

<b>APPLICATION NO.</b>	<a href="#">P24/V0653/FUL</a>
<b>SITE</b>	Woodland Farm Appleton Road Longworth Abingdon, OX13 5EF
<b>PROPOSAL</b>	Change of use and associated works to existing buildings to form 5 no. dwellings with associated operations and landscaping works. Erection of car ports for each property. (as updated by revised Phasing Plan received 25 March 2024, and as amplified by plans showing access arrangements and secure bike storage received 9 May 2024, and as amplified by additional technical detail relating to access and turning, waste collection and biodiversity received 15 July 2024, and as corrected by entrance plan adjusting scale received 23 July 2024, as amplified by supporting information - highways and waste management received 18 September 2024).
<b>AMENDMENTS</b>	Additional information submitted
<b>APPLICANT</b>	Butler and Duke Ltd
<b>APPLICATION TYPE</b>	FULL APPLICATION
<b>REGISTERED</b>	18.3.2024
<b>TARGET DECISION DATE</b>	18.10.2024
<b>PARISH</b>	LONGWORTH
<b>WARD MEMBER(S)</b>	Mark Coleman
<b>OFFICER</b>	Katherine Canavan

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**1.0 INTRODUCTION**

- 1.1 The application is referred to Planning Committee on the agreement of the Planning Manager to ensure the concerns of the local ward member and the parish council are considered publicly.
- 1.2 A committee site visit is to be held in advance of the planning committee meeting for Members to consider the proposal in context.
- 1.3 The application site is located on the southern edge of Appleton Road within a stretch of ribbon development to the south-east of Longworth. Residential properties front onto the road, and the application site is accessed via a long track between Highbury and Little Orchard. Orchard View, located to the east of Little Orchard, extends to the depth of the application site and shares a boundary at the far end of the site.
- 1.4 The main part of the application site comprises a series of agricultural barns in varying conditions. This part of the site is set back 150m from the main road and is accessed via the track, which also provides access to Woodland Farm (a residential property half way along the track, and behind dwellings on

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Appleton Road). On the adjacent site to the east are a series of workshops and warehouses, on land associated with Orchard View.

- 1.5 There are several mature trees on the track and site, but these are not protected. There are no area designations or site constraints that are relevant to the proposal.

### 2.0 PROPOSAL

- 2.1 The applicant seeks permission for the conversion of five agricultural buildings to dwellings, along with new, associated outbuildings to provide garages and cycle stores. The five buildings the subject of this application were approved for residential conversion under a prior approval application ref. P22/V11065/N4B.

*Overview of current proposal:*

Plot	Barn(s)	Bedrooms	Parking
1	A	3	2 spaces & bike store
2	B & C	4	3 spaces & bike store
3	D	1	2 spaces & bike store
4	F	1	2 spaces & bike store
5	G	1	2 spaces & bike store
Unallocated			2 visitor spaces

- 2.2 Copies of the plans accompanying the application are **attached** at **Appendix 2**. Other documentation associated with the application can be viewed on the council's website at: [www.whitehorsedc.gov.uk](http://www.whitehorsedc.gov.uk).

### 3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

- 3.1 A summary of the consultation responses received is below. Full comments can be viewed online at: [www.whitehorsedc.gov.uk](http://www.whitehorsedc.gov.uk).

#### 3.2 Statutory Consultee responses

Longworth Parish Council	<p><b>Revised consultation (July 2024) – Objection</b></p> <ul style="list-style-type: none"> <li>• The Parish Council unanimously object to the latest amended application – the previous objections continue to apply -, and request the application is determined by planning committee and for a site visit to be carried out by the Highway's Officer and the Planning Officer.</li> <li>• The use of refuse sacks is wholly inadequate and would block visibility for drivers accessing Appleton Road.</li> <li>• The development would negatively affect the ecological balance of the site.</li> <li>• The concerns around the narrow track, access, verges and neighbouring access points have not been addressed. The development will lead to congestion and harm the safety of those using</li> </ul>
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	<p>Appleton Road, and obstruct access for emergency vehicles.</p> <p><b>Revised consultation (May 2024) – Objection</b></p> <ul style="list-style-type: none"> <li>• The amended plans have not addressed previous concerns, and they continue to apply.</li> <li>• The proposed alterations to the entrance to the site (increasing the visibility splays) cannot be achieved as it affects neighbouring land.</li> </ul> <p><b>Original consultation (April 2024) – Objection</b></p> <ul style="list-style-type: none"> <li>• The location does not constitute infill development, as defined by the Neighbourhood Plan, and is not within the built up limits of the settlement. A development of the scale does not meet the design policy of the Neighbourhood Plan or respond appropriately to its immediate surroundings. The proposal is not in keeping in terms of its design, is not of an appropriate scale/massing and does not enhance or protect the landscape etc. It is contrary to the Neighbourhood Plan.</li> <li>• The parish council believes the prior approval should not have been issued as it questions the agricultural use of the site and the condition of the barns. The buildings are in a poor state and are not capable of conversion. The parish council questions whether there is a reliable fallback position.</li> <li>• The ground conditions of the site are not considered to be suitable for development.</li> <li>• The proposal, along with the parking areas and carports would result in overdevelopment and at a high density, out of keeping with the rural location.</li> <li>• Appleton Road is a busy road, and it is uncertain how visibility splays can be achieved, resulting in a risk to highway safety and collisions. Given the narrowness of the track, wheely bins would have to be placed along Appleton Road, obstructing the highway. The access track serving the development is very narrow, and too narrow for the proposed number of parking spaces / vehicles using the track and access. Passing Place B is not a passing place, but access to a dwelling.</li> </ul> <p>The Parish Council unanimously and strongly objects to the application and development of the land and, for the reasons above, and do not consider it suitable for development now or in the future.</p>
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Highways Liaison Officer (Oxfordshire County Council)	<p><b>Revised consultation (August 2024) – No objection subject to conditions</b>            Additional detail shows how the access can be brought up to standard – to be secured by condition. Car parking provision and turning space for Emergency &amp; Servicing vehicles has been demonstrated and are acceptable. Cycle parking provision, secure and covered has now been demonstrated and is acceptable.</p>
	<p><b>Original consultation (April 2024) – Holding objection</b>            Further information is required to demonstrate the bike stores are safe and secure, and to set out the access arrangements.</p>

