

Cholsey Parish Council



Cholsey Neighbourhood Plan

Site Assessments

July 2017

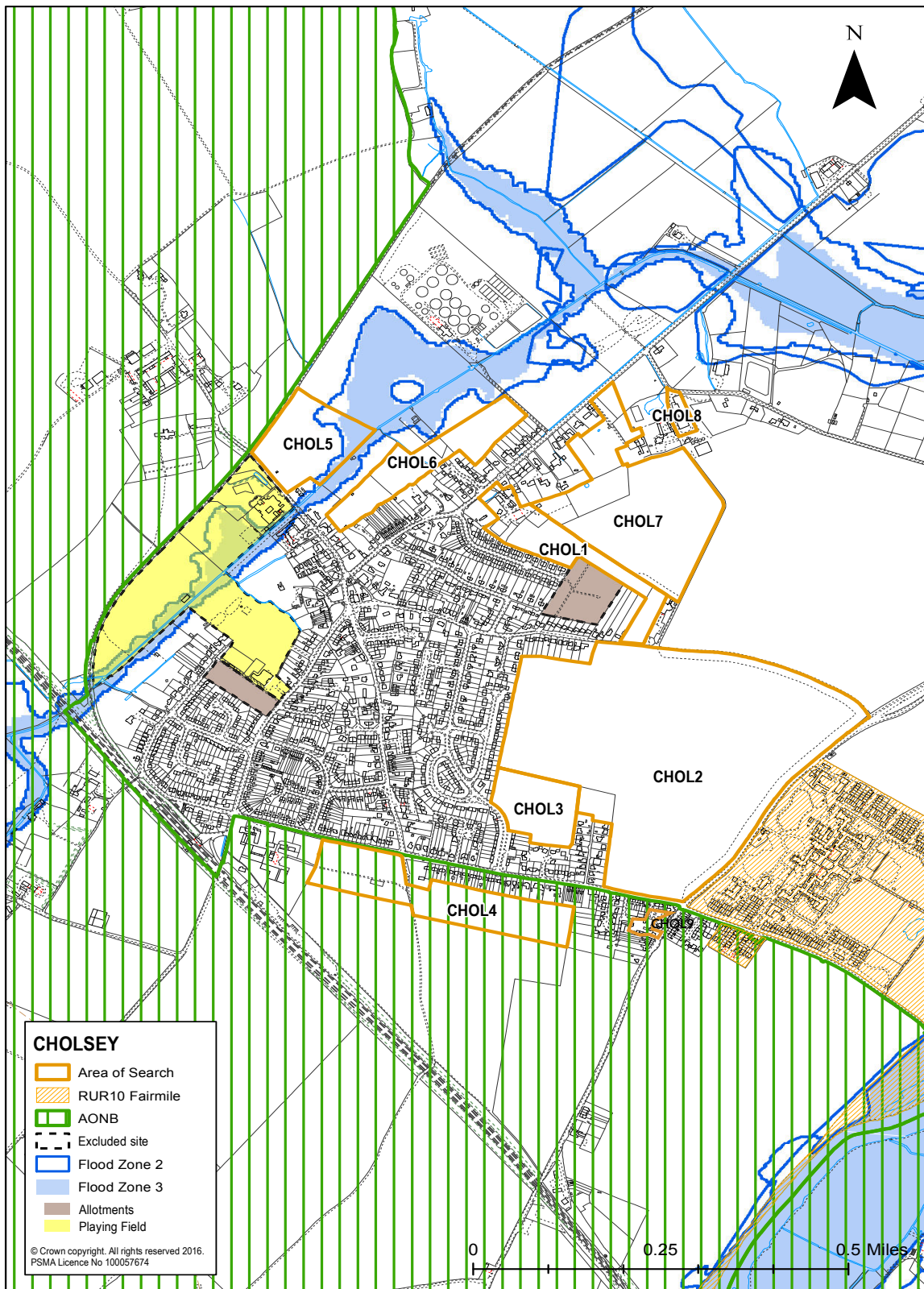
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Map of Sites

Considered in the Site Assessment:



Overview of the Housing Site Assessment

In assessing the housing sites we have identified potential options for meeting the 250 homes we are proposing to provide in Cholsey. These options are:

Option 1 - CHOL2 - which has capacity for more than 250 on its own

Option 2 - a combination of CHOL1, CHOL6, CHOL7 and CHOL9 – which will provide capacity for nearly 200 homes.

Our view is that option 1 is the preferred option as this provides capacity for a greater number of homes without significant conflict on highway, landscape and flooding matters. It will enable the A329/Ferry Lane/Papist Way junction to be improved and a better pedestrian/cycle crossing on the A 329. It has capacity to accommodate additional village services such as children's facilities, shops and health centre and will improve connectivity between the Cholsey Meadows development at the Fairmile and the rest of the village with additional cycle and footpath routes. The landowner is keen to provide some specialist housing for the elderly. The size and shape of the site will also allow for more greenspace and buffer planting to provide a better relationship with existing homes. This option therefore meets our plan objectives in the best way.

Housing option 2 using CHOL1, CHOL6 and CHOL7 with access from Goldfinch Lane opposite the new CHOL1 access point would create a difficult junction close to the bend by the Red Lion and at a point where around a third of cars are exceeding the speed limit. This will exacerbate highway safety problems. The sites do not have space to provide additional village facilities and would therefore be likely to exacerbate existing capacity issues. The sites are likely to encourage further increased traffic on village streets and do not improve connectivity between different parts of the village although CHOL6 may provide an alternative route to the primary school. The linear shape of CHOL1 and CHOL6 mean that there is limited capacity for improving greenspace or any significant buffer planting. CHOL6 is low-lying and parts are liable to flood, the sites may also exacerbate existing flood problems in the locality. These sites do not meet our plan objectives well.

A more detailed analysis of each site is provided below.

CHOL1 East End Farm

An application has been refused on this site for 68 homes. Although the site abuts the village boundary and is not intrusive in the landscape we do not believe this site meets our neighbourhood plan objectives as well as alternative sites. 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 road access is in an area where around 37% of vehicles are travelling above the speed limit
- The access point is offset from the junction with Goldfinch Lane opposite, it will cause a conflict with turning vehicles and does not allow a safe pedestrian crossing to the footpath on the opposite side of the road.
- The number of homes proposed results in unacceptable impacts for existing neighbouring properties and the adjoining listed buildings.
- There is insufficient greenspace and buffer planting to soften the impact of the proposal on the adjoining landscape or on adjoining houses.
- Although the site itself is on zone 1 flood land, the access and surface water drainage proposals are likely to result in additional surface water in a known flood problem area on the Wallingford Road outside the Red Lion PH.

This is a difficult shaped site, if other problems could be overcome, we believe that an acceptable capacity would be likely to be around 55 homes.

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 and link the recent Cholsey Meadows housing scheme with the rest of the village
- it provides an opportunity to improve traffic flow and safety at the A329/Papist Way/Ferry Lane junction
- it provides an opportunity to improve pedestrian safety by providing pedestrian crossing facilities across the A329
- it will enable pedestrian and cycling routes through the village to be improved
- it provides an opportunity to secure land for an additional village hub which could include a shop, medical and children's facilities and for additional public open space
- the landowners have indicated an interest in providing elderly persons accommodation which would help widen the choice of homes locally.

Although the site is in a sensitive location on the Cholsey plateau, the highest ground in the village, and could therefore impact on the setting of the AONBs there is sufficient space to secure substantial buffer planting to ensure there is a minimal impact on the wider landscape.

This site is larger than we need, the landscape capacity assessment suggests it could accommodate around 345 homes, however we are suggesting that some land should be used to provide for other community uses.

