

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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Chairman's forward

A change of approach

We wish to thank all of you who have attended our events and given us your views so far.

We are consulting you again as we wish to change where new houses should be built in Cholsey.

SODC now indicate that we need to have at least 175¹ new homes in Cholsey, previously you have told us there should be no more than 300 new homes and many people felt it should be fewer than this.

In the last consultation we suggested around half of the land (15ha) between Fairmile and Celsea Place known as CHOL2 should be used for 250 homes and a shop and community buildings including a pre-school.

Despite an initial openness to developing the site in line with community views the landowners and developers have now said they are only interested in building out the whole 28ha of CHOL2 with around 350 homes, 130 older peoples' homes and a 64 bed nursing home together with a neighbourhood centre with shops and a community building (Approximately 650 new homes). We do not believe this fits with the communities wishes for this site or the village, it will also put severe pressure on services including the primary school and medical facilities.

The steering group has reconsidered our approach and compared this option with other options in Cholsey. We have decided that a package of smaller sites will better fit with your aspirations as communicated to us through earlier plan consultations. The sites provide for 189 new homes and include:

- Land to the north of Rothwells Close together with land to the east of houses along Wallingford Road (sites known as CHOL1 and CHOL7) for around 165 homes. We believe that by negotiation and using the two sites together we can achieved a much better scheme than that which is currently at appeal.
- Boshers Yard² off Reading Road for around 10 homes,
- Land at Fairmile (the nursery site) for 14 new homes (permission was granted on this site in December 2017).

As part of our proposals we still want to provide new community facilities including a second pre-school, improved children's centre, a satellite surgery if the medical practice will agree, improved parking at the station and improvements to safety and the environment around the shops at The Forty.

¹ 175 homes excluding the 60 homes at Celsea Place

² Boshers Yard 0.32ha at 30 homes/ha

The team would like to thank the following in preparation of the documents:

- South Oxfordshire District Council (SODC) for guidance and support on all matters related to neighbourhood planning
- Lepus Consulting for the Sustainability Appraisal
- The community groups in Cholsey for providing support through their membership
- 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 16 months.

Paul Ramsay

Chairman - Steering Committee of the neighbourhood plan

Vice Chair - Cholsey Parish Council

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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.

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

Introduction

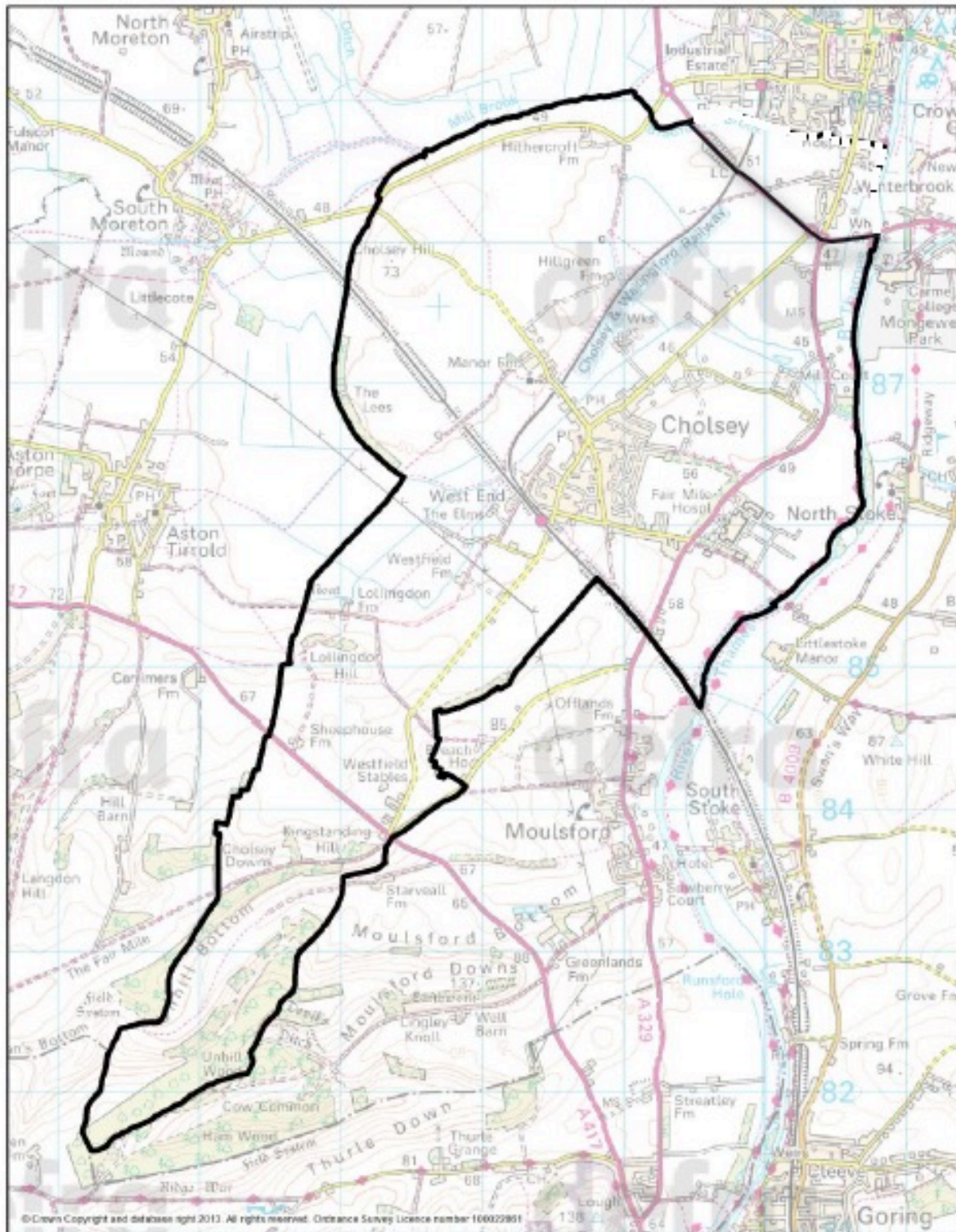
1. The Cholsey Neighbourhood Plan (CNP) is a new type of community-led planning document. It is part of the Government's new approach to planning which aims to give local people more say about what goes on in their area. This is set out in the Localism Act that came into force in April 2012.
2. If passed at a local referendum, the neighbourhood plan will be adopted by South Oxfordshire District Council (SODC) as the plan which must be used to determine planning applications in the Parish; it will be part of the development plan alongside the District Council's Local Plan.
3. The CNP 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.
4. To develop the neighbourhood plan, Cholsey Parish Council set up a neighbourhood planning team of four Parish Councillors, one District Councillor, one County Councillor and several local volunteers.
5. 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 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.
6. 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?

7. The CNP covers all of Cholsey Parish. Map 1 below shows the Cholsey Neighbourhood Plan Area.
8. 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



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Produced by Oxford Consultants for Social Indicators, www.ocsii.co.uk, April 2013

Map 1 - Cholsey Neighbourhood Plan Area

Community Involvement in the Neighbourhood Plan Process

1. 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 residents and others with an interest in the area.
2. The process is set out in Figure 1 – CNP Process with the opportunities for local involvement. The timetable was partly dependent on the responses received to the plan, the number of issues to be considered by the independent examiner and their reporting time. Consultation events included an online questionnaire, a paper questionnaire and five open day events, where residents were able to comment on options for the plan.
3. 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. Our Consultation Statement provides an overview of all the consultation undertaken and a summary of responses received.
4. 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
5. If the Examiner is satisfied that the plan is acceptable, SODC, having considered the examiner's response, will decide whether the plan should proceed to a local referendum at which all residents on the electoral roll in the parish may 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

6. 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. So they must:
 - comply with European regulations on strategic environmental and habitat assessment
 - take account of the National Planning Policy Framework (NPPF)
 - conform to the strategic policies of the adopted Local Plan - the South Oxfordshire Core Strategy
7. SODC are in the process of making a new plan, the Local Plan 2033, which has reached the final publication stage. To future proof our plan we are also trying to ensure it meets the requirements of this emerging plan as far as they are known. This will enable the plan to meet Planning Practice Guidance.
8. If passed at a local referendum, the CNP will be used immediately for determining planning applications in the Parish and will be formally adopted by SODC at the earliest opportunity.

What is in The Neighbourhood Plan?

9. 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?

10. The South Oxfordshire Core Strategy plan period is from 2011 – 2027, while the emerging South Oxfordshire Local Plan period is from 2011 – 2033. To 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 15 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

11. 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.
12. 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.

Historical Background

13. Prehistoric activity: Activity from the Palaeolithic period is known from a handaxe (HER 8874)³ 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.
14. A possible Bronze Age cremation was found in the 1960's (HER 2689).
15. Roman activity: Honey Lane lies approximately on the line of the the Roman road from Silchester to Dorchester (HER 8924).
16. 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.
17. 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 5th and 6th centuries.
18. 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

³HER Historic Environment Record <https://www.oxfordshire.gov.uk/cms/content/historic-environment-record>

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.

19. 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.
20. 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 (5th-8th century) but there is no actual evidence for this, or that its location would have been different from the 9th-11th century.
21. 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).
22. There are a number of pre-18th century county-based cartographic sources including John Speed (1611), Jan Jansson (1646), William Blaeu (1648) and Robert Morden (1695).
23. The earliest detailed cartographic source is the 1695 Map of Cholsey by Edward Bostock Fuller.
24. 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.
25. 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.

26. 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.
27. 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.
28. 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.
29. 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.

Tourism

Cholsey & Wallingford Railway

30. This heritage and tourist railway was set up thirty years ago and relies on tourism for almost all its funds. The railway line ceased commercial use in 1959 and the preservation society secured the line in 1981. The members and supporters have worked hard and given a great deal of voluntary time to save, stabilise and grow the railway, and it is a significant part of Thames Valley tourism. A few initiatives are being developed that will add considerably to the railway's attraction for local people and for more distant visitors. The neighbourhood plan needs to make sure that proposals do not detract from its attractiveness as a local resource.

The Dame Agatha Christie Trail

31. 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.

Environment

32. 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.
33. 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, while Map 3 shows Cholsey in its South Oxfordshire context.
34. 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 resulting 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 wooded character that disguises the form and presence of the village.
35. The countryside around the village contains attractive landscape, designated ancient woodland, species-rich hedgerows and protected species, which offer potential for enhancement. Without careful planning, the distinctive character, sensitive landscape and ecology are under threat from 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.
36. 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

37. The nationwide assessment base 'Countryside Character Map of England'⁴ 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 Assessment⁵ (SOLA) identifies Cholsey within 'Character Area 7: Wessex Downs and Western Vale Fringes'. The character area is then subdivided, and Cholsey is set within the 'Open Rolling Downs' landscape sub type.

