abingdon-on-Thames and Oxford Fringe
- CP12 – Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area
- CP32 – Retail Development and other Main Town Centre Uses
- CP33 – Promoting Sustainable Transport and Accessibility
- CP34 – A34 Strategy
- CP35 – Promoting Public Transport, Cycling and Walking
- CP37 – Design and Local Distinctiveness
- CP38 – Design Strategies for Strategic and Major Development Sites
- CP40 – Sustainable Design and Construction
- CP42 – Flood Risk
- CP44 – Landscape
- CP45 – Green Infrastructure
- CP46 – Conservation and Improvement of Biodiversity

Vale of White Horse Local Plan 2031 Part 2 (LPP2) Policies:

- CP04a – Meeting Our Housing Needs
- CP08a – Additional Site Allocations for Abingdon-on-Thames and Oxford Fringe
- CP12a - Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area
- DP16 – Access
- DP17 – Transport Assessments and Travel Plans
- DP20 – Public Art
- 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

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

Abingdon on Thames does not currently have a neighbourhood plan.

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
- 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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APPENDIX 1 – Full wording of planning conditions

Application Reference:	P23/V2852/S73	Case Officer:	Penny Beale
1	<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 drwgn 170145-1000-P1 Site Plan Existing drwgn 170145-1150-P2 Site Sections Existing drwgn 170145-1152-P2 Topographical Drawing - Sheet1 drwgn 39_20 Topographical Drawing - Sheet2 drwgn 39_20a Site Plan Proposed drwgn 170145-1400 P19 Site Access Arrangements Proposed drwgn SK04_Rev K Swept Path Analysis drwgn SK02- Rev F Visibility Review drwgn SK01-Rev G Roof Plan Proposed drwgn 170145-1402-P1 Elevations Proposed drwgn 170145-3001-P2 Floor Plan Proposed drwgn 170145-1401-P4 Refrigeration Plant Plan drwgn 1932_R6 Rev C Acoustic Fence drwgn 1704-P1 Close Boarded Fence drwgn 1701-P1 Palisade Fence drwgn 1703-P1 Post and Rail drwgn 1702-P1 Timber Knee Rail drwgn 1700-P1 Overland Flows & Exceedance Plan drwgn 11710-SK0002 Proposed Drainage Layout drwgn 79-E1493-CDY-XX-XX-DR-D-Ss_50_35_00-0050 C14 Drainage Details Sheet 1 drwgn 79-E1493-CDY-XX-XX-DR-D-Ss_50_35_00-0055 C02 Drainage Details Sheet 2 drwgn 79-E1493-CDY-XX-XX-DR-D-Ss_50_35_00-0056 C02 Drainage Details Sheet 3 drwgn 79-E1493-CDY-XX-XX-DR-D-Ss_50_35_00-0057 C04 Drainage Catchment Areas Proposed drwgn 0054 P04 Retaining Wall on Western Boundary drwgn 11710-SK0003 Rev A 11710w0002 P07 Drainage Strategy - Wootton Road Abingdon Drainage Chamber Schedules HCP Pump Performance Curves Overland Flow Routes drwgn 0059 P01 Pump Installation Procedure Pump system</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>		
2	<p>Within six months of the date of this permission, a SUDS Compliance report prepared by an appropriate qualified Engineer must be submitted for approval in writing to the Local Planning Authority. This must suitably demonstrate that the sustainable drainage system has been installed and completed in</p>		

