

# Cholsey Parish Council



## Cholsey Neighbourhood Plan



A neighbourhood plan that ensures Cholsey will continue to thrive, meeting the changing needs of the community whilst preserving the distinctive character, landscape and setting of the village that has evolved over nine centuries of history.

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# Acknowledgements

This document has been developed and produced by the Parish Council and a community group of volunteers with wide ranging skills and backgrounds on behalf of the whole Cholsey community.

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- The Community First Oxfordshire (CFO) organisation for their help with our community survey

On a personal note, I would like to thank the Parish Council and the neighbourhood plan team and the whole community for participating in the process and for coming together and supporting the neighbourhood plan over the past 14 months.

Paul Ramsay

Chairman - Steering Committee of the neighbourhood plan

Vice Chair - Cholsey Parish Council

The following individuals have given up their time to develop the plan and supporting evidence.

Beryl Guiver

Colin Worley

David Over

Emma Green

Frank Rodens

Janet Rodens

Jane Murphy

John Sinclair

Lesley Caswell

Linda Ivereigh

Lucette Hamlyn

Marilyn Dyer-lynch

Mark Gray

Maureen Ridden

Sandy Milton

Val Bolt

# Index of Evidence

The following documents have provided the evidence base used to formulate this plan. They are all available at [www.cholsey-plan.com](http://www.cholsey-plan.com)

1. Cholsey Community Engagement Plan
2. CNDP Sustainability Appraisal Scoping
3. CNDP Sustainability Appraisal Scoping Report Appendices
4. Habitat Regulations Assessment Screening
5. Cholsey Sustainability Appraisal Report
6. Cholsey Open Space & Recreation Assessment
7. Cholsey Views Assessment
8. Cholsey Built Environmental Assessment
9. Cholsey Site Assessment Charts
10. Cholsey Engagement Plan
11. Green Infrastructure Network
12. Cholsey Paths & Local Transport
13. Landscape Character & Capacity Assessment
14. CIL Projects
15. CNP Briefing Note
16. South Oxfordshire Core Strategy (2012)
17. South Oxfordshire Local Plan (2011)
18. South Oxfordshire Local Plan 2032 Preferred Options (Consultation Report, June 2016)
19. South Oxfordshire Design Guide (2016)
20. South Oxfordshire Design Guide Technical Documents (2016)

## Introduction

The Cholsey Neighbourhood Plan (CNP) is a new type of planning document. It is part of the Government's new approach to planning which aims to give local people more say about what goes on in their area. This is set out in the Localism Act that came into force in April 2012.

If passed at a local referendum, the neighbourhood plan will be adopted by SODC as the plan which must be used in law to determine planning applications in the Parish; it will become part of the development plan alongside the District Council's Local Plan.

The plan, therefore, provides the local community with a powerful tool to guide the long term future of Cholsey and its surrounding countryside for the period 2017 to 2033. The plan contains a vision for the future of Cholsey Parish and sets out clear planning policies to realise this vision.

In order to develop the neighbourhood plan, Cholsey Parish Council set up a neighbourhood planning team which comprises four Parish Councillors, one District Councillor, one County Councillor and a number of local volunteers.

Some of the neighbourhood plan policies are general and apply throughout the plan area, whilst others are site or, area specific, and apply only to the appropriate areas illustrated on the relevant Proposals Map. In considering proposals for development, the Parish and District Council will apply all relevant policies of the plan. It is therefore assumed that the plan will be read as a whole and cross-referencing between Plan policies has been avoided.

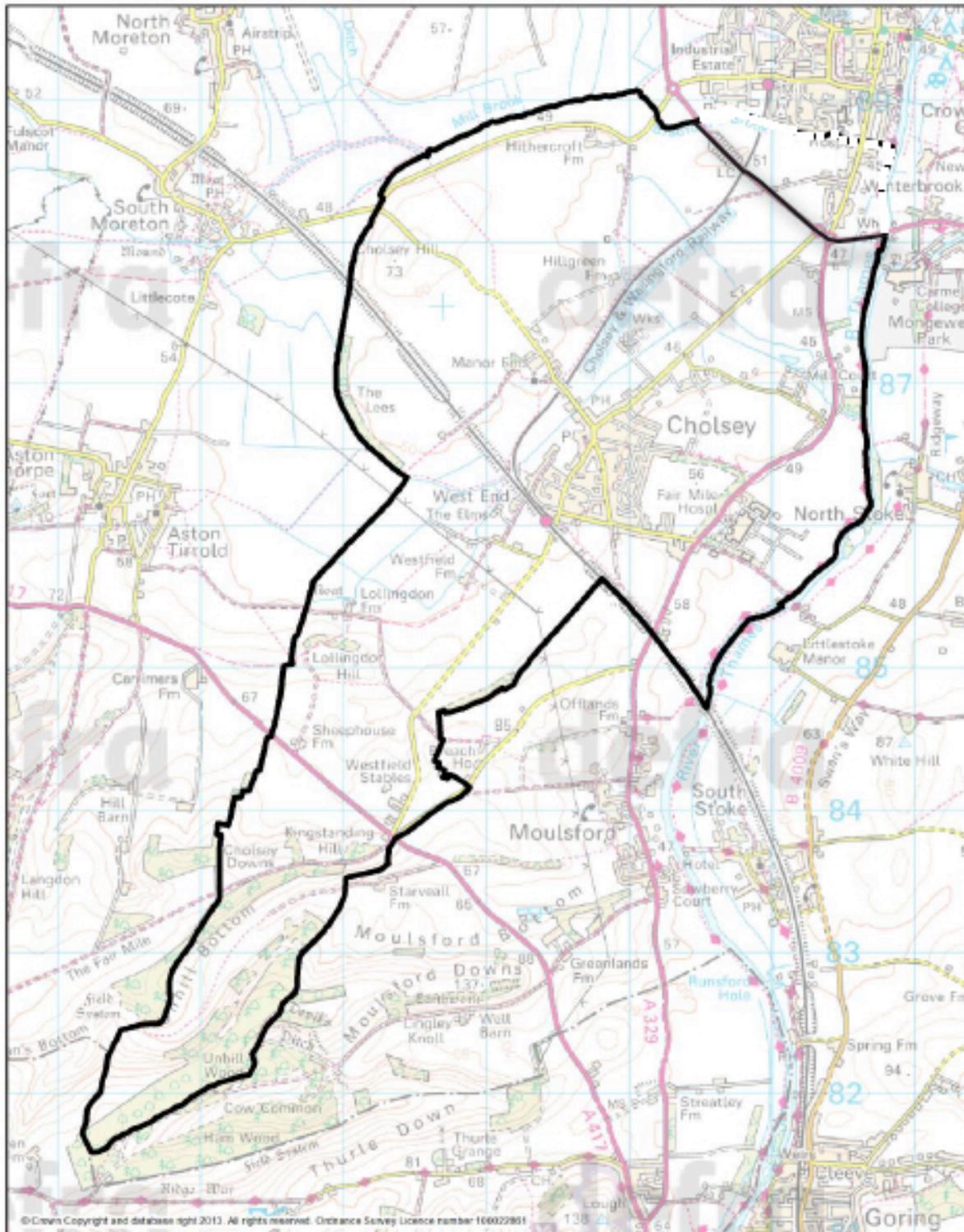
The plan should also be read in conjunction with the National Planning Policy Framework (NPPF), the SODC Core Strategy and Local Plan 2011 and the neighbourhood plan Evidence Documents (as outlined in the Index of Evidence). SODC are preparing a new local plan, the South Oxfordshire Local Plan 2033, and this neighbourhood plan has been prepared to be consistent with the emerging policies of that plan as far as they are known.

## Which Area Does The Neighbourhood Plan Cover?

The CNP covers all of Cholsey Parish. Map 1 below shows the Cholsey Neighbourhood Plan Area.

In preparing the plan, there has been dialogue with the adjoining Moulsoford, Aston Tirrold & Brightwell-cum-Sotwell Parish Councils and Wallingford Town Council, as well as SODC. An application for neighbourhood plan designation was approved by SODC on 4 August 2016. A copy of the designation letter is included in Appendix 2

## Cholsey Parish



Source: 2011 Census Output Area boundaries. Crown Copyright.  
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Produced by Dorset Consultants for Social Inclusion, www.dcsi.co.uk, April 2013.

Map 1 - Cholsey Neighbourhood Plan Area

## Your Involvement in the Neighbourhood Plan Process

The neighbourhood plan team has followed the necessary legal steps to create the plan. Importantly, the team developed and followed a Community Engagement Action Plan (see document Cholsey Community Engagement Plan) to ensure extensive engagement with the people of Cholsey and others with an interest in the area.

The process is set out in Figure 1 – CNP Process with the opportunities for local involvement. The timetable was partly dependant on the responses received to the plan, the number of issues to be considered by the independent examiner and their reporting time.

Consultation events have included an online questionnaire, a paper questionnaire and five open day events, where residents were able to comment on a number of options for the plan.

Details of the consultation have been recorded in a series of reports that are available to download from our website at [www.cholsey-plan.com](http://www.cholsey-plan.com). Our Consultation Statement provides an overview of all the consultation undertaken and a summary of responses received.

The neighbourhood plan will be carefully examined by an Independent Examiner who will assess whether the plan meets Basic Conditions set out in legislation and who can make one of three recommendations to SODC:

- That the CNP meets the Basic Conditions and should proceed to referendum
- That the CNP should be modified in certain ways and can then proceed to referendum
- That the plan does not meet the Basic Conditions and should not proceed to a referendum

If the Examiner is satisfied that the plan is acceptable, then a referendum will be held at which all residents on the electoral roll in the parish can vote on whether the plan should be brought into force. If more than 50% of those who vote say 'Yes', then the plan will be used to help determine planning applications in the parish.

**Figure 1 – Cholsey Neighbourhood Plan Process**



## How the Neighbourhood Plan Fits Into the Planning System

Although the Government's intention is for local people to decide what goes on in their parish, all neighbourhood plans must be in line with higher level planning policy. That is, neighbourhood plans must:

- comply with European regulations on strategic environmental and habitat assessment
- take account of the National Planning Policy Framework (NPPF)
- generally conform to the strategic policies of the adopted Local Plan the South Oxfordshire Core Strategy

SODC are in the process of making a new plan, the Local Plan 2033, which has reached the preferred options stage. In order to future proof our plan we are also trying to ensure it meets the requirements of the emerging SODC Local Plan 2033 as far as they are known, even though this is not a legal requirement.

If passed at a local referendum, the neighbourhood plan will be adopted by SODC as the plan which must be used to determine planning applications in the Parish.

## What is in The Neighbourhood Plan?

Deciding where new housing and new employment should go is an important part of the plan. However, it is about much more than this. The plan is for the Parish as a whole and looks at a wide range of issues, including:

- Achieving high quality development which fits well with the location
- Protecting open space within the village as well as the surrounding countryside including the landscape, views and habitats
- Meeting local housing needs
- Local transport proposals, including the maintenance and enhancement of public rights of way
- Facilitating improved community facilities

## What Period Does The Neighbourhood Plan Cover?

The South Oxfordshire Core Strategy plan period is from 2011 – 2027, while emerging South Oxfordshire Local Plan period is from 2011 – 2033. In order to generally align with the strategic policies of the emerging plan, the CNP will cover the period 2017 - 2033.

## How this Plan is Organised

This plan is divided into five sections:

- Section 1: About Cholsey Today: a brief description of the Parish today and the key issues that have influenced the Plan
- Section 2: The Vision for Cholsey: over the next 20 years
- Section 3: CNP Strategy - the broad planning approach for Cholsey and how this conforms to higher level planning policy
- Section 4: Neighbourhood plan policies; which set out policies to support the overall vision, including site specific allocations for new development.

Policies are arranged under the following sub-sections: the following themes:

- **Housing**
- **Environment & Services**
- **Infrastructure**
- **Transport**
- **Education**

## Section 1: About Cholsey Today

A wide range of issues have been considered in producing the neighbourhood plan. These are grouped under the same five themes used for the policies as set out above.

The key issues for these five themes have been identified from research along with issues raised by local people at the various consultation events. The background reports used to help prepare the neighbourhood plan are referred to in more detail in Section 4. A full report of issues raised during consultation is set out in the 'Consultation Statement'. Map 3 shows Cholsey in its South Oxfordshire context.

### 1.1 Historical Background

- A. Prehistoric activity: Activity from the Palaeolithic period is known from a handaxe (HER 8874)<sup>1</sup> and a mammoth bone (HER 7629). A further handaxe of this period is known from the western side of the village (HER 15447). The Mesolithic/Early Neolithic period is represented by a single struck flint (HER 26469/EOX3073) found at 25 Station Road.
- B. A possible Bronze Age cremation was found in the 1960's (HER 2689).
- C. Roman activity: Honey Lane lies approximately on the line of the the Roman road from Silchester to Dorchester (HER 8924).
- D. Roman finds and features indicate activity in an agricultural landscape in the form of field or paddock boundaries (HER 26469/EOX3073). The presence of a significant Roman road and the presence of identified agricultural features suggest there is moderate potential for Romano-British finds or features.
- E. Saxon activity: The earliest mention of Cholsey is in a charter of c. 895, Denewulf, Bishop of Winchester (879–908) exchanged 100 hides here for King Alfred's lands at 'Ciseldenu.' Cholsey is also mentioned in another similar aged Charter in a description of the bounds of Brightwell and Sotwell and appears to refer to Cholsey Hill. The name 'Ciseldenu' means 'Ceol's Island' referring to dry ground above the Thames floodplain. Some sources suggest that Cholsey was once part of a royal estate during the 5<sup>th</sup> and 6<sup>th</sup> centuries.

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<sup>1</sup>HER Historic Environment Record <https://www.oxfordshire.gov.uk/cms/content/historic-environment-record>

- F. The Victoria County History notes that 'according to tradition, King Ethelred founded a monastery at Cholsey in about 986 in atonement for the murder of his brother Edward the Martyr, and probably gave land for its endowment'. The monastery is believed to have been destroyed by the Danes in 1006. The Anglo-Saxon Chronicle for this year notes of the Danes 'that they went to Wallingford and burnt it to the ground and then spent the night at Cholsey'. Some Anglo-Saxon masonry survives in the tower of Cholsey Church and it is believed that the church represents the abbey church of the monastery.
- G. Cholsey was still a royal estate at the time of the Norman Conquest and was held by William I, who granted part of the estate to the Abbey of Mont St Michel in Normandy. The entire estate was bestowed by Henry I on Reading Abbey in 1121. The foundation charter shows the abbey was granted the lands of three former monasteries (Reading, Cholsey and Leominster), all of which had previously been 'destroyed on account of their sins'. Cholsey remained in the hands of the Reading Abbey until the Dissolution and was then owned by the Crown until 1564, when granted to Sir Francis Knollys by Queen Elizabeth I.
- H. The location of the Saxon settlement is not entirely certain. It is possible the earliest settlement was around the church to the northwest of the present village, although settlement will almost certainly have been largely dictated by the presence of dry ground, and it is likely this could have been anywhere along the line of the Roman road. It is possible that there was an earlier Saxon settlement (5<sup>th</sup>-8<sup>th</sup> century) but there is no actual evidence for this, or that its location would have been different from the 9<sup>th</sup>-11<sup>th</sup> century.
- I. Medieval activity: A medieval or early post-medieval ditch and pit were identified (HER 16158/EOX 248), and two ditches forming a possible enclosure were identified (HER 16485/EOX 862). A number of medieval features, identified as probable field boundaries, were also identified at 27 Station Road (HER 27607/EOX 3263).
- J. There are a number of pre-18<sup>th</sup> century county-based cartographic sources including John Speed (1611), Jan Jansson (1646), William Blaeu (1648) and Robert Morden (1695).
- K. The earliest detailed cartographic source is the 1695 Map of Cholsey by Edward Bostock Fuller.

- L. The 1877 1:2500 Ordnance Survey plan shows a single agricultural field located to the east of the junction between Honey Lane and Papist Way. Honey Lane Farm and a number of other structures are located on either side of Honey Lane and there are also a number of houses (Star Terrace) and the Star Inn located on the southern side of Papist Way, to the south of the site. A number of gravel pits are present in close proximity to the east. The village of Cholsey at this time was represented by a cluster of buildings further to the northwest around the historic road junctions, with ribbon development southwards along Honey Lane. The County Lunatic Asylum at Fairmile was built in 1870.
- M. In 1899 there are no significant changes visible, one gravel pit has been infilled and an extension excavated further to the north. A small terrace of houses and other structures are also visible to the southeast of Papist Way, on the west side of Reading Road.
- N. By 1912 a structure named Cardynham, had been built on the east side of Honey Lane, at its junction with Papist Way. Additional housing had also been constructed at the junction of Papist Way and Reading Road. A new sand pit to the south of Papist Way indicates that extraction works were continuing in the vicinity.
- O. The plan of 1936 shows considerable differences to 1912. There has been infill construction along the length of Honey Lane and along the southern side of Papist Way. Further housing has been constructed immediately east of Cardynham and to the south/southeast at Charles Road, both on the northern side of Papist Way.
- P. By 1970 the construction of housing and associated roads during this decade, particularly Celsea Place and Lapwing Lane, completed the infill of the village to the east of Honey Lane and north of Papist Way, and resulted in the present configuration of built environment in this part of Cholsey.
- Q. More recently a Roman villa has been found on land off Celsea Place where permission has been granted for new housing. This site is still being excavated.

## 1.2 Tourism

### Cholsey & Wallingford Railway

This heritage and tourist railway was set up thirty years ago and relies on tourism for almost all its funds. Since 1981, the members and supporters have worked hard and given a great deal of voluntary time to save, stabilise and grow this railway, so that it is becoming a significant part of Thames Valley tourism. A number of initiatives are being developed that will add considerably to the railway's attraction for visitors from a considerable distance as well as for local people. The neighbourhood plan needs to make sure that proposals do not detract from its attractiveness as a local resource.

### The Dame Agatha Christie Trail

Agatha Christie died at her home in Winterbrook in 1976 and is buried in St Mary's churchyard in Cholsey. Her connection with the area attracts people from all over the world. The Dame Agatha Christie Trail is part financed by SODC and South East England Development Agency. It is a circular route from her house in Wallingford to the churchyard on field paths alongside the heritage railway line, and then back along the Wallingford Road footpath.

## 1.3 Environment

Cholsey is a large village in southern Oxfordshire. It is set within a wider, broadly rural landscape setting of farmed downland, with the higher ground of the North Wessex Downs to the south-west, gently sloping down to the River Thames approximately 1.25km to the east. Beyond the river, the Chiltern Hills rise to define the eastern side of the Thames valley.

The landscape to the south and west of Cholsey is within the North Wessex Downs Area of Outstanding Natural Beauty (AONB), whilst the Chilterns AONB covers the wider Chiltern Hills landscape rising to the east of the Thames. Map 2 shows the AONB areas within and adjoining the parish.

Each of the areas of countryside around the village has a distinctive character with most having a substantial sensitivity to change. One of the distinctive features which, results from the topography and position of the village, is the strong visual connectivity between the village and the landscape – offering uncluttered long and shorter distance views from the built up area. Viewed from the surrounding countryside and AONB, the village is unobtrusive with its significant diverse tree characteristics that disguise the form and presence of the village.

The countryside around the village contains an attractive landscape, designated ancient woodland, species-rich hedgerows and protected species, which offers potential for enhancement. Without careful planning, the distinctive character, sensitive landscape and ecology are under great threat from significant and inappropriately located or designed development. To the south east and south west there are areas of landscape that have major and/or substantial landscape value or sensitivity.

There are concerns about the coalescence of Cholsey with the nearby town of Wallingford. With pressure for Wallingford to expand southwards to the bypass only a small and fragile area remains between the two settlements.