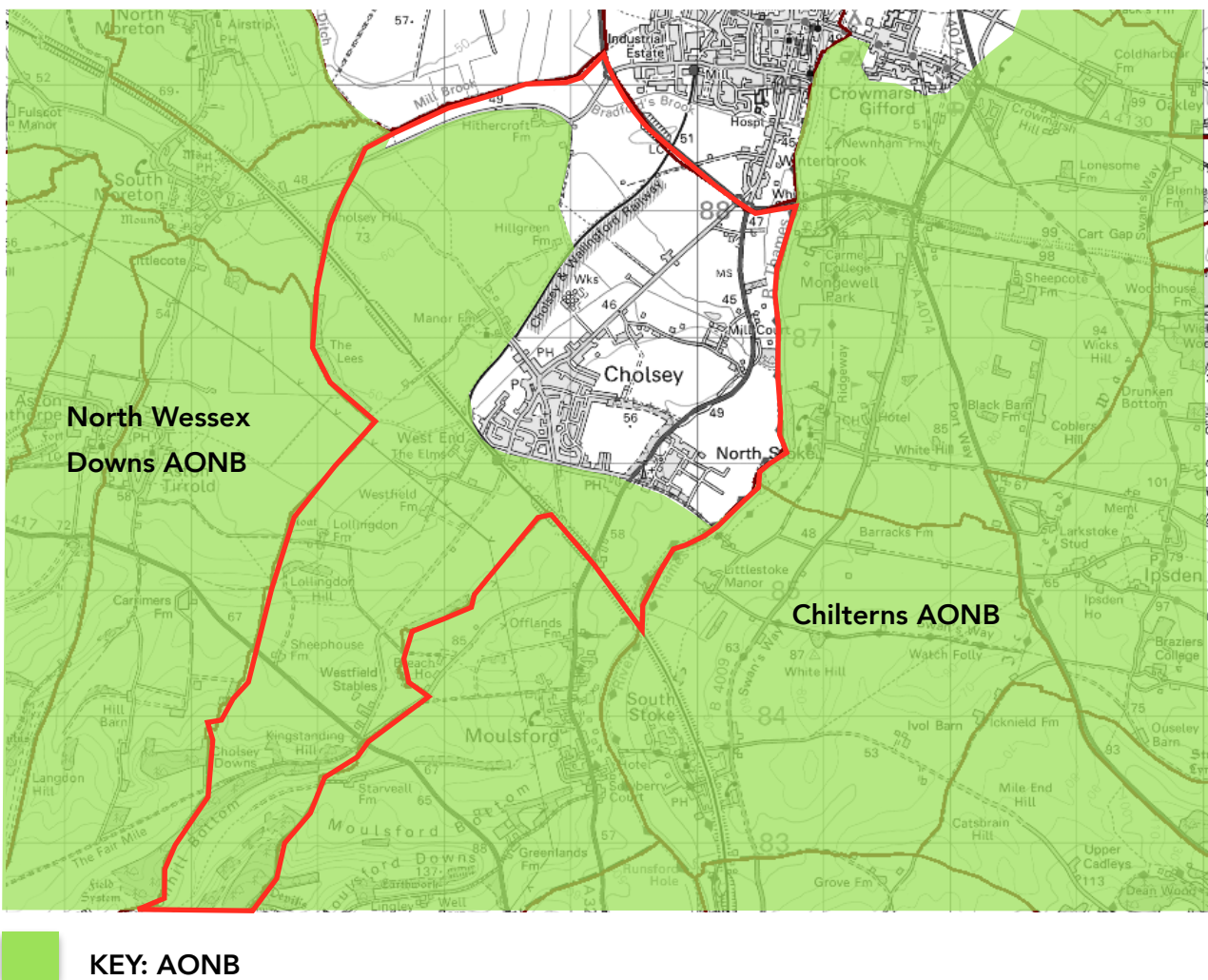
⁴Countryside Commission/Natural England 'New Map of England' Countryside Character Map of England.

⁵South Oxfordshire Landscape Assessment, by Atlantic Consultants, 1998, for South Oxfordshire District Council.

38. 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

Area Of Outstanding Natural Beauty



Map 2 Cholsey and the Areas of Outstanding Natural Beauty



Map 3 Cholsey in Context

Source: South Oxfordshire Local Plan 2032 Key Diagram

Housing

39. The 2011 census tells us that in 2011 Cholsey had 1426 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.
40. The Cholsey Housing Needs Survey 2016 has revealed a local need for more market and affordable housing. Whilst the community is happy to assist in meeting some South Oxfordshire district-wide 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.

Local Economy

41. The census tells us that in 2011 many of the 1881 economically active residents (74.7%) were working outside the Parish. There are around a hundred businesses in Cholsey, most small enterprises and service activities operated from residents' homes. There are also several larger businesses operating across the parish which provide valuable local services and employment opportunities.
42. 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 to maintain a thriving local economy.

Getting Around

43. There are good road connections around the village but no dedicated cycle paths. Footpaths are sometimes narrow and there are no pedestrian crossing facilities. Peak hour congestion occurs on Wallingford Road and Reading Road (A329), Ferry Lane and Papist Way road junctions. Extremely 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 for informal leisure. Cholsey is connected to Wallingford with a regular bus service, as this is a circular route it is not convenient for all residents. Regular mainline train services provide good connections to Oxford and Reading and the wider rail network.

Wellbeing and Leisure

44. 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 venues and there are several excellent facilities within the village including the recently built Pavilion, newly refurbished Fairmile Great Hall, Laurence Hall, Free Church Hall, Cholsey Day Centre, and the Scout Hall.
45. There is reasonable provision of open space serving the village, this includes local amenity areas, formal play areas and sports pitches. There are also facilities for 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 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

46. 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

47. 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.
48. Following a careful assessment of the evidence and responses from public consultation, the issues identified have informed the objectives and policies in this plan. 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.

49. In detail 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 inappropriate development in the open countryside beyond the village built-up area boundary shown on Map 4 and the Proposals Map
- focus well designed development within the built-up area of Cholsey and conserve and enhance the heritage assets and character of the village
- ensure all development conserves 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
- improve the health and wellbeing of the community
- 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 mitigate their impact by contributing to the network of routes available both by adding new routes where practical and by making existing routes more attractive and practical to use, this may include new junction arrangements and pedestrian crossing facilities.
 - ensuring that new developments do not significantly worsen air pollution, 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.
50. 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.
51. Although the whole parish was assessed for its development potential, we consider 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.

52. 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)
53. 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.
54. The Local Plan attaches great weight to the protection and improvement of South Oxfordshire's urban and rural environment, 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 or adjacent to the built-up areas of the District. The CNP aims to protect and strongly resist inappropriate 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.

55. 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

56. The emerging South Oxfordshire Local Plan 2011 - 2033, which is expected to be adopted in 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 few areas of land in the parish that will be safeguarded for minerals.

57. 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.

58. 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.

59. 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.

60. In identifying a benchmark for the housing supply strategy of the CNP, Planning Practice Guidance ⁶states, '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. 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.'
61. SODC issued the Publication Version of the South Oxfordshire Local Plan 2011 – 2033 in October 2017. This seeks to ensure the continued growth of Science Vale with Didcot at its heart and identifies four strategic locations for growth at Berinsfield, Chalgrove, Culham and Wheatley. It also proposes some growth at towns and larger villages. Cholsey is one of twelve larger villages and is a local service centre. The Local Plan more than meets the level of growth identified for the district in the Oxfordshire SHMA.
62. The publication version of the Local Plan 2011 - 2033 identifies the need for a further 1,041 new homes to be built in the larger villages and suggests that at least 175 new homes should be built in Cholsey. The document suggests that the amount of housing in larger villages should grow by around 15% and the 175 homes figure is based on this level of growth. 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.
63. We are proposing to meet the 15% growth since 2016 figure set out in the emerging South Oxfordshire Local Plan 2033. This taken together with homes already built since 2011 and existing commitments will mean an overall level of growth for Cholsey of around 43% between 2011 and 2033.
64. 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.
65. 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

⁶ (Paragraph: 040 Reference ID: 41-040-20160211 Revision date: 11 02 2016)

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.

66. 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.
67. 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

68. 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 conservation and enhancement of the environment are most important.
69. Defining the Built-up Area Boundary is a logical way of applying Government advice and strategic policy at the local level. The principle of settlement boundaries is consistent with the NPPF, which expects planning to take account of the character of different areas recognising the intrinsic character and beauty of the countryside, as long as the boundary is not preventing the delivery of a supply of housing. 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 Cholsey's important and sensitive setting by protecting the surrounding countryside from inappropriate development
70. The Built-up Area Boundary is important in setting a distinction between Cholsey's built form and the surrounding countryside. Development which consolidates the built form of the village is allowed and encouraged but proposals for inappropriate development spreading over the countryside surrounding the village are resisted. It is not simply a means

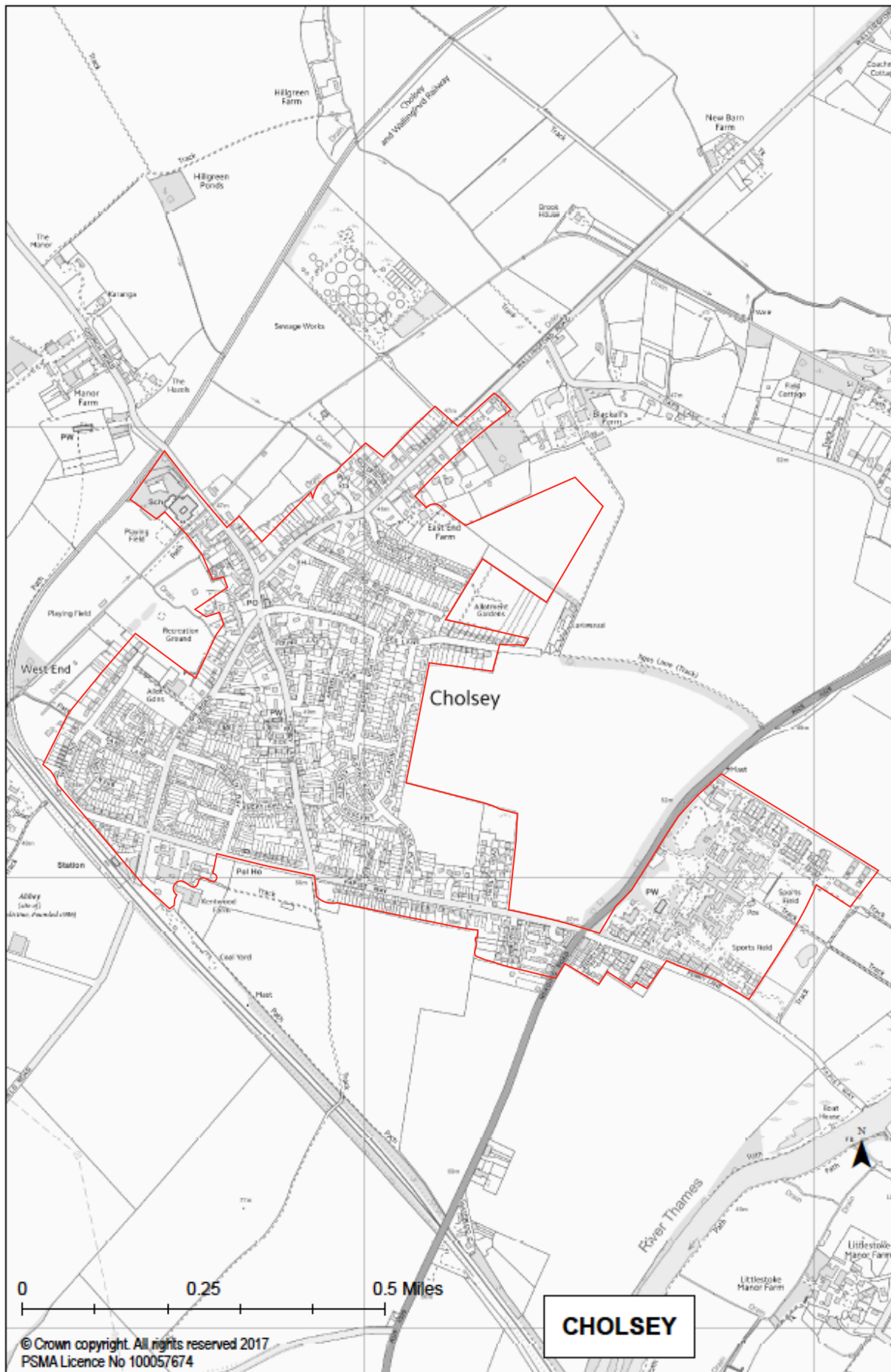
of showing the limits of existing development, as some developed areas lie outside it and some undeveloped areas lie within it. The principles used in defining the Built-up Area Boundary are inclusion of:

- 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.