### 3.3 Council - professional officer comments

<i>Representation</i>	<i>Comments</i>
Community Infrastructure Officer and S106 Officer	<b>Original consultation (April 2024) - Comment</b> Comments on procedural matters relating to CIL
Contamination Officer	<b>Original consultation (April 2024) – No objection</b>
Drainage Engineer	<b>Original consultation (May 2024) – No objection subject to conditions</b>
Ecology Team (South and Vale)	<p><b>Revised consultation (Sept 2024) – No objection subject to conditions</b>            A 'no net loss' approach to biodiversity has been demonstrated. Subject to a biodiversity enhancement plan, this is acceptable.</p>
	<p><b>Revised consultation (May 2024) – Holding objection</b>            Some previous technical issues have been addressed but further work is required on the BNG offsetting measures to ensure it is deliverable in the longterm and capable of being maintained.</p>
	<p><b>Original consultation (May 2024) – Holding objection</b>            Impacts on any statutory or locally designated sites are unlikely. There is no identified risk to protected species and site habitats are not a constraint to development. Amendments are required to the panting proposed to provide BNG offsetting, and an update is required to the BNG metric to demonstrate a 'no net loss'.</p>
Waste Management Officer (District Council)	<b>Revised consultation – Comment</b> The site is not suitable for bin collection (wheely bins) and waste collection will be from the site entrance

	with residents presenting sacks. Given the narrowness of the lane, the waste collection vehicle would not be able to affect a turn. The collection of food caddies can be from individual properties within the site as the collection vehicle is much smaller.
	<b>Revised consultation – Comment</b> Plans do not show tracking for a waste collection vehicle. It is understood that residents will be required to present sacks.
	<b>Revised consultation (June 2024) – No objection</b> Comments as below. Tracking is required to demonstrate a waste collection vehicle accessing and turning in the site. Other than that, officers are satisfied with waste arrangements on site.
	<b>Original consultation (April 2024) – Comment</b> Comment provided on most suitable waste collection solution, likely to be curtilage collection / sack collection, or the collection vehicle entering the site (subject to a signed indemnity form).

### 3.4 Public responses

In addition to advice received from the council’s technical officers, representations were received from five local residents raising objections to the proposal.

#### Series of consultations on additional information / revised plans

##### (May - August 2024) – Objections

(13 representations received from 4 interested parties)

<i>Representation</i>	<i>Comments</i>
Additional information	The additional information does not address previous concerns, and the issues raised previously continue to apply.
Fallback position	We are unconvinced there is a reasonable fallback position.
Landscape and habitat	Loss of hedging along the track when plans show no hedging or trees to be removed. The mature beech and conifer are not shown on plans
Access	To maintain the width of the track, regular pruning of the hedging will be required, which is not possible during nesting season. We are unconvinced that sufficient turning space has been provided for the proposed parking layout, particularly the tandem spaces and visitor spaces, to make them safe to use in practice.
Waste and recycling collection	There is no access for refuse and recycling collection and waste storage integrated to the design of the development.

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	<p>Storing sacks on the roadside overnight is likely to attract wild animals and result in the sacks being broken into and rubbish being spread across the verge and highway.</p> <p>The placing of bin sacks at the entrance will take up an even greater area than wheelie bins and cause a greater obstruction to the highway and neighbouring driveways.</p> <p>Residents will be required to carry the sacks the full bags of rubbish 150 metres along the driveway to the roadside on collection day. There is insufficient space for a car to pass a pedestrian safely along the track.</p> <p>The highway is maintained at the public expense by the highway authority, irrespective of land ownership, and is provided for public purposes, not for the benefits of a private development or for the storing of rubbish on the day of collection.</p> <p>The proposed solution of a bag collection at the point at which the access drive meets the highway does not meet the requirements of policy DP28 of the LPP2.</p>
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### Original consultation (March / April 2024) – Objections

(10 representations received from 4 interested parties)

<i>Representation</i>	<i>Comments</i>
Principle of development	<p>The proposed development is outside the built limits of the village and is contrary to the Longworth Neighbourhood Plan. It is a high-density development on a small plot with poor access.</p> <p>The sheds are flimsy and do not appear capable of conversion.</p>
Fallback position	<p>The proposal includes additional buildings and is therefore not comparable to the prior approval and there is no fallback position.</p> <p>We are unconvinced that the site has been in agricultural use for over 15 years which is a key factor that underpins the prior approval consent.</p> <p>We are unconvinced that the class Q prior approval was issued correctly.</p> <p>Plots 4 and 5 appear to have been altered and moved from their existing positions which would no longer comply with the prior approval.</p>
Access and highway safety	<p>Although Appleton Road as a new 20 mph speed limit, drivers regularly exceed the Speed limit.</p> <p>The long single track has poor visibility at the point it needs the highway. The existing arrangement for the access means that vehicles have to reverse back into the site (along the narrow track) when vehicles approach along Appleton Road as drivers exiting are unable to see far enough along the road.</p>