### **Broader Landscape Description**

The nationwide assessment base 'Countryside Character Map of England'<sup>2</sup> divides the country into broad landscape character zones and identifies Cholsey within the 'Upper Thames Clay Vale'. At a closer level of detail, the South Oxfordshire Landscape Assessment<sup>3</sup> (SOLA) identifies Cholsey within 'Character Area 7: Wessex Downs and Western Vale Fringes'. The character area is then subdivided and the site context is set within the 'Open Rolling Downs' landscape sub type.

The full SOLA character area 7 data is set out in document - Landscape Character & Capacity Assessment. The key characteristics of the 'Open Rolling Downs' landscape are described as:

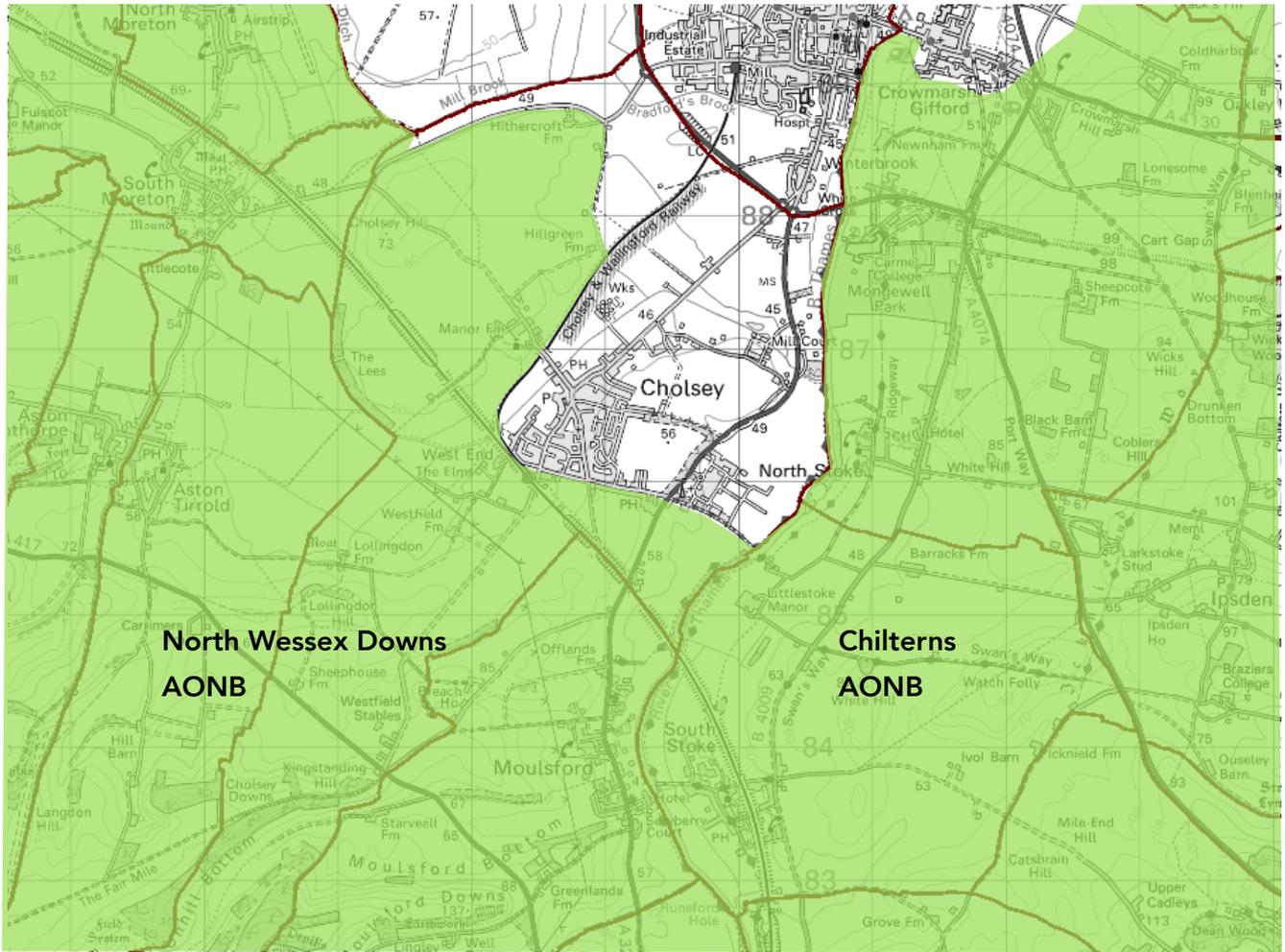
- smoothly rounded hills and downland flanks
- dominance of intensive arable cultivation with weak or absent hedgerow structure and large scale field patterns
- distinctive 'grey' and flinty soils
- large-scale open and denuded landscape
- rural character with few detracting influences
- open landscape results in highly inter-visible and extensive views

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<sup>2</sup>*Countryside Commission/Natural England 'New Map of England' Countryside Character Map of England.*

<sup>3</sup>*South Oxfordshire Landscape Assessment, by Atlantic Consultants, 1998, for South Oxfordshire District Council.*

## Area Of Outstanding Natural Beauty



Map 2 Cholsey and AONBs



Map 3 Cholsey in Context

Source: South Oxfordshire Local Plan 2032 Key Diagram

## **1.4 Housing**

The 2011 census tells us that in 2011 Cholsey had 1428 dwellings with a predominance of family housing (75.1% of homes having 3 bedrooms or more) 75.9% of homes are owned, with 12.5% available for social rent, 9.1% private rent.

The Cholsey Housing Needs Survey 2016 has revealed a local need for market and affordable housing but there is pressure from developers for Cholsey to accommodate significantly more housing than is necessary to meet local housing need. Whilst the community is generally happy to assist in meeting housing needs as required by local strategic policy, residents have indicated that they would prefer the village to grow at a moderate rate - around the 15% put forward in the emerging Local Plan 2033. Residents appreciate the strong connection with the surrounding countryside and welcome the supportive community spirit and atmosphere.

## **1.5 Local Economy**

The most recently available census tells us that in 2011 many of the 1881 economically active residents (74.7%) were working outside the Parish.

Of real importance to the community are the shops and services provided at the village centre. Cholsey's location, village centre shops, heritage and landscape, make this an attractive area for tourists and visitors. It is important that these facilities and attractions are retained in order to maintain a thriving local economy.

## **1.6 Getting Around**

Peak hour congestion occurs on Wallingford Road and Reading Road, Ferry Lane and Papist Way road junctions. Heavy congestion also occurs on Church Road close to the school and pre-school during term time, and when events are held at these locations. The network of paths within the village and into the countryside is an important asset for non-car users and informal leisure.

## **1.7 Wellbeing and Leisure**

Cholsey is blessed by a strong community spirit reflected in the very large number of local groups (over 50) and activities taking place. These groups need places in which to meet and there are a number of excellent facilities within the village including the recently built Pavilion, newly refurbished Great Hall, Laurence Hall and the Scout Hall.

There is reasonable provision of open space serving the village, whether in terms of local amenity areas, formal play areas and sports pitches; or informal recreation through the extensive footpath and bridleway network and this is documented in the paths and local transport document, and access to woodlands and countryside. New developments should add to these facilities in order to meet the needs of an increased population. There is also an identified need for additional allotments to meet future demand.

## **Section 2: The Vision for Cholsey**

The vision for Cholsey looks forward over the next 15 years and has been derived from extensive public engagement:

*Our vision is for Cholsey to continue to thrive, meeting the changing needs of the community whilst preserving the distinctive character, landscape, and setting of the village that has evolved over eleven centuries of history.*

## **Section 3: Neighbourhood Plan Strategy**

The Parish lies within the local government area of SODC in the County of Oxfordshire. Cholsey has adapted and evolved over eleven centuries and continues to thrive. Necessary development to provide new homes, businesses and community facilities for Cholsey will continue to be proposed. The neighbourhood plan is looking to ensure that development needed to sustain the Parish is both well designed and appropriately located to respond to the distinctive local character.

Following a careful assessment of the evidence and responses from public consultation, the planning strategy is to focus well designed development to meet identified needs within the built up area of Cholsey whilst protecting and enhancing the character of the village and the attractive countryside beyond.

The neighbourhood plan developed from the issues identified by the community and these issues were used to inform the plan's objectives and policies. The overall strategy was developed from the issues raised by the community and a careful assessment of the evidence collected. The CNP strategy is to:

- support a locally appropriate level of housing growth in the village, to create a compact village form and to use land efficiently, whilst also restricting development in the open countryside beyond the village boundary shown on Map 4 and the Proposals Map

- focus well designed development within the built up area of Cholsey and protect and enhance the character of the village
- ensure all development protects and enhances the rural setting of the village, the views both leading to and from it, the landscape character and biodiversity
- recognise the importance of community networks in Cholsey. To protect and enhance the social and economic facilities, and activity hubs of the village, with new and expanded community and leisure facilities, which are important to the social fabric of the Parish
- support the local village economy by allowing suitable conversions or new buildings for business and/or tourism uses
- minimise the adverse effects of car travel, particularly congestion at peak times, discourteous parking and speeding, which makes our roads less attractive for other users by:
  - making walking, cycling and public transport more attractive options for local journeys and ensuring new developments contribute to the network of routes available
  - ensuring that new developments do not significantly worsen traffic congestion and speeding on village roads through appropriately sited access arrangements and traffic calming measures
- Improve the level of facilities and services the community enjoy particularly:
  - to secure the expansion of the primary school as some children have had to attend schools elsewhere
  - to secure local health facilities as elderly residents and those with young families have difficulty in accessing services
- ensure that development does not worsen the extent and frequency of flooding events in the village by siting new development away from areas liable to flood, and to work with infrastructure providers to ensure essential facilities can be improved

To help achieve this strategy, a built-up area boundary is defined for Cholsey which seeks to enable development opportunities within the village, whilst protecting its rural setting and the surrounding countryside from inappropriate development. The Cholsey Built Up Area Boundary is shown on Map 4.

Although the whole parish was assessed for its development potential, it is considered that the main village is the most sustainable place for new housing and the spatial strategy has focused new housing development in this location.

## **National & Local Strategic Policy.**

The neighbourhood plan strategy is well aligned with the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

The following paragraphs of the NPPF are particularly relevant to the CNP:

- Supporting a prosperous rural community (paragraph 28)
- Good Design (paragraph 58)
- Protecting healthy communities (paragraph 70)
- Protecting local green spaces (paragraph 76)
- Conserving and enhancing the natural environment (paragraph 109)
- Conserving and enhancing the AONBs (paragraph 115)
- Conserving and enhancing the AONBs (paragraph 116)
- Conserving and enhancing the historic environment (paragraph 126)
- Neighbourhood planning (paragraph 185)

The national and local strategic planning policy background to each of the neighbourhood plan topics is set out in the relevant sections of the plan. The neighbourhood plan must be in general conformity with the strategic policies of the current Local Plan. Our policies must reflect these policies and should plan positively to support them. The neighbourhood plan should not promote less development than is set out in the Local Plan, nor undermine its strategic policies.

The Local Plan attaches great weight to the protection and improvement of the urban and rural environment of South Oxfordshire, the quality of life which residents and visitors enjoy, their amenity and the conservation of its natural and created resources. This means precluding development which destroys, unacceptably damages or pollutes the environment. The Local Plan distinguishes clearly between the countryside and the built-up areas and aims to focus most development within the built up areas of the District. The plan aims to protect and strongly resist development within the countryside, particularly those areas of special qualities such as the best and most versatile agricultural land, Areas of Outstanding Natural Beauty, Strategic and Local Gaps. The loss of wildlife habitats and corridors is also resisted, together with harm to heritage assets and their setting. Enhancement of the countryside through good management is encouraged. The Local Plan aims to encourage high standards of design and sufficient infrastructure wherever new development is permitted.

The development plan for the Parish currently comprises:

- the South Oxfordshire Core Strategy of December 2012 (covering a plan period to 2027)
- and a number of saved policies of the South Oxfordshire Local Plan 2011 adopted in January 2006 (covering the plan period to 2011)
- the Minerals and Waste Local Plan (1996) documents adopted by Oxfordshire County Council (OCC)

## Emerging Plans

The emerging South Oxfordshire Local Plan 2033, which is expected to be adopted in early 2018, will replace the Core Strategy and older saved policies. The CNP will also replace some non-strategic Local Plan policies as they relate specifically to this Parish. OCC is preparing a new Minerals and Waste Local Plan which was submitted for examination in December 2015. There are a number of areas of land in the parish that will be safeguarded for minerals.

Although the CNP will be tested for its general conformity with the strategic policies of the adopted Core Strategy and Local Plan 2011, the imminence of the new Local Plan 2033 means the CNP is wise to consider the emerging policy direction and its reasoning and evidence.

The essence of the overall planning strategy for the District has been, and will continue to focus on, development at the Science Vale centred around Didcot, and in the remainder of the district on the main towns and larger villages, and to maintain the rural character of the open countryside that makes up the majority of the area.

The affordable housing policy framework is well-established and is not likely to change in respect of the proportion of overall numbers required per scheme. However, national changes to housing policy – most specifically the inclusion of Starter Homes - may alter the economics and tenure mix.

In identifying a benchmark for the housing supply strategy of the CNP, the Planning Practice Guidance states, 'Neighbourhood plans are not obliged to contain policies addressing all types of development. However, where they do contain policies relevant to housing supply, these policies should take account of latest and up-to-date evidence of housing need. In particular, where a qualifying body is attempting to identify and meet housing need, a local planning authority should share relevant evidence on housing need gathered to support its own plan-making.' (Paragraph: 040 Reference ID: 41-040-20160211 Revision date: 11 02 2016)

The District Council has yet to finally determine in its emerging Local Plan, how it will meet its objectively assessed housing need over the plan period. The second Preferred Options consultation document 2017 indicates that it will maintain the spatial strategy of the Core Strategy in focusing housing and economic development on the main towns of the District, and then distribute growth across its rural areas in relation to the hierarchy status of its villages. The second preferred options document suggests that the amount of housing in larger villages should grow by around 15%. Although not clearly specified it appears from the figures in the South Oxfordshire Housing Background Paper that the 15% figure is in addition to commitments from previous plans.

Recognising that some villages may have difficulty achieving this level of growth we are proposing around 19% growth. This taken together with homes already built since 2011 and existing commitments will mean an overall level of growth for Cholsey of around 45% between 2011 and 2033.

Should the eventual adopted Local Plan require additional homes to be delivered in the village, then the Parish Council will consider if a first review of the neighbourhood plan will be necessary to ensure growth remains plan-led, and consistent with its spatial objectives for the village and supported by the community. As the quantum of new homes is spread over the next 15 years, there will be sufficient time for such a review, without undermining the contribution the Plan makes to the District's five year supply of housing land.

The scale of growth takes into account the early indication of growth levels identified for Cholsey in the emerging South Oxfordshire Local Plan 2033, which reflects requirements in the latest Strategic Housing Market Assessment. The Core Strategy requires the mix of housing types on schemes to reflect local circumstances, this is expected to remain a requirement. A housing needs survey was carried out in the preparation of the CNP to help inform local housing need.

The Core Strategy and saved Local Plan 2011 policies both seek to prevent the unnecessary loss of valued community facilities. This provides an opportunity for the CNP to identify those community facilities in the Parish that warrant protection.

There is a comprehensive framework of landscape protection policies that are relevant to the Parish, given the presence of the AONB and River Thames in parts of the Parish. These policies allow for appropriate development but reinforce the importance of ensuring all development proposals respect the special landscape character. The policies have informed the spatial plan and other policies of the CNP. They reinforce the importance of proposals having full regard to heritage assets, whether formally designated or not.

## Built Up Area Boundary

Cholsey is a single settlement with strong development pressures. There is a clear need for a distinction between the built up village area where certain forms of development are likely to be appropriate and the countryside, where protection and enhancement of the environment are most important.

Defining the Built-up Area Boundary is a logical way of applying Government advice and strategic policy at the local level. The Built-up Area Boundary and related policies provide the basis for development management decisions to:

- define those areas within which planning permission will normally be granted for new development, subject to other planning policies
- ensure new development is sustainable
- enable the best use to be made of existing and future services
- provide a useful tool to protect against inappropriate development
- preserve the setting of Cholsey by protecting the surrounding countryside from unnecessary development

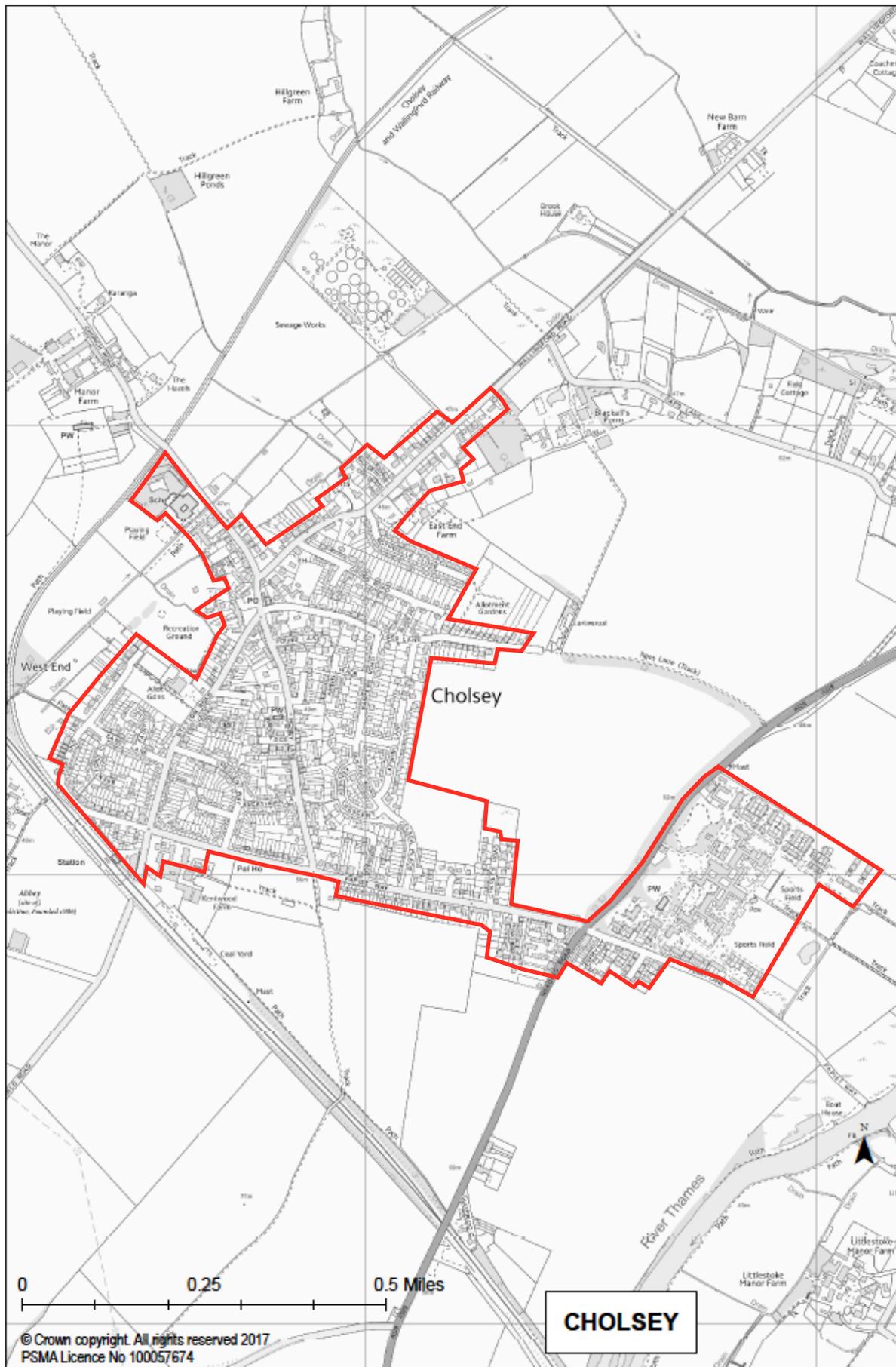
The boundary is important in setting a distinction between Cholsey's built form and the surrounding countryside. It is not simply a means of showing the limits of existing development, as some developed areas lie outside it and some undeveloped areas lie within it. The principles used in defining the Built Up Area Boundary are:

- the main existing residential and/or commercial areas
- on the edges of the village, where planning permission has already been granted for housing
- other land on which housing may be acceptable.