CHOL3 Celsea Place – (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.

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. A sequential test would need to be carried out if sites including land in the flood plain (zones 2 and 3) were allocated to demonstrate that there are no other suitable sites with a lesser flood risk (zone 1) available. As there are other sites available in Cholsey the sequential test would preclude the use of sites with flood plain land.

Both sites have offered to provide some parking for the primary school, which would be a benefit to the village and help address congestion on Church Road at school drop off and pick up times. However, the access points onto Church Road are likely to cause conflict with other road users 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 the other issues with these sites.

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. Goldfinch Lane is a narrow road and the access point on the Wallingford Road is at a point where 37% of vehicles are known to be speeding.

The applicants suggest CHOL5 has capacity for around 100 homes but no evidence has been submitted to support this whilst avoiding the use of flood plain land and harm to the adjacent AONB. The landscape capacity assessment does not support housing on CHOL5. We do not believe that CHOL5 is a reasonable option.

Housing option 2 using CHOL1, CHOL6 and CHOL7 with access from Goldfinch Lane opposite the CHOL1 access point would exacerbate the highway safety problems identified.

The linear size and shape of CHOL6 means there is limited space to secure a good relationship with existing homes and limited capacity to provide additional greenspace. The landscape capacity assessment suggests CHOL6 has capacity for 65 homes.

CHOL7 – West of Wallingford Road

Limited details have been provided to support this site submission.

We are of the view that the only possible access to the highway network would be through CHOL1, however as identified above this would cause conflict with other highway users and a safe access has not been demonstrated. The alternative at the northern end of the site would bring traffic out at a point where most traffic is exceeding the speed limit and would harm the area of the site with high biodiversity value.

The site would not increase connectivity or pedestrian and cycle routes around the village.

Part of the site has a high biodiversity interest and supports priority BAP species.

Only a small portion of the site has been identified as suitable for development in the landscape capacity work. This suggests there is a capacity for 65 homes.

Housing option 2 using CHOL1, CHOL6 and CHOL7 with access from Goldfinch Lane opposite the CHOL1 access point would exacerbate the highway safety problems identified.

CHOL8 – This is a small site with a range of underused farm buildings lying on the outskirts of the village. It would not contribute significantly to the village housing requirements. Noise and highway issues with the site have been identified in this assessment. If these could be overcome the applicants have suggested 7 homes could be built on the site.

CHOL9 – This is a brownfield site lying within the built up area boundary. The owners have recently gone into administration and have not been forthcoming about their intentions for the site. The neighbourhood plan policies make provision for redevelopment of the site if the owners wish to pursue that option. An application was submitted on part of the site for 8 homes, if the whole site were included this might provide 12 to 15 homes.

Key

Text Colour Coding

Some issues have been colour coded to help with the use and interpretation of this site assessment work for selecting suitable sites for meeting the housing needs in Cholsey:

Issues which may preclude development

Issues which are of concern and need mitigation

Matters which provide a benefit to the community

Flood Zones

Flood Zone 1:

Low probability - less than 1 in 1,000 annual probability of river flooding

Flood Zone 2:

Medium probability - having between a 1 in 100 and 1 in 1,000 annual probability of river flooding

Flood Zone 3:

High probability - having a 1 in 100 or greater annual probability of river flooding OR where water has to flow or be stored in times of flood

How to use flood zone information is explained in the NPPF Section 10: Meeting the challenge of climate change, flooding and coastal change :

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Information common to all sites

Information from Statutory consultees which applies to all sites is shown in the Appendices.

CNP Reference: CHOL1

Land Registry description: East End Farm

Area (ha)	3.25
Current use	Farmyard and grazing paddocks
in AONB	No
Proximity to AONB	472m North Wessex Downs
Landscape	Reduced site area has development potential (landscape assessment)
Landscape Capacity Assessment (no. of homes)	70 dwellings
Flooding and surface water drainage (EA)	Flood Zone 1 Wallingford Road close to the site floods periodically with high rainfall and cannot take any additional flows (OCC). Existing site peak groundwater levels and drainage system needs investigation, detailed SuDs proposals should be based on these (SODC Drainage Engineer).
Waste water (Thames Water)	No infrastructure concerns regarding Waste Water capability
Listed Buildings	Adjacent to listed buildings – 42 Wallingford Road and Duxford Cottage Close to 40 Wallingford Road a non-designated asset. The Enclosure Map for Cholsey shows the relationship of the listed buildings to the former road which ran along the south eastern boundary of the houses on the south side of Wallingford Road rather than the northern boundary where the Wallingford Road exists today. This is still evidenced in the plot boundaries of the buildings constructed before 1851 which have their principle elevations facing south east towards the location of the old road. All these properties have principle elevations facing CHOL1 and will be more immediately affected by any development on the site. Duxford Cottage has a smarter Georgian frontage on its south-eastern elevation and this, until the mid C19, formed the principle elevation of the listed building. The boundary here is open, not screened and it was always intended to be open and visible, not densely screened. The building was designed to face the historic road shown on the Enclosure Map and rural fields extending beyond. The relationship between the designed frontage of the listed building and CHOL1 forms part of the historic narrative and significance of the listed building.

Conservation area	n/a
Contaminated land	Land contamination identified at CHOL1 and recommendations made for further intrusive investigation. (SODC Environmental Protection Team)
Noise	Concerns that the site will be exposed to noise from the nearby road and railway to the east of the site. Needs further investigation. (SODC Environmental Protection Team)
Vehicular accesses to public highways	Direct access to Wallingford Road.
Protected species / habitats observed or potential comments from SODC countryside officer	There should be no net loss in biodiversity and a Biodiversity Enhancement Strategy should be prepared. The main habitats on the site are of low ecological value and are widely distributed, improved grassland, built areas and hedgerows. One existing building contains a low status roost for common pipistrelle bats. Habitats within the farmyard area and on the site periphery provide for a good population of slow-worm, grass snake and common lizard. Development will involve the loss of the majority of existing habitats on the site. An area of ecological compensation for reptiles is required and a mitigation and translocation strategy will be needed to ensure the reptile population is properly protected. Mitigation for the minor bat roost will have to be conducted under a European Protected Species licence.
Water Supply	Water supply infrastructure is likely to be required to ensure sufficient capacity
Education comments and Pupil Place Plan information (OCC)	Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2. If underlying pressure subsides, the school could be left with surplus school places. The risk is medium/high
Public Transport	See Appendix 1

Highways comment	<p>See Appendix 7</p> <p>Key issues:</p> <ul style="list-style-type: none"> • Public transport – see Appendix 1 • Speed issues along Wallingford Road • Site drainage • The effect on the local highway network – See appendix 1 <p>In addition to matters set out in Appendix 7 if the site is allocated for housing, an agreement is required to secure: Section 278</p> <ul style="list-style-type: none"> • Provision to secure traffic calming features on Wallingford Road, including public consultation and all associated fees.
Archaeology	<p>The site is in an area of archaeological interest.</p> <p>380m east of the line of the Roman Road between Dorchester and Silchester. A Roman Villa has been recorded recently on CHOL3 along with associated Roman remains. A geophysical survey 200m south of the site has recorded archaeological features including a trackway and a series of enclosures which are likely to be of a later prehistoric or Roman date. Three Bronze Age barrows have been recorded from aerial photographs 500m east of the site and medieval remains have been found to the south.</p> <p>An archaeological evaluation undertaken on this site recorded a number of Bronze Age settlement features. A programme of archaeological investigation will need to be undertaken ahead of any development.</p>

