

NL/5845

18 December 2014

Planning Policy
Vale of White Horse District Council
Benson Lane
Crowmarsh
Wallingford
OX10 8ED

Dear Sir/Madam,

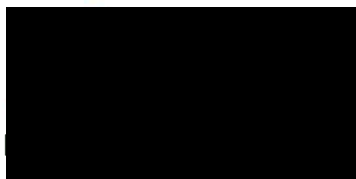
**VALE OF WHITE HORSE LOCAL PLAN PART ONE:
STRATEGIC SITES AND POLICIES**

I refer to the above and attach a form of representations together with attached documents to which reference is made. I can confirm that we would wish to appear at the Examination in support of the representations.

Please acknowledge safe receipt.

Yours faithfully,

Nik



Enc.

Comments to form the subject of the formal objections to the draft Local Plan

Housing Need and Duty to Co-operate

1. The NPPF requires that the objectively assessed housing needs of the area should be met, with sufficient flexibility to adapt to change (paragraph 14). Those objectively assessed needs must be met in full and relate not just to the District but to the housing market area, in this case Oxfordshire (paragraph 47).
2. In seeking to meet those needs the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development (paragraph 182). The NPPF makes clear that for a plan to be positively prepared and sound, such needs which arise from neighbouring authorities should form part of a plan's proposals.
3. The plan also needs to ensure that there is a continuing supply of deliverable housing land which includes a buffer of 20% where there is evidence of a persistent under-delivery, as in the case of the Vale of White Horse District Council. It is instructive to note that as a consequence of the undersupply of housing, the Council has accepted that its planning policies are out-of-date and has granted planning permissions for a number of developments, the majority of which accommodated less than 100 dwellings.
4. The Council's proposed strategy involves failing to meet the objectively assessed housing needs of the housing market area in that it does not seek to meet the unmet needs of Oxford City in this plan but seeks to delay such provision in accordance with a timetable set by the Oxfordshire Growth Board (paragraphs 1.17 to 1.22 of the draft plan). It is clear that the scale of housing need in Oxford City is not able to be accommodated within its district area. Consequently there is a need for the requirements of paragraph 182 of the NPPF to be met.
5. In lieu of meeting the objectively assessed housing needs of the housing market area in full in the draft plan, the Council is seeking to defer such provision to another day. It notes at paragraph 1.21 that this would be "at least" 12-18 months for completion of the work. It includes a diagram for action leading only to the Growth Board making a decision on a way forward.

6. Such work would include a strategic review of the Oxford Green Belt, which goes beyond the limited reviews proposed in the draft Plan. Such a process would be inconsistent with the advice relating to green belt reviews included in paragraphs 83 to 85 of the NPPF. In particular, it would mean that the limited green belt reviews currently proposed would not endure for a long timescale in accordance with the advice in the NPPF and the timescales for such a review, which is supported may be tangled up with the wider review, cause confusion and lead to delay.
7. Currently, the Plan is not positively prepared in accordance with the NPPF and is not sound as it does not comply with advice in the NPPF in relation to the duty to co-operate. The Plan should be amended in order to meet part of Oxford's unmet housing need with a wider review of the green belt. Failing this, the Plan should be amended to include a formal timetable for those unmet needs and a strategic review of the green belt to be undertaken. The timetable for action included in the Oxfordshire Growth Board's minutes of the meeting on 20 November 2014 should be added to the draft Plan and the Council should include a commitment to meet this timetable. Core Policy 2 should be amended accordingly.
8. The Council's approach towards strategic housing sites involves the allocation of sites with a potential capacity of 200 dwellings or more. Further smaller sites are proposed to be allocated in Local Plan Part 2. In the Abingdon and Oxford Fringe sub area, Cumnor is included as a large service centre and this is supported. However, whilst it was originally intended to allocate the site (TPSO23) in the earlier draft local plan (see attached), this has been excluded as a consequence of alleged landscape impacts.
9. The Green Belt Review has identified that the area should be excluded from the green belt as it does not serve any of the purposes of the green belt. The site is close to Oxford, has a good range of services and facilities, and has good transport links to Oxford and Abingdon. There is good access to employment opportunities in Oxford. In addition, contrary to the view expressed by the Council in seeking to delete the site from allocation, the Green Belt Review makes clear that the site is screened by "the strong tree belt between Easton Road and Cross Roads Farm". Trees on the site boundary have been made the subject of a provisional TPO. Other trees and hedges are able to be retained within the development (see attached illustrative layout) whilst land on the north side (excluded from the layout) could either be included or

retained as open space (as noted in the Green Belt Review). Trees and hedges which mark the field pattern are able to be retained within the development, therefore.