71. 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 result in harm to the character and appearance of the rural area or setting of the AONBs or village and would be inappropriate
- land within the curtilage of dwelling houses which adjoin the rural area, where 'back-land' development would be inappropriate

72. Although, boundaries provide a useful guide for decision making all proposals must have regard to all other planning policies in the NPPF and the development plan.



Map 4 - Cholsey Built Up Area Boundary

Section 4: Neighbourhood Plan Policies

Housing Section

Objective HO1

73. 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

74. National policy requires that enough housing is provided to meet the objectively assessed needs for the area⁷. Working together, all the councils in Oxfordshire have prepared an Oxfordshire Strategic Housing Market Assessment (SHMA)⁸ that identifies the housing needs for the county and for each district.

75. The overall strategy for South Oxfordshire, set out in the South Oxfordshire Core Strategy⁹, is to focus development on the four main towns and to maintain the rural character of the open countryside that makes up most of the area. Twelve larger villages have been identified to form a network of local service centres. Cholsey is one of those larger villages.

76. The Local Plan 2011 - 2033 Publication Version proposes that larger villages should grow by around 15% based on their 2011 housing stock, and that development in larger villages should be proportional, appropriate and dependent on existing infrastructure. The plan indicates in Table 5f that the target housing figure for Cholsey is **175**.

77. The plan also indicates in policy H4 that, 'A minimum of 1,041 homes will be collectively delivered through Neighbourhood Development Plans and Local Plan site allocations at the Larger Villages. It suggests that some more constrained villages may have difficulty in achieving their target number while others may have additional capacity.

⁷NPPF para 47 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/60777/2116950.pdf

⁸<https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/communityandliving/ourworkwithcommunities/oxfordshirepartnership/spatialplanninginfrastructure/SHMA%20Key%20Findings%20Summary.pdf>

⁹Policy CSS1 The Overall Strategy http://www.southoxon.gov.uk/sites/default/files/2013-05-01%20Core%20Strategy%20for%20Website%20final_0.pdf

78. All larger villages except Nettlebed and Berinsfield are preparing neighbourhood plans, early indications are that allocations will meet the 1041 requirement for larger villages set in the emerging Local Plan. 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

79. 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, it was expected that the 60 homes on CHOL3 would form part of the 300)
- 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

80. Housing in South Oxfordshire is some of the most expensive in the county¹⁰. Through the neighbourhood plan we need to allocate new sites to meet the recalculated 175¹¹ homes requirement to ensure we are assisting with the overall provision of much needed housing in the district.

81. 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, expansion of the school to

¹⁰ Oxfordshire SHMA para 2.8

¹¹84 homes at Winterbrook in Wallingford were allocated to Cholsey in the SODC calculation

a two-form entry size is planned, even with this expansion Oxfordshire County Council indicates that the number of new homes in the village should be contained to around 250. Additional pre-school facilities are also needed.

82. We, therefore, propose a cautious approach to allocating further housing beyond the 15% growth requirement and have identified capacity for an additional 189 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 1041 new homes should easily be provided in the larger villages.¹²
83. The village currently is well screened and unobtrusive in the wider landscape, particularly from prominent viewpoints, 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 be at least 25 dwellings per hectare (net¹³). We understand that SODC are looking to achieve a higher minimum density of at least 30 dwellings per hectare. Whilst this may be appropriate in more urban areas and on the major strategic sites our view is that Cholsey's rural character and proximity to sensitive AONB landscapes needs more flexibility on housing densities. In streets adjoining submitted housing sites we have found densities to be:

Ilges Lane (East End)	area 2.20ha	23 homes	density 10.5 homes/ha
Rothwels Close	area 1.36ha	36 homes	density 26.5 homes/ha
Lapwing Lane	area 0.79ha	23 homes	density 23.7 homes/ha

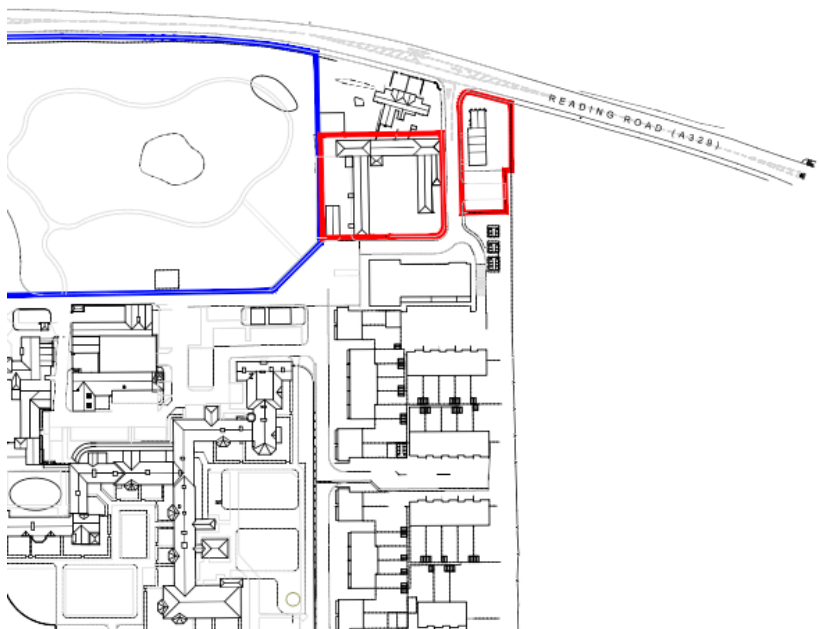
84. We are allocating housing sites as set out in policy H1 below, and a masterplan for the major site at East End Farm is included as Map 5, Map 6 & Map 7. Full details about the housing sites considered is set out in our Site Assessment paper, this paper also provides a summary of how we chose the sites we are allocating. Further information on traffic modelling and highway risks is included in Appendix 7.

¹² Appendix 1

¹³ In conformity with SODC Core Strategy policy CSH2 Density



Map 5 - Master plan CHOL1 & CHOL7



Map 6 - Site plan CHOL10



Map 7 - Site plan CHOL9

Policy CNP H1

85. Land is allocated to provide around 189 new homes on sites shown on the Proposals Map on the following three sites:

- East End Farm (CHOL1 together with land west of Wallingford Road (part of CHOL7) around 165 homes
- Boshers Yard corner of A329 and Papist Way (CHOL9) around c10 homes
- Fairmile (CHOL10) 14 homes

Policy CNP H1a

86. Proposals on the adjoining sites CHOL1 and CHOL7 shall be in accordance with the Masterplan and shall provide or ensure that:

- access via an improved junction at the East End Farm CHOL1 access to the Wallingford Road to include a ghost island and 15m separation between Goldfinch Lane and the improved East End Farm access
- footpath and cycle links through the site linking Wallingford Road to Caps Lane and Ilges Lane
- traffic calming on the Wallingford Road

- substantial buffer planting and green infrastructure around the northern, eastern and south western boundaries of the site including a green corridor between the houses along the Wallingford Road and the new development and an area of community woodland as shown on the masterplan
- new fencing and at least 5m of buffer planting between all homes in Rothwells Close and the new development
- new homes should comply with the minimum separation distances set out in this plan, including between existing and new homes.
- an appropriate setting for listed buildings in the vicinity of the site
- contributions to community buildings to include a preschool on site or elsewhere in the village
- new allotments together with appropriate parking facilities
- recreation facilities for young children and for teenagers

Policy CNP H1b

87. New development should make effective use of natural resources as applicable and as required by the development plan except that densities on sites with more than 10 homes should be at least 25 dwellings per ha taking account of local character and circumstances.

Infilling and Redevelopment

Objective HO2

88. 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 and inappropriate development. To provide an attractive rural setting for Cholsey and to retain the separate identities of Wallingford and Cholsey.

National and Local Strategic Policy

89. 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

90. 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.
91. 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 Built-up Area Boundary shown on the Proposals Map that meet the requirements set out in policy CNPH5 will be supported.
92. 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.
93. 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.
94. 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.
95. 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.

96. 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 paragraph 55 of the National Planning Policy Framework.
97. Proposals for redevelopment of previously developed land outside the built up area boundary should be considered against national policy and South Oxfordshire policies in the development plan.

Policy CNP H2

98. The village Built-up Area Boundary is defined on the Proposals Map. Permission will be granted for new homes on infill¹⁴ sites which lie within the village Built-up Area 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 as set out in document - Cholsey Views Assessment.
- 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

99. Outside the village Built-up Area Boundary and the identified new housing sites any new inappropriate development or change which does not meet these criteria will need to relate to special circumstances as identified in paragraph 55 of the National Planning Policy Framework.

¹⁴ 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 Homes¹⁵

Evidence

100. 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.
101. 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.
102. 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%
103. The Community Survey showed the top three types of accommodation needed to be:
- supported housing: 51%
 - semi-detached houses: 50%
 - affordable housing: 46%
104. 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

105. We have prepared a Housing Mix Strategy using the evidence obtained from the Community Survey. Appendix 7 will be updated periodically when new evidence is collected.
106. 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. The council also expects that

¹⁵ 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

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

107. 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

108. 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

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

National and Local Strategic Policy

110. 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.
111. Planning Practice Guidance¹⁶ 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

112. 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.
113. 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 costs¹⁷. It is estimated that nine

¹⁶<https://www.gov.uk/guidance/planning-obligations> Paragraph: 031 Reference ID: 23b-031-20161116

¹⁷Report from International Longevity Centre (ILC)http://www.ilcuk.org.uk/index.php/publications/publication_details/the_grandparents_army

million people make up 'the UK's grandparent army' of child carers, including 2.7 million who are relied upon to provide regular childcare.

114. 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.
115. 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.'
116. 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.
117. In the Community Survey 64¹⁸ 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.
118. 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 Policy¹⁹ 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):
 - has lived in the parish for 5 years out of the last 8 and are currently resident
 - parent's or child are currently resident in the parish and have at least 10 years' continuous residence

¹⁸Community First Oxfordshire Cholsey Neighbourhood Plan Community Survey Report (February 2017)

¹⁹<http://www.southoxon.gov.uk/sites/default/files/South%20and%20Vale%20HAP%20APPROVED%20POLICY%202013-1.pdf> para 13.3

- has worked full time for 2 years in the parish, or equivalent in part time (this may include voluntary work), and there is evidence of continuing commitment to work in the parish

Commentary

119. There is 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

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

Other housing objectives:

Objective HO4

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

Commentary

122. We are impressed by the South Oxfordshire Design Guide²¹ 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.

123. 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.