	<p>accordance with the approved scheme (or detail any minor variations). This report should as a minimum cover the following:</p> <ol style="list-style-type: none"> 1) Inclusion of as-built drawings 2) Inspection details of key SUDS features such as flow controls, storage features and volumes and critical linking features or pipework undertaken, with appropriate photographs and evidence of inspections incorporated, 3) Details of any remediation works required following the initial inspection, 4) Evidence that remedial works have been completed, 5) Confirmation of management proposals to maintain the system in perpetuity <p>Reason: To ensure the effective and sustainable drainage of the site in the interests of public health and the avoidance of flooding (Policy CP42 of the adopted Local Plan 2031 Part 1 and Policy DP23 of the adopted Local Plan 2031 Part 2).</p>
3	<p>Within six months of the date of this permission, the proposed TOUCAN crossing along Wootton Road adjacent to the site shall be provided and constructed in accordance with the highway authority's requirements and specifications.</p> <p>Reason: To provide appropriate pedestrian and cycle facilities that will serve the development and in interests of highway safety (Policy CP33 and CP35 of the adopted Local Plan 2031 Part 1 and DP16 of the adopted Local Plan 2031 Part 2).</p>
4	<p>The development shall be carried out in accordance with the surface water drainage details hereby approved on drawings:</p> <p>Drainage Details Sheet 1 drwgn 79-E1493-CDY-XX-XX-DR-D-Ss_50_35_00-0055 C02</p> <p>Drainage Details Sheet 2 drwgn 79-E1493-CDY-XX-XX-DR-D-Ss_50_35_00-0056 C02</p> <p>Drainage Details Sheet 3 drwgn 79-E1493-CDY-XX-XX-DR-D-Ss_50_35_00-0057 C04</p> <p>Proposed Drainage Layout drwgn 79-E1493-CDY-XX-XX-DR-D-Ss_50_35_00-0050 C14</p> <p>Drainage Catchment Areas Proposed drwgn 0054 P04</p> <p>11710w0002 P07 Drainage Strategy - Wootton Road Abingdon</p> <p>Drainage Chamber Schedules</p> <p>HCP Pump Performance Curves</p> <p>Overland Flow Routes drwgn 0059 P01</p> <p>Pump Installation Procedure</p> <p>Pump system</p> <p>The approved details shall be carried out and completed in accordance with the approved details within six months of the date of this permission.</p> <p>Reason: To ensure the effective and sustainable drainage of the site in the interests of public health and the avoidance of flooding (Policy CP42 of the Vale of White Horse Local Plan 2031 Part 1).</p>

5	<p>The development shall be carried out in accordance with the foul drainage scheme approved under application no. P22/V0370/DIS.</p> <p>Reason: To ensure the effective and sustainable drainage of the site in the interests of public health and the avoidance of flooding (Policy CP42 of the Vale of White Horse Local Plan 2031 Part 1).</p>
6	<p>The development shall be carried out in accordance with the landscaping scheme approved under application no. P22/V0370/DIS which shall be undertaken within the first planting season after construction. Thereafter, the landscaped areas shall be maintained in accordance with the details to be approved under Condition 7 . Any trees or shrubs which die or become seriously damaged or diseased within 5 years of planting shall be replaced by trees and shrubs of similar size and species to those originally planted.</p> <p>Reason: To ensure the implementation of appropriate landscaping which will improve the environmental quality of the development (Policy CP44 of the Vale of White Horse Local Plan 2031 Part 1).</p>
7	<p>The development shall be implemented and maintained in accordance with the Landscape Management Plan including maintenance schedule and long term management plan approved under application no. P22/V0370/DIS.</p> <p>Reason: To ensure the implementation of appropriate landscaping which will improve the environmental quality of the development (Policy CP44 of the adopted Local Plan 2031 Part 1).</p>
8	<p>The development shall be carried out in accordance with the cycle parking details approved under application no. P22/V0370/DIS. The approved cycle parking shall be maintained and retained at all times for the use of customers and employees.</p> <p>Reason: To encourage the use of sustainable modes of transport (Policies CP33, CP35 and CP37 of the adopted Local Plan 2031 Part 1).</p>
9	<p>The development shall be carried out in accordance with the Construction Traffic Management Plan approved under application no. P22/V0439/DIS.</p> <p>Reason: In the interest 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 DP16 of the adopted Local Plan 2031 Part 2</p>
10	<p>The development shall be carried out in accordance with the Community Employment Plan approved under application no. P22/V1155/DIS.</p> <p>Reason: To secure sustainable economic growth in order to create jobs, reduce unemployment and to increase prosperity within Oxfordshire in accordance with Policy DP11 of the adopted Local Plan 2031 Part 2</p>