We have not included the following within the Built-Up Area Boundary:

- school playing fields, recreation grounds and allotments, where these adjoin the rural area
- groups of isolated houses or other buildings where infilling or intensification of development would not be acceptable
- land within the curtilage of dwelling houses which adjoin the rural area, where 'back-land' development would not be acceptable.

Although, boundaries provide a useful guide for decision making, it is not intended that planning permission within the Built-Up Boundary will automatically be granted, as all proposals must have regard to all other planning policies.



Map 4 - Cholsey Built Up Area Boundary

## Section 4: Neighbourhood Plan Policies

### 4.1 Housing Section

#### Objective HO1

To provide sufficient market and affordable housing to meet local Cholsey needs as identified in the emerging South Oxfordshire Local Plan 2033. To secure an appropriate range and mix of homes for specific groups in the community including for self-build, older people, those with special needs, younger or first time buyers.

#### National and Local Strategic Policy

National policy requires that enough housing is provided to meet the objectively assessed needs for the area<sup>4</sup>. Working together, all the councils in Oxfordshire have prepared an Oxfordshire Strategic Housing Market Assessment (SHMA)<sup>5</sup> that identifies the housing needs for the county and for each district.

The overall strategy for South Oxfordshire, set out in the South Oxfordshire Core Strategy<sup>6</sup>, is to focus development on the four main towns and to maintain the rural character of the open countryside that makes up the majority of the area. Twelve larger villages have been identified to form part of a network of local service centres. Cholsey is one of those larger villages and the housing figure for Cholsey arising from the core strategy allocation to larger villages is 128 new homes.

SODC will sub-divide the new SHMA housing figure into allocations for individual areas in the district in the South Oxfordshire Local Plan 2033. The Local Plan 2033 second Preferred Options stage of the plan indicates that larger villages should grow by around 15% over the plan period 2011 to 2033, and that development in larger villages should be proportional, appropriate and dependent on existing infrastructure.

The emerging South Oxfordshire Local plan 2033 second preferred options document<sup>7</sup> suggests that taking account of the number of homes already built, or with building permission, the CNP needs to allocate homes for an additional 135 homes to meet the 15% growth figure.

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<sup>4</sup>NPPF para 47 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

<sup>5</sup><https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/communityandliving/ourworkwithcommunities/oxfordshirepartnership/spatialplanninginfrastructure/SHMA%20Key%20Findings%20Summary.pdf>

<sup>6</sup>Policy CSS1 The Overall Strategy [http://www.southoxon.gov.uk/sites/default/files/2013-05-01%20Core%20Strategy%20for%20Website%20final\\_0.pdf](http://www.southoxon.gov.uk/sites/default/files/2013-05-01%20Core%20Strategy%20for%20Website%20final_0.pdf)

<sup>7</sup><http://www.southoxon.gov.uk/sites/default/files/SODC%20Local%20Plan%202033%20second%20preferred%20options.pdf>

However, the emerging Local Plan 2033 policy H4 identifies that, 'A minimum of 1,122 homes will be collectively delivered through Neighbourhood Development Plans and Local Plan site allocations at the Larger Villages.' Three larger villages Berinsfield, Chalgrove and Wheatley, will have strategic housing allocations made through the Local Plan 2033. These three villages will not deliver an additional 15% growth above the strategic allocations. The emerging local plan also indicates that those villages with significant constraints such as the AONB or flood plains may not be able to deliver 15% growth. Finally it indicates that two villages, Chinnor and Benson, already have commitments which meet their 15% growth requirement.

The emerging local plan proposes draft allocations at two larger villages not preparing neighbourhood plans. At Nettlebed the council proposes 39 new homes against a requirement for 60, and at Crowmarsh Gifford they propose allocations for 250 new homes against a requirement for 134. As the neighbourhood plan is moving forward faster than the Local Plan 2033, we are working closely with South Oxfordshire to ensure that the number of homes provided in Cholsey is sufficient to meet the requirements for our area.

## Evidence

The Community Survey showed that:

- 71% of respondents would not support development of dwellings beyond the level identified in the current version of the SODC Local plan 2033 (at the time of the survey this was indicated to be around 300 new homes)
- there is a need to provide new dwellings for individuals and families currently living in Cholsey (64) and those known to have an ambition to move into Cholsey (73). These figures are based on a return of 20% of the total canvassed. (When taken together with the numbers of dwellings already allocated, or permitted, the draft neighbourhood plan housing policies provide an appropriate level of growth to meet these needs)
- that 51% of respondents would prefer development to be dispersed over 3 or more sites.

## New Housing Allocations

### Commentary

Housing in South Oxfordshire is some of the most expensive in the county<sup>8</sup>. Through the neighbourhood plan we need to allocate new sites to meet the recalculated 223<sup>9</sup> homes requirement identified for Cholsey by SODC in order to ensure we are assisting with the overall provision of much needed housing in the district. It is also apparent that larger villages with sufficient capacity should identify land for further homes to help meet housing needs which cannot be met in some of the other larger villages.

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<sup>8</sup> Oxfordshire SHMA para 2.8

<sup>9</sup>84 homes at Winterbrook in Wallingford were allocated to Cholsey in the SODC calculation

Cholsey is a significantly constrained village with the AONB closely defining the curtilage on three sides and significant areas of flood plain and land subject to flooding within, and adjoining the village. The village is also only separated from Wallingford by a relatively small area of land which forms a sensitive and valued landscape between the two settlements. The community has very strong concerns about the remaining capacity of a number of essential services and facilities. Many of these facilities: sewage, secondary education and health are shared with Wallingford and other villages, and it is not possible to accurately define the remaining capacity without knowing the level of growth likely to take place around Wallingford. Our own primary school is close to capacity and additional pre-school facilities are needed. We, therefore, propose a cautious approach to allocating further housing beyond the 15% growth requirement and have identified capacity for an additional 250 homes in total . We have calculated that with this level of growth in Cholsey, together with a proportionate increase in other unconstrained larger villages, the required 1122 new homes should easily be provided in the larger villages<sup>10</sup>.

The village currently is well screened and unobtrusive in the wider landscape, this is largely a result of the well wooded nature of the village. We believe that in view of the village's rural location and proximity to two AONBs that it is important that there continues to be space for substantial trees and other landscaping to soften the appearance of new development. We therefore propose that new development should be at a moderate density and should not exceed 25 dwellings per hectare (net<sup>11</sup>)

We identified a number of potential sites and have undertaken a thorough assessment of their suitability in our Site Assessment document. Although it may appear that there is good capacity in the village, most sites have significant constraints most particularly flooding and impact on the setting of the adjacent AONBs.

Our analysis and final choice of site is explained in the Site Assessment background paper: Set out below is a summary.

### **Celsea Place CHOL3 – (60 homes)**

The site was allowed on appeal in 2016 and development has commenced. The site is included with the already committed homes figure and does not count towards the further homes required. This allocation will be safeguarded.

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<sup>10</sup>Appendix 1

<sup>11</sup> In conformity with SODC Core Strategy policy CSH2 Density

### **East End Farm CHOL1 – (68 homes)**

An application has been refused on this site for 68 homes. We do not believe this site meets our neighbourhood plan objectives as well as alternative sites. Additionally, there are a number of strong concerns and outstanding issues with the proposal submitted. The site does not link well into the walking and cycling network and will not help connectivity in the village. The number of homes proposed results in unacceptable impacts for existing neighbouring properties and the adjoining listed buildings. We do not propose to allocate this site through the neighbourhood plan. However, if permission is granted before the neighbourhood plan is finalised it will form part of the further homes requirement and we will seek a reduced allocation on CHOL2.

### **CHOL2 Land adjoining Ilges Lane and land North of Charles Road – (250 homes)**

Development on this site will help meet a number of our plan objectives, it will help integrate the recent Cholsey Meadows housing scheme with the rest of the village and it provides an opportunity to improve traffic flow and safety at the A329/Papist Way/Ferry Lane junction, and pedestrian and cycling routes through the village. The site is on the Cholsey plateau the highest ground in the village, therefore, the extent and height of development will need care to ensure there is a minimal impact on the setting of the AONBs.

### **CHOL5 and CHOL6 – Sites in Church Road**

Parts of each of these submitted sites are in flood zones 2 and 3, although CHOL6 may be amended to exclude the flood zone area. No site level flood risk assessments have been undertaken and we cannot be sure that the proposals will not be subject to flooding or will not exacerbate flooding elsewhere. Both sites have offered to provide some parking for the primary school, however, the access points onto Church Road are likely to cause conflict with other road users, exacerbate problems on this congested road and encourage an increase in traffic through the village and at the already difficult junction of Church Road with Wallingford Road. The parking benefit is not considered to outweigh these other issues. The sites do not contribute to improving connectivity in the village. CHOL5 will have a significant impact on the landscape setting of the village and the AONB. No information has been submitted to support the section of CHOL6 taking access from Goldfinch Lane

### **CHOL7 – West of Wallingford Road**

Limited details have been provided to support this site submission. We are of the view that there is no suitable access to the highway network without causing conflict with other highway users. The site does not improve connectivity through the village. Part of the site has a high biodiversity interest and supports priority BAP species which would be harmed if Old Blackalls Drive were used for access.

## **Policy CNP H1**

14 Hectares of land adjoining Ilges Lane and land North of Charles Road at CHOL2 as shown on the Proposals Map is allocated to provide around 250 new homes. Proposals on the site shall provide:

- access from a new signalised junction arrangement at Reading Road/Papist Way/Ferry Lane, plus if necessary a second access onto the Reading Road
- formal provision for pedestrian and cycle crossing of the A329 Reading Road convenient for access to public transport and to footpath and cycle links through the site
- pedestrian and cycle links through the site to improve integration of the village with the Cholsey Meadows development, and to enable residents on this site to access village facilities
- traffic calming on the A329
- for retention of existing TPO trees except where tree removal is needed to gain access to the site
- substantial buffer planting and green infrastructure to ensure the impact of the development on the setting of the two AONBs is minimised
- buffer areas between existing homes and the new development
- development shall not exceed two storeys and the density should not exceed 25 dwellings per hectare
- a community area which may include a shop, and if required preschool facilities and medical facilities
- around 2% of plots for custom or self-build homes
- new allotments based on the national standard of 20 allotments per 1000, together with appropriate parking facilities
- other features to meet the requirements of policy CNPH5

## **Infilling and Redevelopment**

### **Objective HO2**

To ensure that opportunities for suitably sited new homes in the village are allowed, and that the countryside around the village is protected to avoid unsustainable development. To provide an attractive rural setting for Cholsey and to retain the separate identities of Wallingford and Cholsey.

## **National and Local Strategic Policy**

National policy seeks to ensure that the intrinsic character and beauty of the countryside is recognised. The NPPF also seeks in paragraph 15 to ensure that housing in rural areas is sited where it will help maintain the vitality of the rural community and avoid isolated new homes in the countryside, unless there are special circumstances.

## Commentary

There have been significant numbers of new homes built on small sites around the village in recent years. The neighbourhood plan has only looked to allocate sites of 10 homes or more. Whilst these allocations will meet the major requirement identified for the village there will continue to be small sites promoted for new housing.

In the main, such small sites have been supported by the community and add to the variety and choice of homes available. However, concern has been expressed about cramming homes onto particularly small plots and corners of land, and about filling the complete width of plots. Cholsey is a rural village and space for trees and landscaping to soften the impact of buildings, and the village in the wider landscape is important. Proposals on infilling sites within the village boundary that meet the requirements set out in policy CNPH5 will be supported. The village boundary is defined on the Proposals Map.

The policy does not mean that every space within the village should be used. Many pieces of land are important for recreational, wildlife or amenity purposes, or are important to an area's character, and proposals for development of such spaces will be resisted. Care will also be taken to ensure that the cumulative effects of development will not damage the character and amenity of the village or local area. Some large houses have extensive grounds and development of such garden areas will not normally be permitted if it would spoil the spacious character of the area. In appropriate locations higher-density development may be possible, whilst still maintaining adequate space and privacy. Proposals should have adequate access and not cause problems to neighbours.

Much of the remainder of the parish lies in the North Wessex Downs AONB where there is already special protection for the natural beauty of the area. The area between the village and the Wallingford bypass is outside the AONB and is more vulnerable. As Wallingford expands southwards to the bypass this small area of land provides an important green gap which helps maintain the separate identities of both Wallingford and Cholsey.

There are a number of outlying homes along Wallingford Road, Caps Lane and Reading Road. There is also the Mongewell Park nursery at Elizabeth House, a sizeable local business. Otherwise the land is in agricultural and grazing uses. Recently a solar farm has been established immediately adjacent to the bypass, this is quite prominent but planting around the margins will help to soften it in the longer term.

The village generally is quite compact with well-defined boundaries and this plan seeks to ensure that new housing allocations will provide a soft edge to the village allowing it to sit well in the landscape, whilst still maintaining its compactness to enable residents to easily access facilities and the countryside. There is a small ribbon of development stretching south along the Reading Road, this is in the AONB and should not be extended. There is also a longer ribbon of development stretching north along the Wallingford Road. This has a clear boundary at Old Blackalls Lane with strong tree planting defining the village. Extending the village further north would very clearly extend the village into the countryside and should be avoided.

In order to retain the rural character of the village and the separate identities of Wallingford and Cholsey it is important that the small gap and valued landscape between them is maintained. Development should only take place in the areas beyond the village boundaries where special circumstances exist as set out in national policy. See the Environment section for further explanation of our approach the village boundary and rural areas.

## Policy CNP H2

The village boundary is defined on the Proposals Map. Permission will be granted for new homes on infill<sup>12</sup> sites which lie within the village boundary and for the conversion of existing buildings or redevelopment of previously developed land within the parish boundary provided that any proposal:

- does not spoil an important open space of value to the community nor a space of environmental or ecological value, nor an important public view
- for conversion outside the Built-Up Boundary does not require the substantial rebuilding of the existing structure
- does not create problems of privacy or nuisance to existing neighbouring properties for example by creating a narrow side access to land at the rear
- maintains the general character and appearance of the area
- does not extend the built limits of the settlement
- meets other policies in the development plan
- does not result in the loss of employment land except in accordance with policy CNP I9

Outside the village boundary and the identified new housing sites any new development or change which does not meet these criteria will need to relate to special circumstances as identified in National Planning Policy

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<sup>12</sup> The filling of a small gap in an otherwise built-up frontage or on other sites within settlements where the site is closely surrounded by buildings. SODC Core Strategy

## Housing Mix, Custom and Self-build Homes<sup>13</sup>

### Evidence

The community survey has provided information on the sizes of homes indicated to be needed by the local community. This information has been used to provide a locally specific housing mix strategy.

Almost 20% of the Cholsey community was over 65 in 2011, this is higher than the England average (16.3%), and of these nearly 10% are living in single pensioner households. Provision of suitable small and adapted housing will be increasingly important.

The Community Survey showed the top considerations for new developments to be:

- ensure minimal invasion of privacy for existing homes: 83%
- avoid abrupt changes of density between new and existing housing: 77%

The Community Survey showed the top three types of accommodation needed to be:

- supported housing: 51%
- semi-detached houses: 50%
- affordable housing: 46%

The Community Survey showed the top three types of supported housing needed:

- independent accommodation with care support: 69%
- housing association sheltered housing: 55%
- private sheltered housing: 54%

### Commentary

We have prepared a Housing Mix Strategy using the evidence obtained from the Community Survey. This document will be updated periodically when new evidence is collected.

Taking an active role in building your home may enable some people to become home owners. We support initiatives that enable this. SODC maintains a list where people can register their interest in custom or self-build opportunities.

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<sup>13</sup> Custom build - The occupiers take on a 'project management' role, coordinating designers, architects, planners and construction staff. They may get actively involved in some aspects of the build.

Self-build - The occupiers take an active role in procuring, designing and building their own home. They may outsource elements of the project. This option is generally cheaper than custom build

The council also expects that suitable plots will be provided on larger sites, and it is anticipated that the requirement will be around 2% of proposed developments.

The South Oxfordshire Local Plan 2033 will set out standards and requirements for Category 2 accessible and adaptable dwellings, Category 3 wheelchair accessible dwellings, and space standards for smaller affordable homes.

### **Policy CNP H3**

Permission will be granted for proposals on allocated sites where they provide a range and mix of new homes to meet needs set out in the CNP Housing Mix Strategy. Proposals for self-build and custom build homes within Cholsey will be supported where they meet policies in the development plan.

### **Objective HO3**

To ensure that people in housing need with a strong connection to Cholsey receive priority on housing allocations.

## **National and Local Strategic Policy**

The South Oxfordshire Core Strategy sets out in Policy CSH3 the affordable housing requirement and tenure mix between rented and intermediate housing for new developments. This requirement is 40% of the new homes in any scheme and the mix is 75% rented and 25% intermediate housing. These requirements are proposed to be carried forward into the South Oxfordshire Local Plan 2033.

Planning Practice Guidance<sup>14</sup> has since modified this requirement and affordable homes are not required on schemes of 10 homes or less outside the AONB, and 5 homes or less within the AONB. The Localism Act 2012 introduced some flexibility into housing allocation policies. An explanation of affordable housing is in Appendix 1.

## **Evidence**

The community has expressed a desire to foster a caring spirit in Cholsey, one aspect of which is to have multiple generations of families living locally. National evidence of the value of grandparent childcare to family welfare supports this desire.

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<sup>14</sup><https://www.gov.uk/guidance/planning-obligations> Paragraph: 031 Reference ID: 23b-031-20161116

A report published by the International Longevity Centre (ILC) indicates that grandparents spend an average of more than eight hours a week looking after their grandchildren, saving parents in the UK a total of £16 billion a year in childcare costs<sup>15</sup>. It is estimated that nine million people make up 'the UK's grandparent army' of child carers, including 2.7 million who are relied upon to provide regular childcare.

The ILC report estimates that grandparents save families an annual average of £1,786 in childcare costs. The figure is based on looking after one child, so savings could easily be higher. The research found that two thirds of grandparents in the UK provided some form of childcare, making it easier for parents to go out to work. As well as babysitting themselves, 23 per cent said that they paid for babysitters.

Baroness Greengross, president and chief executive of the ILC, said: 'It is clear grandparents have become one of the biggest sources of childcare after parents themselves...'. 'Nevertheless, how we support and reward this growing unpaid army and how we reconcile an increasing need to work longer for the over-fifties, sixties and seventies, and shape and expand family-friendly policies for all, remains subject to debate.'

There are obvious benefits to living close to family members and the consequences of living considerable distances apart means the frequency and amount of contact and childcare that can be provided is lessened. Living close together also means that the family can support older generations better.

In the Community Survey 64<sup>16</sup> out of 339 respondents (18%) reported that new homes are required by those currently living in existing households. 47 (14%) of respondents noted a total of 73 households currently living outside Cholsey who would like to live in Cholsey in the future. The Community Survey also showed that regular community events and a sense of belonging serves to strengthen the village community. Having ones family as part of the community enhances that community spirit.

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<sup>15</sup>Report from International Longevity Centre (ILC)[http://www.ilcuk.org.uk/index.php/publications/publication\\_details/the\\_grandparents\\_army](http://www.ilcuk.org.uk/index.php/publications/publication_details/the_grandparents_army)

<sup>16</sup>Community First Oxfordshire Cholsey Neighbourhood Plan Community Survey Report (February 2017)

Cholsey currently has 524 affordable homes. The community survey identified that there were at least 48 households looking to find affordable housing locally. SODC has indicated in their Housing Allocations Policy<sup>17</sup> that they may give priority on first letting of 20% of affordable rented properties to those with a strong local connection to the parish. We would like this to happen in Cholsey.