²⁰ The South Oxfordshire Core Strategy currently specifies the affordable requirement.

²¹http://www.southoxon.gov.uk/ccm/support/dynamic_serve.jsp?ID=628048297&CODE=CE02022649B7F765DCAEE995A402C111

Objective HO5

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

Commentary

125. 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.

126. Some residents in the new housing at the Fairmile 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

127. 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

128. Good design and living environments provide successful places where individuals want to live and work. Research²² 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. We want to achieve this with new developments in Cholsey.

129. The SODC Design Guide²³ 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

²² SODC Design Guide 2017 page 8 http://www.southoxon.gov.uk/ccm/support/dynamic_serve.jsp?ID=628048297&CODE=CE02022649B7F765DCAEE995A402C111

²³ http://www.southoxon.gov.uk/ccm/support/dynamic_serve.jsp?ID=628048296&CODE=CE02022649B7F76540A6AC639D8C8F91

wider landscape. We also wish to ensure that our roads have sufficient width for safe cycling and occasional parking.

130. Green infrastructure is important in providing attractive environments and for biodiversity. This can include open green space, wild green space, allotments, and green walls and roofs which can all be used to create connected habitats suitable for species adaptation to climate change. Green infrastructure gives multiple benefits for people including recreation, health and well-being, access to nature, opportunities for food growing, and resilience to climate change.

131. Table 1 below sets out the distances between homes in streets close to larger submitted housing sites, these are generally more spacious than the recommended distances in the design guide, only the back to back distance of around 3 homes between Lapwing Lane and Queens Road fall to 20m. A number of the rear gardens of properties adjoining the allocated site CHOL1 (highlighted in the table) are particularly short and care needs to be taken in the design of new housing to ensure the amenities of existing occupiers are not harmed unacceptably. It is not envisaged that these proposed distances should inappropriately constrain the design of new housing or the density of development, for example the space between the fronts of houses can be used for necessary parking and landscaping, Building for Life guidance provides useful ideas on what can be achieved²⁴.

	Existing Distances in streets close to submitted housing sites	SODC guide recommended distance	CNP recommend distance - Policy CNPH6
Front to front distances - between habitable rooms of properties facing each other		10m	20m
Rothwels Close	26m		
Lapwing Lane	28m		
Papist Way	28m		
Ilges Lane	25m		
Panters Road	23m		
Front to front distances - between habitable rooms of properties, also to existing homes		25m	30m
Panters Road/Lapwing Lane			

²⁴ Building for Life 12 <http://builtforlifehomes.org/go/building-for-life-12>

Downside/Celsea Place			
Rothwells Close/Cross Road			
Rear garden lengths - between habitable rooms and site boundary to existing landscape		10m	10m
Lapwing Lane	6m and 14m		
Rowland Road	7m		
Rothwells Close	7m		
Back to side - between habitable rooms and side gable and adjacent property		12m	12m

Table 1 External Amenity Space

132. 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

133. Good internet and broadband connections are vital to our way of life and enable residents to work from home. New homes should be well connected, this does not mean that we require developers to install offsite connections which is the role of other providers, however within new homes suitable provision should be made to enable residents to take advantage of fast broadband when it is available locally.

Objective HO7

134. 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

135. Village streets are used by vehicles, cyclists and pedestrians, they are busy and congested at peak times. Many 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.

136. 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 the bus route will be the best option to help achieve our objective.

Policy CNP H5

137. As appropriate to the site context and scale of development proposed proposals for new housing in Cholsey must:

- ensure that the new housing is well and safely connected with the village and surrounding countryside for pedestrians and cyclists
- have good access to effective public transport services
- minimise traffic through the village
- ensure all types of housing are well integrated
- provide good quality, well designed homes
- provide an attractive environment maintaining Cholsey's distinctiveness
- make provision for green infrastructure
- meet the objectives in the South Oxfordshire Design Guide
- provide a neighbourly environment for all residents
- provide for residents' wellbeing and ensures they are not subject to unacceptable levels of noise or odour

- provide facilities and infrastructure demonstrated to be required
- meet the challenge of climate change and flooding
- ensure new housing is in keeping with local character, materials and colour palette
- provide for sufficient landscaping to soften the impact of the buildings and of the village in the wider landscape
- contribute to improving provision for recreation for teenagers
- make 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

138. 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

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

Commentary

140. The community is concerned that all new homes should have sufficient off-road parking spaces to cater for 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, make walking and cycling more dangerous and make areas unattractive. The lack of adequate parking at Cholsey Station means that commuters are parking in residential streets throughout the village and adding to local congestion, we are advised that parking restrictions cannot be introduced as there is no enforcement available. It is imperative therefore that new housing provides adequate on-site car parking. The density proposed on the allocated sites is such that these requirements are considered possible with well-designed proposals.

Policy CNP H7:

141. 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.

142. New proposals should meet the requirements in Oxfordshire County Council's Residential Parking Provision Policy²⁵. 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

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

Commentary

144. 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.

Policy CNP H8

145. Extensions 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

²⁵[http://mycouncil.oxfordshire.gov.uk/\(S\(0a3muyyr0q02aouesb3zuaiy\)\)/documents/s4125/CA_NOV1610R04.pdf](http://mycouncil.oxfordshire.gov.uk/(S(0a3muyyr0q02aouesb3zuaiy))/documents/s4125/CA_NOV1610R04.pdf)

- 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

Environment & Services

Objective EO1

146. 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 with green infrastructure at its heart, acknowledging and enhancing the rural character of Cholsey, and should accord with policies for the AONBs.

Objective EO2

147. To prioritise the protection and enhancement of:

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

Objective EO3

148. 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

149. Theresa May indicates in the government's recently published Green Strategy ²⁶'A Green Future' that our natural environment is our most precious inheritance and we hold it in trust for the next generation. This strategy also emphasises that the natural world underpins our nations prosperity and wellbeing. It has ambitious targets for creating and restoring wildlife rich habitats and on greening urban areas.

150. 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. Both AONB Management Boards have prepared management plans for their AONB areas which should

²⁶ A Green Future: Our 25 Year Plan to Improve the Environment
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/673203/25-year-environment-plan.pdf

be consulted on any proposals affecting the AONBs or their settings²⁷ The extent of the AONBs is shown on Map 2 and Map 8. 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.

151. 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*'.
152. SODC has prepared a Landscape Capacity Study for the main submitted housing sites in Cholsey²⁸ and we have extended this to cover other sites. This provides a detailed analysis for the potential housing sites in Cholsey and for the impact of any housing on the wider landscape and AONBs. SODC has also prepared a Green Infrastructure Strategy which identifies important areas to provide green corridors and for biodiversity²⁹
153. 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 Reserve³⁰.
154. 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.
155. The installation of rail electrification gantries on the Great Western Railway has harmed the character and appearance of the AONB in Cholsey parish. It would be desirable to retrofit

²⁷ <http://www.northwessexdowns.org.uk/About-Us/aonb-management-plan.html> <http://www.chilternsaonb.org/conservationboard/management-plan.html>

²⁸ https://consult.southandvale.gov.uk/portal/south/planning/pol/lp2031/ro/south_oxfordshire_landscape_assessment_part_one

²⁹ <http://www.southoxon.gov.uk/services-and-advice/planning-and-building/planning-policy/evidence-studies>

³⁰ Cholsey Marsh BBOWT <http://www.bbowl.org.uk/reserves/cholsey-marsh>

improved overhead line equipment and landscape mitigation so that the electrified line does not present such an obtrusive feature in this important landscape.

156. We have identified a village Built-up Area 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 highlight 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.

National and Local Strategic Policy

157. National policy³¹ 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.

158. 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 plans set out detailed information about the areas and how they expect change to take place. We have considered these in preparing the CNP.

159. 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.

Commentary

160. The government indicates in their recently published Green Strategy 'A Green Future'³² that there will be a review of AONBs. We will encourage the linking of Chilterns and North

³¹ NPPF paragraph 115 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

³² A Green Future: Our 25 Year Plan to Improve the Environment https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/673203/25-year-environment-plan.pdf

Wessex Downs AONBs at Cholsey. Views between the two AONBs are widely enjoyed particularly that from the Chilterns across to the iconic Wittenham Clumps in the North Wessex Downs, the protection of the vulnerable area between Cholsey and Wallingford is critical to protecting the setting of both AONBs

161. The land to the north of Papist Way between the A329, Celsea Place and Ilges Lane, and that on the higher land to the east of the Wallingford Road 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.
162. 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 Trail³³ which runs from Wallingford High Street to her home in Winterbrook and 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 Railway³⁴, a local heritage line forming the eastern boundary of the AONB and is a well-used and appreciated amenity and tourist attraction.
163. Landscape appraisals will be required for any development proposals for new homes or other development of a similar scale and should take care to assess the impact of proposals on the AONBs. Development proposals should have regard to the Landscape Capacity Study for Cholsey prepared by SODC and the parish council.
164. Information in the housing section describes the sensitive nature of the small gap between Wallingford and Cholsey, this is important in retaining the separate identities of the two settlements.
165. Biodiversity is important to our environment, to food production and to our wellbeing, the government's recent green strategy 'A Green Future' seeks to embed an 'environmental net gain' principle for development. We agree with this approach and expect that all new developments should achieve a net gain in biodiversity.
166. Cholsey has a network of important green infrastructure set out in SODC's Green Infrastructure Strategy we would like to see these areas protected and enhanced and linked to other areas where possible. Planting more trees and hedges and utilising odd corners of

³³http://www.wallingford.co.uk/files/agatha_walks.pdf

³⁴ <http://www.cholsey-wallingford-railway.com/>

land for wildlife gain around the parish are important to achieving these links and will be encouraged. We would also like to establish a community woodland area on a new housing site for residents to enjoy.