11	<p>The development shall be carried out in accordance with the public art strategy approved under application no. P22/V1612/DIS. Thereafter the public art shall be maintained and retained at all times.</p> <p>Reason: To ensure the implementation of public art which will improve the environmental quality of the development (Policy DP20 of the adopted Local Plan Part 2).</p>
12	<p>The development shall be implemented in accordance with the Travel Plan approved under application no. P22/V1448/DIS.</p> <p>Reason: To encourage the use of sustainable modes of transport (Policies CP33, CP35 and CP37 of the adopted Local Plan 2031 Part 1).</p>
13	<p>The development shall be implemented at all times in accordance with the Delivery and Servicing Management Plan approved under application no. P22/V14488/DIS.</p> <p>Reason: To ensure that the development is not unneighbourly or detrimental to highway safety in accordance with Policy DP16 of the adopted Local Plan 2031 Part 2.</p>
14	<p>The development shall be carried out in accordance with external lighting details approved under application no. P22/V1448/DIS.</p> <p>Reason: To protect the appearance of the area, the environment and wildlife, and local residents from light pollution in accordance with Policy CP44 of the adopted Local Plan 2031 Part 1 and Policy DP21 of the adopted Local Plan 2031 Part 2.</p>
15	<p>The development hereby approved shall be implemented in accordance with all of the ecological mitigation and enhancement measures stated in section 3.3 and table 3.1 of the supporting Ecological Assessment (Tyler Grange, 09/04/2021, Report No: 13430_R01). All ecological enhancement measures shall be maintained and retained at all times.</p> <p>Reason: To minimise the ecological impacts of the development and secure biodiversity enhancements in accordance with Policy CP46 of the Local Plan Part 1 and paragraphs 170 and 175 of the NPPF.</p>
16	<p>The four Fast Electric Vehicle Charging Points as shown on the approved Site Plan Proposed drwgn 170145-1400 P19 shall be maintained in place for the lifetime of the development unless by direct replacement.</p> <p>Reason: To encourage the use of sustainable modes of transport (Policies CP33, CP35 and CP37 of the adopted Local Plan 2031 Part 1).</p>
17	<p>The rating level of the sound emitted from the site shall not exceed 50 dBA between 0700 and 2300 hours and 36 dBA at all other times during the lifetime of the development. The sound levels shall be determined by measurement or</p>

	<p>calculation at the nearest noise sensitive premises. The measurements and assessment shall be made according to BS 4142:2014.</p> <p>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 adopted Local Plan 2031 Part 2.</p>
18	<p>Visibility splays in both directions from the means of vehicle access shall in accordance with Entran drawing number SK01 Rev G, be kept permanently free from obstructions at all times. Within the visibility envelopes, no obstructions, inclusive of planning, fencing or boundary treatments shall exceed 600mm in height.</p> <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).</p>
19	<p>The building shall be used only as a Class E retail food store and shall not be used for any other purpose.</p> <p>Reason: To protect the vitality and viability of Abingdon town centre in accordance with Policy CP32 of the Vale of White Horse Local Plan 2031 Part 1.</p>
20	<p>The total Class E retail food store floorspace hereby permitted shall not exceed 1,842 sq.m gross internal area and the net sales areas (defined as all areas to which customers have access, including checkouts and lobbies) shall not exceed 1,315 sq.m.</p> <p>Reason: To protect the vitality and viability of Abingdon town centre in accordance with Policy CP32 of the Vale of White Horse Local Plan 2031 Part 1.</p>
21	<p>Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended), or any Order revoking or re-enacting that Order, the Class E retail foodstore floorspace hereby approved shall be used for a maximum of 1,052 sq. m for convenience goods and a maximum of 263 sq. m for comparison goods.</p> <p>Reason: To protect the vitality and viability of Abingdon town centre in accordance with Policy CP32 of the Vale of White Horse Local Plan 2031 Part 1</p>
22	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), no mezzanine or other form of internal floor to create a first floor level shall be constructed in the unit.</p>

