

APPLICATION NO.	P21/V1195/FUL
SITE	Land East of Oxford Close Oxford Road Kingston Bagpuize
PROPOSAL	Construction of a single storey Young Persons Centre building providing activity spaces and facilities to support local scout groups and young people. (As amplified by Transport Statement received 15 June 2022)
AMENDMENTS	Yes
APPLICANT	1st Longworth Scout Group
APPLICATION TYPE	FULL APPLICATION
REGISTERED	11.5.2021
TARGET DECISION DATE	6.9.2024
PARISH	KINGSTON BAGPUIZE
WARD MEMBER(S)	Jill Rayner
OFFICER	Katherine Canavan

1.0 INTRODUCTION AND PROPOSAL

- 1.1 The application is referred to Planning Committee as the Local Highway Authority has raised a technical objection to the development.
- 1.2 The site is located on the south-west corner of a recent development for 280 homes, accessed off Oxford Road. The new development is complete, and play equipment is located on the northern section of the site. Dwellings in Oxford Close run parallel to the western boundary of the application site, and properties on Morris Drive sit adjacent to the site on the eastern boundary. The Kingston Bagpuize Millennium Wood is located to the south-east of the site, on the opposite side of Oxford Road.
- 1.3 *Area designations and site constraints*
The site is located adjacent to an area of archaeological potential. There are known to be Great Crested Newts (GCN) close to the application site, specifically associated with Millennium Wood and pond. The site falls within a GCN red zone, which indicates there are highly suitable habitats for GCNs in this area.
- 2.0 PROPOSAL**
- 2.1 The applicant seeks permission for a single storey Young Persons Centre building, providing activity spaces and facilities to support the local Scout group and young people. The facilities would comprise two activity rooms (including a climbing wall, kitchen, shower-room and wcs and a series of storage for activities and camping equipment.
- 2.2 1st Longworth Scout Group is based currently on Faringdon Road in Kingston Bagpuize and the development would allow them to improve the quality of their facilities and expand the capacity to support a greater number of local young

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people. The proposal site has been safeguarded for community use through the development plan.

- 2.3 During the course of the application revisions were made to the plans to introduce additional parking, increase the width of the entrance, amend floorplans to remove any reference to potential use by other community groups, and remove any reference to overnight accommodation. Additional supporting information was also provided to clarify the walking / car-free policy which is agreed with members, and to provide indicative survey data for how members travel to the current Scout hall in a sustainable manner, ie walking and cycling / scooter.
- 2.4 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.

3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

3.1 Publicity

In addition to advice received from the council's technical officers, representations were received from the parish council and local residents.

A summary of the responses received is below. Full comments can be viewed online at: www.whitehorsedc.gov.uk.

3.2 Statutory Consultee responses

Kingston Bagpuize With Southmoor Parish Council	Revised response (2024) – No objection
	Original response (2021) – No objection Comment: Request that conditions carefully control use of the building, especially at night.
Highways Liaison Officer (Oxfordshire County Council) -	Revised response (2024) – Objection The survey data does not provide sufficient information, or a comparable site location, to underpin the under provision of parking. Based on the Transport Statement, survey data and proposed use, the proposed level of car parking provision is inadequate.
	Revised response (2023) – Objection Evidence is still required to justify the parking under provision. There are technical issues with the tracking. The entrance should be increased in width to allow 2 vehicles to pass. Overall, insufficient information has been provided to support the proposals which would result in displaced parking along Oxford Road, a no-through road without any turning facility. This is likely to result in vehicles carrying out turning manoeuvres within the carriageway and increase the risk to highway safety.

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	<p>Revised response (2022) – Objection The application has no information on the access, and limited detail on parking and tracking. No cycle parking is shown. Lack of evidence to underpin the ‘no car’ approach.</p>
	<p>Original response (2021) – Objection Insufficient information has been submitted with the application relating to car parking and associated traffic impacts.</p>
Thames Water Development Control	<p>Revised response (2024) – No objection</p>
	<p>Original response (2021) – No objection</p>

3.3 Council - professional officer comments

Countryside Officer (South and Vale)	<p>Revised response (2024) – No objection subject to a Great Crested Newt mitigation strategy to be secured by condition.</p>
	<p>Original response (2021) – No objection subject to a biodiversity enhancement plan (BEP) condition</p>
Drainage Engineer (South and Vale)	<p>Original response (2021) - No objection subject to conditions</p>

3.4 Public responses

In addition to advice received from the council’s technical officers, representations were received from the parish council and local residents.