Mineral safeguarding Area	<p>See Appendix 8. Development would sterilise deposits of sand and gravel site and indirectly sterilise deposits on adjoining land. Oxfordshire Minerals and Waste Local Plan policy SD10; and policy M8 in the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy are relevant.</p> <p>Mineral safeguarding areas in Oxfordshire have not yet been defined through the Minerals and Waste Local Plan. Although policy M8 of the Core Strategy indicates that part of the site is likely to be included in such an area, only limited weight can as yet be given to this.</p> <p>There is considerable uncertainty over the potential working of this mineral resource due to the significant actual and potential constraints on the site and adjacent mineral bearing land. Existing adjacent housing would be likely to preclude mineral working within most, if not all, of the site; and the indirect sterilisation of resources on adjoining land would be likely to be of limited extent.</p> <p>There is not a sufficiently strong reason to justify the safeguarding of mineral deposits against sterilisation on this site.</p>
MAFF / DEFRA provisional agricultural land classification	2
Proximity to watercourses (miles) taken from nearest point	0.15
Statutory public rights of way ¹	None
Permeability / possible pedestrian / cycle links	None other than road or roadside pavement
Distance from facilities (miles) taken from centre of site	Primary School: 0.42 Secondary School: 2.60 Shops: 0.35 Station: 0.75 Nearest bus stop: 0.10 GP surgery: 2.10

Summary of comments made by Residents; CNP Steering group; Parish Council:

Positives:

- Should be combined with site CHOL7
- **Good access**

Negatives:

- **Loss of open space**
- **Traffic concerns**
- **Impact on landscape**
- **Impact on adjoining properties**

Site Subdivision:

Land Registry reference	ON240654
Owner/Agent	Seymour
Status	Planning application submitted

¹. <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/countryside/definitivemap/defmapPDFs/SU58NE.pdf>

CNP Reference: CHOL2

Land Registry description: Land adjoining Ilges Lane & Land North of Charles Road

Area (ha)	28.44
Current Use	Agriculture and farming
in AONB	No
Proximity to AONB	On south-eastern boundary adjacent to North Wessex Downs AONB, affects setting of Chilterns AONB to the west.

Landscape	<p>Development potential subject to reduced site area</p> <p>Potential impact on the setting of the AONBs:</p> <ul style="list-style-type: none"> • A major extension within CHOL2 would have a significant impact on the views from the Chilterns AONB • Localised impact on the North Wessex Downs AONB in an area already affected by the village built form • A tall roofs-cape would be highly visible • Need substantial provision of Green Infrastructure to integrate the development into the landscape and avoid increasing the visual exposure of the village • Provide major area of Green Infrastructure to integrate the development in to the landscape and complement the open space within the Fairmile Hospital • Green infrastructure to be designed to relieve pressure for active recreation on the adjoining Chilterns and to link into the footpath network • Provide native tree planting to soften settlement edge and views from the settlement <p>Conclusion and recommendations</p> <ul style="list-style-type: none"> • A 'reduced area' would be suitable for some development on landscape and visual grounds • Limit of developable area defined by containment on village plateau and limit of built form facing onto Reading Road at Fairmile Hospital • Outer edge shaped to reflect contour pattern • Green Infrastructure to integrate the development in to the landscape and complement the open space within the Fairmile Hospital • Provide tree planting along the north boundary to continue from the existing boundary • Provide a landscaped corridor which includes hedgerows with hedgerow trees continuing along the boundary of CHOL2 and CHOL3 • Native planting to Ilges Lane to soften and enhance the settlement character • Retain all boundary vegetation and area of pasture at the end of Charles Road • Preferred access is from Papist Way. This should be designed to minimise the impact on the local landscape character
Landscape Capacity Assessment (no. of homes)	345 dwellings
Flooding and surface water drainage (EA)	1: Low probability
Waste water (Thames Water)	Drainage Infrastructure is likely to be required to ensure sufficient capacity

Listed Buildings	Adjacent to Listed Building and Historic Garden. Fairmile Hospital
Conservation area	n/a
Contaminated land	
Noise	Adjacent to A329, may need noise mitigation
Vehicular accesses to public highways	Access possible to Ilges Lane, Reading Road or Papist Way. Could provide an improved junction at Papist Way and the A329
Protected species / habitats observed or potential Comments from biodiversity officer	Tree belts on west and north sides have TPO Mostly arable or former arable field with broad woodland belts along E and N boundaries. No significant ecological constraints Woodland belts should be retained
Water Supply	Water supply infrastructure is likely to be required to ensure sufficient capacity
Education Comments and Pupil Place Plan information (OCC)	Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2. If underlying pressure subsides, the school could be left with surplus school places. The risk is medium/high
Public Transport	See Appendix 1
Highways comment	See Appendix 7
Archaeology	Archaeological constraints exist
Mineral safeguarding Area	No significant constraints
MAFF / DEFRA provisional agricultural land classification	2
Proximity to watercourses (miles) taken from nearest point	0.4
Statutory public rights of way ¹	Adjacent By-way from Ilges Lane to Reading Road A329
Permeability / possible pedestrian / cycle links	Could provide footpath and cycle links through the site giving improved connections from Fairmile to/from the remainder of the village. Also complete the footpath on the western side of the Reading Road as far as Papist Way
Distance from facilities (miles) taken from centre of site	Primary School: 1.00 Secondary School: 3.00 Shops: 0.50 Station: 0.75 Nearest bus stop: 0.16 GP surgery: 2.60

Highway Officer comments:

A '5-arm' roundabout is likely to require significant alteration to existing highway and relatively large land take, potentially including third party land. Signals are likely to introduce delay especially for 'through traffic' along Reading Road.

- The noted second access provides greater scope for access and speed reduction along Reading Road. A minimum of a right turning lane with island would be required but a roundabout at this location could further aid speed reduction
- The nature of Reading Road (relatively straight and wide without direct frontage or activity) lends itself to higher speeds and ignorance of the speed limit. 'Engineered' traffic calming features are undesirable and would have little more impact than the existing chicanes. Whilst individual direct accesses to plots/Reading Road would not be appropriate, active visible frontages would impact upon the street scene and aid speed reduction

Summary of comments made by Residents; CNP Steering group; Parish Council:

Positives:

- **Reduced impact on rest of village**
- **Improves community cohesion by linking up village with Fairmile development**
- **Provides an opportunity to improve the A329/Papist Way/Ferry Lane junction**

Negatives:

- Unless main access via A329, traffic volumes on Papist Way and at Papist Way/A329 junction unacceptable
- **Impact on AONB landscape**
- **Site larger than required**

Site Subdivision:

Land Registry reference	BK99529
Owner/Agent	Naomi Light - Leavesley Group
Status	Meeting 9/2/17 – outline proposal received
Land Registry reference	ON166370
Owner/Agent	Naomi Light - Leavesley Group
Status	Meeting 9/2/17 – outline proposal received
Land Registry reference	ON178535
Owner/Agent	Charles William Liddell Boshier
Status	No engagement with owner

CNP Reference: CHOL3

Land Registry description: Land East side of Celsea Place

Area (ha)	2.42
Agricultural land value	Grade 2 Agricultural Land Classification 1970 Grade 3b Land Research Associates 2012
in AONB	No
Proximity to AONB	83m to North Wessex Downs AONB and within setting of Chilterns AONB
Landscape	Medium/low sensitivity - whole site has development potential
Landscape Capacity Assessment (no. of homes)	60 dwellings
Flooding and surface water drainage (EA)	1: Low probability
Waste water (Thames Water)	No infrastructure concerns regarding Waste Water capability
Listed Buildings	n/a
Conservation area	n/a
Contaminated Land	
Noise	
Vehicular accesses to public highways	Access possible to Celsea place
Protected species / habitats observed or potential Comments from biodiversity officer	Former arable No protected species No significant constraints
Water Supply	Water supply infrastructure is likely to be required to ensure sufficient capacity
Education Comments and Pupil Place Plan information (OCC)	Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2. If underlying pressure subsides, the school could be left with surplus school places. The risk is medium/high
Public Transport	See Appendix 1
Highways comment	See Appendix 7
Archaeology	Archaeological constraints exist – Roman villa found on site
Mineral Safeguarding Area	