For these purposes, a strong local connection is where the applicant(s):

- have lived in the parish for 5 years out of the last 8 and are currently resident
- had previously lived in the parish for at least 5 years and their parents or children still live there and have done for at least 10 years

## Commentary

There are a significant number of people in Cholsey in housing need, the community feels that some priority should be given to housing local people in new developments where the opportunity arises.

## Policy CNP H4

Affordable housing and Starter Homes shall be provided in new housing developments as required by the South Oxfordshire development plan.<sup>18</sup> Priority on first letting of 20% of affordable homes in Cholsey shall be given to people with a strong local connection to Cholsey.

## Other housing objectives:

### Objective HO4

To ensure new housing is well designed and affordable and private housing are mixed to avoid separate enclaves of one or the other.

## Commentary

We are impressed by the South Oxfordshire Design Guide<sup>19</sup> prepared in 2016 and agree with its objectives. We would like new development in Cholsey to use the design guide. All development proposals should explain in the Planning Statement how they have met with all the objectives of the design guide, and where they have not, to provide reasons for an alternative approach.

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<sup>17</sup><http://www.southoxon.gov.uk/sites/default/files/South%20and%20Vale%20HAP%20APPROVED%20POLICY%202013-1.pdf> para 13.3

<sup>18</sup> The South Oxfordshire Core Strategy currently specifies the affordable requirement.

<sup>19</sup>[http://www.southoxon.gov.uk/ccm/support/dynamic\\_serve.jsp?ID=628048297&CODE=CE02022649B7F765DCAEE995A402C111](http://www.southoxon.gov.uk/ccm/support/dynamic_serve.jsp?ID=628048297&CODE=CE02022649B7F765DCAEE995A402C111)

Ensuring market and affordable housing are integrated is a key design objective in the South Oxfordshire Design Guide 2017, with which we agree and consider that it should be specifically included in local policy. It will enable communities to integrate better and more discretely.

## **Objective HO5**

To ensure new housing sites are well and safely connected with all parts of the village and to the countryside.

### **Commentary**

We want to encourage local residents to walk and cycle for local journeys, this will have health benefits through people being more active, it will also encourage a sense of community enabling people to meet others, it is more sustainable and will reduce traffic and congestion on village streets.

Some residents in the new housing at the Cholsey Meadows development have indicated that the A329 Reading Road forms a barrier that can be difficult to cross, and that footpath routes to village facilities are unattractive, inconvenient and of poor quality. We want to ensure that future new housing does not result in the same difficulties.

## **Objective HO6**

To ensure new housing sites provide a good quality environment for existing and new residents, and appropriate infrastructure and services for the increased population.

### **Commentary**

Good design and living environments provide successful places where individuals want to live and work. Research<sup>20</sup> and national guidance demonstrate that good design has positive outcomes and improves people's quality of life, improves equality of opportunity and can result in lower crime rates. Physical and mental well-being can be improved through well designed living environments and attractive streets and public spaces.

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20 SODC Design Guide 2017 page 8 [http://www.southoxon.gov.uk/ccm/support/dynamic\\_serve.jsp?ID=628048297&CODE=CE02022649B7F765DCAEE995A402C111](http://www.southoxon.gov.uk/ccm/support/dynamic_serve.jsp?ID=628048297&CODE=CE02022649B7F765DCAEE995A402C111)

The SODC Design Guide<sup>21</sup> Part 2 identifies that providing amenity private amenity space is important to achieving a successful and attractive development. All homes should have a convenient and useable space to provide for the well-being of residents. New proposals should also have regard to the amenity of both existing and future residents. We agree with these goals but feel that for a rural village environment the SODC recommended distances between new homes are too small and would not reflect the character of the village or allow space for important landscaping to maintain the rural appearance of Cholsey within the wider landscape. We also wish to ensure that our roads have sufficient width for safe cycling and occasional parking.

New housing should be built to minimise nuisance arising from all sources and particularly from noise and odour. We do not believe that existing businesses should have to move or have constraints imposed on their activities through new homes being built in close proximity. There are a number of sources of possible nuisance to residents around the village these include:

- the railway lines
- roads particularly the A329
- the sewage works
- pubs, restaurants and activities at the village centre
- local farms with animals and other machinery
- potential gravel workings

## Objective HO7

To ensure that the main highway access for new housing sites is positioned to minimise traffic through the village and that new housing sites have good access for vehicles, cycles, pedestrians and access to public transport

## Commentary

Village streets are used by vehicles, cyclists and pedestrians, they are busy and congested at peak times. A number of streets have narrow or no pavements, and there are no formal crossing facilities for pedestrians. Our aim is to encourage more cycling and walking for local journeys. We therefore need to ensure that our streets do not become more hazardous and unattractive.

We believe that the access for new housing sites should discourage traffic needing to go through the village and should also make walking and cycling more attractive options for local journeys. Whilst we cannot know what journeys people will want to take, or what their preferred transport option will be, we believe that ensuring new housing has quick and convenient access to the main road network and that the bus route will be the best option to help achieve our objective.

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<sup>21</sup> [http://www.southoxon.gov.uk/ccm/support/dynamic\\_serve.jsp?ID=628048296&CODE=CE02022649B7F76540A6AC639D8C8F91](http://www.southoxon.gov.uk/ccm/support/dynamic_serve.jsp?ID=628048296&CODE=CE02022649B7F76540A6AC639D8C8F91)

## Policy CNP H5

Proposals for new housing in Cholsey must:

- ensures that the new housing is well and safely connected with the village and surrounding countryside for pedestrians and cyclists
- has good access to effective public transport services
- minimises traffic through the village
- ensures all types of housing are well integrated
- provides good quality, well designed homes
- provides an attractive environment maintaining Cholsey's distinctiveness
- meets the objectives in the South Oxfordshire Design Guide
- provides a neighbourly environment for all residents
- provides for residents' wellbeing and ensures they are not subject to unacceptable levels of noise or odour
- provides facilities and infrastructure demonstrated to be required
- meets the challenge of climate change and flooding
- ensures new housing is in keeping with local character, materials and colour palette
- provides for sufficient landscaping to soften the impact of the buildings and of the village in the wider landscape
- contributes to improving provision for recreation for teenagers
- makes provision for access to fast broadband

Please note some of the justification for the criteria in this policy is in the Infrastructure section.

## Policy CNPH6

Proposals for new houses or for extensions to existing homes should maintain the following distance requirements from neighbouring homes:

- Back to Back between habitable rooms – at least 30m
- Back to Side between habitable rooms and a side gable of an adjacent home – at least 17m
- Front to Front between habitable rooms of homes facing each other – at least 20m
- Back to Boundary between habitable rooms and a site boundary onto existing landscape – at least 10m

## Objective HO8

All new and extended homes should have adequate on-site parking and should not rely on street parking to meet their needs.

## Commentary

The community is concerned that all new homes should have sufficient off-road parking spaces to cater for their residents' needs. Recent new housing in Cholsey has provided insufficient off-street parking. As a result, there are high levels of on-street parking which make it difficult for vehicles to pass, particularly emergency vehicles, makes walking and cycling more dangerous and makes areas unattractive.

The density proposed on the allocated sites is such that these requirements are considered possible with well-designed proposals.

## Policy CNP H7:

Garages and parking spaces for new homes should be a suitable size for a family car and should not be used or converted to residential use unless suitable alternative provision can be made on site.

New proposals should meet the requirements in Oxfordshire County Council's Residential Parking Provision Policy<sup>22</sup>. Off road parking should be provided in new residential developments including extensions to existing homes in accordance with the following minimum standards:

- 1-bed house/flat = 1 off-road car parking space
- 2-bed house/flat = 2 off-road car parking spaces
- 3-bed house/flat = 2 off-road car parking spaces
- 4-bed house/flat = 3 off-road car parking spaces
- 5+bed house/flat = 4 off-road car parking spaces

## Objective HO9

Extensions to existing homes should be designed to respect the existing building and the character and appearance of the neighbourhood.

## Commentary

We have been concerned that homes have been extended without regard to the design of the existing building or the character of the local area. Many result in overdevelopment of plots and loss of important landscape areas, they also result in the loss of garaging or parking areas and space around the building.

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<sup>22</sup>[http://mycouncil.oxfordshire.gov.uk/\(S\(0a3muyyr0q02aouesb3zuaiy\)\)/documents/s4125/CA\\_NOV1610R04.pdf](http://mycouncil.oxfordshire.gov.uk/(S(0a3muyyr0q02aouesb3zuaiy))/documents/s4125/CA_NOV1610R04.pdf)

## Policy CNP H8

Extension to existing homes will be permitted where they meet the following criteria:

- the scale, height and form fit unobtrusively with the existing building and the character of the street scene
- spacing between buildings respects the character of the street scene
- gaps which provide for important landscaping or views out of the village to surrounding countryside are maintained
- materials are compatible with the materials of the existing building
- the traditional boundary treatment of an area is retained and, where feasible, reinforced and the privacy, daylight, sunlight and outlook of adjoining residents are safeguarded
- car parking is provided in accordance with Policy CNP H7

## 4.2 Environment & Services

### Objective EO1

To ensure that new development in Cholsey is mindful of its sensitive setting in and adjacent to both the Chilterns and North Wessex Downs AONBs. New housing should be at an appropriate density and of a good design acknowledging and enhancing the rural character of Cholsey, and should accord with policies for the AONBs.

### Objective EO2

To prioritise the protection and enhancement of:

- the River Thames including the Thames Path National Trail
- key views
- AONBs
- existing green spaces.

### Objective EO3

To ensure that rural areas are protected to avoid unsustainable development, to provide an attractive rural setting for Cholsey and to retain the separate identities of Wallingford and Cholsey.

### Evidence

Cholsey lies in the North Wessex Downs and adjacent to Chilterns AONBs where the primary concern is to protect the natural beauty of the countryside. The extent of the AONBs is shown on map 5. The village is unobtrusive and nestles into the landscape, the wooded character of the village makes an important contribution to softening its impact on the surrounding countryside. A small number of lighter painted homes are visible in short distance views from the south and particularly footpath no 167/1. The northern part of the new development at Fairmile is prominent in medium distance views from the Chilterns to the west of the River Thames, particularly roads and footpaths in South Stoke, Hailey and Ipsden.

Cholsey lies in and adjacent to the 'Downs Plain and Scarp landscape' identified in the North Wessex Downs Management Plan which states that one of *'the key issues for the Plan period will be ensuring that development beyond the boundary does not visually damage these critical scarp landscapes'*.

SODC has prepared a Landscape Capacity Study for the main submitted housing sites in Cholsey<sup>23</sup> and we have extended this to cover other sites. This provides a detailed analysis for the

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<sup>23</sup> [https://consult.southandvale.gov.uk/portal/south/planning/pol/lp2031/ro/south\\_oxfordshire\\_landscape\\_assessment\\_part\\_one](https://consult.southandvale.gov.uk/portal/south/planning/pol/lp2031/ro/south_oxfordshire_landscape_assessment_part_one)

potential housing sites in Cholsey and for the impact of any housing on the wider landscape and AONBs.

The River Thames forms the eastern boundary of the parish and The Thames Path a national long distance trail follows the western bank of the river, while the Ridgeway (the oldest road in England) is another long distance path that follows the eastern bank. The paths through and adjoining Cholsey are seen in a rural context against the backdrop of the surrounding hills. There is considerable biodiversity interest along the river bank including the Cholsey Marsh Nature Reserve<sup>24</sup>.

The community has expressed strong concern about the important rural environment and biodiversity around Cholsey. Local green-spaces are valued and the ability to walk locally in attractive and tranquil areas is important. The community has identified particular views they value and that they wish to protect. These and the green-spaces in the parish are shown in the document - Cholsey Views Assessment.

Much of the parish lies in the North Wessex Downs AONB where there is already special protection for the natural beauty of the area. The area between the village and the Wallingford bypass is outside the AONB and is more vulnerable. As Wallingford expands southwards to the bypass this small area of land provides an important green gap which helps maintain the separate identities of both Wallingford and Cholsey.

There are a number of outlying homes along Wallingford Road, Caps Lane and Reading Road. There is also the Mongewell Park nursery at Elizabeth House, a sizeable local business. Otherwise the land is in agricultural and grazing uses. Recently a solar farm has been established immediately adjacent to the bypass, this is quite prominent but planting around the margins will help to soften it in the longer term.

The village generally is quite compact with well-defined boundaries and this plan seeks to ensure that new housing allocations will provide a soft edge to the village allowing it to sit well in the landscape, whilst still maintaining its compactness to enable residents to easily access facilities. There is a small ribbon of development stretching south along the Reading Road, this is in the AONB and should not be extended. There is also a longer ribbon of development stretching north along the Wallingford Road. This has a clear boundary at Old Blackalls Lane with strong tree planting defining the village. Extending the village further north would very clearly extend the village into the countryside and should be avoided.

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<sup>24</sup>Cholsey Marsh BBOWT <http://www.bbowl.org.uk/reserves/cholsey-marsh>

We have identified a village boundary on the Proposals Map within which infilling and other development may be appropriate. Outside this area development should be avoided except in special circumstances as set out in paragraph 55 of the NPPF. We have highlighted some redundant listed barns in the heritage section at Manor Farm and New Barn farm which would fall into this category, there may also be some other redundant buildings where change would enhance their appearance

In order to retain the rural character of the village and the separate identities of Wallingford and Cholsey it is important that the small gap between them is maintained. Development should only take place in the areas beyond the village boundaries where special circumstances exist as set out in national policy. Policy CNPH2 sets our policy position on this.

### **National and Local Strategic Policy**

National policy<sup>25</sup> gives great weight to conserving the natural beauty in AONBs, which have the highest status of protection in relation to landscape and scenic beauty. Consideration needs to be given to the impact of proposals both in the AONBs directly and on their setting. The conservation of wildlife and cultural heritage are also important.

South Oxfordshire's local strategic policy reflects the NPPF and gives great weight to conserving the natural beauty, landscape and countryside, whilst supporting suitably located and designed development necessary to facilitate the economic and social well-being of communities in and adjacent to the AONBs. The AONB Management Boards have prepared management plans<sup>26</sup> in partnership with the district council and these set out detailed information about the areas and how they expect change to take place. We have considered these in preparing the neighbourhood plan.

The NPPF also seeks in paragraph 15 to ensure that housing in rural areas is sited where it will help maintain the vitality of the rural community and avoid isolated new homes in the countryside unless there are special circumstances.

#### **Vision for North Wessex Downs AONB**

Vast dramatic, undeveloped and distinct chalk downlands with nationally significant areas of semi-natural chalk grassland, contrasting with well-wooded plateaux, arable lands and intimate and secluded valleys, all rich in biodiversity and cultural heritage; a national landscape that stands apart from the increasing urban pressures that surround it; where people live, work and relax; and where visitors are welcomed and contribute to a vibrant rural economy.

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<sup>25</sup> NPPF paragraph 115 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

<sup>26</sup> <http://www.northwessexdowns.org.uk/About-Us/aonb-management-plan.html>

## Commentary

The land to the north of Papist Way between the A329, Celsea Place and Ilges Lane (CHOL2), and that on the higher land to the east of the Wallingford Road (CHOL7) sit on the Cholsey Plateau and have potential to be highly visible in both short and long distance views from both AONBs. Development above 2 stories in height will be likely to be particularly prominent in this area and should be avoided. Any new development should also maintain the wooded character of the village to ensure that it continues to sit unobtrusively in the landscape and minimise its impact on the setting of the AONBs. It should be remembered that development which is visible from footpaths and bridleways may form the focal point for a considerable time.

Land off Church Road (CHOL 5 and 6) will be particularly prominent from the land in the North Wessex Downs AONB to west. This includes the route of The Dame Agatha Christie Trail<sup>27</sup> which runs from her home in Winterbrook to her burial place in Cholsey Churchyard, and is a locally important footpath route for many visitors exploring her life and history. It also includes the route of the Cholsey and Wallingford Railway<sup>28</sup>, a local heritage line forming the eastern boundary of the AONB and is a well-used and appreciated amenity.

Landscape appraisals will be required for any development proposals for new homes or other development of a similar scale and should take particular care to assess the impact of proposals on the AONBs. Development proposals should have regard to the South Oxfordshire landscape Capacity Study for Cholsey.

## Policy CNP E1

New development in Cholsey should respect its rural location and will only be permitted where it does not harm:

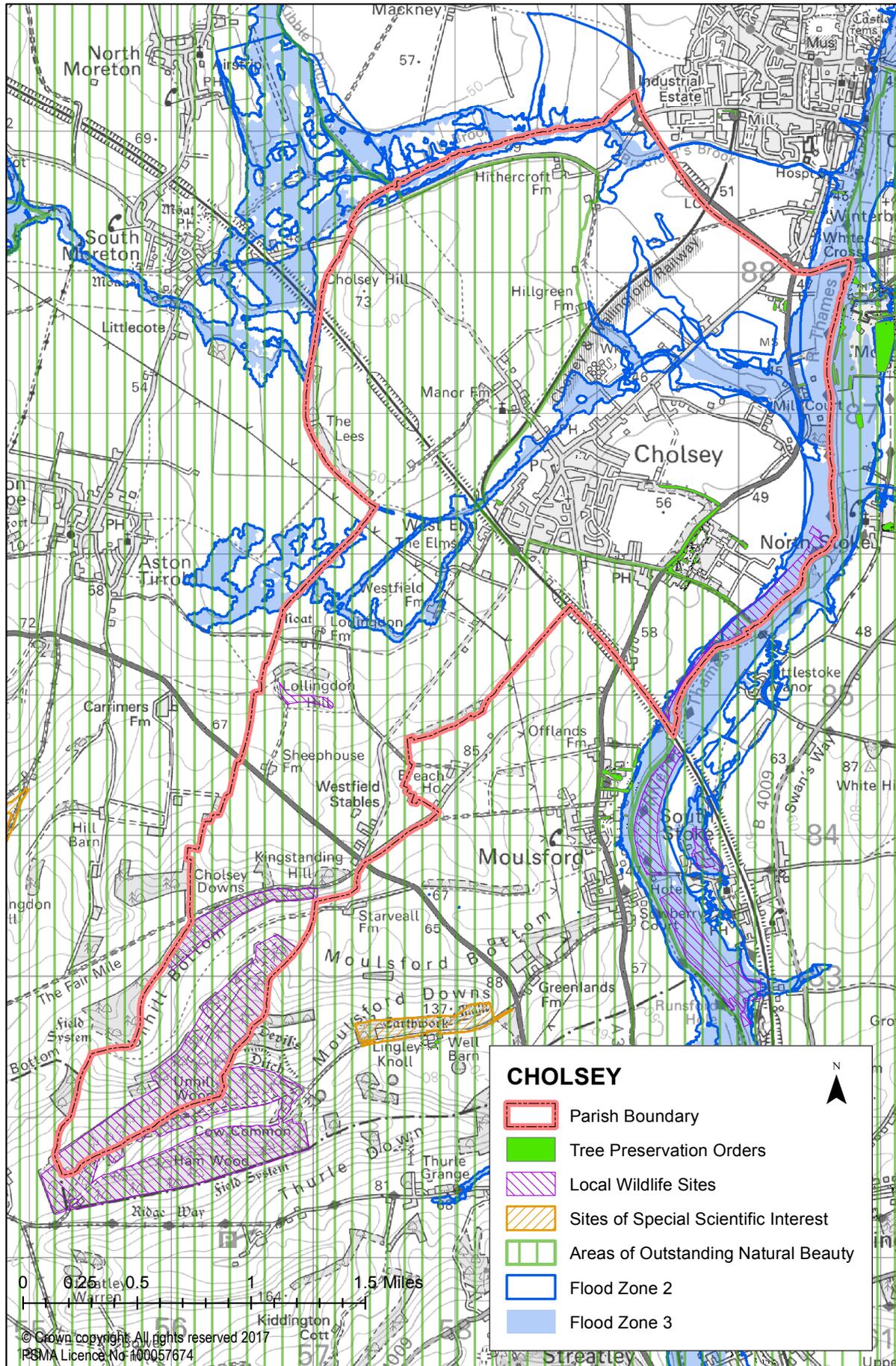
- the natural beauty of the Chilterns or North Wessex Downs AONBs or their settings
- the rural setting of the village
- the setting of the River Thames and the Ridgeway Path and Thames National Trails
- key views of importance to the community as set out in document - Cholsey Views Assessment.
- the function and use of green spaces identified in document - Cholsey Open Space & Recreation and new spaces created in new developments.