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	<p>The visibility splays being claimed cannot be achieved within the constraints of the land owned by Woodland Farm. There are also telegraph poles and hedges further along the road to the east which makes the visibility splay impossible to achieve. These problems will be even greater when bins for a further five properties are put out. The width of the driveway entrance would be reduced to less than 4 metres.</p> <p>The planning statement indicates a significant increase in parking spaces over the previous permission, which is a further indication of an increase in vehicles. The inevitable increase in traffic from a narrow farm track onto the Appleton Road, particularly at peak times, would result in dangerous bottlenecks interfering with normal traffic flow. On the single lane track there would be issues from backing up at the passing places.</p> <p>The narrow access cannot be widened to accommodate vehicles and there is no additional land available to improve the access. There is no possibility for a van and a pedestrian to pass on the drive, let alone two vehicles.</p> <p>The passing places are only large enough for a small car, not commercial or service vehicles, one has no in-sweep and is in fact the only entrance gateway to an existing large property so is not suitable as a passing place. The first proposed passing place is 50 metres from the highway and cars would be expected to reverse a good distance back along the track and onto Appleton Rd.</p> <p>The turning for service in emerging emergency vehicles cannot be achieved in this new layout.</p>
Amenity	<p>There will be a significant increase in traffic volumes along the narrow driveway, passing the windows of neighbouring properties. The drive is too long (more than 150m) and narrow to accommodate this proposal without it being detrimental to the amenity of neighbouring properties and will lead to an increase in the noise, fumes and vehicle pollution inside neighbouring dwellings.</p> <p>The Workshops on Orchard View would be overlooked by the only window in plot 5 which is 2 metres from the boundary.</p> <p>Plots 2 and 3 do not provide enough outdoor or private amenity space to accord with the Joint Design Guide.</p>
Trees and hedging	<p>Removal of hedging and works within the root protection area of trees are proposed but there is no</p>

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	<p>arboricultural document to support these and to assess the impact.</p> <p>It is not clear how access will be obtained to the proposed orchard planting and who will be responsible for its maintenance.</p>
Flood risk and drainage	<p>Plot 3 is within 5 metres of a stream and land drainage scheme and this has not been indicated correctly on the application form.</p> <p>The main sewer is 80 metres away and uphill and not capable of taking an increased load. Ground and roof water is not adequately addressed and is likely to increase flood risk and water displacement on neighbouring land.</p>
Waste and recycling collection	<p>Bins left on Appleton Road would increase the risk to both pedestrians and traffic due to the obstructed view - a real safety hazard.</p> <p>If residents were to leave out waste of recycling bins on the day of collection where the track meets the highway this would cause obstruction to traffic and pedestrians using the highway, or severely impact the visibility of vehicles leaving the development and the two neighbouring properties.</p> <p>There is insufficient space at the entrance other than to store bins on the verge or neighbouring land. OCC guidance indicates that the encroachment onto verges or use for personal use should be avoided at all costs.</p>
Emergency access	<p>The narrowness of the access would hinder a fast response by emergency vehicles</p>
Land ownership	<p>Plans show the entrance crossing land that isn't within the applicant's ownership and requiring part of adjacent hedging to be removed and grass verge replaced with tarmac. There is no agreement to this form adjoining landowners.</p> <p>The diagram misrepresents the proximity of neighbouring dwellings and structures to the access drive and fails to show the boundary correctly between properties.</p>
Contamination risk	<p>There is a likelihood of contamination being on site due to its previous use but no relevant support reports have been submitted.</p>
Additional comments	<p>A site visit is required to demonstrate the land ownership issues associated with the access.</p> <p>The application represents incremental development over time making use of the previous prior approval.</p> <p>This is simply a stepping stone to further development on the site.</p> <p>Details of the adjoining land and properties and structures are not showing correctly on plans.</p>



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	<p>The proximity of Plot 4 to neighbouring buildings would make it difficult to maintain as a residential unit. There are inaccuracies on the plans and the boundary line is wrong.</p> <p>The driveway is unsuitable for a residential development any larger than a single dwelling.</p>
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### 4.0 RELEVANT PLANNING HISTORY

Application Number	Description of development	Decision and date
4.1 <a href="#">P23/V2612/FUL</a>	Change of use to include the erection of 5no. carports, cycle and secure storage following the approval change of use for 5no. dwellings. Associated works include improved manoeuvrability and the provision of 2no. visitor parking spaces.	Withdrawn (07/02/2024)
<a href="#">P23/V1969/DIS</a>	Discharge of condition 3 (Contaminated Land) on application ref. P22/V1065/N4B	Approved (13/12/2023)
<a href="#">P23/V0330/FUL</a>	(Change of use and associated building operations to convert existing agricultural buildings to 5 no. dwellinghouse) Demolition of existing buildings and erection of 4 no. self-build dwellings with associated operations and landscaping works. (as amplified by additional arboricultural and drainage information and vehicle tracking details, and amendments relating to passing points and hedge removal, received 5 April 2023, and as amended by plans received 9 May 2023 clarifying passing bays and driveway details and as amplified by additional information received 11 July 2023)	Withdrawn (24/08/2023)
<a href="#">P22/V1065/N4B</a>	Change of use and associated building operations to convert existing agricultural buildings to 5 no. dwellinghouse (Addition of turning space as shown on drawing 210303-PP5030-C)	Approved (06/07/2022)
<a href="#">P21/V3506/N4B</a>	Change of use of barn to dwelling house	Approved (11/02/2022)
<a href="#">P21/V3505/N4B</a>	Change of use of barn to dwelling house	Approved (11/02/2022)

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<a href="#">P17/V3224/PEM</a>	Erection of 7 dwellings	Advice provided (14/12/2017)
<a href="#">P17/V2036/PAR</a>	Change of use of barn to dwellinghouse.	Approved (29/08/2017)
<a href="#">P17/V1163/PAR</a>	Change of use of barn to dwelling house.	Approved (30/06/2017)

### 5.0 ENVIRONMENTAL IMPACT ASSESSMENT

5.1 The proposal would be below the threshold to be considered EIA Development.

### 6.0 POLICY & GUIDANCE

#### 6.1 National Planning Policy Framework and Planning Practice Guidance

#### 6.2 Development Plan Policies

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

CP08 - Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area

CP33 - Promoting Sustainable Transport and Accessibility

CP35 - Promoting Public Transport, Cycling and Walking

CP37 - Design and Local Distinctiveness

CP40 - Sustainable Design and Construction

CP42 - Flood risk

CP44 - Landscape

CP46 - Conservation and Improvement of Biodiversity

A Regulation 10A review (five-year review) for Local Plan Part 1 (LPP1) has been completed. The review shows that five years on, LPP1 (together with LPP2) continues to provide a suitable framework for development in the Vale of White Horse that is in overall conformity with government policy.

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

DP07 - Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside

DP16 - Access

DP21 - External lighting

DP23 - Impact of Development on Amenity

DP27 - Land Affected by Contamination

DP28 - Waste Collection and Recycling

DP29 - Settlement Character and Gaps

#### Emerging Joint Local Plan 2041

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.