MAFF / DEFRA provisional agricultural land classification	2
Proximity to watercourses (miles) taken from nearest point	0.55
Statutory public rights of way ¹	None
Permeability / possible pedestrian / cycle links	None other than road or roadside pavement
Distance from facilities (miles) taken from centre of site	Primary School: 0.63 Secondary School: 3.30 Shops: 0.47 Station: 0.50 Nearest bus stop: 0.20 GP surgery: 2.90

Summary of comments made by Residents; CNP Steering group; Parish Council:

Positives:

- None highlighted

Negatives:

- Impact on biodiversity and Red Kites
- Views to Chilterns AONB

Site Subdivision:

Land Registry reference	ON226927
Owner/Agent	Linden Homes Chiltern Limited
Status	Outline planning permission granted

CNP Reference: CHOL4

Land Registry description: *Kentwood Farm*

Area (ha)	5.46
in AONB	Yes North Wessex Downs
Proximity to AONB	0 metres in North Wessex Downs AONB
Landscape and Landscape Capacity Assessment (no. of homes)	Potential for significant harm to North Wessex Downs AONB so not taken forward to phase 2 and no capacity given
Flooding and surface water drainage (EA)	1: Low probability
Waste water (Thames Water)	No infrastructure concerns regarding Waste Water capability
Listed Buildings	Listed building in proximity to site
Conservation area	n/a
Contaminated Land	n/a
Noise	
Vehicular accesses to public highways	Access possible to Papist Way.
Protected species / habitats observed or potential Comments from biodiversity officer	Arable and improved pasture No protected species No significant constraints
Water Supply	Water supply infrastructure is likely to be required to ensure sufficient capacity
Education Comments and Pupil Place Plan information (OCC)	Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2 If underlying pressure subsides, the school could be left with surplus school places. The risk is medium/high
Public Transport	See Appendix 1
Highways comment	See Appendix 7
Archaeology	
Mineral Safeguarding Area	
MAFF / DEFRA provisional agricultural land classification	2

Proximity to watercourses (miles) taken from nearest point	
Statutory public rights of way ¹	
Permeability / possible pedestrian / cycle links	
Distance from facilities (miles) taken from centre of site	Primary School: 0.63 Secondary School: 3.30 Shops: 0.47 Station: 0.50 Nearest bus stop: 0.20 GP surgery: 2.90

Summary of comments made by Residents; CNP Steering group; Parish Council:

Positives:

- None highlighted

Negatives:

- Parking and congestion
- Impact on character of village
- Impact on AONB landscape

Site Subdivision:

Land Registry reference	ON189028
Owner/Agent	Ryman
Status	Discounted
Land Registry reference	ON145667
Owner/Agent	Ryman
Status	Discounted

CNP Reference: CHOL5

Land Registry description: *Land north east of Church Road*

Area (ha)	3.42
in AONB	No
Proximity to AONB	0 metres immediately next to North Wessex Downs AONB
Landscape	<p>Medium/Low</p> <p>Potential impact on the setting of the AONBs:</p> <ul style="list-style-type: none"> • The site is separated from the remainder of the village by a strong mature established tree and hedge line • The site forms part of the rural setting of the separate historic rural group of buildings at Manor Farm and the Parish Church of St Mary Development would impact on views from the North Wessex Downs AONB and also result in the loss of long distant views to the Chiltern AONB from particularly sensitive receptors (the church and trail) <p>Conclusion and recommendations</p> <p>Although the landscape capacity is found to be medium / low, it is not recommended that any of this site is allocated for development. Even a small area of modern housing would affect both landscape and visual sensitive receptors and would result in harm to the natural beauty and special qualities of the immediate setting of the North Wessex Downs AONB and to the rural ambiance of the separate historic rural group of buildings at Manor Farm and the Parish Church of St Mary</p>
Landscape Capacity Assessment (no. of homes)	Not assessed
Flooding and surface water drainage (EA)	<p>Part in 2/3:</p> <p>2: Medium probability</p> <p>3: High probability</p> <p>No site specific flood risk assessment submitted</p>
Waste water (Thames Water)	Drainage Infrastructure is likely to be required to ensure sufficient capacity
Listed Buildings	n/a
Conservation area	n/a
Contaminated Land	
Noise	Adjoins Cholsey and Wallingford Railway, consider whether mitigation required
Vehicular accesses to public highways	Access possible to Church Road

Protected species / habitats observed or potential Comments from biodiversity officer	Potential water vole habitat on S boundary No significant constraints provided there is a good buffer to the watercourse along the S boundary
Water Supply	Water supply infrastructure is likely to be required to ensure sufficient capacity
Education Comments and Pupil Place Plan information (OCC)	Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2. If underlying pressure subsides, the school could be left with surplus school places. The risk is medium/high
Public Transport	See Appendix 1
Highways comment	See Appendix 7
Archaeology	Archaeological constraints exist
Mineral Safeguarding Area	
MAFF / DEFRA provisional agricultural land classification	3
Proximity to watercourses (miles) taken from nearest point	0.0
Statutory public rights of way ¹	None
Permeability / possible pedestrian / cycle links	None other than road or roadside pavement (except for the Station which may be accessed via the recreation ground).
Distance from facilities (miles) taken from centre of site	Primary School: 0.05 Secondary School: 3.00 Shops: 0.25 Station: 0.70 Nearest bus stop: 0.30 GP surgery: 2.50

Highway Officer comments:

Significant car movements were noted in this area at the afternoon school pickup time.

- It is likely that some school drop-off traffic would attempt to use the development access road for parking should other opportunities not be available
- There is no footway provision on the southbound carriageway of Church Road. The presence of the bridge over the brook to the south-east of the site would appear to render this impractical: safe crossing arrangements would therefore be required to facilitate access to the footway on the opposite side of the road

Summary of comments made by Residents; CNP Steering group; Parish Council:

Positives:

- Could provide parking for school

Negatives:

- Poor access to Church Road and Wallingford Road
- Dangerous Road
- Bad location
- Flood plain
- Impact on AONB landscape
- Proximity to sewage works
- Concern over capacity of sewerage infrastructure

Site Subdivision:

Land Registry reference	ON203410
Owner/Agent	Bitmead / Kemp & Kemp
Status	Expression of interest received – no plans to date
Land Registry reference	BK104552
Owner/Agent	Thames Water
Status	Access point only

CNP Reference: CHOL6

Land Registry description: Land north of Church Road and north west of Wallingford Road

Area (ha)	3.36
in AONB	No
Proximity to AONB	250m to North Wessex Downs AONB
Landscape	<p>Medium</p> <ul style="list-style-type: none"> Local views from adjacent residential properties including two listed buildings and part of the Conservation Area Views from popular routes including the Cholsey and Wallingford heritage railway and Dame Agatha Christie Trail The site forms part of the pastoral setting to the village The site forms the landscape interface between the open rolling downs within the AONB and the village itself Risk of over expansion beyond the current village envelope <p>It is recommended that the 'reduced area' of the site approx. 2.6 ha as shown in Figure CHOL 6.2 be considered further for housing. The reduced area has been designed to reflect the settlement pattern; to reduce the scale of the impact of the development on the village; and to minimise the visual impact on the North Wessex Downs AONB, the Conservation Area and the listed buildings.</p>
Landscape Capacity Assessment (no. of homes)	At a nominal density of 25 dph, 65 dwellings might be accommodated on site CHOL 6. A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site.
Flooding and surface water drainage (EA)	<p>Part in 2/3:</p> <p>2: Medium probability</p> <p>3: High probability</p> <p>No site specific flood risk assessment submitted</p>
Waste water (Thames Water)	No infrastructure concerns regarding Waste Water capability
Listed Buildings	Adjoins listed buildings
Conservation area	South-Western end adjacent to conservation area
Contaminated Land	
Noise	
Vehicular accesses to public highways	Access possible to Church Road and Goldfinch Lane