A summary of the responses received is below. Full comments can be viewed online at: www.whitehorsedc.gov.uk.

3.5 Neighbour consultation – Revised plans (2024): Support (1 representation)

Community use	<p>There continues to be great support for a new Young Persons Centre in this location. It is frustrating that planning is taking so long, and the available funding cannot be accessed, and subsequent fundraising cannot begin. The community use was included in the 2015 outline permission, so a whole generation has missed the opportunity to make use of the facilities.</p>
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**3.6 Neighbour consultation – Revised plans (2024): Objection
(5 representations)**

Amended plans	Previous concerns raised in 2021 continue to apply
Design and character	The excessive scale of the building will be even more visible now the trees along the boundary have been removed. The size of the building is not in keeping with surrounding dwellings.
Traffic and access	The level of traffic and congestion along Oxford Road on a Sunday indicates the scale of traffic problems that would be associated with a Scout building in this location, causing risk to pedestrians. There will be displacement of parking along Oxford Road.
Community use	Plans indicate that storage is being provided for other community schools. This needs to be clarified to determine the scale of use of the site, and associated issues, eg. parking. The application is not clear on how the community facilities will be used, and by whom, or until what time activities will run.
Crime and safety	The open space and playground tend to attract anti-social behaviour and disturbance from local youth. If the community use is for young people there is a risk such a small space will attract further anti-social behaviour.
Green space	The development and car park take up almost the entire site, leaving only 5% of green space.

**3.7 Neighbour consultation – Original (2021): Support
(2 representations)**

Principle of development	This site was allocated for such a purpose under Applications Ref. P15/V1808/O and P17/V0662/RM and there are specific S106 payments allocated for the building of this Centre from other development in the village.
Community use	There is demonstrably wide community support for a Young Persons Centre. The current facilities are much smaller, which limits capacity, and is not a longterm solution. The young people in our growing village are under served and while the current Scout building has served well it will not be suitable for much longer.

	<p>The Brownies, Guides and Youth Club all struggled to find suitable premises to meet.</p> <p>This facility would therefore greatly enhance the amenities for all young people in Kingston Bagpuize with Southmoor and surrounding villages.</p>
Design and character	<p>The design of the building is of a high quality and it would sympathetically occupy the allocated site.</p>
Access and parking	<p>Users of the building will be strongly encouraged to walk or cycle in an attempt to reduce car journeys within the Village.</p>

3.8 Neighbour consultation – Original (2021): Objection (10 representations)

Justification for development	<p>It would be preferable for the existing building to be extended or refurbished, as it is more centrally located and easy to access, rather than provide a new building.</p> <p>It is not clear where the local support for the building is, or what will happen to the existing Scout building.</p> <p>No parking should be provided on site as it only encourages people to drive to the Scout hut.</p> <p>If the building is restricted to use in the evenings only by the Scouts, it raises concerns over its viability.</p> <p>Having a property of this scale vacant every day until 5pm is extremely wasteful and excessive, given that green space is being sacrificed to accommodate this. It should therefore be open to other community groups, but this is likely to introduce issues around traffic flow and parking, illustrating the inappropriateness of the site.</p>
Environmental impact	<p>Extension to or refurbishment of an existing building, would have less of an impact environmentally and be more cost effective.</p> <p>Almost all the site is taken over by the building or car parking, leaving very little for green space. The site would be better used as a large playground.</p>
Biodiversity and ecology	<p>Loss to wildlife, specifically great crested newts</p> <p>Loss of the wildflower meadow / poppy field and green space.</p>
Open space	<p>The development would result in the loss of open space.</p>
Design and character	<p>The building appears particularly high compared to neighbouring dwellings. A more efficient use of roof space could achieve a lower ridge height, and a less dominating building – leaving a greater amount of open green space.</p> <p>The massing of this building is very large and appears dense on the site, and not in keeping with</p>