**6.3 Neighbourhood Plan**

Longworth Neighbourhood Plan  
Policy 1: A Spatial Plan for the Parish  
Policy 2: Design

**6.4 Supplementary Planning Guidance/Documents**

South Oxfordshire and Vale of White Horse Joint Design Guide 2022

**7.0 PLANNING CONSIDERATIONS**

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

- **Principle of development**
- **Conversion – fallback position**
- **Design and character**
- **Access and parking**
- **Waste management**
- **Residential amenity**
- **Ecology and Biodiversity Net Gain**
- **Tree Protection**
- **Additional planning matters**

**7.2 Principle of development**

The Council's Local Plan 2031 Part 1 (LPP1) sets out the spatial strategy and strategic policies across the Council area to deliver sustainable development. Policy CP3 of the LPP1 devises a settlement hierarchy approach, steering new development to sustainable locations. Policy CP4 does not support development in the open countryside unless specifically supported by other relevant policies as set out in the Development Plan or national policy.

7.3 Policy 1 of the Longworth Neighbourhood Plan sets out that development proposals on land outside the Village's built-up areas will be resisted unless they are in accordance with other development plan policies managing development in the countryside. The policy also sets out what constitutes infill development.

7.4 The site is located to the rear of dwellings on the southern edge of Appleton Road. Properties along this stretch are characterised as ribbon development, and comprise loose-knit development detached from the built-up part of the village. The site is not connected to the village or services by a footpath. The application site is set back a good distance behind dwellings along Appleton Road and is therefore considered to extend into open countryside as defined by Policy CP4 of the LPP1. The development is not considered to be infill, and new dwellings in this location would not ordinarily be supported.

7.5 Policy DP7 of the LPP2 allows the re-use, conversion and extension of buildings for housing, provided they are of permanent and substantial construction and capable of conversion without extensive reconstruction. The policy also requires conversions to respect the character, appearance and setting of the original building, and the rural landscape and character, retaining important historic features where appropriate.

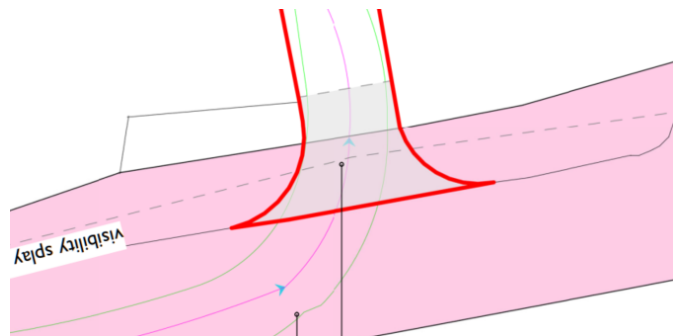
- 7.6 The principle of conversion was approved through the prior approval process in 2022. The prior approval is extant, and therefore the proposal for conversion is comparable in this respect, and serves as a fallback position. A structural survey accompanied the previous application, confirming that the identified buildings were capable of conversion. The report set out that the barns were in reasonable structural condition and strengthening would be satisfactory for conversion to residential use. The prior approval was issued on this basis. Under the current application an addendum has been provided which clarifies that the barns have not suffered any serious deterioration since 2021. This is sufficient to confirm that the barns are still capable of conversion, and it would not be reasonable to require further structural assessment. The barns are of permanent and substantial construction and capable of conversion without extensive reconstruction. The development therefore complies with Policy CP7 of the LPP1 and the principle of conversion to form residential units is acceptable.
- 7.7 **Conversion – fallback position**  
In the interest of clarity, officers have set out the fallback position, in terms of what weight can be attributed to it alongside the current proposal.
- 7.8 The fallback position is based on the prior approval for 5 dwellings through conversion only, which is comparable to the current proposal. The prior approval allows for upgrade works to be carried out to the walls and roofs, and for the insertion of openings and a mezzanine floor if required, as long as it amounts to conversion, ie. the original structure is retained and is capable of being re-used.
- 7.9 The principle of residential development through conversion has been established. The prior approval, which is extant, allows for parking, access arrangements and waste storage / collection, without the need for additional details to be provided. These details have, however, been made available as part of the full application, and the submitted technical details have provided a level of detail over and above the established fallback position. This detail is useful in considering various technical aspects, but should not count against the proposal, given the fallback position for a comparable residential development that could still be built out based on the approved plans. The main difference between the prior approval and the application before Members is the introduction of carports / bike stores.
- 7.10 It should however be noted that a proposal for redevelopment of the site would introduce new planning considerations that extend beyond the prior approval fallback position. This is not the case here, and officers are satisfied that the prior approval and current application are similar enough that the prior approval scheme serves as a fallback position.
- 7.11 **Design and character**  
Policy CP37 of the LPP1 states that new development must demonstrate high quality design that responds positively to the site and its surroundings, creating a distinctive sense of place through high quality townscape that physically and

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visually integrates with its surroundings. It adds that development must be visually attractive, and the scale, height, massing, and materials should be appropriate to the site and its surrounding context.

- 7.12 The site is located within a rural area, and the barns on site are agricultural in character. As the proposal re-uses the existing structures, the scale and height would be unchanged. Minimal openings have been proposed on the converted buildings, and subject to a condition securing a materials schedule, the development would retain its low-key, rural appearance.
- 7.13 The development introduces areas of hardstanding to provide parking, as well as a car port / bike store to each dwelling. While the hardstanding would introduce a more urban-feel, and appear more domestic in character (compared to the agricultural holding), it is considered necessary to provide suitable parking and cycle space in line with policy. The overall impact of the hardstanding would not be prominent in the wider landscape, and is acceptable in design terms.
- 7.14 The height, scale and footprint of the car ports / bike stores are functional, modest structures, measuring 6.5m wide x 6.5m deep and 3.5m high for the single stores, and 13m wide for the double store. Coming forward as part of the conversion proposal, and directly associated with the residential units, the stores are considered appropriate to their purpose and acceptable in design terms.
- 7.15 **Access and parking**  
The NPPF promotes sustainable transport modes, whilst seeking to ensure that safe and suitable access to the site can be achieved for all users.
- 7.16 Policy DP16 of the Local Plan: Part 2 requires adequate provision to be made for loading, unloading, circulation, servicing and vehicle turning. Policy CP35 requires parking to be provided in accordance with Oxfordshire County Council's published standards.
- 7.17 The site entrance is located between two dwellings: Highbury and Little Orchard. Access to the development is via a narrow track off Appleton Road, which has in the past been used by agricultural traffic entering and leaving the site. Appleton Road has a speed restriction of 20mph.