10. A transport appraisal has been undertaken and this confirms that the site would be sustainable from a transport perspective. A draft proposed layout (attached) also confirms that the site is able to be developed in a manner which would be compatible with the surroundings and would not adversely impact on the setting of the conservation area which lies to the north. Linkages through the development and adjoining land would ensure that the development forms an integral part of the community.
11. The site should be allocated as a strategic development site and should be included in Core Policy 8. However, the definition of a strategic site has excluded sites with a capacity below 200 dwellings. Such smaller sites would make a substantial contribution towards housing needs, particularly bearing in mind that because of acute housing delivery problems and the lack of a 5 year deliverable supply of housing in the district, it is sites with an average capacity of less than 200 dwellings which have been able to be brought forward and to make up for the lack of land being delivered for housing. The smaller sites have ensured a continuous supply of housing which has not been delivered by the larger sites.
12. This indicates that the definition of a strategic site in the draft Plan should be revised to include housing sites with a lower capacity and which would be able to provide the housing supply and choice required.
13. The Plan indicates that the smaller sites would be the subject of the Part 2 Local Plan. However, this would involve undue and unnecessary delay in the release of such land which would adversely affect housing delivery.
14. Consequently, the land to the south of Cumnor should be allocated in the draft Plan and included in Core Policy 8 and Core Policy 4, notwithstanding the Council's view about the site's capacity. The definition of a strategic site should be amended to include sites with a capacity of 100 or more dwellings.

Limited Green Belt Review

15. As noted above, the Green Belt Review has identified the site as one which does not serve a green belt purpose. The proposed revised boundary of the green belt to exclude the land from the green belt is supported. However, Core Policy 13 should be amended to make clear that the boundaries of the green belt are amended following the green belt review and will be as shown on the Policies Map.

16. The Policies Map should exclude all of the land to the south of Appleton Road which is recommended for exclusion from the green belt in the review. Currently, it seems to include an area of land to the north (adjoining Appleton Road) which is separated from other parts of the green belt and which cannot on its own make a green belt contribution. The Policies Map should be amended accordingly.

Settlement Strategies

17. Core Policy 13 seeks to limit the development of sites “in the [listed] settlements” excluded from the green belt provided that “the proposed development is within the existing built up area of the village and in accordance with Core Policies 3 & 4”. Core Policy 3 seeks to limit development in the larger villages to development “providing for local needs and to support employment, services, and facilities within local communities”. Core Policy 4 accepts that development in the larger villages is acceptable and that it can occur outside of the existing built up limits of a settlement, being well-related to or adjacent to a settlement.
18. Given the need for further allocations of housing land on smaller sites which are expected to form part of Local Plan Part 2, it is unreasonable to seek to limit development to “within the existing built up area” or to development which is restricted in the way suggested by Core Policies 3 & 4.
19. Core Policy 4 should be amended to include the site south of Cumnor. If this is not accepted, Core Policy 13 and Core Policies 3 & 4 should be amended to accept that development in Cumnor would not need to be within the existing built up area, and that the provisos of Core Policies 3 & 4 should be amended to excluded the limitations to local needs, which are undefined, and to exclude the requirement for such sites only to be accepted through a local plan or neighbourhood development plan (see Core Policy 8 which permits the sites to be released via the normal development management process).

Affordable Housing

20. Core Policy 24 is inconsistent with the Government’s national planning practice guidance which sets a threshold of 10 units or 1000m², below which no affordable housing contributions should be required. The policy should be amended to be consistent with Government guidance which is intended to be adopted nationally. There are no exceptional reasons for the Council’s policies not to adopt the national norm.

21. The policy should also be amended to accept that viability of a development to accommodate affordable housing may go beyond “tenure mix or percentage”, as currently included in the policy. The policy should generally be qualified by the statement that its provisions are subject to viability, and not be restricted to tenure and percentage.

Implementing the Plan

22. Core Policy 47 relates to delivery of development sites and possible contingencies should land not be brought forward in a timely fashion. The policy should be amended to reflect the NPPF (paragraph 47) in order to ensure that a commitment exists to the deliverability of a 5 year supply of housing, and to maintain a further supply of developable sites for at least 6-10 years (and possibly 10-15 years). It should also be amended to reflect the need for a review in the light of the need which may arise to undertake a strategic review of the green belt in order to meet some of the overspill housing from Oxford.

**Vale of White Horse Local Plan Part One:
Strategic Sites and Policies**
Publication Stage Representation Form

Ref:

(For official
use only)

Name of the Local Plan to which this representation relates:

Vale of White Horse Local Plan

Response form for the Vale of White Horse strategic planning policy document, the Local Plan Part one. Please return to Planning Policy, Vale of White Horse District Council, Benson Lane, Crowmarsh, Wallingford, OX10 8ED or email planning.policy@whitehorsedc.gov.uk no later than Friday 19 December 2014 by 4.30 pm precisely.