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	<p>the surrounding area, a traditional Oxfordshire village. The materials and proposed solar panels do not relate well to the character of the village, being contemporary.</p> <p>Cycle storage and bin storage should be moved away from the roadside so it is less prominent.</p>
Amenity	<p>This proposal would make our property feel very overlooked and hemmed in. It would also unacceptably close in the view from our home.</p> <p>Impact of the car park being so close to residential windows, resulting in loss of privacy.</p> <p>Air source heat pumps would cause disturbance to nearby occupants.</p> <p>Noise and headlights from vehicles leaving the car park at night, and noise from groups spilling out afterwards, will cause noise disturbance to residents.</p> <p>A restriction should be placed on any permission to prevent private function or late night events, as this would seriously impact the amenity of residents.</p> <p>New trees and a 1.8m boundary hedge will result in the loss of light to domestic windows and rooms.</p>
Traffic and access	<p>Access would be better via Aldiss Drive, with ample footpath access, rather than off Oxford Road which is unsafe and experiences a lot of speeding.</p> <p>No changes are proposed to the access to the south to improve the access for pedestrians or cyclists.</p> <p>This is required to make it an attractive and safe option over car travel.</p>
Crime and safety	<p>Crime data for the immediate area indicates this would not be a safe location for a community building, and the car park would attract anti-social behaviour.</p>

4.0 RELEVANT PLANNING HISTORY

- 4.1 [P21/V0147/PEM](#) Construction of a new single storey Young Persons Centre building providing activity spaces and facilities to support the local scout group and young people of the Kingston Bagpuize area. Advice provided (11/03/2021)
- [P17/V0662/RM](#) Reserved matters application following outline approval P15/V1808/O for the construction of 280 dwellings, access, appearance, landscaping, scale and layout.(as amended by letter and plans received 9 June 2017 and plans and documents received 21 July 2017). Approved (13/09/2017)

P15/V1808/O	Outline application for the development of up to 280 dwellings with access from Witney Road and Oxford Road and associated open space and landscaping. (as amended by plans and information received 12 November 2015)	Approved (29/06/2016)
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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

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

CP41 - Renewable Energy

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:

DP08 – Community Services and Facilities

DP16 – Access

DP17 – Transport Assessment and Travel Plans

DP21 – External Lighting

DP23 – Impact of Development on Amenity

DP39 – Archaeology and Scheduled Monuments

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

Kingston Bagpuize with Southmoor Parish Council is in the early stages of creating a neighbourhood plan. The area was designated on 2 April 2024.

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**
- **Access and parking**
- **Community use**
- **Design, character and residential amenity**
- **Ecology and biodiversity**

7.2 Principle of development

The Council's Local Plan: Part 1 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, with each tier having a different strategic role. The policy seeks to direct development to sustainable locations, taking account of access to services and facilities, and accessible transport routes.

7.3 The site is located on the south-eastern edge of Kingston Bagpuize which is classified as a larger village in the settlement hierarchy. Larger villages are defined as settlements with a more limited range of employment, services and facilities. Unallocated development will be limited to providing for local needs and to support employment, services and facilities within local communities.

7.4 In this case the site has been allocated, and specifically for community use to meet local needs, which adds weight to the principle being acceptable. The principle of development was established under the outline permission reference P15/V1808/O, and as part of the legal agreement land in the south-west corner of the site was set aside for community purposes. This was carried through to the site layout in the reserved matters application reference P17/V0662/RM. The principle of a community use in this location therefore complies with policy.

7.5 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.

7.6 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.