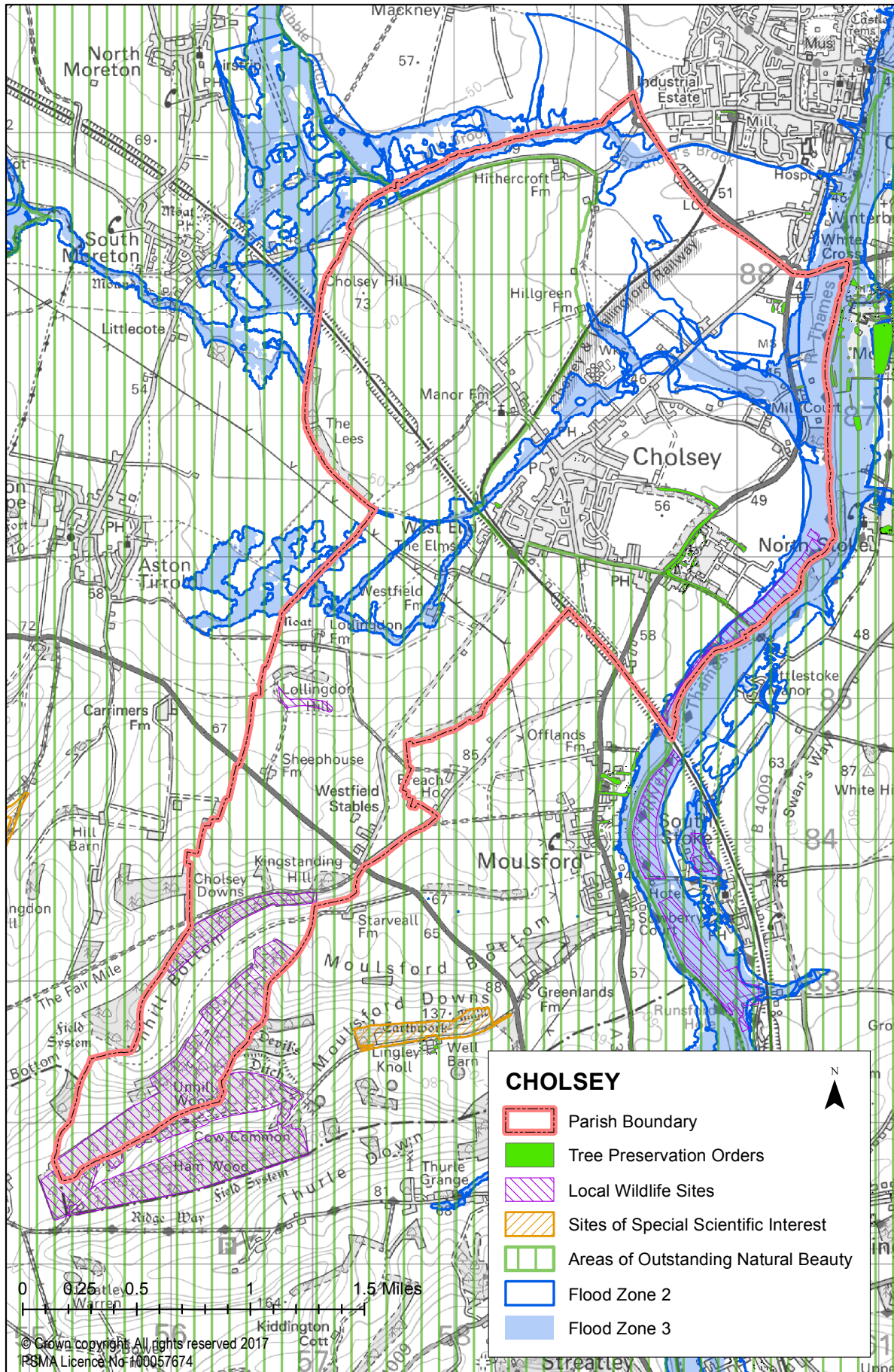
Policy CNP E1

167. 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.

168. All proposals for new development which affect features in bullets 1 to 4 above must submit a Landscape Visual Impact Assessment (LVIA) following the Guidelines for Landscape and Visual Impact Assessment (3rd edition) with the application. All proposals for development should demonstrate how they will ensure a net gain in biodiversity.

Map 8 of the AONBs & SSI's



Objective EO4

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

National and Local Strategic Policy

170. 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

171. 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.

172. Several 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. Throughout the year the Boys Brigade regularly use the river and slipway at Ferry Lane for boat launching and run weekly activities and training for kayaking, paddle boarding and wild swimming. They also use the marsh for environment conservation and bush craft training. Others in the community also enjoy these activities. The river is well used by cruise boats with a hire centre at Benson just upstream.

173. 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.

174. The only vehicular access is at Ferry Lane, which is rutted and in poor condition with only a few roadside-parking places. This is also the only access in the parish for launching small craft. 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.

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

Commentary

176. 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 or its tranquil character.
177. 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.
178. 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.
179. 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.
180. 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.
181. We understand that a proposal for a large scale marina (over 300 moorings) is being explored on land adjoining the bypass. We are concerned that a development of this scale will involve substantial disruption during construction and that in the longer term it will be harmful to the tranquil riverside environment, landscape setting of the AONB and local biodiversity. Also that it will result in conflicts with and hazards for other boat users locally particularly the large number of non-powered craft which use this section of the Thames. Rowing and kayaking are healthy forms of recreation and are an important recreation resource for the local community.

CNP E2

182. 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.

Objective EO5

183. 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

184. 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

185. 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.'

186. Cholsey has 56 listed buildings and a small conservation area around The Forty. The listed buildings are shown on Map 9. The full list of buildings is set out in document - Built Environment Assessment. The listed buildings include:

187. **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.



188. **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.

189. 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



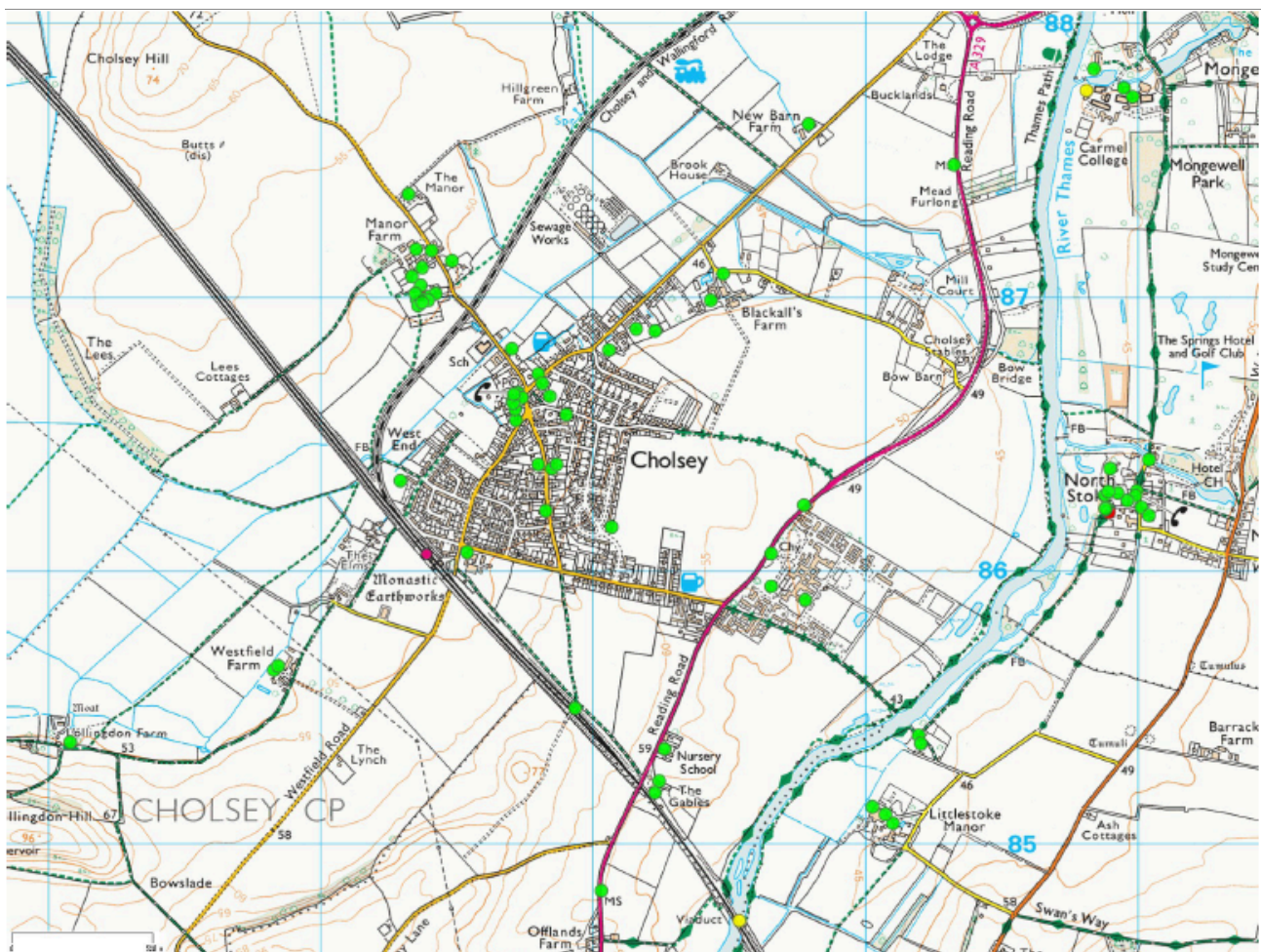
the shops detract from the character and enjoyment of the centre here. Ways to improve this area have been difficult to find and are still being explored. Proposals which improve both safety and the appearance of the village centre will be supported.

190. **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.
191. **St Mary's Church**³⁵ 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 12th century, although there was a building on the site in the 11th century.
192. 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.
193. 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.
194. 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. The Oxfordshire Historic Environment Record and the Oxfordshire Archaeological Advisor should be consulted to check the potential of a site for non-scheduled archaeological remains. The Oxfordshire Historic Landscape Character Assessment should be checked for historic landscape features.

³⁵<http://stmaryscholsey.org/history/plan-of-the-church/>

Policy CNP E3

195. Proposals within the Cholsey Conservation Area or its setting and those affecting a listed building or registered historic park or garden or archaeological remains or its/their setting must identify the special interest, character, appearance, importance and significance of the heritage asset and contribution to those of the setting for example by using Historic England advice³⁶. Proposals should be well designed to conserve, or enhance and respect those attributes and ensure the continued enjoyment of the historic context and character of Cholsey's important historic environment. If harm to archaeological remains is unavoidable and justified in accordance with the NPPF, the remains must be recorded, and the recording deposited in a public archive.



Map 9 Listed Buildings within the Cholsey Parish

³⁶ Managing Significance in Decision Taking <https://content.historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-taking/gpa2.pdf/>

Infrastructure

Objective IO1

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

National and Local Strategic Policy

197. 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

198. 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.

199. 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.

200. 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 Fairmile. Additional playing pitch capacity is likely to be required.

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

Commentary

202. 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

203. New developments must provide or contribute towards facilities, including the enhancement of existing 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 facilities, maintenance and parking as well as increased pitches and other facilities. On larger developments the provision of open space, sport, recreation and play is expected to be delivered on site. On smaller developments (less than 75 houses), developers should contribute to enhancing existing facilities in the village.

Objective IO2

204. 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

205. 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'.³⁷ 230 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.³⁸

206. 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.

³⁷The Cholsey Plan. A Parish Plan for Cholsey in Oxfordshire. January 2007 Page 12.

³⁸Cholsey Neighbourhood Plan Survey Report February 2017

207. 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.
208. Wallingford Medical Practice has a poor Doctor/Patient ratio, and uses specialist nurses to support in some areas. The Medical Practice's whole time equivalent (WTE)³⁹ 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.
209. 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.⁴⁰

Policy CNP I2

210. 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:

211. 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. Space is available in the Pavilion for a satellite surgery.

Objective IO3

212. 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.

³⁹ <http://www.nhs.uk/Scorecard/Pages/IndicatorFacts.aspx?MetricId=100060>

⁴⁰Commission for Rural Communities data on rural services.

National and Local Strategic Policy

213. 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 elsewhere⁴¹.
214. 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

215. 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.
216. Areas of Cholsey village regularly flood during and after heavy rain, 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.



