

<b>APPLICATION NO.</b>	<a href="#">P24/V1983/FUL</a>
<b>SITE PROPOSAL</b>	1 School Close Steventon Abingdon, OX13 6AZ Proposed extension to accommodate a self and custom build 2 bedroom dwelling on corner plot.
<b>AMENDMENTS</b>	As per additional Information received 14 November 2024 and amended plans received 19 December 2024
<b>APPLICANT</b>	Wright
<b>APPLICATION TYPE</b>	FULL APPLICATION
<b>REGISTERED</b>	23.9.2024
<b>TARGET DECISION DATE</b>	31.1.2025
<b>PARISH</b>	STEVENTON
<b>WARD MEMBER(S)</b>	Sally Povolotsky
<b>OFFICER</b>	Nathaniel Bamsey

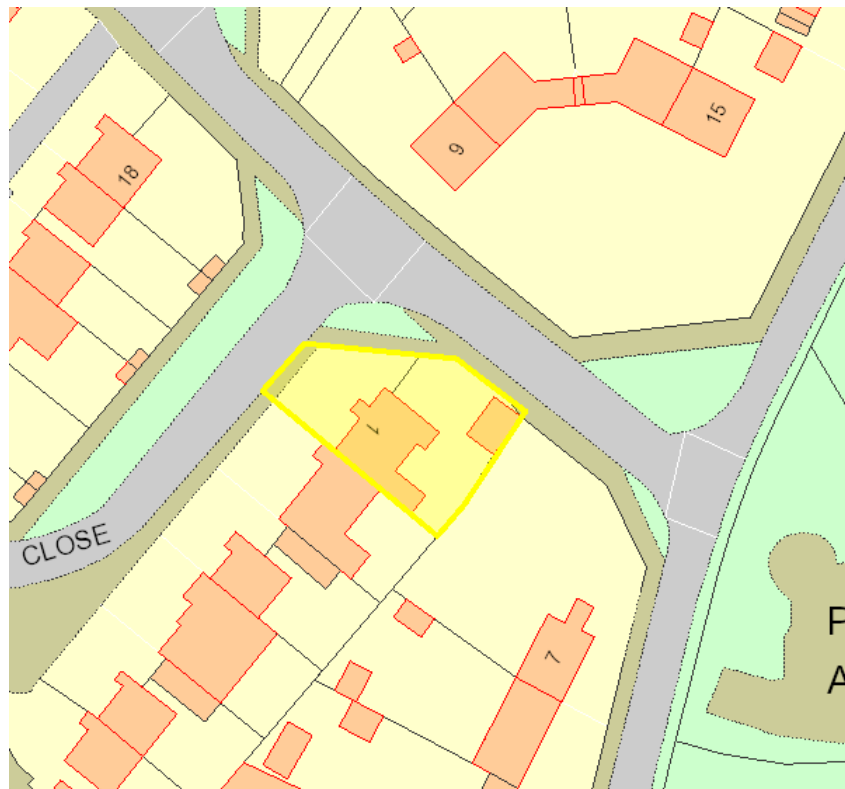
---

1.0 **INTRODUCTION**

1.1 This application is referred to planning committee as the Vale of White Horse District Council owns land within the red line of the application and objections have been received on planning grounds.

1.2 The application site is 1 School Close, a semi-detached dwelling in the village of Steventon. The dwelling sits within a corner plot with Stonebridge Road to the north and School Close to the west. Other residential properties are on all sides with the adjoining neighbour sitting to the south. Vehicular access is gained via School Close to the west. A site location plan is shown below:

1.3



2.0 **PROPOSAL**

2.1 This application seeks approval for the erection of a two-bedroomed house as a two-storey side extension to the existing dwelling. The plot will be subdivided, and additional parking will be provided to the front.

2.2 The original plans included a new vehicular access onto Stonebridge Road but amended plans have deleted this from the proposals.

2.3 Copies of the plans accompanying the application are **attached** at Appendix 2.

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

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).

3.1 **Publicity**

The application was publicised in accordance with the relevant procedures for the type of application.