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- 7.7 The primary point of access to the site is off Oxford Road, which is restricted to 30mph. The road also serves several cul-de-sacs of dwellings, the pavilion and the new residential development. The eastern end of Oxford Road, approximately 230m along, is stopped up by a gate and is a no-through road. A new vehicular access onto Oxford Road is proposed to serve the community site. The applicant is clear that the Scout Group seeks to promote sustainable travel and a Scout Walking policy has been provided which strongly encourages members to attend on foot, bicycle or scooter, rather than relying on car travel.
- 7.8 The proposal has been reviewed by the Local highway Authority. When assessing the quantum of development against the current adopted car parking standards, community use developments are required to provide a maximum provision of 16 spaces. The scheme provides 6 drop-off spaces and 2 disabled spaces, which is an under provision of parking. While the sustainable approach is recognised, and therefore a reduced amount of parking spaces could be considered, additional information is necessary to underpin the 'car-free' approach and demonstrate it would be achievable in practice.
- 7.9 In response to the concerns raised, technical changes have been made to the plans to increase the access width, and provide a safe turning space and sufficient cycle provision. However, an addendum to the transport report, walking policy and survey (carried out in relation to the current Scout site) has not provided the Highways Officer with sufficient evidence to demonstrate that travel to the site would be predominately using sustainable modes. The impact of an under provision of parking could lead to large numbers of vehicle parking / dropping off along Oxford Road. As the road is a no-through road, drivers would turn in the road or entrance ways, resulting in increased harm to highway safety. For this reason the objection from highways officers is maintained.
- 7.10 Officers acknowledge the highways objection but have also had regard to other material considerations that should be weighed in the balance.
- 7.11 The site was formally approved with the intention of it becoming a community use, which would ordinarily bring with it a fairly large amount of vehicles and parking requirements. Given the constrained nature of the site this would not be feasible or desirable. The site is closely surrounded by residential development and would be within easy reach of existing residents, in terms of walking or cycling to the site. It is also noted that outline permission for 660 dwellings and school has recently been approved under P22/V0248/O, granted in April 2024. These new households would be 0.5km - 1 km of the application site. This is an achievable distance to walk or cycle, and would boost the numbers of young people benefitting from the facility, without necessarily increasing the car journeys.
- 7.12 A Scout Walking Policy has been provided with the application to illustrate the measures in place and overall ethos to deter the use of car travel to the site. While it cannot be avoided entirely, there is a strong message towards using sustainable methods of transport from the Group, and this should not be overlooked at the expense of providing 'to standard' parking on site, ultimately

creating a convenient option to rely on car travel. The Scout survey provided with the application indicates that on an average evening 2 leaders and 2-4 young people would arrive by car, between 7 and 16 young people would walk and between 2 and 5 would arrive by bike / scooter. A small proportion of members did not respond to the survey. It is expected that this may be an underestimate and may fluctuate according to the season and weather, but it is an indication that travel by car is low, and the policy appears to be working in practice. As noted above, with the scope for growth of the Scout Group as a result of the nearby development, the increase in numbers would not necessarily increase car journeys, subject to the Scout Walking Policy being in place.

- 7.13 In terms of planning measures, the adherence to the walking / car-free travel policy is essential to prevent the parking displacing onto Oxford Road if procedures were to relax over time. A condition is recommended requiring users of the site to adhere to the walking / car-free travel policy. In addition, if other Young Person Groups were to use the building in the future, this condition would apply to all groups using the site, not just the Scout Group.
- 7.14 On balance officers consider sufficient information has been provided to demonstrate a walking / car-free travel policy can be implemented to manage car usage, and that this can be effective in the longterm by condition. In this manner the development complies with policies CP33 and CP35, and the provision of 6 spaces, plus 2 disabled spaces, ensures that the site is accessible to all, in accordance with Policy CP37 and DP16, in the event that travel by car is necessary.
- 7.15 **Community use**
Policy DP08 of the LPP2 supports development for the provision of new community facilities, particularly where they are located within or adjacent to the built-up area of an existing settlement, would meet a local need and are accessible for all members of the community and promote social inclusion.
- 7.16 The development meets the requirements of policy DP8 of the LPP2 in providing a community facility within the built up area of the settlement and responding to local need. While the Scout Group would be open to all young people within the community, and promotes social inclusion, restrictions have been placed on the permission to restrict the use solely to groups defined as Young People's Groups based in Kingston Bagpuize. By doing so the use would meet a local need, and be designed to be accessible by users within walking or cycling distance of the site. The condition also requires all future groups to comply with the Walking Policy accompanying the application. As set out above, the under provision of parking is only acceptable on the basis of the walking / car-free travel policy, and it is therefore essential that any future groups are also tied into this agreement.
- 7.17 Consideration was given to restricting the use to the Scout Group only in the form of personal permission. However, this would not have complied with policy DP8 in being accessible to all members of the community and promoting social inclusion, and may have introduced barriers in terms of the viability and

financial running of the building. A condition which restricts the use of the building to groups associated with Young People only, seeks to manage the overall number of users, tie in sustainable travel through the walking / car-free travel policy and ensure the future use of the site does not introduce highway safety or parking issues. For the avoidance of doubt the definition of Young Person referred to in condition 14, in this context applies to an individual from the age of 4 up to the age of 18.