Protected species / habitats observed or potential Comments from biodiversity officer	Improved pasture No protected species Adjoins TPO trees No significant constraints provided there is a good buffer to the watercourse along the NW boundary
Water Supply	Water supply infrastructure is likely to be required to ensure sufficient capacity
Education Comments and Pupil Place Plan information (OCC)	Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2. If underlying pressure subsides, the school could be left with surplus school places. The risk is medium/high
Public Transport	See Appendix 1.
Highways comment	See Appendix 7.
Archaeology	Archaeological constraints exist
Mineral safeguarding Area	
MAFF / DEFRA provisional agricultural land classification	4 – area nearest housing 3 – area nearest watercourse
Proximity to watercourses (miles) taken from nearest point	0.0
Statutory public rights of way ¹	None
Permeability / possible pedestrian / cycle links	None other than road or roadside pavement
Distance from facilities (miles) taken from centre of site	Primary School: 0.15 Secondary School: 3.00 Shops: 0.20 Station: 0.60 Nearest bus stop: 0.25 GP surgery: 2.50

Church Road access

Highway Officer comments:

Significant concern is raised with regard to access to Church Road. It is highly unlikely satisfactory access could be achieved for a development of this scale. Smaller development may be possible (up to circa 25 dwellings) but considerations below would still apply. It is unlikely with a lower specification of access road that school parking could be provided.

- Potential for the site to be served from two accesses without vehicular connection through just pedestrian and cycle; i.e up to 25 dwellings served from Church Road access and the remainder from Goldfinch Lane

- A number of vehicles were parked directly opposite the site access, even in the middle of the day away from the school pick-up and drop-off period
- Although the provision of some school-related parking by the landowners of sites CHOL 5 and CHOL 6 may provide relief, other activity in the area (particularly the playgroup and elderly accommodation) may still generate parking on Church Road
- The proposed site access off Church Road appears very narrow even for residential traffic, and is likely to be more problematic for construction traffic. A minimum aisle width of 9.1m (7.8m for 25 dwellings) would be required to accommodate the carriageway and footways. In addition junction radii would be required at Church Road adding to the land required
- On-street parking controls would be necessary to protect the junction; albeit enforcement would be minimal given current policing
- The access is likely to bring vehicles very close to the houses on either side of it, and may also be compromised by the presence of trees which may be within the boundary of houses either side of the proposed access

Goldfinch Lane access

Highway Officer comments:

Carriageway widths on Goldfinch Lane are on the narrow side, and may be further compromised by on-road parking, which was observed to a limited extent mid-morning but which could be expected to be more prevalent outside working hours and at weekends.

- The road surface on Goldfinch Lane looks in need of renewal and this would certainly be necessary if it were to serve as the access point for a development of up to 100 dwellings

Summary of comments made by Residents; CNP Steering group; Parish Council:

Positives:

- Could provide parking for school

Negatives:

- **Poor access to Church Road and Wallingford Road**
- **Dangerous Road**
- **Bad location**
- **Flood plain**
- **Impact on AONB landscape**
- **Proximity to sewage works**
- **Concern over capacity of sewerage infrastructure**

Site Subdivision:

Land Registry reference	ON303569
Owner/Agent	Everport Developments / Nexus Planning – Luke Challenger
Status	Design submitted
Land Registry reference	ON186180
Owner/Agent	Seymour / Simmons – Thomas Dunn
Status	

CNP Reference: CHOL7

Land Registry description: *West of Wallingford Road*

Area (ha)	8.74
in AONB	No
Proximity to AONB	600m North Wessex Downs AONB, higher land in setting of Chilterns AONB
Landscape	<p>Development potential subject to reduced site area</p> <p>Potential impact on the setting of the AONBs</p> <ul style="list-style-type: none"> • A large extension would have an impact on views from the Chilterns AONB • A tall roofs-cape would be highly visible • Need to provide substantial provision of Green infrastructure to integrate the development into the landscape • Retain existing areas of pasture / scrub and the new nature reserve to protect the semi-rural character of the eastern part of the village and a valuable village asset • Provide native tree planting to the boundary of the development to soften the village edge <p>Conclusion and recommendations</p> <ul style="list-style-type: none"> • A 'reduced area' would be suitable for some development on landscape and visual grounds • Limit extent of developable area to the area most closely related to the more dense housing in the village • Retain all boundary vegetation and area of pasture / scrub to the rear of Wallingford Road • Integrate the new nature reserve into the provision of Green Infrastructure on the site • Preferred access is from CHOL1. Access through CHOL8 would affect the semi-rural character of Blackall's Farm and its setting. An alternative access from Wallingford Road through the area of pasture and scrub would have an adverse impact on this landscape asset and urbanise this section of Wallingford Road
Landscape Capacity Assessment (no. of homes)	65 dwellings
Flooding and surface water drainage (EA)	1: Low probability
Waste water (Thames Water)	Drainage Infrastructure is likely to be required to ensure sufficient capacity

Listed Buildings	<p>Adjacent to listed buildings</p> <p>Adjacent 42 Wallingford Road at south end, Red Cow Cottage and Blackalls House at the north end.</p> <p>Close to 40 Wallingford Road a non-designated asset. The Enclosure Map for Cholsey shows the relationship of the listed buildings to the former road which ran along the south eastern boundary of the houses on the south side of Wallingford Road rather than the northern boundary where the Wallingford Road exists today.</p> <p>This is still evidenced in the plot boundaries of the buildings constructed before 1851 which have their principle elevations facing south east towards the location of the old road.</p> <p>All these properties have principle elevations facing CHOL7 and will be more immediately affected by any development on the site. The boundary here is open, not screened and it was always intended to be open and visible, not densely screened; the buildings were designed to face the historic road shown on the Enclosure Map and rural fields extending beyond. The relationship between the designed frontage of the listed buildings and CHOL7 forms part of the historic narrative and significance of the listed buildings.</p>
Conservation area	n/a
Contaminated Land	
Noise	
Vehicular accesses to public highways	Access possible to Wallingford Road, 'Old Blackall's Drive', 'Larkmead' or via ChOL1
Protected species / habitats observed or potential Comments from biodiversity officer	<p>Ponds may contain great crested newts</p> <p>Area in north west identified as BAP priority habitat and natural or semi-natural greenspace in the SODC Green Infrastructure Strategy</p> <p>Possible allocation but a site visit will be needed to confirm the status of the site and to assess the constraints</p> <p>Arable area has no constraint</p>
Water Supply	Water supply infrastructure is likely to be required to ensure sufficient capacity
Education Comments and Pupil Place Plan information (OCC)	<p>Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2</p> <p>If underlying pressure subsides, the school could be left with surplus school places. The risk is medium/high</p>
Public Transport	See Appendix 1
Highways comment	See Appendix 7
Archaeology	Archaeological constraints exist

Mineral safeguarding Area	Yes See Appendix 8
MAFF / DEFRA provisional agricultural land classification	2
Proximity to watercourses (miles) taken from nearest point	0.15 Part of this site is very wet suggesting it is a possible run off area from the elevated land to the South East or a spring/s on the site.
Statutory public rights of way ¹	None
Permeability / possible pedestrian / cycle links	Could link to field track to Ilges Lane
Distance from facilities (miles) taken from centre of site	Primary School: 0.15 Secondary School: 3.00 Shops: 0.50 Station: 0.85 Nearest bus stop: 0.20 GP surgery: 2.50

Highway Officer comments:

Wallingford Road benefits from no footway on the same side of the road as this site in the vicinity of Goldfinch Lane, and a ditch to the south may preclude footway provision. However a crossing point to the footway on the opposite side would appear to be appropriate in this location given the 30mph speed limit and good visibility in the area.