The image below indicates the extent of the highway land, which includes the entrance to the site. The verges and entrances of the neighbouring properties follow this pattern.



- 7.18 Visibility splays have been provided for the access, which demonstrate that vehicles can safely enter and leave the site, and drivers have visibility for an appropriate distance along Appleton Road. Given the road is restricted to 20mph, drivers have sufficient time to assess the road before pulling out. The track measures 4.4m at its narrowest (close to the entrance) and widens out to 6.3m at the top of the site. Two passing bays have been provided within the red line, which are both within the control of the applicant. With the average car width measuring 1.8m, the width of the track, in combination with the two passing bays, is acceptable. The access arrangements are the same as those proposed under the prior approval, which could still be implemented.
- 7.19 The Highways Officer has reviewed the access on site, and considered plans showing the extent of the highway, and the works to the access and, subject to the additional technical detail received during the application, raises no highway objection to the proposal. Conditions are recommended to secure works to the access (hardstanding finish), and to ensure the proposed parking spaces, turning area and carports are provided in accordance with plans.
- 7.20 **Waste management**  
Policy DP28 of the LPP2 requires development for residential proposals to provide sufficient space for the storage of individual or communal recycling and refuse containers, and ensure access is provided that is safe for existing users / residents and for refuse and recycling collection.
- 7.21 Although agricultural vehicles previously accessed the site, given the size of the waste collection vehicles which measure 11.6m in length, it would not be possible for them to turn in and out of the site, and collect from within the site. As with other sites across the district, the Waste Management Team have advised that collection would be from the roadside on Appleton Road. Residents would be provided with sacks, and there would be a requirement to deposit the sacks at the site entrance on the day of collection.
- 7.22 Concerns have been raised over the narrowness of the entrance and the lack of space to store waste at this point, without impacting on neighbouring land.

Given the narrowness of the entrance it would not be possible to lay hardstanding for a permanent collection area, but there is sufficient space to store sacks for a short period, ie overnight, ready for collection the next morning. Unlike wheely bins, the collection of sacks would be relatively low in height, and would not obscure the visibility of the site's access or neighbouring accesses for this relatively short period.

- 7.23 While it is recognised that it would be preferable to have a wheely bin collection from within the site, the collection of sacks from the entrance is the same waste solution that was proposed under the prior approval, which could still be implemented. This carries weight when considering a waste solution for the site, which has limited alternative options. The Waste Management Team has considered various options for the site and confirmed sack collection would be a feasible waste management solution. On this basis, and having regard to the prior approval fallback position, refusal on the scheme on waste management grounds could not be warranted.
- 7.24 **Residential amenity**  
Policy DP23 of the LPP2 requires development proposals to demonstrate they will not result in significant adverse impacts on the amenity of neighbours, including overlooking, risk of loss of privacy and from noise disturbance.
- 7.25 The development, located south of Appleton Road, is set back from the road, to the rear of existing dwellings. There would be a separation distance of 65m from Plot 1 to the rear elevation of Woodland Farm; all new openings would be at single storey height only, and therefore there would be no risk of overlooking or loss of privacy. Along the eastern boundary of the track is Highbury, and adjacent to Highbury is Orchard View which contains land extending to the full depth of the application site. The dwelling associated with Orchard View fronts onto the highway, and is set alongside Highbury. A series of buildings associated with Orchard Farm are located at the far end of the plot, and would be parallel to the converted residential buildings. These buildings are used as workshops and warehouses. Plot 4 is located on the boundary, as per the existing layout, but would be in residential use. No openings are proposed on the elevation facing the boundary, and as the neighbouring buildings are in use as workshops / warehousing, there would be no risk of overlooking or loss of privacy.
- 7.26 The proposed carports are of a modest scale and would not affect the amenity of neighbouring occupants.
- 7.27 Concerns have been raised over the potential noise and disturbance from the car movements associated with the five households. The main area of concern is where cars pass existing dwellings on the track, as the parking areas are set at a good distance to the rear of existing dwellings. It is accepted in cases of backland development vehicles would be passing alongside the sides and gardens of dwellings, and this is not considered to be an unusual layout in a residential setting, and is seen elsewhere in the district. The introduction of five households would not generate significant enough traffic movements to cause disturbance to amenity or the peaceful enjoyment of residential property. The

movements are likely to be at peak hours, and not on a continuous basis throughout the day. It is also accepted that the prior approval fallback position establishes the traffic movements associated with five dwellings.