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<sup>27</sup>[http://www.wallingford.co.uk/files/agatha\\_walks.pdf](http://www.wallingford.co.uk/files/agatha_walks.pdf)

<sup>28</sup><http://www.cholsey-wallingford-railway.com/>

# Map 5 of the AONBs & SSI's



## Objective EO4

To enable residents and visitors to enjoy Cholsey's special riverside location and capacity for water based recreation.

### National and Local Strategic Policy

National and local policies aim to conserve and enhance the natural beauty and biodiversity of the River Thames environment whilst also encouraging its use as a recreation resource.

### Evidence

The River Thames forms the parish boundary for a significant distance (3900m). Apart from four houses at the northern end of the parish, which have gardens extending to the river, the remaining bank is rural with fields and set aside areas. The river and Thames Path provide a tranquil, well used and attractive recreation opportunity for local people and visitors.

A number of activities take place on the river, most particularly rowing with Wallingford, Oxford University and Oxford Brookes boathouses in the local area, the latter within Cholsey at Bowbridge. The river in this area is popular for rowing training due to its uninterrupted length; competitive training can, however, be intimidating for other river users. Wallingford Head, a large rowing event is still held on the Thames in December but Wallingford Regatta has moved to Dorney Lake and other local events are no longer held. The river is well used by cruise boats with a hire centre at Benson just upstream. Occasionally people also enjoy swimming, kayaking and other boating activities.

There are three footpath access points. These are situated at the Wallingford bypass bridge at the northern end, at Bowbridge in the central section and by Fairmile and Ferry Lane towards the south.

The only vehicular access is at Ferry Lane, which is rutted and in poor condition with only a few roadside-parking places. The only access in the parish for launching small craft is at Ferry Lane. For larger boats there is a slipway at Benson and mooring facilities at many places nearby. For much of its length within Cholsey the riverside area serves as a flood plain and is flooded in most years at times of high rainfall. At these times the path is impassable and the river too dangerous to use.

Our consultation results indicate that residents would like more opportunities to access and use the river.

## Commentary

The neighbourhood plan does not propose any significant change to the riverside area within the parish. We envisage that informal recreation will continue to be the main way that residents and visitors enjoy this resource. We will support proposals that support this objective and resist those that will cause damage to the riverside environment.

We do believe that residents could benefit from better parking and water access facilities at Ferry Lane, and for secure storage for canoes, kayaks and other small watercraft in proximity to the river. We will support proposals which help secure these aims and seek to achieve benefits through CIL resources. Oxford Brookes University has a substantial mooring platform, which as it is unfenced is by default accessible to the public.

Joint use of this facility together with some secure storage for residents would be advantageous and we would encourage their provision in any extension of facilities on this site.

We believe also that the continued capacity of the river to accommodate more formal sports whilst still allowing for quiet and informal enjoyment needs to be monitored and if necessary appropriate management adopted.

## CNP E2

Proposals which improve opportunities for residents and visitors to informally enjoy Cholsey's riverside location, or which improve facilities for river based sport or recreation, and are compatible with CNP E1 will be supported.

Where provision is being made for increased river based sport for non-local organisations, consideration should be given to the capacity of the river to support local use as well as other non-local uses, also to the suitability of including provision for some local use of the proposed facility.

## Objective EO5

To ensure that our heritage and historic environment is retained within an appropriate environment for future generations to appreciate and value.

## National and Local Strategic Policy

National and local policies require that there are positive strategies in place, which seek to ensure the conservation and enjoyment of the historic environment. These should give consideration to enhancing the significance of heritage assets and ensuring they have viable uses. Also that account is taken of the wider benefits of these assets and the desirability of new development also helping to contribute to local character and distinctiveness.

## Evidence

Historic England indicate that our 'rich and varied historic places and landscapes, both urban and rural, are a powerful expression of our culture and heritage – our sense of identity. The historic environment represents a resource that should be sustained for the benefit of present and future generations.'

Cholsey has 56 listed buildings and a small conservation area around The Forty. The listed buildings are shown on Map 6. The full list of buildings is set out in document - Built Environment Assessment. The listed buildings include:

**Fairmile Hospital** – Occupied until this century as a mental hospital the main Victorian buildings were recently converted to flats as part of the redevelopment of this site. In order to help fund the redevelopment of the hospital buildings permission was granted for a considerable amount of housing in the hospital grounds. The grounds at Fairmile are listed in their own right as an historic garden and contain many important trees.



**Duxford, Red Cow Cottage, 42 Wallingford Road** and **Blackalls House** form a line of substantial houses which originally fronted onto the old Wallingford Road with open countryside to the south east. The road was realigned in the nineteenth century and these houses are now set back with a line of homes constructed on the new Wallingford Road frontage to the west. The setting of the older listed buildings needs to be carefully considered in any proposals to change the area. We consider it is desirable to preserve the line of the old road and the context for these important buildings.

Around **The Forty** and the south end of **Ilges Lane** in the centre of the village there are a number of listed buildings. These together with the small green are the focal point and historic core of the village and the listed buildings are a particularly important asset to the character of this area. This area is defined as a small conservation area. Tesco's building and the poor public spaces and parking around the shops detract from the character and enjoyment of the centre here. Ways to improve this area have been difficult to find and are still being explored. Proposals which improve both safety and the appearance of the village centre will be supported.



**The Manor** and **Manor Farm** in Church Road have a number of impressive farm buildings including an immense stone barn. The farm buildings are now largely unused (one has been converted and is used as a gym). The main barn at **New Barn Farm** on the Wallingford Road is also listed and unused. Both sets of farm buildings are in danger of decay. Proposals which secure new uses and a long term future for these important buildings without damaging their essential structure, character and appearance need to be found and will be supported.

**St Mary's Church**<sup>29</sup> is close to Manor Farm buildings but sits separately from the village and farm buildings giving it an unusual and very special setting, and enabling it to contribute to the landscape around the village in its own right. The earliest parts of the building date from the 12<sup>th</sup> century, although there was a building on the site in the 11<sup>th</sup> century.

The preservation of the church and its special setting are important to the community. Views of the church are particularly valued and are considered in the Cholsey Views Assessment document. There are a number of tombstones in the churchyard listed in their own right. Agatha Christie is buried in the churchyard and her tombstone is part of The Dame Agatha Christie Trail.

There is an old track south from the village parallel to Westfield Road which provides a link to Aston Tirrold and Upthorpe. **Westfield House** and **Lollingdon Farmhouse**, a moated building, are important listed buildings on this route.

Archaeologically there is potentially significant interest in the Cholsey area with known Bronze Age and Roman finds in the parish and nearby. Honey Lane is thought to be part of the Roman road. There is also likely to be significant Saxon and Mediaeval interest as Wallingford and Cholsey were important settlements at these times. Any sites which have not been previously disturbed are likely to need archaeological research.

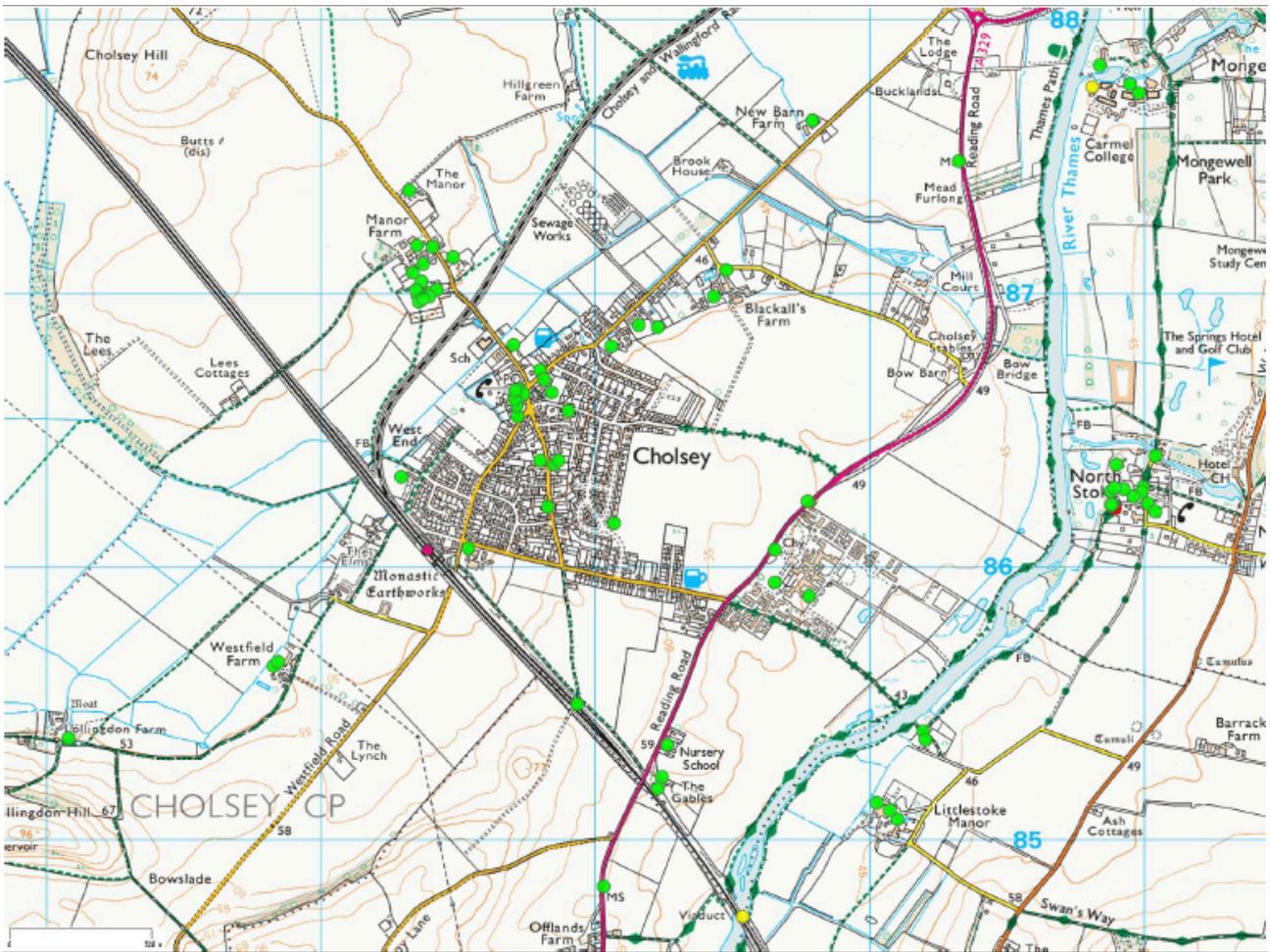
## Policy CNP E3

Proposals within the Cholsey Conservation Area and those affecting a listed building or its setting must use Historic England current guidance<sup>30</sup> and identify the importance of the site and its setting and must be well designed to conserve, respect and ensure the continued enjoyment of the historic context and character of Cholsey's important historic environment. All proposals must identify the archaeological importance of the site and be designed to record or conserve the historic remains as appropriate.

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<sup>29</sup><http://stmaryscholsey.org/history/plan-of-the-church/>

<sup>30</sup> Managing Significance in Decision Taking <https://content.historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-taking/gpa2.pdf/>  
Understanding Place <https://content.historicengland.org.uk/images-books/publications/understanding-place-historic-area-assessments/heag146-understanding-place-haa.pdf/>



Map 6 Listed Buildings within the Cholsey Parish

## 4.3 Infrastructure

### Objective IO1

To provide a range of sports, leisure and social facilities to meet the needs of the whole Cholsey community.

#### National and Local Strategic Policy

NPPF states that 'to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses, and places of worship) and other local services to enhance the sustainability of communities and residential environments
- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs
- ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community
- ensure an integrated approach to considering the location of housing, economic uses and community facilities and services'

#### Evidence

The Cholsey Open Space & Recreation document identifies the facilities available in the village and provides an assessment of their quality. SODC have specific standards for the provision of many facilities based on population and travel distances.

The new Pavilion on the recreation ground and the Great Hall at the Cholsey Meadows development mean that the village is well provided for indoor halls and meeting space, although these and some of the smaller and older halls in the village may need improvement over time.

The main playing pitches are on the recreation ground and are joint use open space areas, a new cricket pitch has been provided at the Cholsey Meadows development. Additional playing pitch capacity is likely to be required.

There are a number of allotment sites and these are used almost to capacity, further allotments are likely to be required.

## Commentary

We will expect that new developments provide open space and playing pitches together with the appropriate support facilities such as changing rooms and car parking in accordance with the SODC standards of provision. We will use our own audit of local facilities to help identify where improvements may be required and may use CIL receipts to carry out those improvements.

## Policy CNP I1

New developments must provide facilities for formal and informal sport and recreation to meet adopted standards for the increased population generated by the development. This must include provision for toilets, changing maintenance and parking as well as increased pitches and other facilities. On small developments (less than 75 houses), developers should contribute to enhancing existing facilities in the village

## Objective IO2

To apply pressure on the Clinical Commissioning Group (CCG) to provide a 'satellite' or independent surgery in Cholsey and ensure that a suitable space is available in the village for a surgery to operate.

## Evidence

With the exception of the weekly baby clinic and the services at the pharmacy, there is no NHS provision in Cholsey. In our wide-ranging survey, the most desired additional facilities for the village were a GP surgery and an NHS dentist. 56% of residents rated the provision of a GP surgery as 'very important', and 29% as 'fairly important'.<sup>31</sup>

230 out of 325 respondents (70%) to the community survey indicated that the most important additional benefit they would like to see realised would be some form of medical/nurse centre.<sup>32</sup>

Cholsey residents use the Wallingford Medical Practice for doctor and other medical services. This is one of the largest practices in Oxfordshire with around 16,700 registered patients. The practice operates on a limited site adjoining Wallingford hospital which provides geriatric and maternity services. There is very limited space on the site for expansion.

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<sup>31</sup>The Cholsey Plan. A Parish Plan for Cholsey in Oxfordshire. January 2007 Page 12.

<sup>32</sup>Cholsey Neighbourhood Plan Survey Report February 2017

Residents already find it difficult to obtain timely appointments and have, in face to face consultations, expressed growing concern for the Medical Practice in Wallingford to be able to cope with the increase of population in the area. Significant additional housing is proposed (possibly 2,000 households) in Wallingford, Crowmarsh Gifford and other parishes who depend on the practice. The practice will require more doctors and additional premises to provide a service for the communities it serves.

Wallingford Medical Practice has the highest Doctor/Patient ratio in England, with specialist nurses to support in some areas. The Medical Practice's whole time equivalent (WTE)<sup>33</sup> Dr number is currently approximately 7.8.

The practice already has major parking issues, recently introducing a payment scheme with the first half hour free, in order to free up parking places, but it still remains an issue and parking for an appointment causes concern.

The road distance to a GP is 3.4km compared with an average of 1.8km in South Oxfordshire and 1.2km in England. This equates to an average travel time to a GP by public transport/car/walking as 17 minutes, compared with 13 minutes in Oxfordshire and 10 minutes for England.<sup>34</sup>

## Policy CNP I2

Proposals for a doctor's surgery in the village will be supported, provided the proposals can demonstrate the site is suited to this purpose in terms of access, car parking and design, and will not lead to a loss of amenity for local residents.

### Pledge I1:

*The steering group will apply pressure on the Clinical Commissioning Group and Wallingford Medical Practice to provide surgery facilities in Cholsey, and will investigate options for a separate surgery or a satellite surgery in Cholsey. The site allocation policy seeks to ensure that land is made available for a health centre if required.*

## Objective IO3

To ensure relevant agencies work together to provide adequate surface water drainage and reliable sewerage works for Cholsey and Wallingford. To ensure that new development does not exacerbate and where possible, mitigates any existing flooding, water, drainage and sewage problems.

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<sup>33</sup> <http://www.nhs.uk/Scorecard/Pages/IndicatorFacts.aspx?MetricId=100060>

<sup>34</sup> Commission for Rural Communities data on rural services.

## National and Local Strategic Policy

NPPF states inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere<sup>35</sup>.

Local Plans should apply a sequential, risk-based approach to the location of development to avoid flood risk to people and property and manage any residual risk, taking account of the impacts of climate change

## Evidence

The River Thames flows to the east of Cholsey, and its tributary the Cholsey Brook runs to the north west of the village with a relatively narrow floodplain before entering the Thames in a confluence area to the north of the village.

Areas of Cholsey village regularly flood when there are large volumes of rainfall, mainly in specific places at The Forty and Station Road, Wallingford Road/Goldfinch Lane and the Red Lion, and Station Road/Westfield Road (under Railway Bridge).

Goldfinch Lane, just off Wallingford Road  
16/09/16, flooding which arose as a result of heavy rainfall.



Flooding on CHOL 6 taken from  
Goldfinch Lane February 2014

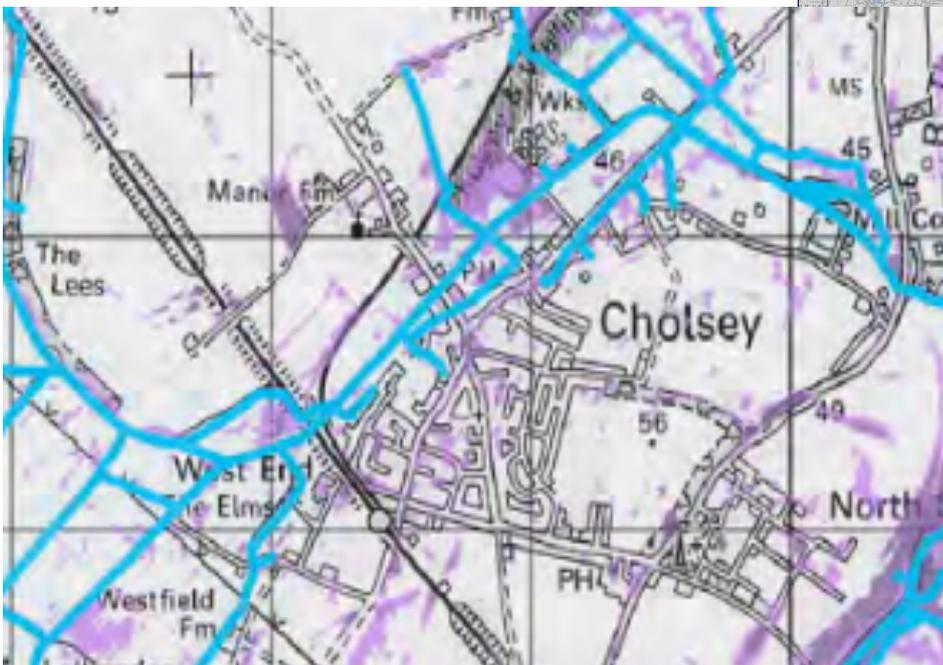
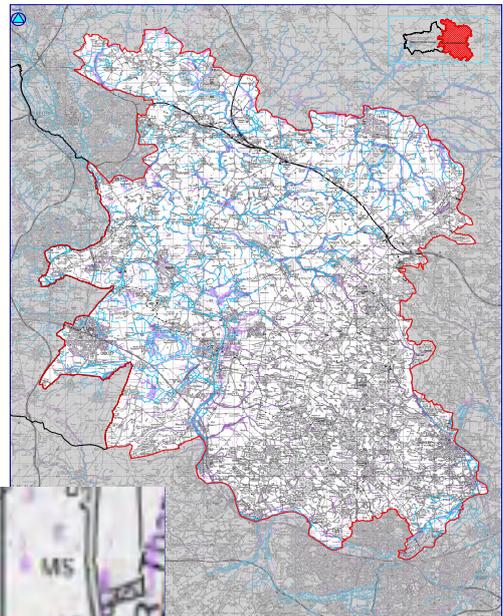


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<sup>35</sup>Technical guidance on flood risk published alongside this Framework sets out how this policy should be implemented.