3.2 **Statutory Consultee responses**

<b>Steventon Parish Council</b>	<p><b>First consultation - 02/10/2024</b> Objection <i>'The proposed access and dropped curb [sic] is not safe the road has many parked cars and the junction is already dangerous. School Close is actually access to a further estate and the primary school. Stonebridge Road is effectively one lane for cars. Parking is not only cars but also recovery trucks and commercial vehicles.'</i> [...] <i>'A precedent will be set by permitting a new build in this area, other properties have been extended but not created a separate dwelling. Sewage infrastructure in the village is inadequate. The village floods and sewage invades current roads and properties.'</i></p> <p><b>Second consultation - 11/01/2025</b> Objection <i>'Objections to the original application still hold good. The proposal is over development and not in keeping with the environment and surroundings and detrimental to existing residents. It is situated on a very busy corner giving access to a major housing development which is already causing problems with</i></p>
---------------------------------	---

	<p><i>sight lines and traffic congestion. The proposal does not provide adequate parking for the proposed two houses it will cover, the new one effectively a three bedroomed property, which requires movement of cars to get in and out, on an already overcrowded and dangerous corner. The argument put forward that there is a precedent in the area is not true the buildings mentioned are two bedroomed extensions mainly over existing garages. It is creating terraced housing with no access to the rear and no bin location for waste. The current application is for two bedrooms rather than three and bin locations are at the front of the property. The parking and access is on the corner increasing danger to traffic and pedestrians. The road is the access to a sizeable housing development and also the rear access to the primary and pre school. The parish council object to the plans.'</i></p>
<p><b>Vale - Highways Liaison Officer (Oxfordshire County Council)</b></p>	<p><b>First consultation 13/11/2024</b>  Objection  <i>'In accordance with MfS, the sightline to the right, measured at setback of 2.4m, is 12m. MfS requires a 25m sightline for speeds of 20mph. The access falls well short of this provision due to the third-party hedge, which the applicant has no control over and is therefore detrimental to highway safety.</i></p> <p><i>For the reasons set out above, I conclude the proposed development would result in an unacceptable harm to the safety of highway users, contrary to policy CP37 of the Vale of White Horse Local Plan 2031.'</i></p> <p><b>Second consultation 3/12/2024</b>  No objection  <i>'In my previous response I had recommended the application for refusal due to insufficient visibility. The applicant has submitted updated visibility splay information and submitted a covering letter. In the covering letter the applicant proposes that the fence surrounding the site boundary which previously inhibited</i></p>

	<p><i>visibility will be lowered to 0.6m. The applicant also demonstrated that visibility will not be obstructed by the third-party hedge. Given that the visibility splay is not obstructed by the third-party hedge and the fence is lowered to 0.6m as shown in drawing number 24.59-001, I have no objection to the granting of planning permission.'</i></p> <p><b>Third consultation 14/1/2024</b>          No objection subject to condition  <i>'The applicant has discarded the plans for a new highway access and now proposes for the new dwelling to be served by the existing access. The applicant now proposes one car parking space for the proposed new two bedroom dwelling adjacent to the existing dwelling's car parking which is acceptable car parking provision. [...]</i></p> <p><i>Overall, I have no objections subject to the dropped kerb being extended and the planning conditions.'</i></p>
--	---

3.3 Council - professional officer comments

<b>Environmental Protection Team</b>	No objection
<b>Waste Management Officer</b>	No objection
<b>County Archaeologist</b>	No objection

3.4 Public responses

<b>Neighbours</b>	<p><b>First consultation</b>          Objection (1 household)</p> <ul style="list-style-type: none"> <li>• Creating a terrace will reduce property values (<b>officer note:</b> this is not a material planning consideration)</li> <li>• Cars speed around the corner so the new access would cause a risk</li> <li>• There is no mention of mid-terrace access</li> </ul> <p><b>Second consultation</b>          Objection (2 households)</p>
-------------------	---

	<ul style="list-style-type: none"> <li>• Out of keeping with the original development</li> <li>• Would set a precedent</li> <li>• Insufficient car parking provided which will add to the chaos around school pick-up and drop off.</li> </ul>
--	--

4.0 **RELEVANT PLANNING HISTORY**

Application Number	Description of development	Decision and date
4.1 <a href="#">P22/V1312/FUL</a>	Proposed extension to accommodate a 2 bedroom dwelling on corner plot. (as amended by plan and agents email received 13 July 2022 and amended plans received 12 September 2022 and 3 November 2022)	Withdrawn (11/04/2023)

5.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

5.1 This proposal does not fall within one of the identified classes of development in Schedule 2 of the EIA regulations. Given the scale and type of the development it is considered that an EIA is not required.