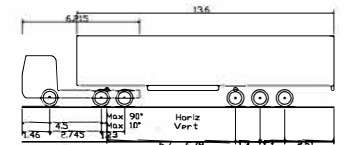
	<p>Reason: To protect the vitality and viability of Abingdon town centre in accordance with Policy CP32 of the Vale of White Horse Local Plan 2031 Part 1.</p>
23	<p>The development hereby permitted shall be used as a single unit and shall not be sub-divided into two or more units, and no concessions shall be permitted within the store or car park.</p> <p>Reason: To protect the vitality and viability of Abingdon town centre in accordance with Policy CP32 of the Vale of White Horse Local Plan 2031 Part 1.</p>



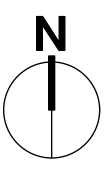
7 Greenway Farm | Bath Road | Wick | Bristol | BS30 5RL
 TELEPHONE : 0117 937 4077

PROJECT TITLE **PROPOSED ALDI FOODSTORE
 ABINGDON - ON - THAMES**
 DRAWING TITLE **SWEPT PATH ANALYSIS - 16.5m ARTIC - ENTRY**

DATE	FEB 24	SCALE	1:500	AT	A4	STATUS	
DRAWN	DJA	CHECKED	RW	APPROVED	RW		
DRG SIZE	A4	DRAWING NUMBER	SK02	REV	F		



Aldi- HGV_16.813
 Overall Length 16.500m
 Overall Width 2.510m
 Overall Body Height 3.720m
 Min Body Ground Clearance 0.440m
 Max Track Width 2.570m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.350m



DRAWING LEGEND

- Denotes buff hazard warning paving
- Denotes tarmac finish
- Denotes concrete surface finish
- Denotes concrete paving slab finish
- Denotes conservation paving slab finish
- Denotes landscaped area with misc planting within application area
- Denotes approx extent of tactile paving
- Denotes parking space with electrical charging
- Denotes parking space with infrastructure installed for the future conversion to electrical charging
- Timber knee rail
- 1.8m high close boarded fence
- Existing trees retained
- Proposed trees (refer to Cambium Landscape Plan)
- Heavy duty bollards
- New stainless steel anti ram bollards
- New cyclist signage
- Proposed signage
- TS pole & call button