- 7.28 In summary the development would not adversely affect the amenity of nearby occupants, and the introduction of openings to the converted buildings would not result in overlooking or loss of privacy.
- 7.29 **Ecology and Biodiversity Net Gain**  
Policy CP46 of the LPP1 seeks to support development which will conserve, restore and enhance biodiversity. However, development which is likely to result in the loss, deterioration or harm to habitats or species of importance to biodiversity will not be permitted.
- 7.30 Under application reference P23/V0330FUL (subsequently withdrawn), a preliminary ecological appraisal (PEA) was submitted, along with a reptile survey report. All buildings onsite were considered to have negligible suitability for roosting bats or nesting birds. No evidence of these species was found on-site. Reptile surveys were negative for this site in 2023. The habitats on-site are not considered to be a constraint to development, being areas of former yard and neutral grassland.
- 7.31 The development is of a scale that would be subject to the 10% BNG uplift, which was introduced in April 2024. However, as the application was submitted prior to this date, it is not required to demonstrate the uplift. Policy CP46 does however require no net loss of biodiversity as a result of development. During the course of the application an updated biodiversity net gain (BNG) assessment report was submitted. In order to offset the areas of hardstanding being proposed, grassland areas are proposed to be enhanced. On balance this results in no net loss of biodiversity, and complies with policy. It is recommended that a Biodiversity Enhancement Plan is secured by condition to ensure the long-term maintenance of habitats being provided to ensure a no net loss in biodiversity, and to secure on-site biodiversity improvements.
- 7.32 **Tree Protection**  
Policy CP44 of the LPP1 sets out that the key features that contribute to the nature and quality of the district's landscape will be protected from harmful development and where possible enhanced.
- 7.33 A tree survey, constraints plan and tree protection plan were provided for a previous application P23/V0330/FUL, which involved redevelopment of the site. Although the proposed works would have been more intrusive than conversion only, appropriate tree protection would have been secured by condition and provided suitable protection to ensure important trees (specifically the horse chestnut adjacent to the track, and the oak along the rear boundary) were not lost or damaged during construction. For this reason no further tree surveys were requested as part of the current application, but it remains appropriate to secure tree protection in respect of works to the driveway and the storage of materials.



**Additional planning matters**

**7.34 Access for emergency vehicles**

Tracking information has been provided on the site plan to demonstrate an emergency vehicle measuring 10m in length can enter and leave, and turn within the site.

**7.35 Community Infrastructure Levy**

The development involves the conversion of existing barns, and takes into account the demolition of several other existing barns. The carports amount to new residential floorspace. While a certain amount of floorspace has been offset, the development would result in new residential floorspace and would therefore be liable for a Community Infrastructure Levy (CIL) charge, as set out in the Vale of White Horse CIL Charging Schedule (November 2021). The plans include a phasing plan. The appropriate forms have been completed to calculate and secure this contribution.

**7.36 Pre-commencement conditions**

In accordance with Section 100ZA (6) of the Town and Country Planning Act 1990 (as amended) the conditions have been sent to the agent for review and agreed. It is considered necessary in the case for these three conditions to request the information prior to commencement for the following reasons:

**3. Tree and Hedge Protection**

To ensure the trees marked for retention are not damaged or removed during demolition or construction. The Tree Protection Plan submitted as part of the previous application demonstrates this is possible but further technical details are required before work can start. Securing the tree protection plan once work starts on site risks damage to the tree and Root Protection Areas having already taken place.

**4. Surface Water drainage**

To ensure details are agreed at an early stage, as retrofitting at a later stage would not be practical.

**5. Foul Water Drainage**

To ensure details are agreed at an early stage, as retrofitting at a later stage would not be practical.

**8.0 Other Relevant Legislation**

**8.1 Human Rights Act 1998**

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

**8.2 Equality Act 2010**

In determining this planning application, the Council has regard to its equalities obligations including its obligations under Section 149 of the Equality Act 2010.

**8.3 Crime and Disorder Act 1998**

In considering this application, due regard has been given to the likely effect of the proposal on the need to reduce crime and disorder in accordance with Section 17 of the Crime and Disorder Act 1998. In reaching a recommendation,

officers consider that the proposal will/will not undermine crime prevention or the promotion of community safety.

**9.0 PLANNING BALANCE AND CONCLUSION**

9.1 While the development does not conform with the spatial strategy in being outside the built limits of the settlement, by virtue of the reuse of existing buildings which are capable of conversion, the principle of residential development in this location is acceptable.

The design and appearance of the development safeguards the character of the rural setting. Subject to conditions, the development protects and mitigates risk to biodiversity and trees on the site, meets the requirements for vehicle and cycle parking, and does not introduce risk to highway safety.

For these reasons the development complies with the development plan, including the neighbourhood plan, and the NPPF.

9.2 Abbreviated versions of the recommended conditions are listed below and shown in full in Appendix 1.

**10.0 RECOMMENDATION**

**Grant planning permission subject to conditions**

*Standard*

1. Work to commence within 3 years
2. In accordance with approved plans

*Prior to commencement*

3. Tree and Hedge Protection
4. Surface Water drainage
5. Foul Water Drainage

*Prior to above-ground works*

6. Materials schedule
7. Hard landscaping scheme and boundary treatment
8. Landscaping scheme

*Prior to occupation*

9. Biodiversity enhancement plan
10. Cycle parking
11. Access improvements, turning and vehicle parking
12. Electric Vehicle Charging Points

*Compliance*

13. External lighting

*Advisory notes*

1. CIL
2. Works within the Highway
3. Surface water detail

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## Appendix 1

### Recommended Conditions (full text):

<i>Standard</i>		
1	Work to commence within 3 years	<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	In accordance with approved plans	<p>That the development hereby approved shall be carried out in accordance with the details shown on the following approved plans:</p> <p>Location Plan drwgno 210303-L1010 Site Plan Proposed drwgno 210303-PP1010 Rev D</p> <p>Plot 1 Elevations Proposed drwgno 210303-WE1010 Elevations Proposed drwgno 210303-WE1011 Floor Plan and Elevations Carport 1 Proposed drwgno 210303-PP1030 Floor Plan and Elevations Existing Barn A drwgno 210303-SU1030 Floor Plan and Elevations Proposed drwgno 210303-PP1030-A Floor Plan Ground Proposed drwgno 210303-WP1030 Roof Plan Proposed drwgno 210303-WP1031 Section Proposed drwgno 210303-WS1010</p> <p>Plot 2 Elevations Proposed drwgno 210303-WE2010 Elevations Proposed drwgno 210303-WE2011 Floor Plan and Elevations Carport 2Proposed drwgo 210303-PP2030 Floor Plan and Elevations Existing Barn B drwgno 210303-SU2030 Floor Plan and Elevations Existing Barn C drwgno 210303-SU3030 Floor Plan and Elevations Proposed drwgno 210303-PP2030-A Floor Plan Ground Proposed drwgno 210303-WP2030</p>