This form has two parts –

Part A – Personal Details

Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make.

Part A

1. Personal Details*

**If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in 2.*

Title	<input type="text"/>
First Name	<input type="text"/>
Last Name	<input type="text" value="See Attached List of Names"/>
Job Title (where relevant)	<input type="text"/>
Organisation (where relevant)	<input type="text"/>
Address Line 1	<input type="text" value="C/O Agent"/>
Line 2	<input type="text"/>
Line 3	<input type="text"/>
Line 4	<input type="text"/>
Post Code	<input type="text"/>
Telephone Number	<input type="text"/>
E-mail Address (where relevant)	<input type="text"/>

2. Agent's Details (if applicable)

<input type="text" value="Mr"/>
<input type="text" value="Nik"/>
<input type="text" value="Lyzba"/>
<input type="text" value="Principal"/>
<input type="text" value="JPPC Chartered Town Planners"/>
<input type="text" value="Bagley Croft"/>
<input type="text" value="Hinksey Hill"/>
<input type="text"/>
<input type="text" value="Oxford"/>
<input type="text" value="OX1 5BD"/>
<input type="text" value=""/>
<input type="text" value=""/>

Part B – Please use a separate sheet for each representation

Name or Organisation :

3. To which part of the Local Plan does this representation relate?

Paragraph Policy Proposals Map

4. Do you consider the Local Plan is :

4.(1) Legally compliant

Yes

☐

No

☒

4.(2) Sound (Positively Prepared, Effective and Justified)

Yes

☐

No

☒

4 (3) Complies with the Duty to co-operate

Yes

☐

No

☒

Please mark as appropriate.

5. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. **SEE ATTCHED**

If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

(continue on a separate sheet/expand box if necessary)

6. Please set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound, having regard to the test you have identified at 5 above where this relates to soundness. (NB Please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

SEE ATTACHED

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.

7. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination?

☐

No, I do not wish to participate at the oral examination

☒

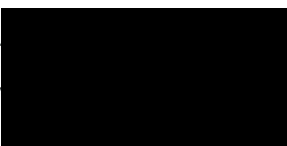
Yes, I wish to participate at the oral examination

8. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:

The representations made relate to the strategy for the provision of housing and the need to meet the housing needs of the housing market area. They relate also to the green belt, limited and strategic reviews and the size of strategic site allocations, which should include smaller sites in this part of the Plan. Lastly, the comments relate to Cumnor and the need for the allocations of land for housing to the south of the settlement to meet housing needs in this Part of the Local Plan: the site was identified in an earlier iteration of the Plan and has been removed for no justifiable reasons.

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

Signature:



Date:

18/12/2014

List of Names referred to in Representation Form

Robert Graham Boyles
Geoffrey John Boyles
Jean Ellen Frances Boyles
Elizabeth Ann Boyles
Robert Gee
John-Michael Gee
Richard Venables
Tracie Palfreyman
Julie Van Onselen
Lisa Venables
John Rand
Denise Fletcher
Lucy Hick

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NOTES:

Rev	Date	By	CHK	Comments
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Client

TRED-AD Ltd

Project Title

Option 4

Drawing Title

Site Plan

Status

Preliminary

Job No/ File Ref: 001400

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Drawing No.

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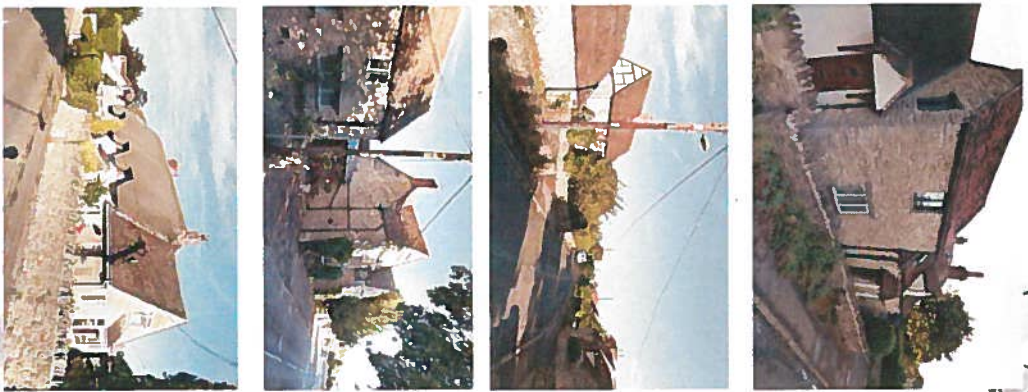
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Site