Summary of comments made by Residents; CNP Steering group; Parish Council:

Positives:

- **Relatively discreet location close to village**
- Should be combined with CHOL1

Negatives:

- **Flood plain. Impact on biodiversity**
- Impact on landscape if development extends too far north and east
- If the site extends beyond Old Blackall's Lane would extend ribbon development northwards
- Ilges Lane unsuitable for additional traffic, lacks footpaths
- NW part of site is identified as a UK BAP Priority Habitat and as Natural or semi-natural green space in the South and Vale Green Infrastructure Strategy March 2017²

<http://www.southoxon.gov.uk/sites/default/files/Draft%20Green%20Infrastructure%20Strategy%20-%20Part%202.pdf>

Site Subdivision:

Land Registry reference	ON144819
Owner/Agent	Raynor
Status	ON144819
Land Registry reference	ON244524
Owner/Agent	Roxylight Holding – J.Vellacott / DLA Architects – P.Martin
Status	Proposal received – on file ²
Land Registry reference	ON147703
Owner/Agent	Hall Farm South Moreton Ltd
Status	

²Proposal includes additional plot 'land to South side of Wallingford Rd.'

CNP Reference: CHOL8

Land Registry description: Part of Blackall's Farm

Area (ha)	0.48
in AONB	No
Proximity to AONB	703m North Wessex Downs AONB
Landscape	Brownfield site, whole site has development potential
Landscape Capacity Assessment (no. of homes)	15 dwellings
Flooding and surface water drainage (EA)	1: Low probability Regular road flooding in Caps Lane to north of site
Waste water (Thames Water)	No infrastructure concerns regarding Waste Water capability
Listed Buildings	Adjacent to Listed building Blackalls House
Conservation area	n/a
Contaminated Land	
Noise	Concern about noise from adjacent grain silos and road and railway to the west. Needs further investigation. (SODC Environmental Protection Team)
Vehicular accesses to public highways	Existing access to Caps Lane
Protected species / habitats observed or potential Comments from biodiversity officer	Buildings will need survey for protected species No significant constraints
Water Supply	Water supply infrastructure is likely to be required to ensure sufficient capacity
Education Comments and Pupil Place Plan information (OCC)	Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2 If underlying pressure subsides, the school could be left with surplus school places. The risk is medium/high
Public Transport	See Appendix 1
Highways comment	See Appendix 7
Archaeology	
Mineral safeguarding Area	No
MAFF / DEFRA provisional agricultural land classification	4

Proximity to watercourses (miles) taken from nearest point	0.2
Statutory public rights of way ¹	None
Permeability / possible pedestrian / cycle links	Could link to field track to Ilges Lane
Distance from facilities (miles) taken from centre of site	Primary School: 0.73 Secondary School: 2.30 Shops: 0.65 Station: 1.03 Nearest bus stop: 0.30 GP surgery: 1.90

Highway Officer comments

This site is located a considerable walking distance from local facilities.

- There is no footway provision on Caps Lane, though there appears to be sufficient verge width on the eastern side of the lane to facilitate provision
- The lack of footway on the south side of Wallingford Road is a concern. Caps Lane is located only around 100m from the 30mph/60mph boundary: locating crossing facilities at this point may therefore present safety issues should some vehicles still be reducing speed as they pass Caps Lane on the way into Cholsey, or be increasing speed as they leave the 30mph zone when exiting the village

Summary of comments made by Residents; CNP Steering group; Parish Council:

Positives:

- Site has existing access
- Brownfield site

Negatives:

- Caps Lane unsuitable for additional traffic
- Needs footpath
- Improved junction with Wallingford Road and pedestrian crossing facility
- Noise from grain silos
- Conflict with agricultural traffic

Site Subdivision:

Land Registry reference	ON147703
Owner/Agent	Hall Farm South Morton Ltd
Status	Outline plan received – on file

CNP Reference: CHOL9

Land Registry description: Boshers Yard corner of A329 and Papist Way

Area (ha)	
in AONB	Yes North Wessex Downs
Proximity to AONB	0 metres in North Wessex Downs AONB
Landscape	Brownfield site, whole site has development potential
Landscape Capacity Assessment (no. of homes)	Within existing developed area
Flooding and surface water drainage (EA)	1: Low probability - having a less than 1 in 1,000 annual probability of river flooding.
Waste water (Thames Water)	
Listed Buildings	
Conservation area	
Vehicular accesses to public highways	Existing access to A329
Protected species / habitats observed or potential Comments from biodiversity officer	None
Water Supply	Water supply infrastructure is likely to be required to ensure sufficient capacity
Education Comments and Pupil Place Plan information (OCC)	Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2 If underlying pressure subsides, the school could be left with surplus school places. The risk is medium/high
Public Transport comment (County)	See Appendix 1
Highways comment	See Appendix 7
Archaeology	
Area of mineral safeguarding	No
MAFF / DEFRA provisional agricultural land classification	N/A

Proximity to watercourses (miles) taken from nearest point	0.4
Statutory public rights of way ¹	None
Permeability / possible pedestrian / cycle links	None other than road or roadside pavement
Distance from facilities (miles) taken from centre of site	Primary School: 0.73 Secondary School: 2.30 Shops: 0.65 Station: 1.03 Nearest bus stop: 0.30 GP surgery: 1.90

Summary of comments made by Residents; CNP Steering group; Parish Council:

Positives:

- **Brownfield site (newly available so no details yet available)**

Negatives:

- Land owners not engaged with process

Site Subdivision:

Land Registry reference	ON270162
Owner/Agent	Charles and Thomas Boshier
Status	Discounted

A number of other sites in the parish have been submitted to SODC for consideration and SODC have included two existing employment sites in their Housing and Employment Land Availability Assessment (HELAA)³.

The neighbourhood plan has only looked to take forward sites for consideration that are in or immediately adjoining the main village and that are outside the AONB.

There is sufficient capacity within the sites considered to more than meet the needs identified for Cholsey. The table below sets out the other sites submitted in the parish or identified in SODC's HELAA that have not been carried forward in the full site assessment process, the reasons are set out in the table.

Other Sites:

SODC site submission ref. or HELAA ref.	Site known as	Reason for not taking site forward
SODC 203	Land East of Wallingford Road	The land lies outside (and not adjoining) the settlements of Wallingford and Cholsey and is substantially in the Thames floodplain
SODC 375	47 Reading Road	This is a small site in the AONB which is already developed and used as a children's nursery, the land lies outside (and not adjoining) the settlement of Cholsey. The site can be considered in relation to planning policies for re-use of existing sites and redevelopment.
SODC 440	Land at Manor Farm, Church Road	This is a small site that lies close to but outside the main settlement of Cholsey in the AONB. The railway line forms a clear definition to the main part of the village in this area.
SODC 441	Land west of Church Road	This site lies close to but outside the main settlement of Cholsey in the AONB. The railway line forms a clear definition to the main part of the village in this area.
HELAA 206	Land off Westfield Road	This is a small employment site in the AONB and outside the main settlement of Cholsey. It has not been submitted for consideration through the neighbourhood plan. The site can be considered in relation to planning policies for re-use of employment sites and redevelopment.