Surface water flooding as a result of heavy rainfall at the Red Lion Pub



**Legend**

-  Detailed River Network
-  Flood Map for surface water depth (200 year)
-  > 0.3m
-  > 0.1m

Source: SODC Strategic Flood Risk Assessment Map For Surface Water

Parts of Cholsey village have experienced surface water flooding for quite some time. However, in recent years this has become more frequent. This could be for a number of reasons, increase in rainfall due to climate change, lack of regular maintenance of ditches and waterways, drainage pipes becoming blocked by an accumulation of debris and tree roots.

*Flooding Update Cholsey 15.50 on Saturday 8th February 2014*

*Below is an extract from Mark Gray's (the parish council Chairman) blog:*

*'As far as I am aware there are no further supplies of sandbags at SODC, but you can improvise with earth and black bags. Thames Water have been called by many householders as sewage is pushing out of drains. Usually they are suggesting that they will attend within twelve hours. The following statement has been released: "OCC Teams, District Councils and Emergency Response agencies are ramping up their preparations and response capability in response to Met Office and Environment Agency predictions for the next 3-5 days which indicate continued heavy showers and potentially high winds that could result in surface water flooding and a higher risk of river flooding".<sup>36</sup>*

Climate change will increase the severity and frequency of flooding on the Cholsey Brook and River Thames. The extent of flooding is likely to increase in low-lying areas. Increased rainfall intensity in the future may exacerbate flooding from surface water and small watercourses. Wetter winters may result in more groundwater flooding problems.<sup>37</sup>

In recent years, properties along Wallingford Road/Goldfinch Lane junction and Church Road, have suffered from sewage overflows into their gardens and houses. Thames Water has registered 5 such properties, including 4 at risk of internal flooding. Sewer overflow is not only unpleasant but can also pose a threat to health. The capacity of sewage infrastructure is a frequently raised issue in our public consultations.

The proposals for new developments in Wallingford and the local areas that feed into the Cholsey Sewerage Plant will create additional pressure upon the works. There may be a need for an additional pumping station at Wallingford, but this cannot be delivered until new developments are finalised. The older parts of Cholsey village have combined sewer pipes, this means both surface water and foul water are taken to the plant.

The pumping station, located at the Red Lion, Wallingford Road, has recently failed, leading to sewage overflows. This has led Thames Water to increase the maintenance programme to 4 times a year rather than 2.

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<sup>36</sup>Mark Gray Blog 08/02/14

<sup>37</sup>VOWH & SODC SFRA Final Report Appendices

Thames Water has issued the following statement for developers;

'Developers need to consider the net increase in water and waste water demand to serve their developments and also any impact the development may have off site further down the network, if no/low water pressure and internal/external sewage flooding of property is to be avoided.'

We would therefore recommend that developers engage with Thames Water at the earliest opportunity to establish the following:

- the development's demand for water supply and network infrastructure both on and off site and that it can be met
- the development's demand for sewage treatment and sewerage network infrastructure both on and off site and that it can be met
- the surface water drainage requirements and flood risk of the area and down stream and that it can be met

Thames Water should also be consulted regarding proposals involving building over or close to a public sewer.<sup>38</sup>

SODC have prepared a Water Cycle Study<sup>39</sup> for the district. Issues identified are:

- South Oxfordshire is in a water scarce area (SWOX), there is no additional water available for abstraction licensing, the amount of housing growth in the area has not been finally determined
- 11 wastewater treatment works, including Cholsey, will need improvements to prevent deterioration to receiving watercourses
- none of the wastewater treatment receiving watercourses meet Good Ecological Status
- increased effluent discharges do not pose a significant risk of increasing flooding
- the sewerage system capacity in Cholsey is inadequate for the level of growth.

Many of the recommendations apply at catchment level, of relevance to the CNP are:

- require new developments to be designed to Building Regulations water consumption standard for water scarce areas (110 litres per person per day)
- apply demand management measures as per Water Resource Management Plans
- divert development to where the risk of flooding is lower

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<sup>38</sup> Further information for Developers on sewerage and water infrastructure can be found on Thames Water's website at: <https://developers.thameswater.co.uk/>

<sup>39</sup> South Oxfordshire District Council Water Cycle Study November 2016 <http://www.southoxon.gov.uk/sites/default/files/Water%20Cycle%20Study%20Phase%20I%20-%20S%20Oxfordshire%20District%20Council.pdf>

- manage surface water at source following the SuDS management hierarchy, although these may be less effective when groundwater levels are high
- require wastewater impact assessments with all planning applications

### Policy CNP I3

All proposals except those for minor developments, shall include a water and wastewater impact assessment to demonstrate that infrastructure is adequate to cater for the development and that the development will not exacerbate existing, or cause new problems for residents. New developments must provide appropriate facilities for water supply and sewage disposal. Proposals for new development in Cholsey will not be supported until existing surface water flooding and sewage issues are resolved with infrastructure providers.

All new developments shall be designed to Building Regulations water consumption standard for water scarce areas (110 litres per person per day)

### Policy CNP I4

All proposals for new housing must demonstrate that they will not exacerbate surface and groundwater drainage and flooding problems. Sustainable Drainage Systems (SuDS) must be incorporated into development proposals where possible. Developers will be encouraged to follow recommendations from 'The SuDS Manual'.<sup>40</sup>

### Objective IO4

To seek opportunities to improve shopping facilities for the village with room for trolleys, storage for the shops and space for delivery vehicles to park and manoeuvre safely. To protect existing shops, restaurants, cafes and public houses unless they are proven to be no longer viable.

### Evidence

Shops, public houses, cafes and restaurants (retail businesses) in the village provide services which are valued immensely by the community and help with the sustainability of the village. There is a strong feeling in the village that any reduction in shops, pubs, cafes or restaurants would represent a significant loss of amenity. The following businesses provide these services:

**Best One Convenience Store** (part of Best Way franchise). *126 Papist Way, Cholsey.*

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<sup>40</sup>[http://www.ciria.org/Resources/Free\\_publications/SuDS\\_manual\\_C753.aspx](http://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx)

**Tesco Express - Mini Supermarket** 1 Ilges Lane, Cholsey

This Tesco Express also contains the village Post Office making it very convenient for not only village residents, but also for many residents of other villages in the local area. This leads to issues with parking at The Forty, as many people visit this store by car. There is also considerable congestion when deliveries are taking place.



**Rowlands Pharmacy** No 1 The Pound Cholsey

This pharmacy offers a prescription collection service, flu vaccination service and a medsXpress service.

**The Cholsey Cafe** No 2 The Pound Cholsey

A family run café serving hot and cold drinks and food. There is seating both inside and outside.

**Clippers Hairdresser** No 6 The Pound Cholsey

**Accountant** No 4 The Pound Cholsey

**R. G. Park Family Butcher** No 5 The Pound Cholsey

This butchers shop has been at the Pound since mid-1960s, previously located at a shop on The Forty since the end of the 19<sup>th</sup> century. They sell locally supplied produce from within 30 miles of the shop.

**Style and Sophistication Hairdresser** No 3 The Pound, Cholsey



**Memories of Bengal, Restaurant and Take away** 12

Wallingford Road Cholsey

This restaurant offers Indian, Bangladeshi and Bengali cuisine both in the restaurant and as take-away.

### **Shanki-Li, Restaurant and Take away 20 The Forty, Cholsey**

This restaurant offers traditional Cantonese, Sichuan, Malaysian, Singapore and Thai dishes, also as take-away.

### **Public House, The Red Lion**

*Wallingford Road Cholsey*

The Red Lion is a tied public house situated at the north end of the village and has recently had several landlords in succession. The pub is now run by a group of village residents whose desire is to keep the pub as a going concern. They now offer a traditional pub menu.



### **Public House and Club, The Morning Star**

*68 Papist Way Cholsey*

The Morning Star is a tied public house, shared with The Fairmile Sports and Social Club, the front bar is open to the public. They offer quiz night, darts teams, Aunt Sally and other pub entertainment.

## **Policy CNP 15**

Proposals which improve parking, delivery and operational arrangements for shops around The Forty will be supported.

## **Policy CNP 16**

Any application for the change of use or redevelopment of any retail business including public houses, must include supporting evidence regarding its viability and demonstrate there has been a comprehensive and sustained marketing campaign for at least one year at a realistic price and in a manner to encourage its sale for the existing use. It is recommended that a public house use the CAMRA Public House Viability Test.

## **Pledge 12:**

*The steering group will investigate opportunities for improvements around The Forty with retail owners and operators.*

## **Objective IO5**

To require that new housing sites contribute to improving provision for recreation for teenagers.

## **Objective IO6**

To improve facilities at the recreation ground.

## **Evidence**

Cholsey has a recreation ground in the centre of the village of approximately 3.77 hectares. This area also includes a children's play area which is equipped with 8 play items. There is an adequate number of seats in good/average condition, however, there is only disabled access to some of the play area, no dedicated disabled play equipment and no hard-surface approach to the play area. The Pavilion, Station Road, provides toilet facilities for the public when open. However this is not a public convenience and not always accessible. Providing toilets and baby changing facilities for the users of the children's play area and the recreation ground would be of great benefit. CIL receipts could be used to help fund improvements to recreation facilities.

There is a youth club operating in the pavilion where teenagers can meet and engage in activities, however, there are no other facilities for more informal activities for this age group. Suggestions have been made for a skate park and a meeting shelter.



Photographs of the play areas at the recreation ground, Station Road.

## Policy CNP 18

Proposals which improve facilities at the recreation ground will be supported.

## Objective IO7

To require that all new homes have access to fast broadband.

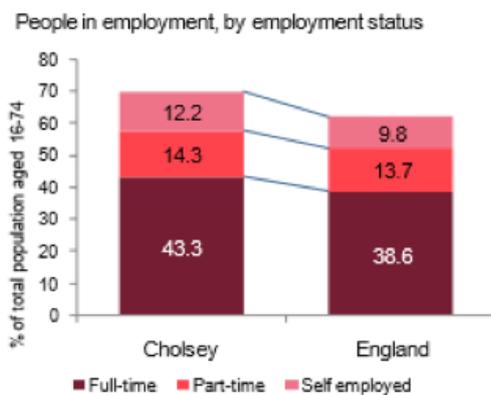
## Objective IO8

To safeguard employment land and support those who work from home.

## Evidence

The modern economy is changing and increasingly needs good communications infrastructure as a basic requirement. The 2011 Census highlights how people are working differently to a generation ago – in Cholsey parish, 6% of people work from home and 12% are self-employed. Of these self-employed people, 31% have no employees so effectively work for themselves with no support. Commonly these activities simply require access to a computer and a broadband connection.

The need for high speed broadband to serve the whole of Cholsey is paramount. Broadband speeds are reported by some residents to be poor and it is therefore a fundamental constraint to the continuing expansion of those working from home or from a small office.



Source: Census 2011 (tables KS601EW, KS604EW, KS605EW)

Employment levels are usually higher in rural rather than urban areas, with a gradual shift in many areas towards commuting. The railway station at Cholsey offers a fast service into Reading, London and

Birmingham. There are 1881 (74.7%) economically active residents aged 16-74 and 636 (25.3%) economically inactive residents aged 16-74. The number of residents in full time employment is 1091 (43.3%), in part-time employment is 361 (14.3%), in self-employment is 306 (12.2%) and working from home is 150 (5.9%).<sup>41</sup>

There are numerous small businesses within the village which employ local people. These include several arable/mixed farms, dog kennels, motor vehicle repair shops and food outlets.

<sup>41</sup>Source: Census 2011

## Policy CNP I9

Proposals that involve the loss of employment land will be resisted unless it can be demonstrated through marketing at a reasonable price for at least a year that no employment use is viable on the land.

## Policy CNP I10

Proposals that enable residents to work from home without detriment to neighbouring properties will be supported.

## Policy CNP I11

Proposals for small scale business uses in or adjacent to the village will be supported where they meet other policies in this plan.

## Objective IO9

To safeguard the allotments and the cemetery in Cholsey.

### Evidence

There are 3 allotment sites in Cholsey. Ilges Lane allotments cover an area of 0.9ha and contain 90 plots. Here there are no vacancies and 2 people are on a waiting list. St Georges Close is a small area of 0.10ha and all 4 allotments are rented with no-one on waiting list. Station Road allotments cover 0.50ha and contain 55 plots. There are 4 plots vacant.<sup>42</sup>

Cholsey Cemetery is in Church Road adjacent to the St Mary's Church. There are 1600 plots in total of which 500 are vacant.<sup>43</sup>

## Policy CNP I12

The existing allotments and cemetery shall be safeguarded for the benefit of all residents. New allotments shall be provided on any major housing scheme over 50 units in accordance with the National standard of 20 allotments per 1000 population.

## Objective O10

To further develop tourism within the village.

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<sup>42</sup>Cholsey Neighbourhood Plan Audit of Facilities

<sup>43</sup>Cholsey Neighbourhood Plan Audit of Facilities

## Evidence

The Dame Agatha Christie Trail begins in The Market Place, Wallingford, and passes Winterbrook House where she lived with her husband Max Mallowan (1934-1976). Continuing along Winterbrook Lane and the footpath, which crosses the by-pass, the trail runs parallel to the Cholsey-Wallingford railway line. This then leads to St Mary's Church where the grave of Dame Agatha Christie can be found. We would support the further small scale development of tourism within the village, and particularly aspire to have a permanent display to enhance The Dame Agatha Christie Trail, and to improve signage to facilities.



The Cholsey & Wallingford Railway is a rural branch line of GWR and runs between Wallingford and Cholsey. Visitors travel on 1950's coaches pulled by Heritage diesel locomotives or a visiting steam engine. Trains run on selected weekends and bank holidays throughout the year, and there

are special trains for events such as 'Easter', 'St George's Day', 'Agatha Christie Day', and many more.



## Policy CNP I13

Small scale proposals which support local tourism will be supported, provided they meet other policies in this plan, in particular appropriate signage and a permanent display to enhance The Dame Agatha Christie Trail.

## 4.4 Transport

### Objective TO1

Cholsey's roads and paths should be attractive and encourage non-car travel. The village should be accessible and safe for walking and cycling, have good public transport connections and a safe and efficiently functioning road network with sufficient parking for residents.

### Objective TO2

To promote walking, cycling and public transport as first choice travel options for Cholsey residents and ensure that facilities to support these are in place including safe routes and reliable and sustainable public transport.

### Objective TO3

To ensure that new developments and their associated access to the road network takes place in areas which minimise traffic hazards on existing roads, and where opportunities arise to enable improvements to road safety.

### Objective TO4

To ensure that the design of new development connects to, and where possible, improves the walking and cycling network, and provides for the safety of all road users both within the development area and on existing roads.

### Objective TO5

To improve parking arrangements in Cholsey at the station and The Forty

### Objective TO6

To improve the safety of children getting to and from school and particularly in Church Road by the primary school at peak drop off and pick up times.

### Objective TO7

To improve facilities that encourage residents to walk and cycle within the village, this includes footpaths, cycle routes and road crossings, in particular:

- for station users by encouraging the franchise operator to provide secure and adequate cycle parking
- for children to get to and from school safely
- for older and disabled people to use the station and other village facilities

## Transport Issues

- getting around should be easier. Improved walking, cycling and bus options between Cholsey, Wallingford and Didcot
- fatalities have occurred on Cholsey's roads. The speed of traffic makes residents feel unsafe whilst on footpaths, cycling and at road crossings
- parking in Cholsey is an increasing problem
- the railway station at Cholsey is a very useful amenity, with half hourly services to Didcot, Oxford, Reading and London throughout the day. However, the railway station car-park is used to capacity and local roads are being used for parking causing problems for residents and other road users.
- parking for shoppers at the Forty is chaotic and dangerous
- facilities for cyclists and disabled users at Cholsey Station are poor
- parking in Church Road at school start and finish times is disorganised and dangerous.
- vehicles park on pavements, on the zigzag and double yellow lines and block driveways
- Church Road is unsafe for schoolchildren at school start/finish times
- poor quality footpaths and pedestrian safety at road crossings especially for school children, particular problems occur at:
  - crossing the Reading Road from the Cholsey Meadows development
  - around the Forty – complicated junctions
  - Church Road
  - Wallingford Road – footpaths on one side only
  - Wallingford by-pass

## Evidence

Appendix 5 provides detailed information taken from traffic surveys and analyses carried out in the village, and provides information to support this section. Evidence from our community survey indicates that 76% of responses asked for designated on and off-road cycle routes throughout the village, and 76% asked for alternative pedestrian/cycle routes from Cholsey to Wallingford.

A combined-use footpath and cycle path has recently been made along the West side of Wallingford Road as it leaves the village and continues to the roundabout on the A4130 Wallingford by-pass. The missing section of the footpath along the A329 Reading Road to Wallingford has also recently been completed. 68% of responses wanted an improved safety crossing at the Wallingford by-pass.

Developers are being pressed to provide convenient footpath and cycle paths within their developments. However, providing new dedicated cycle paths around the village is not likely to be possible due to the narrow width of many of the roads and the need to allow parking on both sides of roads. Parking restrictions are in place at Station Road and Papist Way to stop all day parking but these are not regularly enforced.

National Cycle Network Route 5 passes through Wallingford and can be accessed by an approximate 3.5km cycle along Wallingford Road then Reading Road before joining it along Wallingford High Street.

Thames Travel operate a circular clockwise route bus service between Cholsey, Wallingford and Benson (and on to Henley on Thames). On weekdays the service runs half hourly from 6am to 9pm. The Saturday service is hourly and on Sundays there is a limited service from Cholsey to Wallingford only. There are recognised bus stops for pupils attending Wallingford school for drop-off and pick-up during school term time. It was thought that a late night service at the weekend would benefit both Cholsey and Wallingford, but 56% of returns from the community survey did not want more frequent bus services at the weekend between Cholsey and Wallingford.

One disadvantage of having a circular bus route is that there is no return service directly from the railway station to the Cholsey Meadows development, yet 79% of the survey returns did not want a return bus service from the station to the Cholsey Meadows development which would have meant reversing the bus route at specified times. The bus company also stated that a return route had been operated in the past but the route was not well used and was unprofitable. Although the bus service appears to be well used, 45% of respondents to the community survey never use the bus.

The bus service to Wallingford connects to routes from Wallingford to Reading and Oxford and to Didcot, Henley on Thames and Abingdon.

Traffic speeding in Cholsey remains a problem. A study in October 2016 for the East End Farm proposed housing development on site CHOL1 states that 37% of all vehicles exceeded the speed limit on the Wallingford Road. Unfortunately, traffic calming measures proposed by Cholsey Parish Council were not built by OCC Highways, but some measures will be installed if the East End Farm development is approved. Any proposals for developments that increase traffic on the Wallingford Road should include proposals for traffic calming. Proposals will be made separately from this Plan to have the speed limits along Wallingford Road and other larger roads in Cholsey reduced and traffic calming measures introduced.

Respondents to the community survey agreed, by large majorities, that all locations identified had speeding concerns. Wallingford Road: 82% (of 292 respondents) agree that speeding was a problem. The figures for Station Road were 76% (of 282 respondents) and Church Road: 73% (of 278 respondents).