7.18 Design, character and residential amenity

Paragraphs 131 and 139 of the NPPF state that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.

7.19 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 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.

7.20 Policy DP23 of the LPP2 considers the impact of development on amenity, and requires development to take into account loss of privacy, daylight or sunlight, dominance or visual intrusion, and noise.

7.21 Dwellings in Oxford Close run parallel to the western boundary of the application site, and properties on Morris Drive sit adjacent to the site on the eastern boundary. Appleby House and 1 Appleby Court are located opposite the site.

7.22 The principle of a community use of the application site was approved under the wider residential development. The application site is now enclosed by housing on almost all sides. The location, and proposed use, in relation to the surrounding dwellings is therefore acceptable.

7.23 The community building would be substantially larger than the dwellings around it, but as it has been allocated for this purpose, the scale and footprint are considered appropriate to its purpose and not at odds with the residential character of the wider development. Sufficient space is retained around the boundary, and to neighbouring dwellings, to avoid being a cramped development or creating an overly dominant relationship with neighbouring properties.

7.24 Although the ridge height measures 7.35m, the building functions as a single storey building, with areas of roof storage in the mezzanine space. There are relatively few openings on the side elevations, and the majority of light would enter the building through high-level roof lights, and glazed panels on the roof ends. The development would clearly change the outlook for neighbouring occupants, but given the 8.35m separation distance to the side elevation of no. 1 Morris Drive, and a greater distance to properties along Oxford Close and

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Appleby Court, the development would not result in the loss of privacy or adversely affect outlook.

7.25 The proposed design, incorporating stone walling with brick detailing, timber boarding on the roof ends and metal roof panelling on the roof, results in a simple, functional building appropriate to its intended use. The proposal has been designed to include passive ventilation and solar pv, and to consider the option of air source heat pumps in a future application. This approach is welcomed.

7.26 Subject to a condition securing a materials schedule, the development complies with design, character and residential amenity policies (CP37 of the LPP1 and DP23 of the LPP2), the Joint Design guide and the NPPF design policies.

7.27 **Ecology and biodiversity**

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. The policy requires no net loss of biodiversity as a result of development.

7.28 The site is known to be within a red zone for Great Crested Newts.

The wider site, which was approved under P15/V1808/O and P17/V0662/RM included an ecology report which identified the presence of Great Crested Newts (GCN) at Millennium Wood and pond, located almost directly opposite the application site (approximately 60m away). During the construction of the housing development it is understood that the site was surrounded by amphibian fencing preventing GCNs moving from Millennium Green into the current application site. On completion the measures were removed. The previous ecology report identified the grassy margin along the southern boundary of the site as a suitable area of habitat for GCNs. This area forms the boundary to the application site.

7.29 In light of this, and the conclusions of the previous ecology report, there is a likelihood of GCNs being present on site. On the advice of the council's ecology officer a condition is recommended securing a mitigation strategy for GCNs so that the necessary safeguards, measures, and other precautions can be drawn up, relative to the site, and implemented prior to any work commencing.

7.30 **Area of archaeological interest**

The application site is adjacent to an area of archaeological potential and an archaeological field evaluation was carried out in association with the wider development. The trial trenching included the safeguarded site. No significant archaeological sites or features were identified and the county archaeologist advised at the time that the development of the site would be unlikely to result in the disturbance or destruction of archaeological features.

7.31 **Biodiversity Net Gain**

The application was submitted before the BGN 10% uplift requirements were introduced (April 2024), and is therefore exempt from having to meet the BNG target.

7.32 **Community Infrastructure Levy**

N/A – the proposal does not result in the provision of new residential floorspace.

7.33 **Pre-commencement conditions**

In accordance with Section 100ZA (6) of the Town and Country Planning Act 1990 (as amended) the pre-commencement conditions have been provided to the agent and applicant for comment, and subsequently agreed. It is considered necessary to request the information prior to commencement for four conditions.