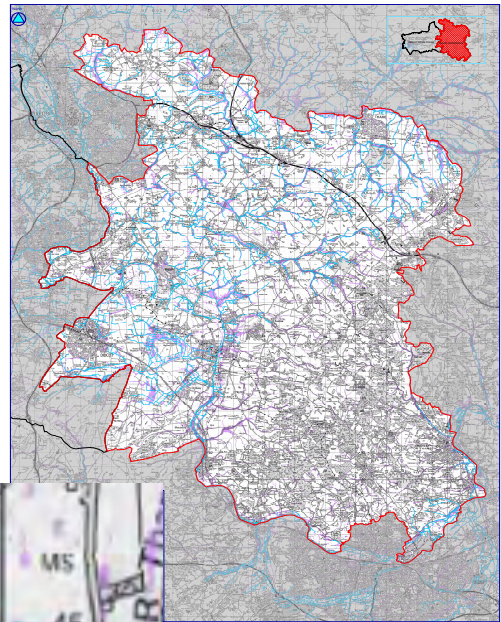
Flooding on CHOL 6 taken from
Goldfinch Lane February 2014






⁴¹Technical 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

Source: SODC Strategic Flood Risk Assessment Map For Surface Water

217. 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.
218. *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".^{42'}*
219. 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.⁴³
220. In recent years, properties along Wallingford Road/Goldfinch Lane junction and Church Road, have suffered sewage overflows in their gardens and houses. Thames Water has registered 5 such properties, with 4 at risk of internal flooding. This is unpleasant and a health risk. The capacity of sewage infrastructure is a frequently raised issue in our public consultations, however a major upgrade to the sewerage works is underway and should provide future capacity. 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.
221. 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.

⁴²Mark Gray Blog 08/02/14

⁴³VOWH & SODC SFRA Final Report Appendices

222. 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.'

Thames Water should be consulted on proposals involving building over or close to a public sewer.⁴⁴ We recommend that developers engage with them at the earliest opportunity to establish:

- 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

223. SODC have prepared a Water Cycle Study⁴⁵ 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.

⁴⁴ Further information for Developers on sewerage and water infrastructure can be found on Thames Water's website at: <https://developers.thameswater.co.uk/>

⁴⁵ 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>

224. 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
- 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

225. 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.

226. 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

227. 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'.⁴⁶

Objective IO4

228. 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.

⁴⁶http://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx

Evidence

229. 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 and should be retained:

Graphic 1 - Business and leisure premises important to the community



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

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 Café No 2 The Pound Cholsey

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

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 19th century. They sell locally supplied produce from within 30 miles of the shop.

Clippers Hairdresser 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.



Cholsey Pavilion – Station Road

Includes a hall, meeting room, library and changing rooms used as a children's hub



Cholsey Church – Church Road

Used for religious services and community events



Lawrence Hall - Church Road

Used for a playgroup and community events



Scout Hall – Wallingford Road

Used by the scouts and for community events



Great Hall - Fairmile

Large hall used for community events

Policy CNP I5

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

Policy CNP I6

231. Any application for the change of use or redevelopment of any premises in Graphic 1 should be considered against relevant policies in the development plan. Proposals for the loss of commercial premises, 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 I2:

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

Objective IO5

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

Objective IO6

234. To improve facilities at the recreation ground.

Evidence

235. Cholsey has a recreation ground in the centre of the village of approximately 3.77 hectares. This area has a children's play area with 8 play items and adequate seating. 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 the building is open. 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

236. 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 I8

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

Objective IO7

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

Objective IO8

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

Evidence

240. 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.

241. 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)

242. 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%).⁴⁷

⁴⁷Source: Census 2011

243. 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.

Policy CNP I9

244. 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

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

Policy CNP I11

246. 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

247. To safeguard the allotments and the cemetery in Cholsey.

Evidence

248. 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.⁴⁸

249. Cholsey Cemetery is in Church Road adjacent to the St Mary's Church. There are 1600 plots in total of which 500 are vacant.⁴⁹

Policy CNP I12

250. 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

251. To further develop tourism within the village.

⁴⁸Cholsey Neighbourhood Plan Audit of Facilities

⁴⁹Cholsey Neighbourhood Plan Audit of Facilities

Evidence

252. 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 to St Mary's Church and her grave.

253. 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.



254. 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

255. Small scale proposals for 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 and to direct visitors to village facilities.

Transport

Objective TO1

256. To promote walking, cycling and public transport as the first-choice travel options for Cholsey residents and ensure that new development connects to and where possible improves the walking and cycling network.

Objective TO2

257. To ensure that new development and its associated access to the road, footpath, and cycle networks takes place in areas which minimise traffic hazards on existing roads and where opportunities arise, enhance road safety for all users.

Evidence

258. The Community Survey showed that residents felt that getting around should be made easier with improved walking, cycling and bus options within the village and between Cholsey, Wallingford and Didcot.

259. The speed of traffic and the narrowness of many pavements makes residents feel unsafe whilst cycling and at road crossings. Specific issues have been identified including:

- Church Road is unsafe for schoolchildren at school start/finish times
- Cholsey has many narrow roadside footpaths.

260. Specific areas have been identified as needing improved road crossings:

- Reading Road from the Fairmile to Papist Way and the green way
- around the Forty
- Church Road
- Wallingford Road which has footpaths on one side only
- Honey Lane
- Wallingford by-pass

261. Traffic survey work for a proposal on CHOL1 (Clarkbond) measured junction traffic flows at:

- Wallingford Road and Goldfinch Lane junction
- Wallingford Road/The Forty/Church Road mini-roundabout
- The Forty/Ilges Lane/Honey Lane/Station Road double mini-roundabout

- A4130/Wallingford Road roundabout
- A4130/A329 roundabout

262. These locations were operating with significant reserve capacity and with minimal queuing or delay.

263. The Community Survey showed that 76% of respondents want designated on and off-road cycle routes throughout the village, and 76% want alternative pedestrian/cycle routes from Cholsey to Wallingford. 68% of respondents want an improved safe crossing at the Wallingford by-pass. 86% of respondents want better maintenance of pavements/hedges.

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

Commentary

265. Cholsey's roads and paths should be safe, 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.

266. Convenient footpath and cycle paths should be provided in new developments. Providing new dedicated cycle paths around the village is not likely to be possible due to the narrow width of many roads and the need to allow roadside parking as many homes do not have off-road provision.

267. To encourage more cycling to and from Wallingford a combined footpath and cycle path has recently been made along the West side of Wallingford Road from the village to the roundabout on the A4130 Wallingford by-pass. This path is relatively narrow around 1.8m wide and so some cyclists still prefer to use the road. It would be advantageous to improve this route, this may be possible as part of the gravel extraction on the adjoining land. The footpath along the west side of Reading Road has also been improved and is now continuous, although it is also narrow and overgrown in places. There is no dedicated crossing of the A4130.

268. Footways, and the general condition of road surfaces in Cholsey have deteriorated considerably, this causes difficulties for users with children in buggies, the elderly and infirm, and those using wheelchairs and mobility scooters. Relevant authorities will be alerted where conditions are dangerous. Particularly bad areas are outside the Tesco supermarket at The Forty, Station Road junctions and Honey Lane.

269. National Cycle Network Route 5 passes along Wallingford High Street, this is 3.5km away.

Policy CNP T1

270. New developments should connect to, and where possible, improve Cholsey's walking and cycling network. Where appropriate traffic calming, new junction arrangements and dedicated cycle and pedestrian paths should be provided. Proposals for over 10 homes should be within 500m of a bus or rail stop.

Pledge T1:

271. *The neighbourhood plan group will request that the Parish Council consider including a pedestrian crossing facility on the Reading Road close to the junction with Papist Way and Ferry Lane in the CIL spending plan.*

Pledge T2:

272. *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.*

Objective TO3

273. To support the development of facilities that encourage the use of public transport including the improvement of the railway station through the provision of access for the disabled and secure and adequate cycle parking.

Evidence

274. The Community Survey showed that residents felt that facilities for cyclists and the disabled at Cholsey Station are poor or non-existent. Also that 74% of respondents want more parking spaces at the railway station and 61% want additional parking spaces for the disabled at the station.

Commentary

Rail Services

275. Cholsey railway station is an attractive amenity with half hourly services to Didcot, Oxford, Reading and London throughout the day. It is used by people from Wallingford and other local villages. The recent electrification has increased capacity to allow larger trains to use the line.

276. The station car-park has not been expanded and is already used beyond capacity so local roads are being used extensively for parking causing problems for residents and other road users. Some motorists ignore parking restrictions and park along Station Road near the

station, and on roads throughout the village, causing considerable inconvenience to residents during the day. Occasionally parking outside designated bays in the upper car park results in Hutt's coal delivery lorries not being able to access the coal storage area. The parking restrictions in place at Station Road and Papist Way to stop all day parking are not regularly enforced.

277. 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 station car park to provide around 50 additional spaces. 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.
278. Safe cycle routes around the village and to Wallingford, and secure cycle parking at the station, are a high priority to avoid speeding and parking issues around the village escalating.
279. The station does not currently have facilities for disabled access, and disabled train users must 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 has been asked to investigate this as part of the platform extension works.

Bus Services

280. Thames Travel operate a circular clockwise 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 specific bus stops for pupils attending Wallingford school for drop-off and pick-up during school term time. There does not appear to be a high demand for a late-night service at the weekend, 56% of returns from the community survey did not want more frequent bus services at the weekend.
281. One disadvantage of the circular route is that there are no return services around the village and specifically not from the railway station to the Fairmile. 79% of the survey returns indicated there was no demand for this. The bus company indicate that a return route operated in the past, but was not well used. Although overall the bus service appears well used, 45% of respondents to the community survey never use the bus. The service has been supported by funds from the Fairmile development but these have now been used and the service needs to operate on a commercial basis, this is likely to mean a reduction in services.
282. Improvements to bus stops and shelters and travel information would make bus travel more attractive.

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

Policy CNP T2

284. Proposals which improve public transport facilities, 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 T3:

285. *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 access.*

Objective TO4

286. To improve parking arrangements in Cholsey at the Forty and the primary school

Evidence

287. The Community Survey showed that residents are particularly concerned about:

- the limited parking for shoppers at the Forty
- the limited parking in Church Road and resultant parking on pavements, on zigzag and double yellow lines and blocking driveways

288. The Community Survey canvassed ideas for more parking:

64% of respondents did not want to convert an area of the recreation ground into a car park.

72% of respondents did not want an open space near the centre of Cholsey to be made into a car park.

73% of respondents wanted off-road parking at Church Road to provide more safety for school children.

Commentary

289. Cholsey shops are attractive for residents and those using the station as well as people living in nearby smaller villages with no shops. Car parking is an increasing problem and frequently results in chaotic and dangerous situations particularly at peak periods, which in the morning coincide with children walking to school. Tesco deliveries add to these

difficulties. The Forty is a focal point in the village and the area around the green on the south side is a conservation area.

290. Church Road suffers congestion caused by users of the Laurence Hall (playgroups and private hirers), the day centre for the elderly and private hirers, the pre-school and primary school, and the public gated access to White Meadows recreation ground. There is off-road parking available at the church car park, to the east of the railway.

291. 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.