6.0 **POLICY & GUIDANCE**

6.1 **National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG)**

6.2 **Development Plan Policies**

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

- CP03 - Settlement Hierarchy
- CP04 - Meeting Our Housing Needs
- 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
- CP43 - Natural Resources
- 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:**

- DP01 - Self and Custom-Build
- DP02 - Space Standards
- DP16 - Access
- DP23 - Impact of Development on Amenity
- DP24 - Effect of Neighbouring or Previous Uses on New Developments
- DP28 - Waste Collection and Recycling
- DP39 - Archaeology and Scheduled Monuments

**Emerging Joint Local Plan 2041**

The Council has prepared a Joint Local Plan (JLP) for South Oxfordshire and Vale of White Horse, which, once adopted, will replace the existing local plans. The JLP was submitted to the Secretary of State on Monday 9 December 2024 for independent examination. In line with paragraph 49 of the National Planning Policy Framework (NPPF), decision-makers may give weight to relevant policies in emerging plans depending on several factors: the stage of preparation, the extent of unresolved objections, and the degree of consistency with the NPPF. The starting point for decision taking remains with the policies in the current adopted plan(/s). The JLP is at an advanced stage of preparation and carries some weight. Where unresolved objections have been received on policies, limited weight should be applied, but where there are no unresolved objections, moderate weight can be applied. Full weight should only be applied, where relevant, following the outcome of the independent examination and adoption of the JLP.

**Steventon Neighbourhood Plan**

- Policy 1 - Housing Development and Local Character
- Policy 3 - Transport and Connectivity
- Policy 4(a) - Landscape and Environment
- Policy 4 (b) - Landscape and Environment - Biodiversity
- Policy 4 (c) - Landscape and Environment - Views and Vistas
- Policy 4 (d) - Landscape and Environment - Flooding

**6.3 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**
- **Design and character**
- **Residential amenity**
- **Access and parking**
- **Drainage/flooding**
- **Waste and recycling**
- **Ecology**

**7.2 Principle of development**

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that all planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

7.3 The site is within the built-up area of Steventon, defined by policy CP3 as a Larger Village. Within Larger Villages policy CP4 gives a presumption in favour of sustainable development and hence the principle of the development is acceptable.

**7.4 Design and character**

Policy CP37 of LPP1 requires development to be of high quality, visually attractive design that responds positively to the site and its surroundings with appropriate scale, height, details and materials.

7.5 Policy 1 of the Neighbourhood Plan states that development proposals should make a positive contribution to the village character through innovative design which has been tailored to the local area and has had regard to the Steventon Character Appraisal and that the layout and massing of residential development proposals should respond positively to the historic grain of development within the existing village.

7.6 The original proposals included a new access onto Stonebridge Road. This access was considered to be visually harmful to the street scene, being contrary to local character. Amended plans deleted this and instead parking is provided to the front of the existing dwelling.

7.7 The Character Assessment of the Neighbourhood Plan identifies the key characteristics of the character area of which School Close forms part as close-knit development made up of predominantly semi-detached, 2 storey brick houses with their frontage dominated by car parking and limited street vegetation.

7.8 The modest scale of the new dwelling means it will not harmfully erode the openness around the corner and a sufficient gap remains to the side boundary to prevent the new house appearing overly cramped.

7.9 The subservient design of the proposed dwelling means it appears as an extension to the existing dwelling, with a similar appearance to existing extensions to neighbouring properties. Therefore, whilst the new dwelling would technically create a terrace, the appearance of this is not considered to harmfully erode the predominate semi-detached character of the area due to its subservient scale and appearance as an ancillary extension.