3. Secured By Design

In order to achieve the certification it may be necessary to design measures into the fabric of the building and the hard landscaping of the site, which may not be possible if left until later in the process.

4. Surface Water drainage

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

5. Mitigation Strategy (Great Crested Newts)

Given the high likelihood of GCNs being present on site, the mitigation strategy is required to ensure a suitably qualified ecologist has provided a scheme of protection / removal measures, which would not cause harm to the protected species or damage their breeding area. Securing the mitigation strategy once work starts on site (even site clearance work) risks damage to GCNs which could not be reversed, and could amount to a criminal offence.

6. Tree Protection

To ensure the trees on the boundary / neighbouring site are not damaged or removed during demolition or construction. Securing the tree protection plan once work starts on site risks damage to the trees and RPAs on the boundary / neighbouring site which could not be reversed.

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.

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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.

9.0 **PLANNING BALANCE AND CONCLUSION**

9.1 The principle of development on the site was established through a strategic allocation, and is supported through the development plan.

9.2 The scale, height, footprint and materials are appropriate to its intended purpose and are in keeping with the predominantly residential character of the edge of settlement location. By virtue of the positioning of openings and roof glazing the development would safeguard the privacy of neighbouring occupants. Having regard to the height and footprint of the building, in the context of the site and surrounding properties, the building retains a suitable buffer to avoid amenity being compromised.

9.3 The development promotes the use of sustainable means of transport in a community context, which has been secured by condition. Subject to conditions, the development would not pose risks to protected species, result in harm to highway safety or result in the displacement of parking onto the highway. A sustainable drainage scheme and biodiversity enhancements have been secured as part of the proposals.

9.4 The development is in accordance with the local development plan, the Joint Design guide and the National Planning Policy Framework.

9.5 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. Secured By Design
4. Surface Water drainage
5. Mitigation Strategy (Great Crested Newts)
6. Tree Protection

Prior to works above slab level

7. Foul water drainage
8. Materials schedule
9. Hard landscaping scheme and boundary treatment
10. Biodiversity enhancement plan

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Prior to first use

11. New access
12. Provision of parking
13. Detail of cycle store

Compliance

14. Restricted use permission – Use only by Young People's Groups based in Kingston Bagpuize and use tied to Walking Policy

Advisory notes

1. Definition of Young Person (Age 4-18)
2. Works within the Highway
3. Surface water detail

Officer: Katherine Canavan

Email: planning@whitehorsedc.gov.uk

Tel: 01235 422600

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>Site Location Plan LOC-001 Rev 2 Site Plan Existing drwgn 100-p1 Block & Roof Plan Proposed drwgn 101-p3 Floor Plan & Elevation East Proposed drwgn 102 Rev P2 Elevation North Proposed Dwg 104-p1 Elevations & Section Plan Proposed drwgn 103-p1</p> <p>and in accordance with the details in the following approved document: Transport Statement – Addendum – June 2022 Scout Walking Policy – 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	Secured By Design	<p>Prior to commencement of development, an application shall be made for Secured by Design accreditation in respect of the development hereby approved. The development shall be carried out in accordance with the Secured by Design approved details, and shall not be used until confirmation of Secured by Design accreditation has been received by the Local Planning Authority.</p> <p>Reason: To create a safe place and reduce the likelihood and fear of crime in accordance with Policy CP37 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</p>

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		<p>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 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	Mitigation Strategy (Great Crested Newts)	<p>Prior to the commencement of the development hereby approved, including site clearance, a mitigation strategy for great crested newts (GCN) shall be submitted to and approved in writing by the local planning authority.</p> <p>The strategy shall detail the safeguards, measures, and other precautions to be implemented on site during development works and site preparation, requirements for any derogation licensing, and compensatory habitat provision. Thereafter, the development shall be implemented strictly in accordance with the approved strategy.</p> <p>Reason: To protect the important species onsite, in accordance with CP46 of the LPP1 and paragraphs 180 and 186 of the NPPF.</p>
6	Tree Protection	<p>Prior to the commencement of any site works (including site clearance) a protected area shall be designated to protect any existing trees and hedges located within 15m of the works, and the trees and hedges shall be protected in accordance with a scheme which complies with the current edition of BS 5837: Trees in Relation to Construction and shall have been submitted to, and approved in writing by, the local planning authority.</p>