HELAA 318	Kentwood Farm, Papist Way	This is a working farmyard with some small employment uses. It has not been submitted for consideration through the neighbourhood plan. The site can be considered in relation to planning policies for re-use of employment sites and redevelopment.
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³ http://www.southoxon.gov.uk/sites/default/files/20170131_5%20_SODC%20HELAA.pdf

Appendices

Appendix 1 - Public Transport (OCC)

Cholsey has a half hourly train service operating Monday to Saturdays, and a reduced Sunday service. The public can travel to London Paddington to the east, and to the West of England and Birmingham via other rail links.

The 136 bus service operates broadly half-hourly Monday to Friday, and hourly on Saturday, linking the village with Wallingford town centre and Henley-on-Thames, via Benson. However, there is a limited service (four journeys per day) on Sundays to Wallingford, Benson and a guaranteed connection onto the 139B through bus to Henley-on-Thames. The 136 service operates in a one-way loop through Cholsey (inbound via Reading Road and Cholsey Station, outbound via Wallingford Road) whereby residents are generally served in one direction only.

Necessary to make development acceptable in planning terms, Public Transport provision is required to offer a realistic alternative to the car. New residents would preferably benefit from increased frequency of journey, reduced waiting time, additional seats and an overall more attractive public transport option for travel to work, in line with the Council's strategy of promoting alternatives to car travel on the County's congested highway network. However, as a bare minimum, the continuation of the existing largely developer-funded provision should be secured for a further period given the absence of any other public transport to Cholsey by bus.

A bus service contribution is essential to adhere to the principle of 'presumption in favour of sustainable development' at the heart of the National Planning Policy Framework. This principle is enhanced in paragraphs 29 to 41 of the Framework in terms of promoting sustainable transport.

Appendix 2 - Education (OCC)

Cholsey Primary School is a 1.5 form entry (fe), and planning is underway to expand it to 2 fe to meet the pupil generation expected from new housing planned/proposed in the village.

Additional early years accommodation is oversubscribed and require expansion to allow for the pupil generation expected. Early education provision has been calculated using the same cost per child as primary school provision. The school is expected to increase its admission number to 60 from 2018 onwards.

The school became an academy and joined other primary schools in the area as part of the open umbrella trust in November 2013.

The county council expects that this expansion of school capacity will be financially supported through CIL, in line with estimated pupil generation from any new housing permitted.

Appendix 3 - Other Requirements

- 40% affordable housing
- open space (10m² per person or 10% of a site, whichever is greater) and maintenance
- indoor and outdoor sport. The outdoor playing space for new residents to be a minimum standard of 2.4ha per 1000 persons, of which 1.6 ha per 1000 persons should be for outdoor pitches and maintenance
- play areas 0.8ha of children's play space for every 1000 people, of the required 8m², around 5m² to be casual and 3m² to be equipped play space and maintenance
- green infrastructure and biodiversity where mitigation for the ecological impacts of the development can be achieved on-site
- air quality mitigation including infrastructure/measures required directly as a result of the development and wider Air Quality Measures
- provision for street naming and street nameplates
- provision of recycling bins
- S106 monitoring fees

Appendix 4 - Housing (SODC Housing Team)

Issues for the Affordable Housing mix Government Welfare reform, introduced since the production of the Oxfordshire SHMA⁴, has seen a significant increase in the demand for two bedroom accommodation for rent with a reduction in demand for larger rented family homes due to the changes in eligibility for Housing Benefit.

Although the demand for 3 and 4 bedroom properties has reduced, there is a need for some families to have access to larger 3 bedroom houses with capacity for 6 bed spaces, if they are not currently eligible for 4-bedroom accommodation.

The Oxfordshire SHMA recognises that, whilst the demand for one-bedroom accommodation is also high for rented units, this size of accommodation provides less flexibility in meeting changing household needs and that there is potential for greater turnover as a result of household moves. Changes in Housing Benefit payments also impact on the eligibility of single people in particular for a self-contained unit.

The requirement for councils to meet the needs of homeless families may also indicate a need for a bias away from one-bedroom to two-bedroom provision

The demand for two-bedroom shared ownership properties is much higher than for one-bedroom properties. Therefore, the overall affordable housing mix may be more suitably delivered with a higher proportion of two bedroom properties, than is indicated in the SHMA guidance.

In general, it is anticipated that the mix of affordable housing should reflect the significant demand for two bedroom units for both rented and shared ownership tenures, with a reduction in one bedroom accommodation and an adjustment to the number of larger homes.

The table below sets out a suggested mix for 20 affordable housing units across both Affordable Rent and Shared Ownership

	1 bed	2 bed	3 bed (5 person)	3 bed (6 person)	4 bed (6person)
Affordable rented	2	12	4	2	0
Shared ownership	0	5	2	0	0

Property types:

It is preferable for the majority, if not all of the two bedroom properties, to be delivered as houses rather than flats, as houses are considered to be more suitable for families needing rented accommodation. Registered Providers have advised that houses are more appropriate for shared ownership.

Where 1 or 2 bedroom flats are provided, it is preferable for housing management purposes, if communal hallways can be avoided and each flat has a direct entrance to the street.

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

Property sizes:

The following minimum sizes are sought for each type of affordable unit:

One bedroom flat	46 sqm
Two bedroom flat	72 sqm
Two bedroom house	76 sqm
Three bedroom (5 person) house	88 sqm
Three bedroom (6 person) house	96 sqm
Four bedroom house	100 sqm

Parking:

Where possible, parking courts should be avoided with parking spaces provided either on-plot or adjacent to the properties.

All parking spaces, on land that is to be transferred to the Registered Provider, should be allocated to the individual affordable units and not marked as 'unallocated' or 'visitor'.

Location of affordable housing

The affordable housing should be distributed evenly across the site to avoid any concentration in any particular part of the site, and to assist with ensuring that the affordable housing is indistinguishable from the market housing.

Appendix 5 - Community Infrastructure Levy (CIL)

Year	CIL rates 2016 (per square metre)	CIL rates 2017 (per square metre)
Residential development Zone 1 (District) including Cholsey	£150	£156
Supermarkets, superstores and retail warehouses	£70	£72.80

Infrastructure to be funded from CIL:

- education
- youth support and adult learning
- libraries and museums
- fire and rescue service infrastructure
- household waste recycling centres
- health and well-being (adult day care) facilities

Sample calculation:

Assuming the average home is 100sqm, the CIL receipt/house would be $100 \times £156 = £15,600$

If Cholsey takes 300 homes, the total receipts would be $300 \times £15,600 = £4,680,000$

Cholsey PC (CPC) will determine how 25% of the total should be spent locally = £1,170,000

CHOL1 68 homes – CPC receives £265,200 with a “made plan” without £175,500

OCC require £752,485 for education

Appendix 6 - Design (SODC Urban Design Team)

In order for development to be acceptable in design terms, proposals must comply with advice in:

- National Planning Policy Framework Paragraphs 56 to 68 (NPPF)
- Planning Practice Guidance (PPG)
- SODC Core Strategy design policies CSQ3 and CSQ4
- South Oxfordshire Local Plan 2011 Saved policies D1-D7, D10 and D12
- SODC Design Guide 2016

These documents require development to create successful places that are safe, distinctive, well connected, accessible, legible and sustainable.