7.10 The subdivision of the plot would reduce its width but the overall shape, size, orientation and form would be similar to other plots in the vicinity and hence officers do not consider the subdivision to be harmful.

7.11 Whilst the subdivision of the rear amenity space is not considered to be harmful, should the front parking area be divided with boundary treatments this

would make the subdivision more evident within the street scene and the predominate semi-detached character more obviously eroded. Therefore, a condition is recommended restricting permitted development rights for boundary treatments forward of the principal elevation.

- 7.12 The revised parking layout will result in much of the property's frontage being used for car parking. This is not unusual in this area, as identified by the Character Assessment and hence this is not considered to be harmful in this instance.
- 7.13 With this condition, due to the extension being subservient to the existing dwelling, its appearance being similar to other extensions to nearby dwellings, the subdivision of the plot being unharmed and the openness around the corner being maintained it is held that the erection of the dwelling would not be harmful to visual amenity. Therefore, officers consider that the application accords with policies CP37 and 1.
- 7.14 **Residential amenity**  
Policy DP2 requires development of new one and two-bed market housing to accord with the Ministry of Housing, Communities and Local Government's Technical Housing Standards - Nationally Described Space Standard Level 1.
- 7.15 The impact of development on neighbouring properties is controlled by policy DP23 of LPP2. This policy requires development proposals to demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses arising through loss of privacy, daylight or sunlight, from dominance or visual intrusion, noise or vibration, dust, heat, odour, gases or other emissions, pollution, contamination or the use of / or storage of hazardous substances and external lighting.
- 7.16 Policy DP24 of LPP2 states that development proposals should be appropriate to their location and should be designed to ensure that the occupiers of new development will not be subject to adverse effects from existing or neighbouring uses.
- 7.17 When considering new dwellings, the impact on both existing neighbours and the intended occupiers must be assessed.
- 7.18 The extension is to the north of the existing house and hence it will not cause harm from overshadowing to this dwelling. The rear single storey projection is modest in height and depth which will also prevent harm to this neighbour through overdominance, loss of outlook and visual intrusion.
- 7.19 The proposed dwelling is sufficient distant from any other neighbouring property to prevent significant harm from overshadowing, overdominance and visual intrusion.
- 7.20 The new first floor front and rear windows have the same outlook as existing windows and hence these will not cause harmful overlooking to the front and rear neighbours. The new rear first floor bathroom window looks out over the



garden of the existing house but as this is a non-habitable room this is not considered to cause harmful overlooking. The new side facing first floor windows are far enough away from the dwellings over Stonebridge Road to prevent them causing harm from a loss of privacy.

- 7.21 The existing dwelling's garden will be reduced in size, but this will remain a useable outdoor area which is not harmfully overlooked nor overshadowed and its size is sufficient to prevent harm to the amenity of the occupiers of this dwelling.
- 7.22 The new dwelling accords with space standards for a two-bedroomed, two-storey house providing three bedspaces. This confirms compliance with policy DP2 and demonstrates that the intended occupiers will have sufficient internal space. All habitable rooms will have sufficient outlook and natural light, and they will not be harmfully overlooked. The rear amenity space is sufficient in size for the size of the dwelling.
- 7.23 Overall, it is considered that the development will not significantly harm neighbouring properties, and the intended occupiers will be provided with adequate living conditions. Therefore, the application is considered to accord with policies DP2, DP23 and DP24.
- 7.24 **Access and parking**  
Policies CP33, CP35, CP37 & DP16 of LPP1 & LPP2 require development to provide safe and convenient access, sufficient car and cycle parking in line with Oxfordshire County Council standards and adequate provision for loading, unloading, circulation, servicing and vehicle turning. Development must also minimise the impact on the highway network and promote more sustainable modes of transport where appropriate.
- 7.25 Policy 3 of the Neighbourhood Plan requires development proposals to ensure that any unacceptable impacts from the development on the transport network or on highway safety, can be effectively mitigated and wherever practicable, and as appropriate to their scale, nature, and location, new development should maximise opportunities to walk and cycle.
- 7.26 The highways authority initially objected to the development as they did not consider that the new access on the side complied with adopted standards for visibility. Additional information was submitted, and the highways authority removed their objection. However, as explained above, this new access and parking area were considered to be visually harmful and hence amendments were submitted deleting this from the proposals and instead a wider parking area to the front of the existing house is now proposed.
- 7.27 The revised access and parking layout means that the new two-bedroom house will have one space, and the existing house will have two. Adopted parking standards for Oxfordshire, outside of town centres and Oxford City state that two-bedroom houses should have **up to** two spaces (officer emphasis). In this instance, the site is within walking and cycling distance to the village centre and the frequent public transport links to larger settlements. Therefore, this