	<p>Roof Plan Proposed drwgn 210303-WP2031 Section Proposed drwgn 210303-WS2010 Section Proposed drwgn 210303-WS2011</p> <p>Plot 3 Elevations Proposed drwgn 210303-WE3010 Elevations Proposed drwgn 210303-WE3011 Floor Plan and Elevations Carport 3 Proposed drwgn 210303-PP1030 Floor Plan and Elevations Existing Barn D drwgn 210303-SU4030 Floor Plan Elevations and Roof Plan Proposed drwgn 210303-PP3010-A Floor Plan Ground Proposed drwgn 210303- WP3030 Roof Plan Proposed drwgn 210303-WP3031 Section Proposed drwgn 210303-WS3010</p> <p>Plot 4 Elevations Proposed drwgn 210303-WE4010 Elevations Proposed drwgn 210303-WE4011 Floor Plan and Elevations Carport 4 Proposed drwgn 210303-PP4030 Floor Plan and Elevations Existing Barn F drwgn 210303-SU5030 Floor Plan Elevations and Roof Plan Proposed drwgn 210303-PP4030-A Floor Plan Ground Proposed drwgn 210303- WP4030 Roof Plan Proposed drwgn 210303-WP4031 Section Proposed drwgn 210303-WS4010</p> <p>Plot 5 Elevations Proposed drwgn 210303-WE5010 Elevations Proposed drwgn 210303-WE5011 Floor Plan and Elevations Carport 5 Proposed drwgn 210303-PP4030 Floor Plan and Elevations Existing Barn G drwgn 210303-SU7030 Floor Plan and Elevations Proposed drwgn 210303-PP5030-C Floor Plan Ground Proposed drwgn 210303- WP5030 Roof Plan Proposed drwgn 210303-WP5031 Section Proposed drwgn 210303-WS5010</p> <p>Phasing Plan Proposed drwgn 210303-PP1012- A Proposed Entrance Detail drwgn 210303- DET010-B</p>
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		<p>Planting Plan Proposed drwgn 210303-PP1011          Drainage Plan Proposed drwgn 210303-WP1010</p> <p>and in accordance with the details in the following approved document:          BNG Assessment - July 2024</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>
<i>Prior to commencement</i>		
3	Tree and Hedge Protection	<p>Prior to the commencement of any site works or operations, including demolition and site clearance relating to the development hereby permitted, an Arboricultural Method Statement and accompanying Tree Protection Plan shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The Arboricultural Method Statement must include the following:</p> <p>(1) A specification of any pruning or tree surgery works to any trees and hedges to be retained, to prevent accidental damage by construction or demolition activities;</p> <p>(2) The specification and location of temporary tree and hedge protective fencing and any ground protection required to protect all retained trees in accordance with the current edition of BS 5837 "Trees in relation to design, demolition and construction", and details of the timing and duration of its erection;</p> <p>(3) The definition of areas for the storage or stockpiling of materials, temporary on-site parking, site offices and huts, mixing of cement or concrete, and fuel storage;</p> <p>(4) The means of demolition of any existing site structures, and of the reinstatement of the area currently occupied thereby;</p> <p>(5) The route and method of installation of drainage or any underground services in the vicinity of retained trees; Consideration will be made to avoid siting of utilities and service runs within the Root Protection Area (RPA) of all trees to be retained. Only where it can be demonstrated that there is no alternative location for the laying of utilities, will encroachment into the RPA be</p>

		<p>considered. Methodology for any installation works within the RPA will be provided and must be in compliance with the current edition of NJUG 'Guidelines for the planning and installation and maintenance of utility apparatus in proximity to trees'.</p> <p>(6) The details and method of construction of any other structures such as fences and patios in the RPA of retained trees and how these relate to existing ground levels;</p> <p>(7) The details of materials and method of construction of any roadway, driveway, parking, pathway or other surfacing within the RPA, which is to be of a 'no dig' construction method, in accordance with the principles of Arboricultural Practice Note 12 "Through the Trees to Development", and in accordance with current industry best practice; and is appropriate for the type of roadway required in relation to its usage.</p> <p>(8) Provision for the supervision of ANY works within the root protection areas of trees to be retained, and for the monitoring of continuing compliance with the protective measures specified, by an appropriately qualified arboricultural consultant, to be appointed at the developer's expense and notified to the Local Planning Authority, prior to the commencement of development; and provision for the regular reporting of continued compliance or any departure there from to the Local Planning Authority.</p> <p>Reason: To protect trees on the site in the interest of visual amenity (Policy CP44 of the adopted Local Plan 2031 Part 1).</p>
4	Surface Water drainage	<p>Prior to the commencement of development, a detailed scheme for the surface water drainage of the development shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The design of the surface water drainage system will be in accordance with the non-statutory technical standards for sustainable drainage systems, including details of soakage testing, levels, size, position and construction of drainage works. The drainage scheme shall be sized to accommodate a minimum of the worst case 1 in 30 year storm, with evidence to demonstrate that</p>

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		<p>the site can accommodate the worst case 1:100 year storm + 40% Climate Change storm, without any flows exiting up to this storm event and any storage on site not causing a nuisance or flooding to property.</p> <p>The approved scheme shall be fully implemented in accordance with the approved details prior to the occupation of the development hereby approved.</p> <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	Foul Water Drainage	<p>Prior to the commencement of development, a full foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall include details of method, levels, size, position and construction of the drainage scheme.</p> <p>The approved scheme shall be fully implemented in accordance with the approved details prior to the occupation of the development hereby approved.</p> <p>Reason: To ensure the effective management of foul water across the site and to avoid flooding and pollution (Policy CP42 of the adopted Local Plan 2031 Part 1).</p>
<i>Prior to above-ground works</i>		
6	Materials schedule	<p>Prior to the commencement of any above-ground works, other than site clearance or demolition, details of all materials to be used externally in the dwellings and any new structure hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be built using only the approved materials.</p> <p>Reason: In the interest of visual amenity and safeguarding the rural character and setting of the site (Policy CP37 of the adopted Local Plan 2031 Part 1).</p>
7	Hard landscaping scheme and boundary treatment	<p>Prior to the commencement of any above-ground works, other than site clearance or demolition, a scheme for the hard landscaping of the site, including the surfacing of the driveways and turning areas, hardstanding, parking areas, making good of ground where buildings are shown to be demolished and the details of boundary</p>