1 : 2000



mode

transport planning

Magdalen Centre
Robert Robinson Avenue
Oxford
OX4 4GA 01865 784 644 info@modetransport.co.uk**modetransport.co.uk**

F.A.O. Nik Lyzba,
JPPC,
Hinksey Hill,
Oxford,
OX1 5BD

18/12/2014

Dear Nik,

Land at Appleton Road, Cumnor Village, Oxfordshire.**Highway Appraisal and Technical Report.**

I refer to the above site and proposal for a development scheme of up to 150 residential dwellings with access arrangements and appropriate parking in accordance with standards both by Oxfordshire County Council and the Vale of White Horse District Council. I have visited and appraised the site in terms of its sustainability and accessibility in terms of transport and also had a meeting and discussions with the Highway Officer for the County Council:-

The proposed site lies on the classified unnumbered road Appleton Road which leads from Cumnor village to Appleton. Cumnor which is classed as a large village within the Local Plan is approximately 3 miles south west of Oxford just off the main A420 Oxford to Swindon road. Amongst facilities and services within the village include two public houses, the Bear and Ragged Staff and the Vine and also the Cumnor village stores and post office which sells many provisions, the Cumnor Church of England Primary School and pre-school.

The site and potential vehicular access is to be situated on Appleton Road and is approximately 78m from the bend in the carriageway of Appleton Road towards the village of Cumnor. In the other direction to the south the distance from the proposed site to the extremity of the village where the 30mph signs are evident is approximately 168m. The carriageway width of Appleton Road at this location is approximately 5.4m. There is a footway

mode transport limited**Registered in England & Wales:** 8136200 **Director:** David Frisby**Registered address:** Cornwall Buildings, 45 Newhall Street, Birmingham, B3 3QR

on the same side of the carriageway of Appleton Road of width 1.85 although its it intermittent in width further towards the village and on the other side of the road is a verge of width 1.75m. The site also as a definitive public right of way that links from Appleton Road to Kenilworth road in an eastern direction and is the number 184/24. There is also another right of way that goes in a north to south direction and is the number 184/12. This gives the proposed site potential good links in terms of sustainability and accessibility and creates easy access to other parts of this village.

Appleton Road has a speed restriction of 30mph and slow markings are evident on the carriageway with street lighting also provided where the existing dwellings are located. There are no parking restrictions on this part of Appleton Road.

The site at present is mainly fields and shrub land and has an existing vehicular access to Appleton Road to the Northern end which serves the cricket ground and the fields, but this is an unmade access road and is a private un-adopted lane and however is part of the development site. There are trees and a hedgerow fronting on to Appleton Road and a number of properties at its southern end. Access could be gained to the proposed site from this unmade track but in highway terms an access is best served from the southern end of Appleton Road as described in later paragraphs.

On to Appleton Road at its southern end where an access will be proposed there is an agricultural field gate of width 3.8m with dropped kerbs of width 6.1m. The frontage at this particular point including the adjoining bungalow, part of the development site, is 19.1m in total. At this point there is also as stated the public right of way .

All car parking will be in accordance with the parking standards and dimensions for both the District Council and the County Council as agreed with the Highway Authority.

There are good public transport facilities nearby and within good walking distance of the site. There are bus stops on Appleton Road outside the public house, The Bear and Ragged Staff approximately 385m from the site in a northern and north-eastern direction where the service 63 and 66 operates. This bus stop caters for both directions. This service operates between Oxford and Swindon by Thames Travel from the 14th of December and operates on a frequency of around 5 to 6 times a day during the weekday Monday to Friday and also on Saturday. This stop is just outside the recommended walking distance of 400m.

Further bus stops are situated on Abingdon Road and pedestrian links could be established from the proposed site via the Park and Kenilworth road, which is approximately 370m away from the furthest part of this site. These services include the number X30, 4 and 4B and serves between Oxford and Wantage and operates on a frequency of around the 30 minutes

on Monday to Friday, Saturdays every 40 minutes and on Sundays every hour. This service is operated by Stagecoach.

The Chartered Institution of Highways and Transportation document 'Planning for Public Transport in Developments' suggests that new development should be so located and recommended that public transport trips involve a walking distance of no greater than 400m to the nearest bus stop.

With respect to the above services the proposal is in line with this recommendation and the bus service number provides an excellent opportunity for travel to both Oxford City Centre, Wantage and Swindon which are major employment destinations. This also offers onward travel by train via Oxford Station with First Great Western and other service companies.

With regard to accidents on this stretch of Appleton Road there have been no reported injury related accidents within the last 5 years.