represents a sustainable location whereby one space is considered sufficient. The highways authority does not object to this provision and hence they also consider that this accords with their standards.

- 7.28 A condition is recommended requiring the parking to be provided prior to first use of the new dwelling and retained to ensure that the dwelling will have sufficient parking for its lifetime.
- 7.29 As the development is considered to provide parking which accords with standards it is considered that unacceptable harm to highway safety from obstructive overspill parking is unlikely, despite the concerns raised by the parish and neighbours.
- 7.30 The parking will require the dropped kerb to be extended. There is considered to be sufficient vision on both sides to prevent this widened access being harmful to highway safety. A separate consent from the highways authority for this widened access will be required.
- 7.31 To further ensure that the level of parking is sufficient for the new dwelling it is considered necessary to require details of secure cycle parking by condition to encourage sustainable modes of travel.
- 7.32 Subject to the recommended conditions it is held that the application will not harm highway safety and sustainable modes of travel will be encouraged in accordance with policies CP33, CP35, CP37, DP16 and 3.
- 7.33 **Drainage/flooding**  
Policy CP42 of LPP1 seeks to minimise the risk and impact of flooding by directing new development to areas with the lowest probability of flooding, ensuring that all new development addresses the effective management of all sources of flood risk and does not increase the risk of flooding elsewhere. The policy also requires a Flood Risk Assessment (FRA) for all developments of 1 hectare and greater in Flood Zone 1 and, for all proposals for new development, including minor development and change of use in Flood Zone 2 and 3 and, in Critical Drainage Areas in accordance with footnote 63 of the NPPF.
- 7.34 Policy 4(d) of the Neighbourhood Plan states that development proposals should incorporate sustainable drainage which is appropriate to the specific drainage and groundwater conditions of the site concerned.
- 7.35 The site is within Flood Zone 1 and it is not identified as being at risk from surface water flooding. Therefore, the risk of flooding is considered low. The development must not increase the risk of flooding elsewhere and hence the drainage engineer has requested details of surface water drainage by condition. This condition is necessary and reasonable to ensure compliance with policies CP42 and 4(d) and it is therefore recommended.

7.36 **Waste and recycling**

Policy DP28 states that all development proposals will be expected to be consistent with the Council's Waste Planning Guidance. Development proposals for residential use must ensure sufficient space is provided for the storage of individual or communal recycling and refuse containers, and access is provided that is safe for residents and for refuse and recycling collection vehicles. Development will not be permitted if appropriate recycling and refuse provision cannot feasibly or practicably be provided.

7.37 The plans show sufficient space within the curtilage of both the new and existing dwelling for the storage of bins. These bins can then be easily presented at the highway edge for collection. Therefore, the development accords with policy DP28.

7.38 **Ecology**

Policy CP46 of LPP1 states that development that conserves, restores and enhances biodiversity will be permitted whilst net loss of biodiversity will be avoided. The highest level of protection is given to sites and species of international nature conservation importance (Special Areas of Conservation and European Protected Species). Development that harms habitats and species will not be permitted unless the need for the development outweighs the harm, it can be demonstrated that the development could not reasonably be located elsewhere or measures to prevent, mitigate or compensate for the harm are agreed.