Responding to the site and setting/Design and Access Statement (DAS)

- a clear link should be demonstrated between the appraisal of the context, any applicable planning designations, the character of the site, physical constraints and opportunities, and the development proposals (Part 2 section 1 of the SODC Design Guide 2016). This link/rationale will need to be identified as part of a Design and Access Statement (DAS). A character study/contextual analysis will need to be carried out in order to identify the context within which the application site is set
- the DAS will need to explain the design rationale behind the scheme, detailing amongst other things what design cues have been used from Cholsey, and beyond, to inform the design and therefore, reinforce its character. This will help to create a sense of place where people will want to live, work and play. The DAS will need to show how the proposal will respond positively to and respect the character of the site and its surroundings, enhancing local distinctiveness (see South Oxfordshire policy CSQ3). The DAS will also need to demonstrate that the development is of a scale, type and density, appropriate to the site and its setting
- the Chilterns Building Design Guide (2nd edition 2010) may be useful in understanding local materials used in the area
- make sure to develop a design concept/rationale that follows from the constraints and opportunities plan

Appendix 7 - Highway Agreements Required to Secure (OCC)

Section 106

- contribution of £1,000 per dwelling, index-linked RPIX Nov 2016, towards improvements to the continued provision of, the Henley-on-Thames-Benson-Wallingford-Cholsey bus service
- contributions towards improved bus stop infrastructure close to development sites
- travel Plan monitoring fees and the implementation of a residential travel information pack

Section 278

- provision to secure all vehicular access works serving the development

Section 38

- agreement would be required for the adoption of new roads

Highways standard conditions likely to be imposed:

- notwithstanding the provisions of Class A of Part 1 Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or the equivalent provisions of any order revoking and re-enacting that Order), the garage accommodation forming part of the development shall be retained for parking motor vehicles at all times and shall not be adapted to be used for any other purpose
- reason: To retain adequate on-site parking provision in the interest of highway safety
- prior to the commencement of development, full construction and geometry details of vehicular access to the site shall be submitted to and approved in writing by the Local Planning Authority. The access shall be provided prior to the occupation or use of the new development
- reason: In the interest of highway safety
- prior to the use of the new vehicular access, visibility splays shall be provided in both directions measuring 2.4 metres by 43 metres. Such splays shall be designed to ensure there is no obstruction to vision above 0.9 metre in height relative to the centre line of the adjacent carriageway over the whole of each visibility splay area. Thereafter, the visibility splays shall be permanently maintained free from obstruction to vision
- reason: In the interest of highway safety
- prior to the use or occupation of the new development, the car parking spaces shall be constructed, surfaced and marked out. The parking spaces shall be constructed to prevent surface water discharging onto the highway. Thereafter, the parking spaces shall be kept permanently free of any obstruction to such use
- reason: In the interest of highway safety and to avoid localised flooding

- work shall not commence on the construction of any dwelling until the roads serving the whole of that part of the development under construction (apart from the surface course and kerbing) have been constructed in accordance with the specification in Oxfordshire County Council's Residential Road Design Guide
- reason: In the interest of highway safety and to provide reasonable living conditions for residents during construction work

- prior to the commencement of development, a detailed scheme for the foul water drainage of the development shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the occupation of any new building
- reason: To ensure the effective drainage of the site in the interests of public health and the avoidance of flooding

- prior to the commencement of any development (including demolition works), a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be complied with throughout the construction period, and shall provide details of the following:
 1. Vehicle parking facilities for construction workers, other site operatives and visitors
 2. Site offices and other temporary buildings
 3. Loading and unloading of plant and materials
 4. Storage of plant and materials used during construction
 5. Vehicle wheel washing facilities
 6. Measures to control the emission of dust and dirt
 7. A scheme for recycling and/or disposing of waste materials arising from the demolition and construction works
 8. Installation and maintenance of security hoarding/fencing
- reason: In the interests of visual and residential amenity and highway safety (Policies DC1, DC5 and DC9 of the adopted Local Plan)

- a Construction Traffic Management Plan (CTMP) will need to incorporate the following in detail:
 1. The CTMP must be appropriately titled, include the site and planning permission number
 2. Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site
 3. Details of and approval of any road closures needed during construction
 4. Details of and approval of any traffic management needed during construction
 5. Details of wheel cleaning/wash facilities – to prevent mud etc., in vehicle tyres/wheels, from migrating onto adjacent highway
 6. Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions
 7. The erection and maintenance of security hoarding/scaffolding if required
 8. A regime to inspect and maintain all signing, barriers etc
 9. Contact details of the Project Manager and Site Supervisor responsible for onsite works to be provided
 10. The use of appropriately trained, qualified and certificated banks-men for guiding vehicles/unloading etc.

11. No unnecessary parking of site related vehicles (worker transport etc.) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500
 12. Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
 13. A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted
 14. Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution
 15. Any temporary access arrangements to be agreed with and approved by Highways Depot.
 16. Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours
- this list is not exhaustive but is intended to provide the kinds of contents which might be expected of a CTMP
 - reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times
 - development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:
 1. Discharge Rates
 2. Discharge Volumes
 3. Maintenance and management of SUDS features (this maybe secured by a Section 106 Agreement)
 4. Sizing of features – attenuation volume
 5. Infiltration in accordance with BRE365
 6. Detailed drainage layout with pipe numbers SUDS (list the suds features mentioned within the FRA to ensure they are carried forward into the detailed drainage strategy)
 7. Network drainage calculations
 8. Phasing
 - prior to first occupation a Travel Information Pack shall be submitted to and approved by the Local Planning Authority. The first residents of each dwelling shall be provided with a copy of the approved Travel Information Pack

Informative

Surface Water Drainage

It is the responsibility of the developer to ensure proper provision is made for the surface water drainage of the site to ground, watercourse or surface water sewer. To avoid foul sewer flooding, surface water must not be drained to a foul sewer. The use of sustainable drainage systems (known as SuDS) is very much encouraged.

SuDS offer an alternative approach to traditional engineered drainage solutions by detaining run-off on site and releasing it slowly into watercourses or to ground (e.g. dry ditches/swales, detention/attenuation ponds, integrated wetlands). Source control techniques are also increasingly popular – e.g. the use of porous (as opposed to impermeable) paving and 'green roofs' which allow rainwater re-use.

These techniques reduce the likelihood of flash flooding, result in greatly improved water quality, are often cheaper and easier to maintain than traditional engineered drainage solutions (i.e. involving seal-trapped gullies and petrol interceptors), and can provide wildlife habitats.

Appendix 8 - Minerals and Waste (OCC)

Policy M8 of the Submitted Minerals and Waste Local Plan is relevant to sites in Cholsey

Policy M8:

Safeguarding mineral resources

Mineral Safeguarding Areas will be defined in the Minerals and Waste Local Plan: Part 2 – Site Allocations Document, covering the following mineral resources:

- sharp sand and gravel in the main river valleys, including the strategic resource areas identified in policy M3, and other areas of proven resource
- soft sand within the strategic resource areas identified in policy M3
- Limestone within the strategic resource areas identified in policy M3
- Fuller's earth in the Baulking – Fernham area

Mineral resources in these areas are safeguarded for possible future use. Development that would prevent or otherwise hinder the possible future working of the mineral will not be permitted unless it can be shown that:

- the site has been allocated for development in an adopted local plan or neighbourhood plan; or
- the need for the development outweighs the economic and sustainability considerations relating to the mineral resource; or
- the mineral will be extracted prior to the development taking place

Mineral Consultation Areas, based on the Mineral Safeguarding Areas, will be defined, identified and updated when necessary in the Minerals and Waste Annual Monitoring Reports.

Appendix 9 - Agricultural Land Classification (ALC)

The ALC system classifies land into five grades, with Grade 3 subdivided into Subgrades 3a and 3b. The best and most versatile land is defined as Grades 1, 2 and 3a by policy guidance (see Annex 2 of NPPF).

This is the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass, fibres and pharmaceuticals.

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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

Phone: 01491 652255 (Cholsey Parish Council)

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

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