I have been asked to look at the access issues and sightline requirements for this proposal including its suitability in terms of sustainability and accessibility for the amount of residential units proposed.

Any proposed access to the site should and will comply with the all the latest standards and as can be seen from the attached access drawing:-

The design of sightlines at junctions and access points is discussed in detail in the document "MANUAL FOR STREETS" 1 and 2. This guide is also meant to compliment local street design guidance produced by local authorities-

Sightlines at the junction of a proposed access at the location of Appleton Road will necessitate the removal of a dwelling and will be obscured slightly by the adjoining hedgerows which will be removed in order to achieve the sightlines as described in the document Manual for Streets 1 and 2 and later in this report.(see attached drawing)

Traditionally sightlines had been constructed with an emphasis on ensuring motorists had wide splays and generous sightlines so that they could react to hazards ahead of them in plenty of time, based on the speed of road and to ensure that they were at least adequate and usually more than adequate

It is now accepted this encourages higher speeds because motorists feel comfortable with the speed that they are driving at, especially in residential areas.

So reducing visibility and using alignments which encourage motorists to drive more slowly should not only maintain or improve on current safety levels but also help create places which are good for social activity and where movement by means other than the car is encouraged.

Therefore stopping distances have been revised and are shown within Table 7.1 of the new 'Manual for Streets' where the recommended design stopping sight distance for vehicle speeds of 30mph are 43m.

The speed restriction on Appleton Road is 30mph and therefore the appropriate sightlines here based on the stopping distance of vehicles at 30mph is 43m in both directions and this distance has been agreed with the Highway Authority.

To enable drivers emerging from a minor road or access to see and be seen by drivers proceeding along the major road, unobstructed visibility is needed

An 'x' dimension of 2.4m is considered suitable at this location which is to be used in most built-up areas such as this private access road. The sightline requirements can be further improved to meet the standards laid down as shown by removing the some of the adjoining hedgerow and bushes and setting it back along the sightline edge.

The sightline requirements for this type of access onto a classified unnumbered road as described above, of 2.4m (x) by 43m (y,) can be met satisfactorily. The height of any obstruction within these sightlines does not exceed 0.60m.

This access is therefore in accordance with Government advice and can be met and has the agreement of the Highway Authority.

Any access road to the proposed development will be designed in accordance with both Manual for Streets 1 and 2 and the Oxfordshire County Council Residential New Roads Design Guide and will be approximately 5.5m wide at the access point with Appleton Road. A footway will be provided at the access point on both sides of the proposed access road and appropriate radii will also be designed at 6.0m. - see attached the indicative drawing showing what could be achieved at this proposed access with Appleton Road. (2.4m x 43m Vis splay and indicative access design).

A further access could also be considered for cyclists and pedestrians from the other access point on to Appleton Road as stated in previous paragraphs and if required could also serve as an emergency access to the site.

In my experience this type of access and road conforms to all the latest guidelines and government guidance for this type of road serving a development of up to 150 residential dwellings.

Given the relative numbers of a residential development on this site the size of the development of around up to 150 residential units it is considered unlikely that it will generate enough trips to create a severe impact on Appleton Road or the new junction on this road. Furthermore the likely traffic impact in terms of trip generation on to the proposed access to the site are not sufficient to create any concerns.

Nevertheless a broad - brush assessment of the trip generation likely to be generated to and from the site has been undertaken using the TRICS database. This will provide a robust assessment of the impact of any proposed development on to Appleton Road an in particular Cumnor Village.

A range of sites have been selected from the database to reflect the type and location of the proposed dwellings. The trip rate used applies to a total of 14 comparable sites for a mix of affordable and private dwellings (both dwellings and flats) and up to and between 16 and 200 dwellings with the surveys undertaken over a period of 18 days.

The AM peak hour trip rate is 0.334 per dwelling and for 150 dwellings will be 50 trips both ways. This equates to a vehicles every 1 minute or so. In the evening peak hour at a rate of 0.362 per dwelling will be 54 trips which equates to a vehicle every 1 minute. Over the 12hour day the trip rate per dwelling is around 3.342 trips which equates to 500 vehicle movements.

However when analysing this during the 12 hour day, this equates to around 41 vehicle movements in the hour.

Given the trip rates the effect on the adjoining Appleton Road is not likely to cause any highway safety issues against the background of traffic on the main road.

As stated previously I have met and had discussions with the Highway Officer of the County Council Highway Authority regarding the possibility of development on the site and in terms of access arrangements, sightlines and the sustainability and accessibility of the site in terms of a 150 unit residential development, there are no highway safety or capacity objections.

Furthermore the suggestions that vision splays of 2.4 x 43m, for an access for this amount of development on to this type of road conforms to the Manual for Streets guidance and standards and should therefore be possible.