Pledge T4:

292. *The neighbourhood plan group will investigate potential improvements to the parking and manoeuvring arrangements at the Forty to improve safety and enhance its appearance as an important public space. It will be considered for inclusion in the CIL spending plan.*

Pledge T5:

293. *The neighbourhood plan group will consider options for encouraging more children to walk or cycle to school and for improving parking provision at the Primary school.*

Objective TO5

294. To improve the safety of cyclists and pedestrians in the village, particularly from excess traffic speed, areas of prime concern include:

- children getting to and from the primary school in Church Road
- pedestrians around The Forty

Evidence

295. Appendix 5 provides detailed information taken from traffic surveys and analyses carried out in the village.

296. 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).

297. In 2014 average two-way traffic flow on 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 at other times and 37% of vehicles travelling in either direction were 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 may cause speeding issues.

Commentary

298. Traffic speeding in Cholsey remains a problem. Unfortunately, traffic calming measures proposed by Cholsey Parish Council were not built by OCC, but some measures will be installed if the East End Farm (CHOL1) development goes ahead. Any proposals for developments that increase traffic on the Wallingford Road should include proposals for traffic calming. It is recognised that on-road parking helps to slow traffic.

Pledge T6:

299. *The neighbourhood plan group will seek the imposition of appropriate speed limits and traffic calming measures. Build-outs are preferred to speed humps. This will include:*

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

Education

Objective EDO1

300. 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

301. To reduce congestion around Cholsey Primary School and to ensure safe accessibility always.

Objective EDO3

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

Evidence

303. 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.



304. The Treehouse School is a Forest School in Wallingford Road with 15 pupils who would like to expand when finances and premises allow.

305. 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.

306. 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 CNPH2 seeks contributions for this. There are two private nurseries on the Reading Road outside the village built up area boundary.

307. The Happy Hub⁵⁰ 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. These may be funded from CIL receipts.
308. 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 have been forced elsewhere in recent years.
309. 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 th Form	Total
2016	192	202	192	191	190	210	1163

310. The situation regarding secondary education is clearly volatile. Icknield Community College in Watlington may relieve pressure on Wallingford School but potential housing growth in Chinnor, Chalgrove, Watlington, Stadhampton and Benson means that demand for places will undoubtedly be high, and the future is therefore uncertain.
311. Transporting children to secondary school is a necessity. The challenge is to find the safest and most sustainable way to get children to a school with the capacity to accept them. Transport costs may be a burden for some parents if children cannot be accepted at Wallingford School
312. 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

⁵⁰Cholsey Happy Hub <https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/communityandliving/ourworkwithcommunities/CholseyHappyHub.pdf>

313. The planned extension of Cholsey Primary School is not yet confirmed and still leaves uncertainty over future capacity. OCC has however indicated in their consultation responses that the expanded primary school could cope with a village expansion of around 250 homes.
314. Most Cholsey parents want their children to be educated in a local school without the need for excessive travel so there are two key issues - school capacity and transport. The provision of sufficient school places is currently a County Council responsibility and is beyond the scope of this Plan.
315. It is likely that the traffic on Cholsey's roads will increase with new development, minimising car travel is the safest and most sustainable approach for school children to get to school and to avoid unnecessary congestion on local roads. Walking, cycling or public transport are the best options.

CNP ED1

316. 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

317. An expanded or second Pre-school will be supported in an easily accessible location with access to car parking. New housing sites should contribute to this facility.

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.

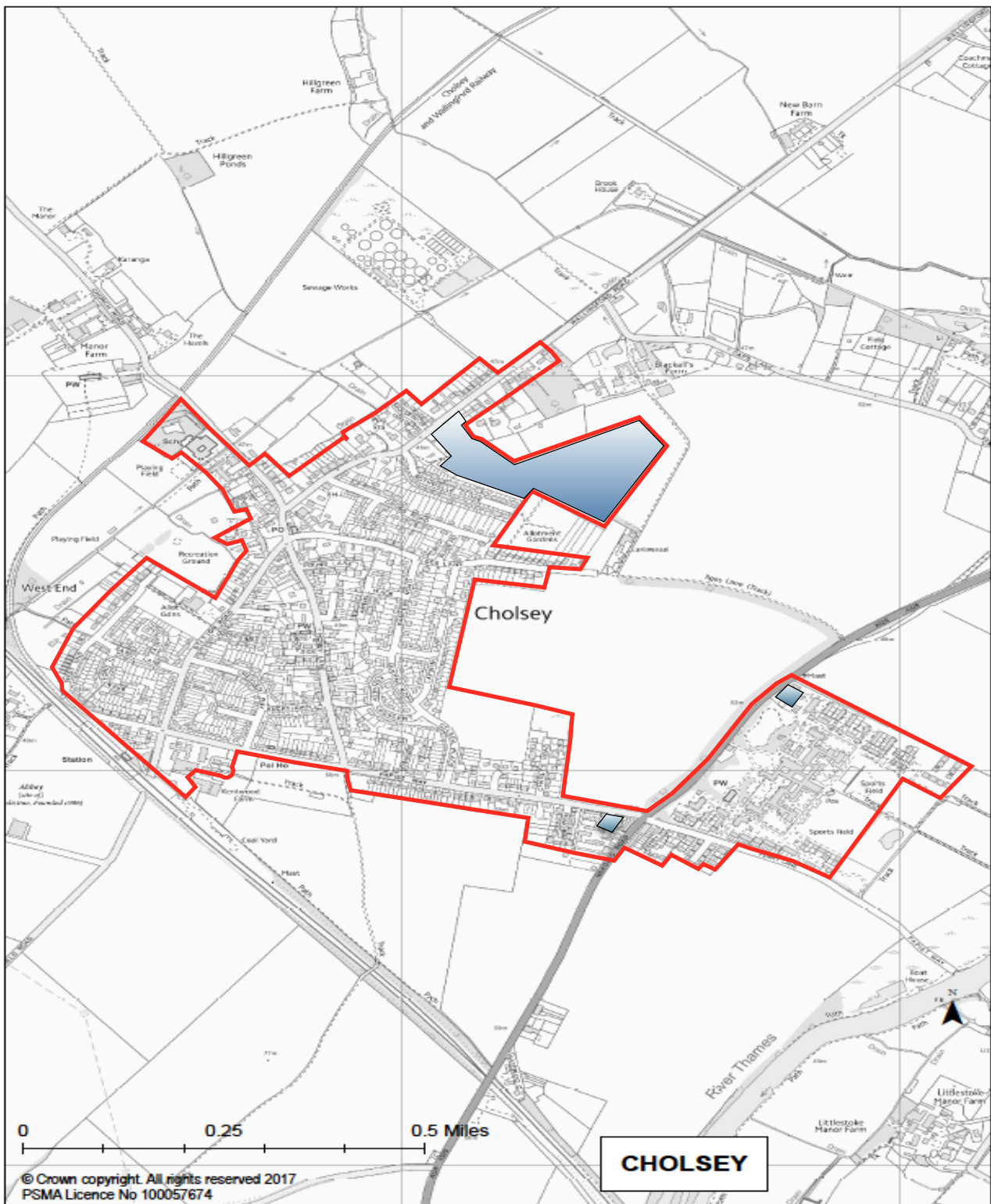
Pledge ED2:

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



Legend

- Built Up Area Boundary
- Housing Areas

Cholsey Proposal Map

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

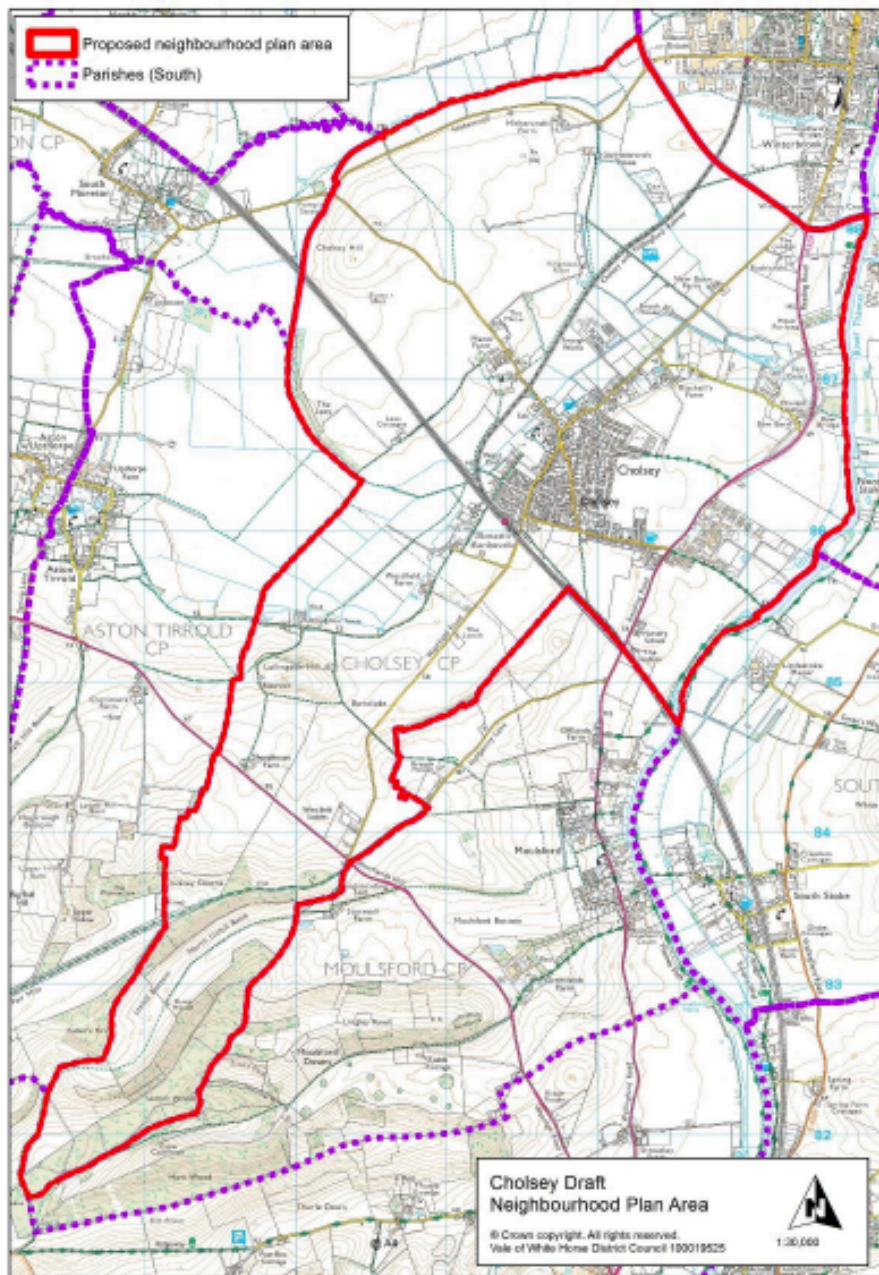
Yours sincerely,

Adrian Duffield
Head of Planning

www.southoxon.gov.uk



Map 1 Cholsey Neighbourhood Plan Area



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Appendix 2- Summary of responses