Average Annual Traffic Flows along Wallingford Road were obtained in 2014 by Clarkbond<sup>44</sup> and were as follows:

Two-way traffic along Wallingford Road was approximately 4200 vehicles per day and peak hourly counts of approximately 400 vehicles per hour per day in both the morning and evening peaks. Within the 30mph speed limit area the 85% percentile speeds were below the speed limit during the morning and evening weekday peaks. However, they were above the speed limit for the remainder of the weekday and weekend for the whole one week survey period. Of vehicles travelling in either direction 37% were recorded as travelling faster than the 30mph limit. A significant proportion of traffic through the village arises from station users and the need to meet train times which may cause speeding issues.

## **Junction Capacities**

Clarkbond measured junction traffic flows as follows:

- 1 at the Wallingford Road and Goldfinch Lane junction
- 2 at the Wallingford Road/The Forty/Church Road mini-roundabout
- 3 The Forty/Ilges Lane/Honey Lane/Station Road double mini-roundabout
- 4 the A4130/Wallingford Road roundabout
- 5 the A4130/A329 roundabout

All the above locations were operating with significant reserve capacity and with minimal queuing or delay.

Car parking in Cholsey is an increasing problem with insufficient spaces near The Forty for shoppers wishing to park. This frequently results in chaotic and dangerous situations particularly at peak periods, which in the morning coincide with children walking to school. Frequent deliveries to Tesco, due to their limited storage space, add to the difficulties around the Forty.

The Forty is a focal point in the village and the area around the green on the south side is a conservation area. Improvements to the parking and manoeuvring arrangements to improve safety and the appearance of this important public space will be investigated for possible inclusion in the CIL spending plan.

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<sup>44</sup> (1) Transport Assessment – Land at Wallingford Road, Cholsey WB03190 by Clarkebond for Bellway Housing Ltd

Church Road suffers traffic congestion caused by: users of Laurence Hall (playgroups and private hirers), the day centre for the elderly and private hirers, both the pre-school and primary school, and the public gated access to White Meadows recreation ground. There is a significant safety hazard for children particularly at drop-off and pick-up times. There is additional off-road parking available at the church car park, to the east of the railway.

The railway bridge is now one-way only, with traffic light control and a designated pedestrian lane marked on the road. This is a significant improvement for pedestrians, however, many feel it is not ideal and would prefer a raised pavement. Cholsey Parish Council will consider whether this can be done. 64% of responses to the community survey did not want to convert an area of the recreation ground into a car park and 72% of responses did not want an open space near the centre of Cholsey to be made into a car park. 73% of responses wanted off-road parking at Church Road to provide more safety for school children. This matter will be considered as part of the housing site assessment.

Parking spaces at the railway station are frequently full as commuters park and use the train to go to work. This results in some motorists ignoring parking restrictions and parking along Station Road near the station, and on side roads throughout the village, causing considerable inconvenience to residents during the day. There is occasionally parking outside designated bays in the upper station car park which results in Hutt's coal delivery lorries not being able to drive through the car park to unload coal at their storage area. 74% of responses to the community survey wanted more parking spaces at the railway station and 61% wanted additional parking spaces for the disabled at the station. Discussions are underway between GWR, Hutt's the coal merchants (who own the land) and APCOA (who run the existing car park), with a view to extending the upper car park at the railway station to provide around 50 additional spaces. Also pressure should be brought to have parking restrictions at The Forty and along Station Road enforced.

There are no obvious places for a convenient larger station car park. Safe cycle routes around the village and to Wallingford, and secure cycle parking at the station, are a high priority in order to avoid speeding and parking issues around the village escalating.

Cholsey station does not currently have facilities for disabled access, and disabled train users have to access services at Didcot some 5 miles away. An access for the disabled could be made from the upper station car park to the eastbound platform. GWR will investigate this along with their proposed platform extension being part of the electrification scheme which passes through Cholsey to Didcot.

Footways, and the general condition of road surfaces in Cholsey have deteriorated considerably. Increasing numbers of potholes and damaged road surfaces have appeared. While repair work is done occasionally the general trend is deterioration which causes difficulties for users with children in buggies, for the elderly and infirm, and those using wheelchairs and mobility scooters.

Particularly bad areas are outside the Tesco supermarket at The Forty, Station Road junctions and Honey Lane. Pressure will be exerted with the appropriate authorities to improve these areas. 86% of responses to the community survey wanted better maintenance of pavements/hedges in Cholsey.

There are no formal pedestrian crossing facilities in the village, 74% of community survey returns wanted a pedestrian crossing at 'The Forty' and 77% wanted an upgraded pedestrian crossing at the Reading Road.

There are several surfaced pavements and footpaths within the parish that are clearly used as there is no ingress of vegetation on them. Like the roads and pavements in Cholsey these footpaths should be regularly maintained.

Any housing developments that increase pedestrian use should contribute to safe road crossings and footpath maintenance in the village, important areas include:

- near The Forty
- Wallingford Road
- Reading Road

### **Policy CNP T1**

New development should minimise traffic hazards on existing roads and where practical improve road safety for example with traffic calming, new junction arrangements, dedicated cycle and pedestrian paths. New developments should be designed to connect to, and where possible, improve the walking and cycling network, thus providing for the safety of all road users both within the development area and on existing roads.

### **Policy CNP T2**

All new housing on sites with over 20 homes should be within 500m of a bus or rail stop.

### **Policy CNP T3**

New developments should be designed to connect to, and where possible, improve the walking and cycling network and provide for the safety of all road users, both within the development area and on existing roads. Development proposals should contribute to improving accessibility around the village, particularly for children to get to school and for the elderly and disabled to use village facilities. New road crossings and new and improved footpaths, as shown on the Proposals Map, will be required to enable new residents to access facilities safely.

### **Policy CNP T4**

Proposals which increase disabled provision and secure off-road car and cycle parking provision for rail users at Cholsey Station will be supported and encouraged. Proposals should be designed to minimise their impact on the AONB.

### **Pledge T1:**

*The neighbourhood plan group will pursue the investigation of an imposition of appropriate speed limits on roads around the parish to improve safety for all users with the relevant authorities. This will include:*

- *Wallingford Road - 30 and 50mph*
- *Station Road, Church Road, Honey Lane, Ilges Lane – 20mph*
- *Church Road (beyond Manor Farm, Westfield Road, Hithercroft Road) – 20mph with crossing facilities*

### **Pledge T2:**

*The neighbourhood plan group will work with public transport providers to endeavour to secure convenient and reliable public transport options, including a bus service for primary school children.*

*The neighbourhood plan group will investigate the need for, and the implementation of, parking restrictions on roads within the village.*

### **Pledge T3:**

*The neighbourhood plan group will investigate opportunities to increase the quantity of off-road parking available at Cholsey Station and will strongly encourage the relevant authorities to provide more car parking, secure cycle parking, cycle transport and disabled facilities.*

## 4.5 Education

### Objective EDO1

To ensure that there are sufficient spaces for all who wish to attend the schools and/or use the education facilities in Cholsey.

### Objective EDO2

To reduce congestion around Cholsey Primary School and to ensure safe accessibility at all times.

### Objective EDO3

To increase the proportion of children walking or cycling to school.

### Evidence

Cholsey has one primary school situated in Church Road. The school has places for 315 children from the ages of 4 to 11. The county council has recently completed a consultation with the village regarding the potential expansion of the school which would add three further classes, taking the school to a full two-form entry with 420 places.



Consideration is being given to extend the primary school in line with the growth of local population and a recent study has indicated there is capacity for the site to cope with expansion. Funding for the school expansion will come from developer agreements or CIL. SODC is committed to working with the various service providers to ensure the school expansion is delivered in a timely fashion in conjunction with the development to avoid adverse impacts on local residents.

Cholsey Pre-School is already at capacity and cannot provide places for all children in the village. Access has, therefore, been restricted to older age groups. Space is urgently required to expand the pre-school. Policy CNPH1 reserves space on the allocated housing site in case this is required to increase the provision.

The Happy Hub<sup>45</sup> is a Children's centre providing facilities and support for young children and families. It operates in space at the Pavilion on the recreation ground, yet it would benefit from improved premises. Policy CNPH1 reserves space on the allocated housing site in case this is required to increase the provision.

Wallingford School is already operating at its capacity of an intake of 190 pupils per year and is heavily over-subscribed, with a waiting list. However, the school regularly accepts late arrivals with a result that no secondary school aged child from the catchment area has been forced elsewhere in recent years.

However, the details are a matter for the school and the County Council. The figures below were given by the School year earlier this year (2016):

Year	Yr7	Yr8	Yr9	Yr10	Yr11	6 <sup>th</sup> Form	Total
2016	192	202	192	191	190	210	1163

The situation regarding secondary education is clearly volatile. To take Icknield Community College as an example, potential housing growth in Chinnor, Chalgrove, Watlington, Stadhampton and Benson, means that the future demand for places will undoubtedly be high but the detail is unknown, and the future is therefore uncertain.

As there is no secondary school within Cholsey, transporting children to school is a necessity. The challenge is to find the safest and most sustainable practical method to transport the children to a school with the capacity to accept them.

The exact number of children resident in Cholsey requiring a school place will depend on the mix and numbers of dwellings proposed. Recent figures from OCC suggest the following projected requirement:

Dwellings	Primary Places Needed	Secondary Places Needed
175	35	25
240	65	50
400	100	75

<sup>45</sup>Cholsey Happy Hub <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/communityandliving/ourworkwithcommunities/CholseyHappyHub.pdf>

Given that details of the planned extension of Cholsey Primary School are not confirmed, it is not practical to speculate on future capacity and hence on potential students.

Most Cholsey parents want their children be educated to an acceptable standard in a local school without the need for excessive travelling. In this respect, there are two key issues involved - school capacity and transport.

The provision of sufficient school places, both Primary and Secondary is currently a County Council responsibility and is beyond the scope of this Plan.

However given that the traffic on Cholsey's roads will increase with new development, it is an issue that the use of vehicles to transport children to school is minimised. If road traffic is to be sustainable in the long term, this also becomes a key issue.

There are 296 children on roll at Cholsey Primary School, 5-11 years

Other primary schools nearby include:

**The Treehouse School, Cholsey**

15 pupils, 5-11 years

**South Moreton County Primary School**

149 pupils, 5-11 years (2.20 miles from Cholsey)

**Crowmarsh Gifford C Of E Primary School**

204 pupils, 4-11 years (3.00 miles from Cholsey)

**Fir Tree Junior School, Wallingford**

200 pupils, 4-11 years (3.10 miles from Cholsey)

**St John's Primary School, Wallingford**

205 pupils, 4-11 years (3.00 miles from Cholsey)

**St Nicholas' Church of England Infants' School**

160 pupils, 3-7 years (3.10 miles from Cholsey)

## **CNP ED1**

Proposals to expand Cholsey Primary School must:

- provide additional staff parking
- continue to meet at least minimum requirements for playing fields and outdoor play space

## **CNP ED2**

Proven should be made for land for a preschool on a housing site allocation. The land should be in an easily assessable location with access to car parking.:

### ***Pledge ED1:***

*We will work with the county council and Wallingford School to seek to ensure that there continues to be sufficient capacity at Wallingford School for all Cholsey young people who wish to attend the school.*

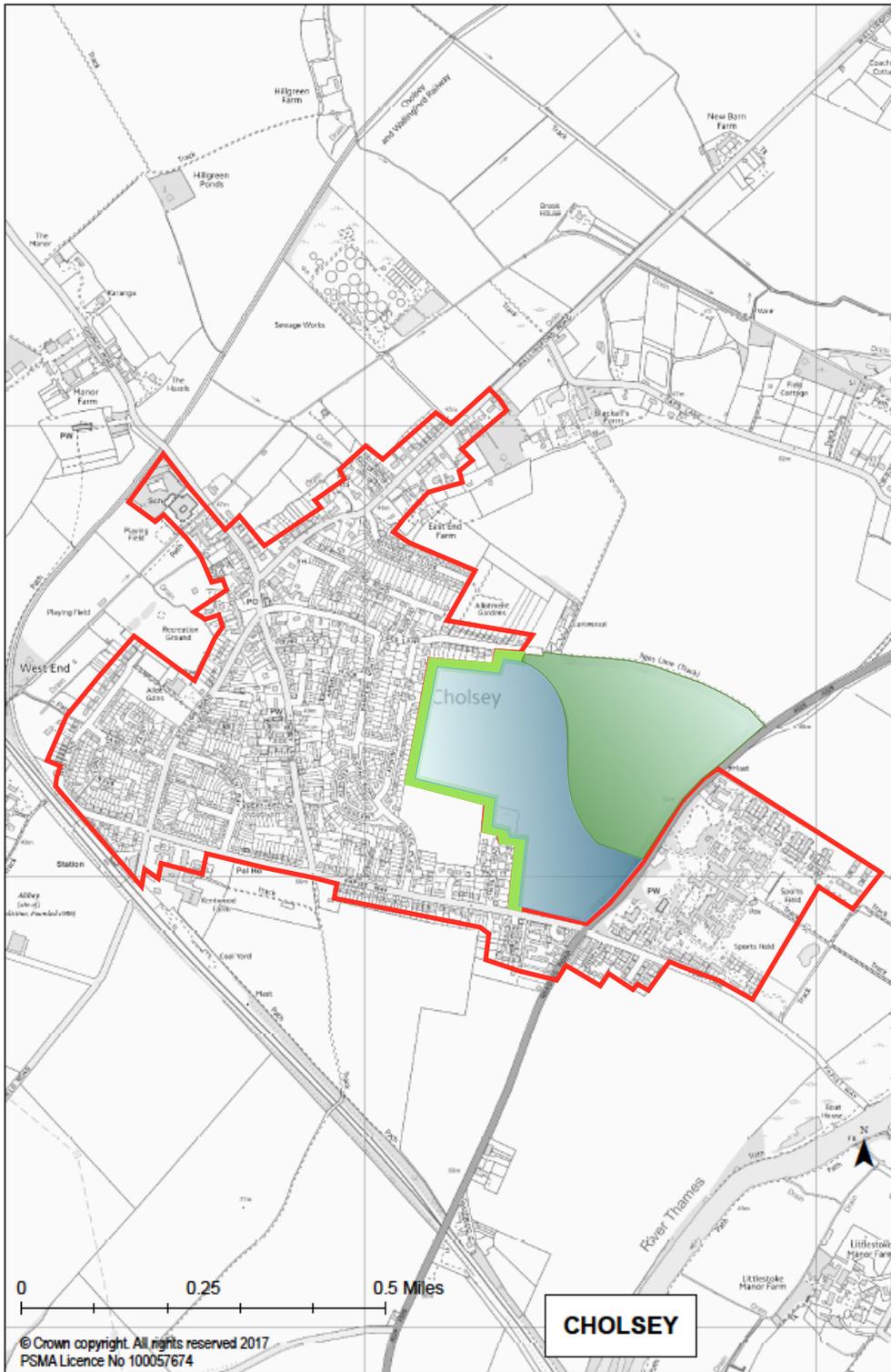
### ***Pledge ED2:***

*We will work with relevant organisations to seek to provide opportunities for adult education within the village.*

### ***Pledge ED3:***

*To investigate opportunities for a school bus service for the primary school.*

# Proposals Map



Map 7 - Cholsey Proposal Map

## Legend

- Built Up Area Boundary
- Green Boundary
- Housing Area
- Green Infrastructure with Public Access

# Appendix 1 - Housing

## Starter Home

The [Housing and Planning Act 2016](#) officially introduces starter homes into legislation. Starter homes are the new affordable housing product designed by the government to specifically meet the housing needs of younger generations and to allow them to access home-ownership. The starter homes regime is defined on the face of the Act by [sections 1-8](#). [Section 2](#) specifies that starter homes are:

- new dwellings
- available for purchase by 'qualifying first-time buyers' only; these are defined as people who don't already own a home and who are aged 23-40
- to be sold at a discount of at least 20% of their market value, and always for less than the price cap (currently set to £450,000 in Greater London; £250,000 outside London)

## Affordable Housing

Affordable housing is social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. From April 2012 affordable housing is defined in the [National Planning Policy Framework](#) (prior to this the definitions in Planning Policy Statement 3 apply).

Affordable housing should include provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80 per cent of the local market rent (including service charges, where applicable).

## **Intermediate housing**

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing. Homes that do not meet the above definition of affordable housing, such as 'low cost market' housing, may not be considered as affordable housing for planning purposes.

# Appendix 2 - NP Designation

## Planning Services

HEAD OF SERVICE: Adrian Duffield



Listening Learning Leading

CONTACT OFFICER: Gayle Wootton  
Gayle.wootton@southoxon.gov.uk  
Tel: 07717 271929

135 Eastern Avenue, Milton Park  
Milton OX14 4SB

CC: [REDACTED]

4 August 2016

### DECISION REGARDING DESIGNATION OF CHOLSEY AS A NEIGHBOURHOOD AREA UNDER SECTION 61G OF THE TOWN AND COUNTRY PLANNING ACT 1990 AS AMENDED

This letter confirms that on 4 August 2016, the Head of Planning at South Oxfordshire District Council, designated the area shown on map 1 below as the 'Cholsey Neighbourhood Plan Area'. This designation has been made for the purposes of preparing a Neighbourhood Development Plan by Cholsey Parish Council under section 61G(1) of the Town and Country Planning Act 1990 as amended. It was decided not to designate the area as a business area under section 61H(1) of the Act as it is not primarily or wholly business in nature. The relevant designation information is set out below:

- a) Name of neighbourhood area: Cholsey
- b) Map of neighbourhood area included below
- c) Relevant body: Cholsey Parish Council

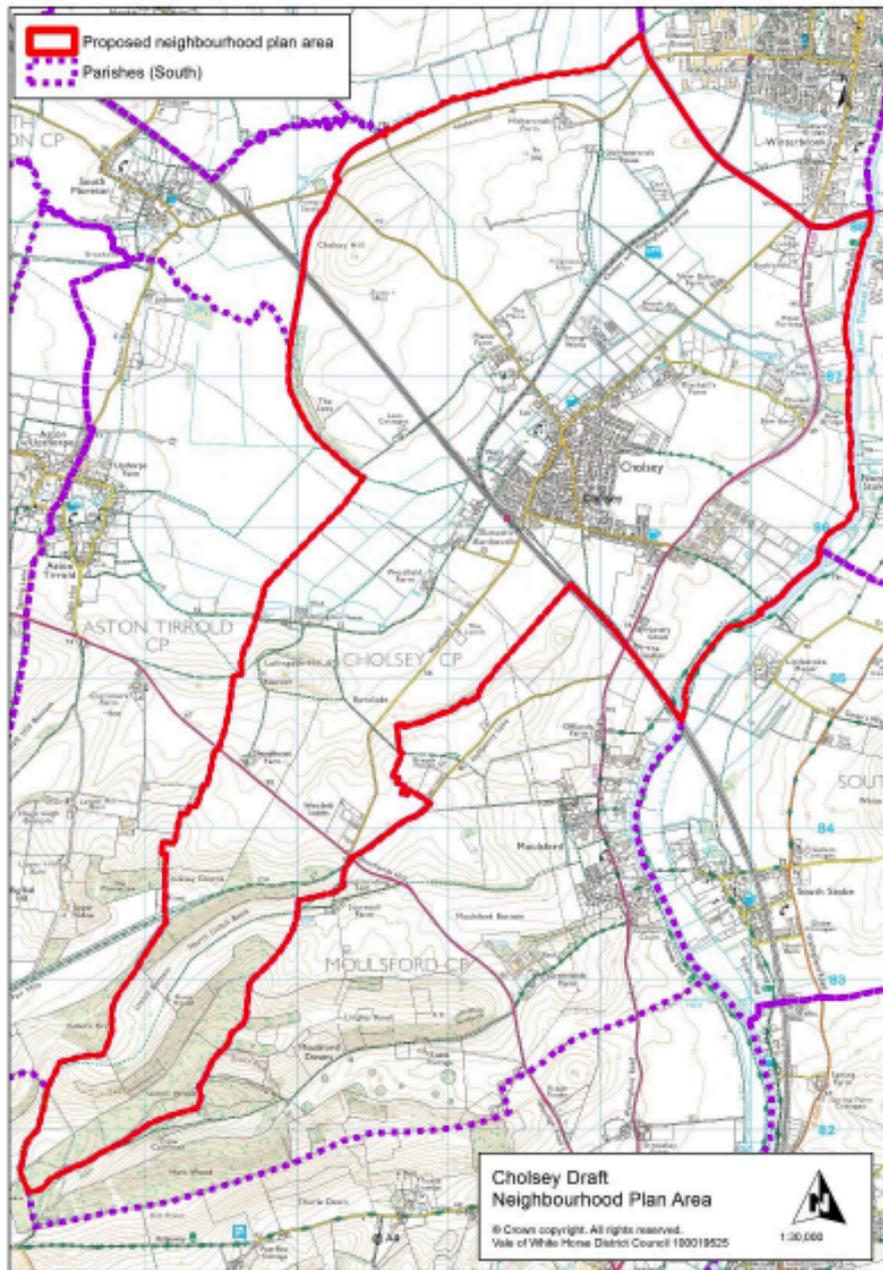
Yours sincerely,

Adrian Duffield  
Head of Planning

[www.southoxon.gov.uk](http://www.southoxon.gov.uk)



**Map 1 Cholsey Neighbourhood Plan Area**



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## Appendix 2- Summary of responses

	<b>Name</b>	<b>Organisation</b>	<b>Summary of response</b>
1	Lynette Hughes	Oxfordshire County Council	No objection. Response will be passed to the Parish Council.
2	Martin Small	Historic England	No objection. Additional comments. Response will be passed to the Parish Council.
3	Robert Deanwood	National Grid	Advise on the presence of high pressure gas transmission pipeline, high voltage overhead powerline and possible low pressure/medium pressure gas distribution pipes.
4	Victoria Kirkham	Natural England	No specific comment; offered some advice in terms of their remit.