In technical terms therefore the proposed site for residential development for up to 150 units complies with the access and highway standards.

Footway improvements and a package of traffic management measures maybe required in terms of infrastructure in order to satisfy the Highway Authority and these could be investigated further when planning permission is sought. Proper links could be established through the development to serve with the rest of the village by improving the rights of way to include cycle links with good surveillance and safety from this part of Appleton Road to Abingdon Road and will be a benefit to future residents and also to existing residents of this part of Cumnor Village.

The key findings from this Technical report to support the allocation of housing are therefore summarized in the following paragraphs:-

The development proposal for up to 150 residential dwellings off Appleton Road in Cumnor with a new access conforms to all the latest guidance from Manual for Streets.

The proposed development site can be considered to be a sustainable form of development as it is within the village of Cumnor and close to existing bus services providing links both to Oxford, Wantage and Swindon. Good pedestrian and cycle links could be established from the proposed site to follow the network of public footpaths and link in with public transport accessibility and stops on Kenilworth Road, Abingdon Road and the Glebe.

An assessment has been undertaken of the likely traffic generation using the TRICS database and indicates that the proposed numbers of trip are unlikely to cause any harm to the adjoining Appleton Road and to be well within the capacity of any new junction and the surrounding road network.

The report provides a robust assessment of the impacts of the proposed development on to the local highway network. Access to the development has been demonstrated will be a via a new access off Appleton Road within an area of 30mph and all sightlines comply with current standards.

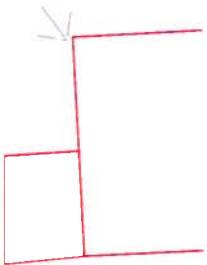
I trust this is of assistance and should you require further information or any additional clarification please do not hesitate to contact me.

Yours Sincerely,

Huw

Huw Vaughan Jones
Technical Director

Mobile: [REDACTED]
Email: [REDACTED]

