Great Coxwell Neighbourhood Plan 2014 - 2031

Appendix A - Community Policies

Great Coxwell Parish Council
April 2014

Introduction

The non-planning related policies in this Appendix have been developed as a result of the Parish's Neighbourhood Plan consultations. Because the Localism Act 2011 states that 'A "neighbourhood development plan" is a plan which sets out policies.. *in relation to the development and use of land*', these non-planning related policies are included here rather than in the main body of the Neighbourhood Plan. A full list of policies is to be found in Appendix C. This section also includes some policy comments taken from the Neighbourhood Design Statement that are not planning related.

Commercial Activity

OBJECTIVE: Encourage businesses run from parishioners' homes.

Policy CA2: Encourage Local Businesses.

Home-based work will reduce commuting and vehicular movements (thereby helping the environment). It will require high-speed broadband which is being rolled out by Oxfordshire County Council.

Transport and Getting Around

OBJECTIVE: Maintain and where necessary upgrade, transport and accessibility to and from the village.

Maintain and improve public transport connections, footpaths (in particular the Siberia footpath) and cycle paths to reduce the need for journeys by car. New arrangements should maximize safety and convenience for parishioners, schoolchildren and visitors.
The Neighbourhood Plan acknowledges that land in Great Coxwell Parish has been designated for development by the Vale of White Horse District Council in its Local Plan 2031. Such development would impact transport and accessibility and a request for developer funding is filed that would upgrade footpaths and cycle paths, particularly between Great Coxwell and Faringdon (Map 5).

Policy TGA1: Maintain/Upgrade Transport and Accessibility.

Vehicles: Schemes designed to minimize the impact of vehicles, particularly in the narrower parts of the roadway, eg Puddleduck Lane and south of the Reading Room, and giving equal status to the needs of pedestrians, cyclists and other non-drivers will be permitted.

Pedestrians and cyclists: Cycle paths and adequate pedestrian routes should be provided between the village and Faringdon to enable the opportunity for travel without cars. Specifically, the narrow, poorly surfaced and often flooded single footpath, also used of necessity by cyclists, linking the village with the service centre, Faringdon, should be upgraded with developer funding. The path towards Badbury Clump also needs upgrading. Ensure footpaths are maintained.

Bus services: The following improvements should be made to encourage more people to take the bus rather than drive a private car:

- In the light of population increase due to new development, the relevant authorities to

ensure that a more frequent bus service is provided, including the bus service into the village, subject to the potential traffic issues.

- Shelter from inclement weather – with developer funding, a bus shelter should be provided as close as possible to the village as well as on either side of the Faringdon road near the roundabout for the Route 66 (Oxford to Swindon) bus.

- All existing bus stops should be retained.

Roads: When the population of the Parish increases owing to new development, developer funding should ensure continued safety and convenience of access to and from the village. Work with developers to formulate and progress with developer funding a conservation/ traffic plan for the Holloway entrance to the village, ensuring the appropriate balance between the need for road improvement and the preservation of the village and parish natural and historic environment.

OBJECTIVE: Encourage the use of local facilities in Faringdon and liaise on issues that affect us both.

Work jointly with Faringdon Town Council to share and improve resources.

Policy TGA2 Encourage Liaison with Faringdon on planning issues

Liaise with Faringdon on issues that affect us both. It should be recognized that Great Coxwell is a stakeholder to be consulted in planning applications particularly those close to our boundaries.

With developer contributions, seek to provide a cycle-friendly environment at the Great Barn, Reading Room and church in line with The National Trust policy to promote access.

Neighbourhood Design Statement Policies

Policy NDS1 *(Vistas)*

Tree and hedge growth throughout the area should be managed to retain and frame vistas and glimpses**.**

Policy NDS3 *(Wooded Areas and Trees)*

The wooded areas should be actively managed in accordance with Oxfordshire County Council's Oxfordshire Landscape and Wildlife Study and form the basis of action by the responsible authorities, volunteer groups and others.

Policy NDS4 *(Linear Spaces: footpaths, carriageway edges and verges)*

Any improvements to bridleways necessary to encourage the popular outdoor pursuit of horse-riding in the parish should be made.

It is a policy of the National Trust to encourage cyclists on Trust land and paths on and around the Clump are being upgraded for cycling. This policy should be encouraged elsewhere in the parish, and parish footpaths and footpaths leaving the village should be considered for similar upgrading.

Great Coxwell Community Plan