7.39 Policy 4 (b) of the Neighbourhood Plan states that development proposals should maintain and enhance the local biodiversity including the maintenance and creation of wildlife corridors. The policy also states that where appropriate, proposals should be accompanied by surveys which assess the impact of the development on local biodiversity and that proposals should seek to deliver a minimum biodiversity net gain of 10%.

7.40 The development is for a self-build dwelling and hence it is exempt from mandatory biodiversity net gain (BNG). The new dwelling will also be built over an existing garage and hardstanding and therefore the *de minimis* exemption would also likely apply.

7.41 The development is unlikely to impact any protected species nor habitats and there is unlikely to be a material loss in biodiversity. As there is unlikely to be a material loss in biodiversity it is not considered reasonable to require the 10% BNG suggested by the Neighbourhood Plan policy 4(b).

7.42 As there will be no harm to protected species or habitats and there will be no material loss in biodiversity it is held that the application accords with policies CP46 and 4(b).

7.43 **Community Infrastructure Levy (CIL)**

The development is liable to pay CIL. The liability based on the amount of floorspace proposed is £16,180.12. A self-build exemption may be sought but this must be agreed prior to commencement.

7.44 **Pre-commencement conditions**

The Town and Country Planning (Pre-commencement Conditions) Regulations 2018 made under the provision of section 100ZA of the Act as inserted by the Neighbourhood Planning Act 2017 requires agreement of applicants/agents to pre-commencement conditions.

Pre-commencement conditions are recommended. Agreement to these conditions was received via email on 29 January 2025.

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 The proposed development is supportable in principle and subject to the recommended conditions officers consider it will be unharmed to visual and neighbour amenity, highway safety, ecology and flood risk. Therefore, it is concluded that the application accords with the policies of the development plan and the NPPF and it is recommended that planning permission be granted.

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

10.0 **RECOMMENDATION**

**Planning Permission:**

1. Commencement within 3 yrs
2. Development in accordance with approved plans

Pre-commencement

3. Surface water drainage details to be submitted

Pre-occupation

4. Improve existing vehicular access
5. Boundary in accordance with submitted plan
6. Car parking in accordance with submitted plan
7. Bicycle parking details to be submitted

## Vale of White Horse District Council – Planning Committee – 26 February 2025

### Compliance

8. Materials in accordance with submitted details
9. PD restriction on fences/walls

### Informatives

10. Works within the highway informative
11. CIL - Planning permission
12. Surface water drainage informative

---

Officer: Nathaniel Bamsey

**Email:** [Planning@southoxon.gov.uk](mailto:Planning@southoxon.gov.uk)

**Tel:** 01235 422600

## Appendix

### Recommended Conditions (full text):

Sequence	Description	Details
1	Commencement within 3 yrs	<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	Development 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, 21001-MG-B1-00-DR-A-3000 P1, 21001-MG-B1-00-DR-A-3001 P10, 21001-MG-B1-00-DR-A-2000 P2 and 21001-MG-B1-00-DR-A-2001 P17, 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>
3	Drainage details (Surface Water)	<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. The approved scheme shall be fully implemented prior to the occupation of any new building.</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 and Policy 4(d) of the Steventon Neighbourhood Plan).</p>
4	Improve existing vehicular access	<p>Prior to the first use of the new development, the existing means of access onto School Close shall be improved and laid out and constructed strictly in accordance with the local highway authority's specifications and all ancillary works specified shall be undertaken.</p>