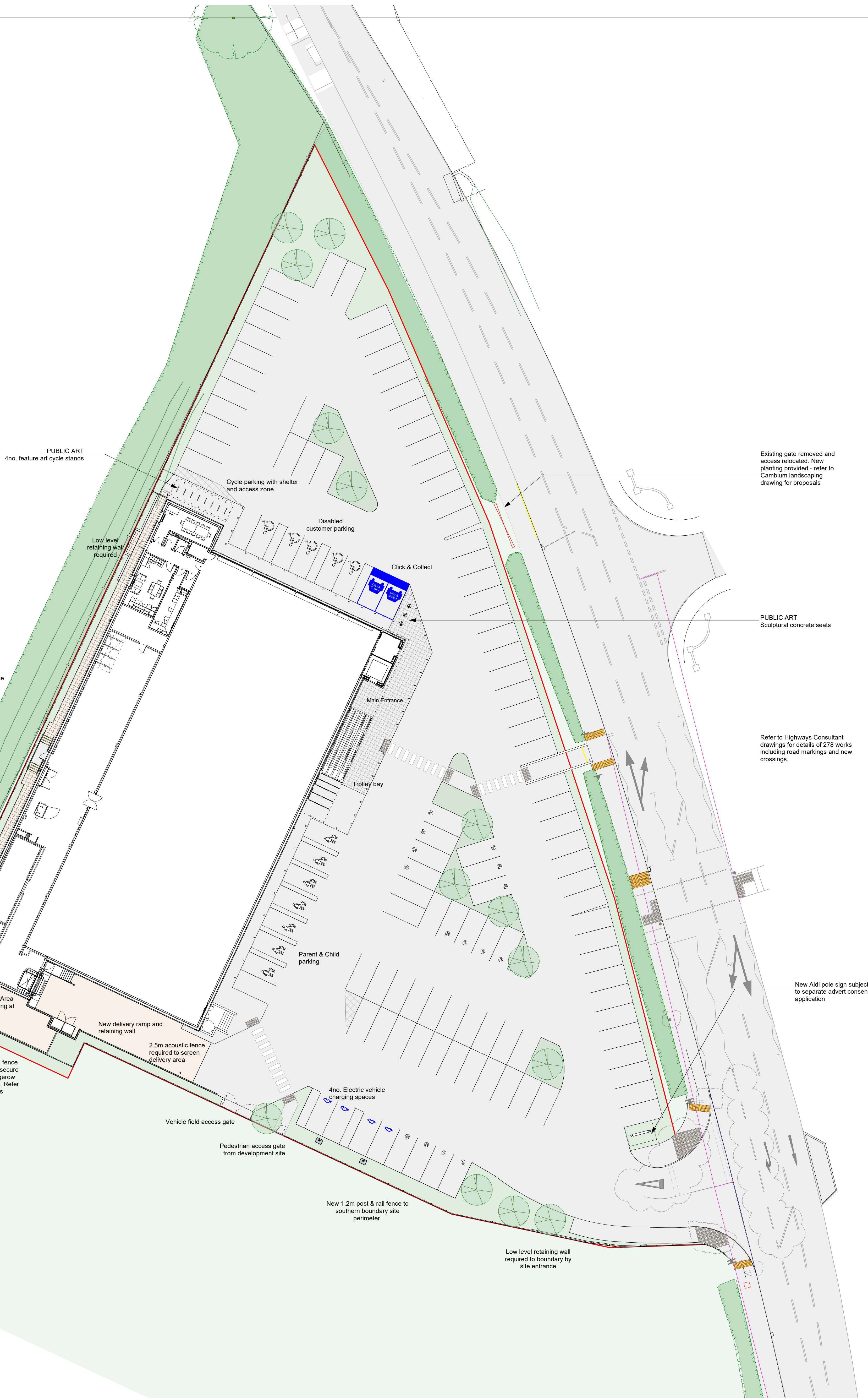
Refer to drg. 170145 - 1200 for details of existing site layout and key feature annotations

Refer to Cambium Landscape proposals for details of planting

Refer to Bosky Trees report for arboricultural details

PARKING:

- Site Total - 118no. spaces
- 4no. Active EVCP spaces
- 16no. Passive EVCP spaces
- 5no. Disabled spaces
- 7no. Parent & Child spaces
- 2no. Click & Collect spaces



SCALE: 1:250 @ A1



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 Chartered Architects
 Chartered Building Surveyors
 Interior Designers
 CDM Services

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Scale	Paper Size	Filename	Date	Drawn	Checked	Purpose/Status
1:250	ISO A1	170145 Abingdon Planning Site v2023.vwx3/2023	FR	MS	MS	PLANNING

P19 14/02/2024 MP MS Planning updated to SE's design, roadmarking updated.

P18 21/09/2023 FR MW Entrance and road design updated in line with Highway Consultants proposal.

Rev Date By Ap Note

Drawing Title: **Proposed Site Plan**

Project Number: **170145-1400**

Revision: **P19**

Check all dimensions and levels on site

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