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		<p>The agreed measures shall be kept in place for the entire duration of demolition, site clearance, excavation, construction and making good of any disturbed ground.</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>
<i>Prior to above slab level</i>		
7	Foul Water Drainage	<p>Prior to the commencement of any work above slab level, 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>
8	Materials schedule	<p>No development above slab level shall take place until a photographic schedule of all materials to be used in the external construction and finishes of the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To secure a high quality finish and in the interests of the visual appearance of the development in accordance with Policies CP37 of the adopted Local Plan 2031 Part 1.</p>
9	Hard landscaping scheme and boundary treatment	<p>Prior to the commencement of any development above slab level, a scheme for the hard landscaping of the site, including the surfacing of the parking and turning areas, hardstanding and the details of boundary 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 use of development and thereafter be maintained in accordance with the approved scheme.</p>

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		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).
10	Biodiversity Enhancement Plan	<p>Prior to the commencement of any development above slab level, a biodiversity enhancement plan (BEP) shall be submitted to and approved in writing by the local planning authority. The BEP shall detail the specification and position of at least two bat boxes and three bird boxes to be erected on site or integrated into the building.</p> <p>Thereafter, the development shall be implemented in accordance with the approved BEP and all biodiversity enhancement features delivered on site prior to the first use of the development.</p> <p>Reason: To secure biodiversity enhancements on site, in accordance with CP46 of the adopted Local Plan 2031 Part 1 and paragraphs 180 and 186 of the NPPF.</p>
<i>Prior to occupation</i>		
11	New access	<p>Prior to occupation of the building hereby permitted the proposed means of access onto Oxford Road is to be formed and laid out and constructed as shown on Block and Roof Plan Proposed drwgn 101-p3, and strictly in accordance with the local highway authority's specifications, and all ancillary works specified shall be undertaken.</p> <p>Reason: In the interest of highway safety (Policies CP35 and CP37 of the adopted Local Plan 2031 Part 1 and Policy DP16 of the adopted Local Plan 2031 Part 2).</p>
12	Parking provision	<p>Prior to the use or first occupation of the new development, the parking area/spaces and turning space shall be constructed and the visibility splays provided, in accordance with the details shown on drwgn Block and Roof Plan Proposed drwgn 101-p3.</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</p>

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		Policy DP16 of the adopted Local Plan 2031 Part 2).
13	Detail of cycle store	<p>Prior to the use of the new development, details of the secure cycle store providing cycle parking for at least 18 bicycles 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: To encourage the use of sustainable modes of transport (Policies CP33, CP35 and CP37 of the adopted Local Plan 2031 Part 1).</p>
<i>Compliance</i>		
14	Restricted use permission – Use only by Young People’s Groups based in KingstonBP and use tied to Walking Policy	<p>This permission shall enure solely for the benefit of Young People’s Groups based in Kingston Bagpuize and use of the site shall be carried out strictly in accordance with the Scout Walking Policy – July 2024 accompanying this permission. The site and building shall be used by no other person or persons or groups, other than those associated with the activities, initiatives or events of the relevant Young People’s Group, or associated with the maintenance / servicing of the building.</p> <p>Reason: To ensure the majority of members and leaders of the Young People’s Groups access the site using sustainable modes of transport, and to minimise travelling to the site by car which may otherwise risk the displacement of parking onto the highway and result in a risk to highway safety. (Policies CP33 and CP35 of the adopted Local Plan 2031 Part 1).</p>

Advisory Notes

1.	Young People’s Group	For the avoidance of doubt the definition of Young Person referred to in condition 14, in this context applies to an individual from the age of 4 up to the age of 18.
2.	Works within the Highway	If works are required to be carried out within the public highway, the applicant is advised not to commence such work before formal approval has been granted by Oxfordshire County Council by way of either: i. - a Section 184 Notice under the Highways Act 1980, or ii. - a legal agreement between the applicant and Oxfordshire County Council
3.	Surface water detail	Surface SuDS must be considered throughout with pipework and tanks kept to an absolute minimum. A contributing areas plan must be provided.

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		<p>The network must be designed using the latest FEH software available. Currently, this is FEH22. Cv values must be set at 0.95. A full manhole schedule</p>
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