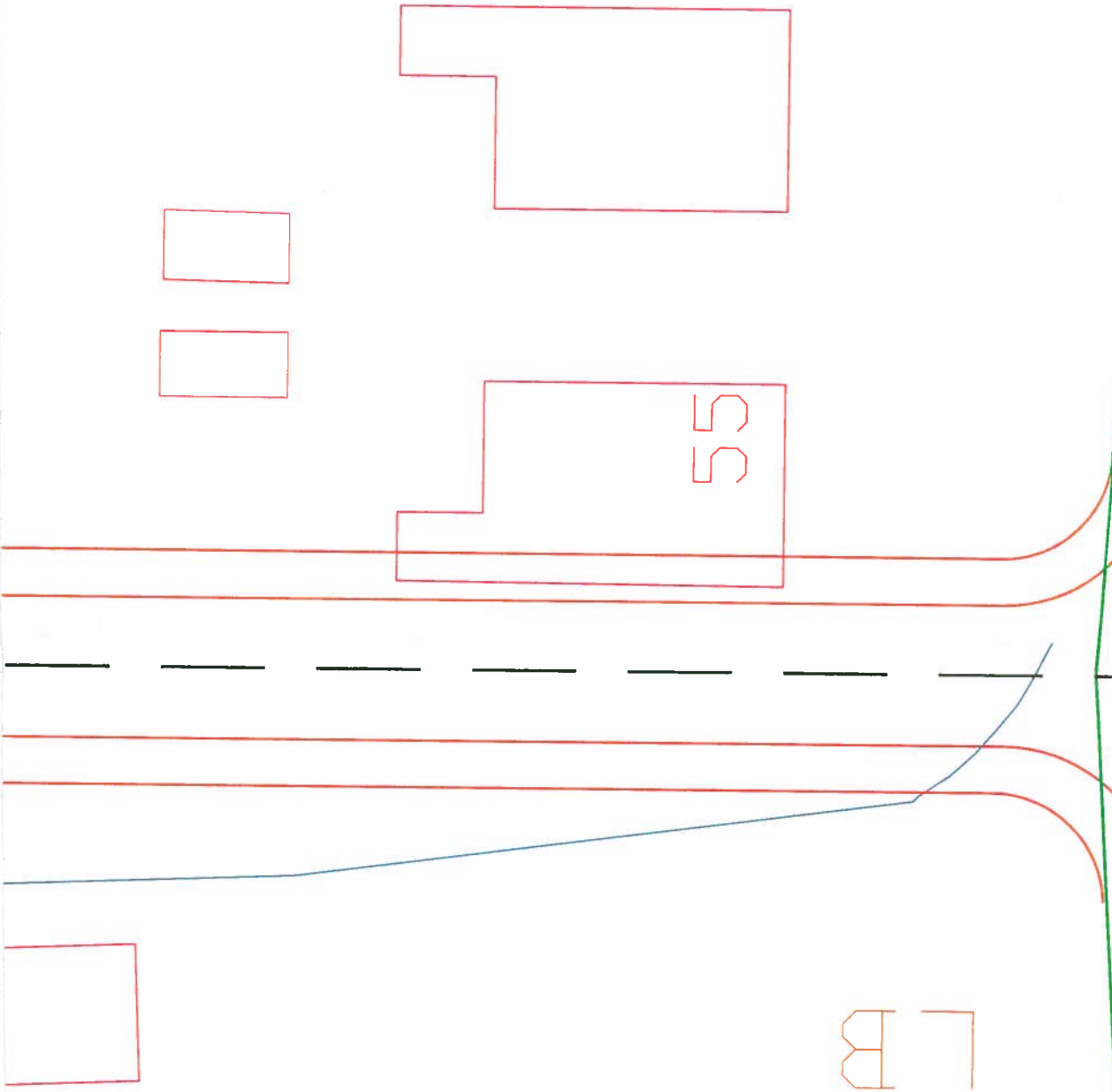


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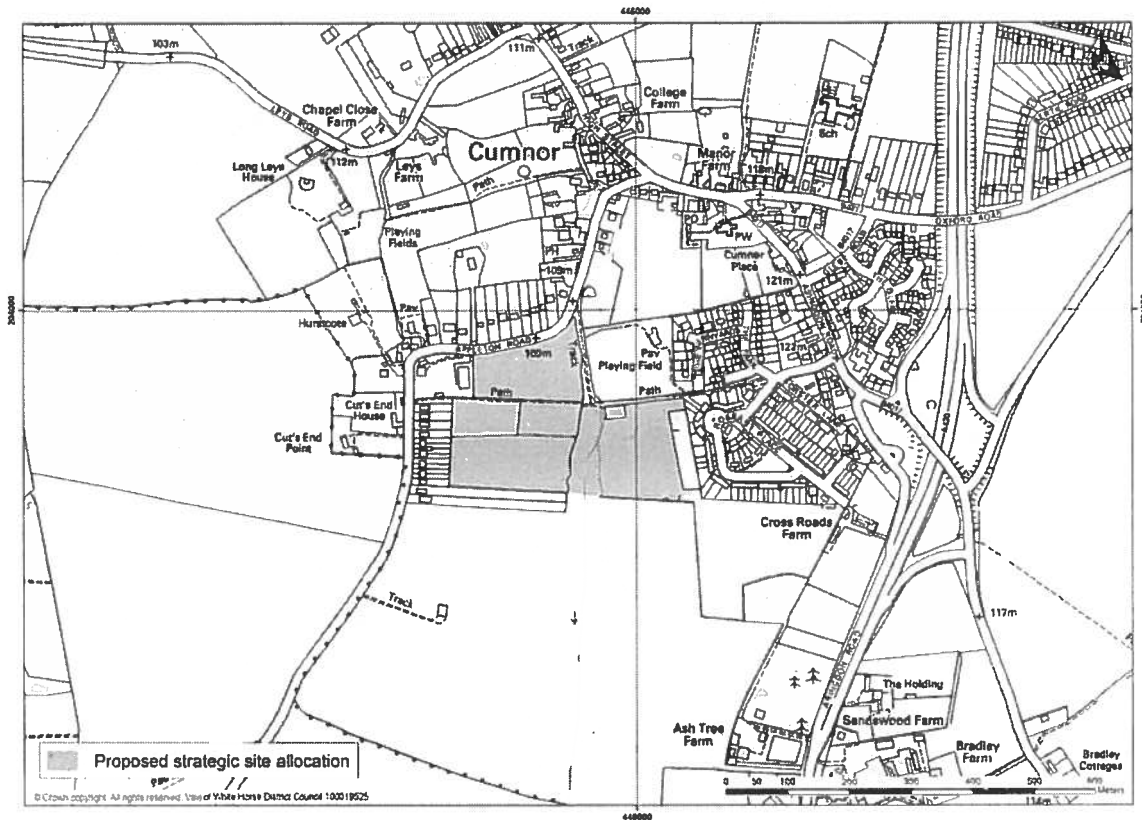
Cut 5' 2.4m x 43m Vis splay
End Cottage

2.4m x 43m Vis splay
2.4m x 43m Vis splay



drawing title		client		mode transport planning		scale	
5.5m Access design with 6m radii and 2.4m x 43m vis splay		JPPC Planning		mode		1:250@A3	
job title		Appleton Road, Cumnor, Oxfordshire		mode		drawn jwm	
						checked	
						created Dec '14	
						drawing no.	
						J32-2270-PS-001	