Vale of White Horse District Council – Planning Committee – 26 February 2025

		Reason: In the interest of highway safety (Policies CP35 and CP37 of the adopted Local Plan 2031 Part 1, Policy DP16 of the adopted Local Plan 2031 Part 2 and Policy 3 of the Steventon Neighbourhood Plan).
5	Boundary accordance submitted plan  in with	<p>All of the site's internal and external boundaries shall be enclosed in accordance with the details shown on approved drawing number 21001-MG-B1-00-DR-A-2001 P17. The approved boundary treatments for the new dwelling shall be completed prior to the occupation of that dwelling.</p> <p>Reason: In the interests of visual amenity and residential amenity (Policy CP37 of the adopted Local Plan 2031 Part 1, Policy DP23 of the adopted Local Plan 2031 Part 2 and Policy 1 of the Steventon Neighbourhood Plan).</p>
6	Car parking in accordance with submitted plan	<p>Prior to the use or occupation of the new development, the car parking spaces shown on approved drawing number 21001-MG-B1-00-DR-A-2001 P17 shall be constructed, surfaced and marked out. The parking spaces shall be constructed to prevent surface water discharging onto the highway. Thereafter, the parking spaces 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, Policy DP16 of the adopted Local Plan 2031 Part 2 and Policies 3 and 4(d) of the Steventon Neighbourhood Plan).</p>
7	Bicycle parking details	<p>Prior to the use or occupation of the new development, provision for parking bicycles on the site shall be made in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority. Thereafter, the bicycle parking shall be retained for such use in perpetuity.</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 and Policy 3 of the Steventon Neighbourhood Plan).</p>

**Vale of White Horse District Council – Planning Committee – 26 February 2025**

8	Materials in accordance with submitted details	<p>The development shall be built using only the external materials specified on the forms and/or shown on the approved drawings the subject of this planning permission, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: In the interest of visual amenity (Policy CP37 of the adopted Local Plan 2031 Part 1 and Policy 1 of the Steventon Neighbourhood Plan).</p>
9	PD restriction on fences/walls	<p>Notwithstanding the provisions of Class A of Part 2 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or the equivalent provisions of any order revoking and re-enacting that Order), no fences, walls, gates or other means of enclosure, other than those shown on the approved drawings, shall be erected in advance of any wall of a dwelling (including a side or rear wall) which faces a highway (including a footpath or bridleway) without the prior grant of planning permission.</p> <p>Reason: In the interests of visual amenity and highway safety (Policy CP37 of the adopted Local Plan 2031 Part 1 and DP13 of the adopted Local Plan 2031 Part 2 and Policy 3 of the Steventon Neighbourhood Plan).</p>
Informatives		
10	Works within the highway informative	<p>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:</p> <ul style="list-style-type: none"> <li>i. - a Section 184 Notice under the Highways Act 1980, or</li> <li>ii. - a legal agreement between the applicant and Oxfordshire County Council</li> </ul>
11	CIL- Planning permission or reserved matters approval (Vale)	<p>The development to which this permission relates is liable to pay the Community Infrastructure Levy (CIL) as set out in the Vale of White Horse CIL Charging Schedule. Upon planning permission, a Liability Notice will be issued to the nominated person/company liable for CIL. The person/company liable for CIL must submit a commencement notice to the Local Planning Authority BEFORE development commences (CIL Form 6). The</p>



Vale of White Horse District Council – Planning Committee – 26 February 2025

		<p>Local Planning Authority will send a Demand Notice to the person/company liable for CIL when the Commencement Notice is received. FAILURE TO FOLLOW THE CIL PROCEDURES COULD RESULT IN SURCHARGES AND THE LOSS OF ANY EXEMPTION RELIEF IF ENTITLED. Guidance on CIL is available on the planning portal website <a href="http://www.planningportal.co.uk/cil">http://www.planningportal.co.uk/cil</a> or the council's website <a href="http://www.whitehorsedc.gov.uk/cil">http://www.whitehorsedc.gov.uk/cil</a> together with the process for paying CIL.</p>
12	Surface water drainage informative	<p>The applicant is advised that the design of the surface water drainage system as required by condition 3 should be in accordance with the non-statutory technical standards for sustainable drainage systems, and include details Of levels, size, position and construction of all drainage works. The drainage scheme should 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. The following should also be noted:</p> <ul style="list-style-type: none"> <li>- Cv values should be set at 0.95</li> <li>- A 10% increase for urban creep should be provided</li> <li>- An exceedance plan should be provided.</li> <li>- The building should contain a bio retention feature or source control feature. This could be in the form of a rain water planter or rain water butt</li> <li>- Full construction details of all surface water drainage components including hard standing areas, should be provided</li> <li>- Drainage layout from RWP should be provided</li> <li>- A manhole schedule should be provided</li> </ul>