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		<p>treatment shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The scheme shall be implemented prior to the first occupation or use of development and thereafter be maintained in accordance with the approved scheme.</p> <p>Reason: In the interest of visual amenity and landscape setting of the site (Policies CP37 and CP44 of the adopted Local Plan 2031 Part 1).</p>
8	Landscaping scheme	<p>Prior to the commencement of any above-ground works, other than site clearance or demolition, a scheme for the landscaping of the site, including the planting of live trees and shrubs shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>These details shall include schedules of new trees and shrubs to be planted (noting species, plant sizes and numbers/densities), the identification of the existing trees and shrubs on the site to be retained (noting species, location and spread), any earth moving operations and finished levels/contours, and an implementation programme. The scheme shall also include habitat creation (specifically fruit tree planting) and a biodiversity enhancement planting scheme. The scheme shall be implemented prior to the first occupation or use of development and thereafter be maintained in accordance with the approved scheme.</p> <p>In the event of any of the trees or shrubs so planted dying or being seriously damaged or destroyed within 5 years of the completion of the development, a new tree or shrub or equivalent number of trees or shrubs, as the case may be, of a species first approved by the Local Planning Authority, shall be planted and properly maintained in a position or positions first approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the implementation of appropriate landscaping which will improve the environmental quality and biodiversity of the development (Policy CP44 of the adopted Local Plan 2031 Part 1).</p>
<i>Prior to occupation</i>		
9	Biodiversity enhancement plan	<p>Prior to the first use of the development, a biodiversity enhancement plan (BEP) shall be submitted to and approved in writing by the local</p>

		<p>planning authority. The BEP shall accord with the supporting Biodiversity Net Gain Assessment (Windrush Ecology, July 2024) and include:</p> <ul style="list-style-type: none"> <li>a. Details of habitat creation or enhancements (this include suitably detailed drawings and cross sections as required);</li> <li>b. Details of species enhancements including relevant scale plans and drawings showing the location, elevation and type of features such as bat and bird boxes etc. as appropriate;</li> <li>c. Method statement for establishing target habitats or introducing target species;</li> <li>d. Sources of habitat materials (e.g. plant stock, seed mixes) or species individuals;</li> <li>e. Ongoing annual habitat maintenance schedule, to cover a minimum period of 30 years from the point of substantial completion of the development,</li> </ul> <p>specifically produced to ensure that all relevant habitat condition criteria are achieved;</p> <ul style="list-style-type: none"> <li>f. Roles and responsibilities;</li> <li>g. Monitoring and remedial measures.</li> </ul> <p>Thereafter, the BEP shall be implemented and habitats maintained in accordance with the approved details. All enhancements shall be delivered or established prior to first use of the development.</p> <p>Reason: To secure a no net loss of biodiversity, in accordance with Policy CP46 of the adopted Local Plan 2031 Part 1 and paragraphs 180 and 186 of the NPPF.</p>
10	Cycle parking	<p>Prior to the occupation of the new development, secure cycle storage shall be provided on site in accordance with the details shown on approved drawing numbers:</p> <p>210303-PP1010-D Proposed Site Plan  Floor Plan and Elevations Carport 1 Proposed  drwgn 210303-PP1030  Floor Plan and Elevations Carport 2 Proposed  drwgo 210303-PP2030  Floor Plan and Elevations Carport 3 Proposed  drwgn 210303-PP1030  Floor Plan and Elevations Carport 4 Proposed  drwgn 210303-PP4030  Floor Plan and Elevations Carport 5 Proposed  drwgn 210303-PP4030</p>

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		Reason: To encourage the use of sustainable modes of transport (Policies CP33, CP35 and CP37 of the adopted Local Plan 2031 Part 1).
11	Access improvements, turning and vehicle parking	<p>Prior to the use or first occupation of the new development, the improved vehicular access, parking area/spaces and turning space shall be constructed to highways standards, and the visibility splays provided, in accordance with the details shown on approved drawing numbers:</p> <p>210303-PP1010-D Proposed Site Plan                  210303-DET010-B Proposed entrance Detail                  Floor Plan and Elevations Carport 1 Proposed                  drwgn 210303-PP1030                  Floor Plan and Elevations Carport 2 Proposed                  drwgo 210303-PP2030                  Floor Plan and Elevations Carport 3 Proposed                  drwgn 210303-PP1030                  Floor Plan and Elevations Carport 4 Proposed                  drwgn 210303-PP4030                  Floor Plan and Elevations Carport 5 Proposed                  drwgn 210303-PP4030</p> <p>The parking and turning areas shall be constructed to prevent surface water discharging onto the highway. Thereafter, the parking and turning areas shall be kept permanently free of any obstruction to such use.</p> <p>Reason: In the interest of highway safety and to avoid localised flooding (Policies CP35, CP37 and CP42 of the adopted Local Plan 2031 Part 1 and Policy DP16 of the adopted Local Plan 2031 Part 2).</p>
12	EVCP	<p>Prior to the first occupation of any dwelling hereby approved, a scheme to provide each dwelling with Electric Vehicle Charging Points(s) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter each Electric Vehicle Charging Point shall be implemented prior to the occupation of the dwelling it would serve.</p> <p>Reason: To encourage the use of low carbon modes of transport (Policies CP33, CP35 and CP37 of the adopted Local Plan 2031 Part 1 and Policy DP16 of the adopted Local Plan 2031 Part 2, and paragraph 116(e) of the NPPF).</p>

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<i>Compliance</i>		
13	External lighting	<p>No external lighting shall be installed on the site other than in accordance with details, which have first been submitted to and approved in writing by the Local Planning Authority. Details shall include location of the external lights and product specification.</p> <p>Reason: To protect the appearance of the area, the environment and wildlife, and local residents from light pollution in accordance with Policies CP37 and CP44 of the Local Plan 2031 part 1 and DP23 of the Local Plan 2031 Part 2.</p>