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## Appendix 3 - CNP Vision and Objectives v2

Issues identified	Objectives	Policy
<p><b>Housing</b></p> <p>Insufficient housing for older people to downsize and that younger people can afford</p>	<p><b>HO1</b> To provide sufficient market and affordable housing to meet local Cholsey needs as identified in the emerging South Oxfordshire Local Plan 2033. To secure an appropriate range and mix of homes for specific groups in the community including for self-build, older people, those with special needs, younger or first time buyers.</p>	<p><b>CNP H1</b> <b>CNP H2</b> <b>CNP H3</b></p>
<p>Difficulty for local people to find housing</p>	<p><b>HO2</b> To ensure that people in housing need with a strong connection to Cholsey receive priority on housing allocations.</p>	<p><b>CNP H4</b></p>
<p>affordable housing should be integrated in housing schemes</p>	<p><b>HO3</b> To ensure affordable and private housing are mixed to avoid separate enclaves of one or the other.</p>	<p><b>CNP H5</b></p>
<p>retain and improve local connections (on foot or by bike) around Cholsey e.g. to shops, school, public footpaths and station to discourage car use for short trips, to improve health and wellbeing, to encourage cohesion and engender a sense of community</p>	<p><b>HO4</b> To ensure new housing sites are well and safely connected with all parts of the village and to the countryside.</p>	
<ul style="list-style-type: none"> <li>• Ensure infrastructure is not overloaded e.g. drainage, sewerage, flood capacity, schools and childrens' facilities</li> <li>• maintain a distinction between Cholsey and Wallingford</li> <li>• ave well designed home distinctive to Cholsey</li> </ul>	<p><b>HO5</b> To ensure new housing sites provide a good quality environment for existing and new residents and appropriate infrastructure and services for the increased population.</p>	
<p>Traffic in the village causes congestion, road safety concerns and deters walking and cycling</p> <p>Congestion from traffic volumes, station and shop users and extensive roadside parking, also poor junction arrangements and visibility particularly on Papist Way, Ferry Lane, Ilges Lane and Church Road. Some junctions beyond capacity.</p>	<p><b>HO6</b> To ensure that the main highway access for new housing sites is positioned to minimize traffic through the village and that sites have good access for vehicles, cycles, pedestrians and to public transport.</p>	
<p><b>Infrastructure</b></p>		
<p>Ensure new/extended facilities are provided for health, recreation, family services, public transport</p>	<p><b>IO1</b>To provide a range of sports, leisure and social facilities to meet the needs of the whole Cholsey community.</p>	<p><b>CNP I1</b></p>
<p>Poor access to medical services</p>	<p><b>IO2</b> To continue to apply pressure on the Clinical Commissioning Group (CCG) to provide a 'satellite' surgery for village residents and ensure that a suitable space is available in the village for a surgery to operate;</p>	<p><b>CNP I2</b></p>
<ul style="list-style-type: none"> <li>• In high rainfall roads flood to the point of closure, sewage flooding in gardens and house drainage non-functioning.</li> <li>• South Oxfordshire is a water stressed area and is likely to have water supply problems before the end of the plan period.</li> </ul>	<p><b>IO3</b> To ensure relevant agencies work together to provide adequate water supply, surface water drainage and reliable sewage works for Cholsey and Wallingford and ensure that new development does not exacerbate and where possible mitigates any existing flooding, water, drainage and sewage problems..</p>	<p><b>CNP I3</b> <b>CNP I4</b></p>
<ul style="list-style-type: none"> <li>• Shops and visitors to the shops at the Forty cause damage</li> </ul>	<p><b>IO4</b> To seek opportunities to improve shopping facilities for the village. This</p>	<p><b>CNP I5</b></p>

Issues identified	Objectives	Policy
<p>and a highway hazard</p> <ul style="list-style-type: none"> <li>Concern about the ongoing viability and existence of local pubs and restaurants.</li> </ul>	<p>could include further retail space away from the existing centre as well as additional facilities for existing shops such as trolley storage space, shop storage and space for delivery vehicles to park and manoeuvre safely. To protect existing shops, restaurants, cafes and public houses unless they are proven to no longer be viable.</p>	<p><b>CNP I6</b></p>
<p>Poor facilities for teenagers</p>	<p><b>IO5</b> To require that new housing sites contribute to improving provision for recreation for teenagers.</p>	<p>See <b>CNP H5</b></p>
<p>Lack of infrastructure and facilities on the recreation ground</p>	<p><b>IO6</b> To improve facilities at the recreation ground.</p>	<p><b>CNP I5</b></p>
<p>A lack of local employment</p>	<p><b>IO8</b> To safeguard employment land and support those who work from home.</p>	<p><b>CNP I</b> <b>7,8,9</b></p>
<p><b>Traffic and Transport</b></p>		
<p>Getting around should be easier. Improved walking, cycling and bus options between Cholsey, Wallingford and Didcot.</p>	<p><b>TO1</b> To promote walking, cycling and public transport as first choice travel options for Cholsey residents and ensure that facilities to support these are in place including safe routes and reliable and sustainable public transport.</p>	<p><b>CNP T1</b> <b>CNP T2</b></p>
<p>Fatalities have occurred on Cholsey's roads. The speed of traffic makes residents feel unsafe whilst on footpaths, cycling and at road crossings.</p>	<p><b>TO2</b> To ensure that new development and their associated access to the road network takes place in areas which minimise traffic hazards on existing roads and where opportunities arise enable improvements to road safety.</p>	<p><b>Pledges</b> <b>1,2,3</b></p>
<p>The station car-park is at capacity and local roads are used for parking causing problems for residents and others. Parking for shoppers at the Forty is chaotic and dangerous.</p> <ul style="list-style-type: none"> <li>Poor facilities for cyclists and disabled at Cholsey Station.</li> <li>Church Road parking at school start/finish times is dangerous, on pavements, zigzag and double yellows, blocking driveways.</li> </ul> <p>Children safety at school start and finish times. Poor quality footpaths and pedestrian safety at road crossings as there are no formal crossings. Particular problems occur at:</p> <ul style="list-style-type: none"> <li>Crossing the Reading Road from Cholsey Meadows</li> <li>Around the Forty – complicated junctions</li> <li>Church Road</li> <li>Wallingford Road – footpaths on one side only</li> <li>Wallingford bypass</li> </ul>	<p><b>TO3</b> To ensure that the design of new development connects to and where possible improves the walking and cycling network and provides for the safety of all road users both within the development area and on existing roads.</p> <p><b>TO4</b> To improve facilities that encourage residents to walk and cycle within the village, this includes footpaths, cycle routes and road crossings; and to improve parking facilities, in particular:</p> <ul style="list-style-type: none"> <li>for station users by encouraging the franchise operator to provide secure and adequate car and cycle parking</li> <li>for children to get to and from school safely</li> <li>for older and disabled people to use village facilities</li> </ul>	<p><b>CNP T2</b></p>
<p><b>Environment, leisure and well-being</b></p>		<p><b>CNP T3</b> <b>Pledge4:</b></p> <p><b>CNP T4</b></p>

Issues identified	Objectives	Policy
<p>Retain and improve wilder areas for play and enjoyment, possibly with outdoor gym</p> <p>retain green links within the village and to the countryside, to provide for recreation and wildlife and not develop all spaces</p>	<p><b>EO1</b> To encourage public access to green spaces and to the wider countryside, where possible link greenspaces through green corridors. To allocate resources to improve the quality of greenspaces, footpaths and bridleways both for recreation and for ecological diversity.</p>	<p><b>CNP E1</b> <b>CNP E2</b> See CNP H 5</p>
<ul style="list-style-type: none"> <li>• Not to damage the landscape and setting of the Chilterns and North Wessex Downs Areas of Outstanding Natural Beauty (AONBs).</li> <li>• Ensure the rural character of the village is maintained</li> </ul>	<p><b>EO2</b> To ensure that new development in Cholsey is mindful of its sensitive setting in and adjacent to both the Chilterns and North Wessex Downs AONBs. New housing should be at an appropriate density and of a good design acknowledging and enhancing the rural character of Cholsey, and should accord with policies for the AONBs.</p> <p><b>EO3</b> To prioritise the protection and enhancement of:</p> <ul style="list-style-type: none"> <li>- the River Thames including the Thames Path National Trail</li> <li>- Key views</li> <li>- AONBs</li> <li>- existing green spaces.</li> </ul>	<p><b>CNP E3</b> <b>CNP E4</b></p>
<p>Retain the character of the Forty as the village centre</p>	<p><b>EO4</b> To ensure that our heritage and historic environment is retained within an appropriate environment for future generations to appreciate and value.</p>	<p><b>CNP E5</b></p>
<p>Preserve productive farmland</p>	<p><b>EO5</b> To ensure that rural areas are protected in accordance with national and local strategic policies.</p>	<p>See CNP 9</p>
<p>A wish to enjoy the river for its beauty and for recreation.</p>	<p><b>EO6</b> To enable residents and visitors to enjoy Cholsey's special riverside location and capacity for water based recreation.</p>	<p><b>CNP E6</b></p>
<p><b>Education</b></p>	<p><b>Ed01</b> To ensure that there are sufficient spaces for all who wish to attend the schools and/or use the education facilities in Cholsey</p>	<p><b>CNP ED1</b> <b>CNP ED2</b> Pledge 5:</p>
	<p><b>Ed02</b> To reduce congestion around Cholsey Primary School and to ensure safe accessibility at all times.</p>	

## Appendix 4 - Glossary of Acronyms & Planning Terms

**ADOPTION** – The final confirmation of a development plan by a local planning authority.

**AFFORDABLE HOUSING** – Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

**AREA OF OUTSTANDING NATURAL BEAUTY (AONB)** – A formal designation of an area where planning control is based on the protection and enhancement of the natural beauty of the area.

**BAP** - Biodiversity Action Plan gives priority species and habitats were those that were identified as being the most threatened and requiring conservation action under the UK BAP

**BIODIVERSITY** – The degree of variation of life forms within a particular ecosystem. Biodiversity is a measure of the health of an ecosystem. Human activity generally tends to reduce biodiversity, so special measures often need to be taken to offset the impact of development on natural habitats.

**CHOLSEY NEIGHBOURHOOD PLAN (CNP)** - The local area in which a neighbourhood plan can be introduced

**COMMUNITY** – A group of people that who hold something in common. They could share a common place (e.g. individual neighbourhood) a common interest (e.g. interest in the environment) a common identity (e.g. age) or a common need (e.g. a particular service focus).

**COMMUNITY INFRASTRUCTURE LEVY (CIL)** – Allows local authorities to raise funds from developers undertaking new building projects in their areas. Money can be used to fund a wide range of infrastructure such as transport schemes, schools and leisure centres.

**CONDITIONS** – Planning conditions are provisions attached to the granting of planning permission.

**CONFORMITY** – There is a requirement for neighbourhood plans to have appropriate regard to national policy and to be in conformity with local policy.

**CONSERVATION AREA** – An area of special architectural or historic interest, the character and appearance of which are preserved and enhanced by local planning policies and guidance.

**CONSULTATION** – A communication process with the local community that informs planning decision-making

**CORE STRATEGY** – A development plan document forming part of a local authority's Local Plan, which sets out a vision and core policies for the development of an area.

**DESIGN AND ACCESS STATEMENT** – A short report accompanying a planning permission application. Describes design principles of a development such as layout, townscape characteristics, scale, landscape design and appearance.

**DEVELOPMENT** – Legal definition is ‘the carrying out of building, mining, engineering or other operations in, on, under or over land, and the making of any material change in the use of buildings or other land.’

**FLOOD PLAIN** – An area prone to flooding.

**INFRASTRUCTURE** – Basic services necessary for development to take place e.g. roads, electricity, water, education and health facilities.

**LEGISLATION** – The Acts of Parliament, regulations, and statutory instruments which provide the legal framework within which public law is administered.

**LISTED BUILDINGS** – Any building or structure which is included in the statutory list of buildings of special architectural or historic interest.

**LOCAL PLAN** - The name for the collection of documents prepared by your local planning authority for the use and development of land and for changes to the transport system. Can contain documents such as development plans and statements of community involvement.

**LOCAL PLANNING AUTHORITY** – Local government body responsible for formulating planning policies and controlling development; a district council, metropolitan council, a county council, a unitary authority or national park authority.

**MINERALS PLAN** – A statement of the policy, advice and guidance provided by local authorities regarding the extraction of minerals.

**NATIONAL PLANNING POLICY FRAMEWORK (NPPF)** – The government policy document adopted in March 2012 intended to make national planning policy and guidance less complex and more accessible. The National Planning Policy Framework introduces a presumption in favour of sustainable development. It gives five guiding principles of sustainable development: living within the planet’s means; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

**NEIGHBOURHOOD PLAN** – A planning document created by a parish or town council or a neighbourhood forum, which sets out vision for the neighbourhood area, and contains policies for the development and use of land in the area. Neighbourhood plans must be subjected to an independent examination to confirm that they meet legal requirements, and then to a local referendum. If approved by a majority vote of the local community, the neighbourhood plan will then form part of the statutory development plan.

**NEIGHBOURHOOD PLANNING** – A community-initiated process in which people get together through a local forum or parish or town council and produce a plan for their neighbourhood setting out policies and proposals for the development they wish to see in their area.

## OXFORDSHIRE COUNTY COUNCIL (OCC)

**POLICY** – A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain planning permission.

**PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990** – The primary piece of legislation covering listed buildings and conservation areas.

**PLANNING OBLIGATION** – Planning obligation under Section 106 of the Town and Country Planning Act 1990, secured by a local planning authority through negotiations with a developer to offset the public cost of permitting a development proposal. Sometimes developers can self-impose obligations to pre-empt objections to planning permission being granted. They cover things like highway improvements or open space provision.

**PLANNING PERMISSION** – Formal approval granted by a council allowing a proposed development to proceed.

**PREVIOUSLY DEVELOPED LAND** - Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

**PUBLIC OPEN SPACE** – Open space to which the public has free access.

**RETAIL** – The process of selling single or small numbers of items directly and in person to customers. The use category defined as Class A1 in the Town and Country Planning (Use Classes) Order 1987.

**RURAL** – Areas of land which are generally not urbanised; usually with low population densities and a high proportion of land devoted to agriculture.

**SETTING** – The immediate context in which a building is situated, for example, the setting of a listed building could include neighbouring land or development with which it is historically associated, or the surrounding townscape of which it forms a part.

**SIGNIFICANCE** – The qualities and characteristics which define the special interest of a historic building or area.

**SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)** – A protected area designated as being of special interest by virtue of its flora, fauna, geological or geomorphological features. SSSIs are designated

under the Wildlife and Countryside Act 1981 by the official nature conservation body for the particular part of the UK in question.

STRATEGIC ENVIRONMENTAL IMPACT ASSESSMENT (SEA) – Environmental assessment as applied to policies, plans and programmes. Has been in place since the European SEA directive (2001/42/EC).

SUSTAINABILITY APPRAISAL (SA) – An assessment of the environmental, social and economic impacts of a Local Plan from the outset of the preparation process to check that the plan accords with the principles of sustainable development.

STRATEGIC POLICY – A policy that is essential for the delivery of a strategy, for example, the overall scale and distribution of housing and employment in an area.

SUSTAINABLE DEVELOPMENT – An approach to development that aims to allow economic growth without damaging the environment or natural resources. Development that 'meets the needs of the present without compromising the ability of future generations to meet their own needs'.

TENURE – The terms and conditions under which land or property is held or occupied, e.g. five year leasehold, freehold owner occupation, etc.

TREE PRESERVATION ORDER – An order made by a local planning authority to protect a specific tree, a group of trees or woodland. TPOs prevent the felling, lopping, topping, uprooting or other deliberate damage of trees without the permission of the local planning authority.

## **Appendix 5 - Traffic Survey**

### **Celsea Place**

A development is underway at Celsea Place, off Papist Way. This is a modest development and consists of 61 housing units. A traffic generation study by Glanville (3) shows that the development will generate a modest level of traffic leaving the site with up to 26 movements in the morning peak, 27 movements in the afternoon peak and 221 movements daily. The traffic impact showed that the development would have an impact of less than 3% on the A329 Reading Road/Papist Way junction at peak periods.

### **Reading Road**

Survey examined existing queues at junctions in and around Cholsey. The results are summarised as follows:

Junction	Movement	Max Peak	Max Peak
		Period Queue AM	Period Queue PM
Wallingford Road/The Forty/ Church Road mini roundabout	Approach from Wallingford Road	2	2
	Approach from The Forty	0	0
	Approach from Church Road	2	2
The Forty Ilges Lane/Honey Lane/Station Road/double mini roundabout	Approach from The Forty	1	2
	Approach from Ilges Lane	2	2
	Approach from Honey Lane	1	1
	Approach from Station Road	4	4
A4130/Wallingford Road roundabout	Approach from A4130 E	1	2
	Approach from Wallingford Road	3	2
	Approach from A4130 W	4	3
A4130/ A329 roundabout	Approach from A329 N Lane 1	4	2
	Approach from A329 N Lane 2	3	4
	Approach from A4130 E Lane 1	5	7
	Approach from A4130 E Lane 2	0	1
	Approach from A329 S Lane 1	2	2
	Approach from A329 Lane 2	3	3
	Approach from A4130 W Lane 1	7	4
	Approach from A4130 Lane 2	1	1

If you wish to raise any queries regarding this document or what it includes, please contact the Cholsey Neighbourhood Plan Team using the details below:

*Email: [info@cholsey-plan.com](mailto:info@cholsey-plan.com)*

*Phone: 01491 652255 (Cholsey Parish Council)*

If you would like to make a complaint please write to:

*The Cholsey Neighbourhood Plan Team*

*Cholsey Parish Council, 31 Station Road, Cholsey, Wallingford OX10 9PT*