South Cumnor



Key objectives

- To deliver up to 200 homes as a sustainable extension to Cumnor.
- To ensure that development is well integrated with Cumnor, and residents can access existing facilities in the village.
- To provide 40% affordable housing and a mix of housing in line with the proposed core policies 18 (affordable housing) and 21 (housing mix) of the Local Plan Part 1 (draft policies copied in **Annex 1**).
- To ensure development conserves and enhances historic assets and their setting.
- To provide an ecological buffer zone for the on-site watercourse.
- To provide contributions to increase the capacity of primary and secondary education.
- To contribute towards wider improvements along the A420 corridor.
- To contribute towards the aims and objectives of any relevant neighbourhood plans.
- Subject to viability testing, development of the site will be required to provide infrastructure to mitigate the impact of growth. Further detail can be found in the Infrastructure Delivery Plan (IDP).

Physical requirements

- Developer to liaise with gas provider to ensure that off-site works to facilitate a new gas supply are carried out if needed.
- Developer to liaise with electricity provider to ensure any necessary upstream reinforcement work is carried out if needed.
- Developer to coordinate with Thames Water to ensure adequate water resources are available.
- A drainage strategy will be required.

Access and highways

- Access to be provided from Appleton Road.
- Retain the existing footpath through the site or divert as appropriate.
- Provide a network of footpaths and cycle ways giving access to the village centre, the countryside and the existing network.
- A contribution will be required for the enhancement of a premium bus service to Oxford.
- Contributions will be required towards wider improvements along the A420 corridor.
- To make appropriate contributions towards any necessary mitigation measures identified through the ongoing Local Plan transport modelling work.

Social and community

- Contributions will be required towards increasing the capacity of secondary and primary schools.
- Public open space and recreational facilities will be provided on site in accordance with the requirements of the Infrastructure Delivery Plan.
- Appropriate contributions to be provided towards health care and leisure provision.

Urban Design Principles

- Development will be expected to be of high quality design, in line with the proposed core policies 37 (design and local distinctiveness) and 37a (design briefs for strategic and major sites).
- The Design and Access Statement should demonstrate how the landscape and visual impact assessment and landscape mitigation measures have informed the design and layout of the development.
- Create links to the adjacent developments where possible. Provide linkages through to the village via Robsart Place.
- Development must respect and reflect the gradient of the land at this location.
- Ensure development is sensitively designed to conserve and enhance the setting and character of the conservation area and listed buildings.
- Ensure the density of the scheme respects the loose grain character of the existing village.

Landscape considerations

- A detailed landscape and visual impact assessment will be required, and a Landscape Strategy for the site should be submitted as part of the planning application.
- Ensure that development does not result in harm to the open character and openness of the Greenbelt.
- Retain the landscape pasture setting of Cumnor Conservation Area and listed building (The Farmhouse).
- Ensure that the new access and junction with Appleton Road is sensitively designed to avoid harm to the Conservation Area and existing mature trees.
- Retain the historic field pattern, tree belts and hedgerows within the site as a framework for the subdivision of the site into development land parcels.
- New native woodland belt to be provided across the gap to the southern boundary to link existing woodland belts.
- The Landscape Strategy shall provide a landscaped corridor along the line of the footpath leading to the south.
- The mass and scale of the built form shall be designed to avoid being visually intrusive in the open land to the south.

Ecology

- An adequate ecological buffer zone will be required for the on-site watercourse, to ensure there is no detrimental impact on water quality and biodiversity.
- A tree survey will be required.
- The site will be subject to habitat and species surveys carried out in accordance with the Guidelines for Ecological Impact Assessment produced by the Chartered Institute of Ecology and Environmental Management and relevant best practice guidance.
- Important ecological assets will be retained where possible. If loss is unavoidable then appropriate mitigation or compensation measures will be provided.
- A net gain in biodiversity as a result of the development will be provided, for example, by incorporating new natural habitats into development and designing buildings with integral bat boxes and bird nesting opportunities, in appropriate circumstances.
- Provide contributions towards redressing the identified Green Infrastructure deficit in the area surrounding Cumnor.

Flood risk and drainage

- A detailed Flood Risk Assessment for the site will be submitted, based on information available in the council's Strategic Flood Risk Assessment.
- Sustainable Urban Drainage Systems (SUDs) methods will be used to drain the surface water from the development.

- Mitigation measures may be required to prevent any detrimental impact on groundwater quality (centre of the site).

Archaeological interest

- An archaeological evaluation of the site will need to be undertaken and its recommendations implemented.