	Name	Organisation	Summary of response
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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Issues identified	Objectives	Policy
<ul style="list-style-type: none"> • Look after biodiversity • No loss of greenspace • Protect space between Wallingford and Cholsey to keep them separate • Make more use of the river • retain green links within the village and to the countryside, to provide for recreation and wildlife and not develop all spaces • Retain and improve wilder areas for play and enjoyment, possibly with outdoor gym • Preserve productive farmland • A wish to enjoy the river for its beauty and for recreation. 	<p>E02 To prioritise the protection and enhancement of:</p> <ul style="list-style-type: none"> • the River Thames including the Thames Path National Trail • the Agatha Christie Trail • key views • AONBs • biodiversity • existing green spaces. <p>E03 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.</p> <p>E04 To enable residents and visitors to enjoy Cholsey's special riverside location and capacity for water based recreation.</p> <p>E05 To ensure that our heritage and historic environment is retained within an appropriate environment for future generations to appreciate and value.</p>	<p>CNPE2</p> <p>CNPE3</p>
<ul style="list-style-type: none"> • Protect historic building • Protect the Forty as the village center. 		<p>CNPI 1</p> <p>CNPI 2</p> <p>Pledge 1</p> <p>CNPI 3</p> <p>CNPI 4</p>
<p>Infrastructure</p> <p>Ensure new/extended facilities are provided for health, recreation, family services, public transport</p> <p>Poor access to medical services</p>	<p>IO1 To provide a range of sports, leisure and social facilities to meet the needs of the whole Cholsey community.</p> <p>IO2 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>IO3 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>CNPI 5</p> <p>CNPI 6</p> <p>Pledge 12</p>
<ul style="list-style-type: none"> • In high rainfall roads flood to the point of closure, sewage flooding in gardens and house drainage non-functioning. • South Oxfordshire is a water stressed area and is likely to have water supply problems before the end of the plan period. <ul style="list-style-type: none"> • Shops and visitors to the shops at the Forty cause damage and a highway hazard • Concern about the ongoing viability and existence of local pubs and restaurants. 	<p>IO4 To seek opportunities to improve shopping facilities for the village. This 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>IO5 To require that new housing sites contribute to improving provision for recreation for teenagers.</p> <p>IO6 To improve facilities at the recreation ground.</p> <p>IO7 To require that all new homes have access to fast broadband.</p>	<p>See</p> <p>CNPH 5</p> <p>CNPI 8</p> <p>CNPI 9,10,11</p>
<p>Poor facilities for teenagers</p> <p>Lack of infrastructure and facilities on the recreation ground</p> <p>A lack of local employment</p>		

Issues identified	Objectives	Policy
Protect allotments and cemetery space	<p>IO8 To safeguard employment land and support those who work from home</p> <p>IO9 To safeguard the allotments and the cemetery in Cholsey.</p> <p>IO10 To further develop tourism within the village.</p>	<p>CNPI 12</p> <p>CNPI 13</p>
Transport		
Getting around should be easier. Improved walking, cycling and bus options between Cholsey, Wallingford and Didcot.	<p>TO1 To promote walking, cycling and public transport as the first-choice travel options for Cholsey residents and ensure that new development connects to and where possible improves the walking and cycling network.</p> <p>TO2 To ensure that new development and its associated access to the road, footpath, and cycle networks takes place in areas which minimise traffic hazards on existing roads and where opportunities arise, enhance road safety for all users.</p>	<p>CNPT 1</p> <p>CNPT 2</p> <p>CNPT1</p> <p>CNPT2</p> <p>Pledges T1,2,3</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>TO3 To support the development of facilities that encourage the use of public transport including the improvement of the railway station through the provision of access for the disabled and secure and adequate cycle parking.</p>	<p>CNPT2</p> <p>Pledges T3</p>
<ul style="list-style-type: none"> 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. Poor facilities for cyclists and disabled at Cholsey Station. Church Road parking at school start/finish times is dangerous, on pavements, zigzag and double yellows, blocking driveways. <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"> Crossing the Reading Road from Cholsey Meadows Around the Forty – complicated junctions Church Road Wallingford Road – footpaths on one side only Wallingford bypass 	<p>TO4 To improve parking arrangements in Cholsey at The Forty and the primary school</p> <p>TO5 To improve the safety of cyclists and pedestrians in the village, particularly from excess traffic speed, areas of prime concern include:</p> <ul style="list-style-type: none"> children getting to and from the primary school in Church Road pedestrians around The Forty 	<p>Pledge T4, 5</p> <p>CNP T1</p> <p>Pledge T1, 6</p>
Education		

Appendix 3 - CNP Vision and Objectives v2

Issues identified	Objectives	Policy
<p>Housing</p> <p>Insufficient housing in South Oxfordshire and within Cholsey insufficient housing for older people to downsize and that younger people can afford</p>	<p>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.</p> <p>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</p>	<p>CNPH1 CNPH 1a and 1b CNPH 3</p>
<p>Difficulty for local people to find housing</p>	<p>HO3 To ensure that people in housing need with a strong connection to Cholsey receive priority on housing allocations.</p>	<p>CNPH4</p>
<p>affordable, housing should be integrated in housing schemes, uninteresting and poor design</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> <ul style="list-style-type: none"> • Ensure infrastructure is not overloaded e.g. drainage, sewerage, flood capacity, schools and childrens' facilities • maintain a distinction between Cholsey and Wallingford • ave well designed home distinctive to Cholsey 	<p>HO4 To ensure new housing is well designed and affordable and private housing are mixed to avoid separate enclaves of one or the other.</p> <p>HO5 To ensure new housing sites are well and safely connected with all parts of the village and to the countryside.</p>	<p>CNPH1a CNPH1b CNPH 5, CNPH6, CNPH7</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>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.</p> <p>HO7 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>HO8 All new and extended homes should have adequate on-site parking and should not rely on street parking to meet their needs.</p>	
<p>Ugly alterations to existing buildings, overdevelopment of plots</p> <p>Environment and Services</p> <ul style="list-style-type: none"> • Not to damage the landscape and setting of the Chilterns and North Wessex Downs Areas of Outstanding Natural Beauty (AONBs). • Ensure the rural character of the village is maintained 	<p>HO9 Extensions to existing homes should be designed to respect the existing building and the character and appearance of the neighbourhood.</p>	<p>CNPH8</p>
	<p>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.</p>	<p>CNP E1 CNP H5</p>

Issues identified	Objectives	Policy
Local children having to attend schools in other villages causes distress and difficulty particularly if families have no transport	EdO1 To ensure that there are sufficient spaces for all who wish to attend the schools and/or use the education facilities in Cholsey	CNPEd 1 CNPEd 2 Pledge ED 1: www
Congestion in Church Road around the school is dangerous	EdO2 To reduce congestion around Cholsey Primary School and to ensure safe accessibility at all times. EDO3 To increase the proportion of children walking or cycling to school.	CNP T1 Pledge ED 3: www

Appendix 4 - Local & Nearby Primary Schools

School	Age Group	Children on Roll	Distance (miles)
Cholsey Primary School	5 - 11	296	
Treehouse School, Cholsey	5 - 11	15	
South Morton County School	4 - 11	149	2.20
Crowmarsh Gifford C of E Primary School	4 - 11	204	3.00
Fir Tree School, Wallingford	7 - 11	200	3.10
St John's Primary School, Wallingford	4 - 11	205	3.00
St Nicholas C of E Infants School, Wallingford	3 - 7	160	3.10

Appendix 5 - Housing Mix Strategy

Guidance on housing requirements is provided by the Oxfordshire Strategic Housing Market Assessment⁵¹ (SHMA). This indicates in Table 91 housing mix requirements for the county as set out below.

Table 91: Oxfordshire SHMA Conclusions regarding Strategic Mix of Housing

	1 - Bed	2 - Bed	3 - Bed	4+ Bed
SHMA Market Oxfordshire	5%	25%	45%	25%
SHMA Market SODC	5.7%	26.7%	43.4%	24.2%
Affordable	25 - 30%	30 - 35%	30 - 35%	5 - 10%
All Dwellings	15%	30%	40%	15%
SODC Emerging Local Plan guidance for market housing	6%	27%	43%	24%

The SHMA indicates in paragraph 9.85 a potential need for between 280-450 additional housing units to be specialist accommodation across the County to meet the needs of the older person population each year moving to 2031.

The SHMA also indicates that across the county:

- the tenure mix is 65.5% Owned; 19.2% Private Rented; 14.2% Social Rented
- the house types are 29% Detached, 32% Semi-Detached, 22% Terraced, 16% Flat/ Maisonette
- house sizes are 10% 1-bed, 24% 2-bed, 40% 3-bed, 20% 4-bed, 7% 5+ bed
- here are around 6,600 Sheltered and Extra Care homes; and 4,400 bed spaces in Care Homes

The housing mix across Oxfordshire in 2011 was 10% 1-bed, 24% 2-bed, 40% 3-bed, 20% 4-bed, 7% 5+ bed

Although the housing mix in the Oxfordshire SHMA is for the whole county the mix identified for South Oxfordshire was very similar. We understand that South Oxfordshire District Council would wish to use their own housing mix for affordable housing needs and are recommending the mix in the Oxfordshire SHMA for market housing. We believe that a locally derived housing mix would be more appropriate for market housing. Using the information collected from the Cholsey Community Survey we believe that a Cholsey specific housing mix for market housing should be:

⁵¹ http://www.southoxon.gov.uk/sites/default/files/2014-04-14_Final%20SHMA%20Report.pdf

Proposed Housing Mix for market housing in Cholsey

	1 - Bed	2 - Bed	3 - Bed	4+ Bed
Market	12%	20%	45%	23%

South Oxfordshire are also likely to require other forms of specialist housing as set out in the emerging SODC Policy H11 below.

Policy H11: Housing Mix

A mix of dwelling types and sizes to meet the needs of current and future households will be sought on all new residential developments

- All affordable housing and at least 15% of market housing on sites of 11 dwellings or more should be designed to meet the standards of Part M (4) category 2: accessible and adaptable dwellings (or any replacement standards)
- At least 5% of affordable housing dwellings should be designed to the standards of Part M (4) category 3: wheelchair accessible dwellings
- On sites of 100 dwellings or more plots should be set aside to allow for at least 3% of market housing dwellings to be designed to the standards of Part M (4) category 3: wheelchair accessible dwellings (or any replacement standards). The exact requirement should be based on evidence regarding current demand. The plots should be marketed for a period of 12 months to identify an appropriate buyer
- All affordable housing and 1 and 2 bed market housing dwellings should be designed to meet the Nationally Described Space Standards
- the mix of housing shall be in general conformity with our latest evidence* and Neighbourhood Development Plan evidence where applicable for the relevant area.

*Our latest evidence is in the Oxfordshire SHMa 2014, but this will be subject to monitoring and review. This will be updated periodically

Appendix 6 - 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

Appendix 8 - Traffic Modelling CHOL1 & CHOL7

clarkebond

Technical Note 05

Land at Wallingford Road, Cholsey



WB03190

Archstone Cholsey Ltd



Report No.	Date.
WB03190-TN05	07/02/18

Project
Land at Wallingford Road, Cholsey

Client Name
Archstone Cholsey Ltd

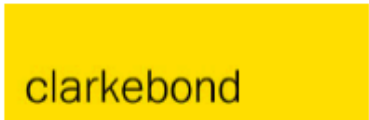
Issue Number – Date	Status	Description of Amendments
01 – 06/02/18	Draft	-
02 – 07/02/18	Final	Incorporating client comments

Report Prepared by:	
Alex Stephenson Transport Planner	

Approved for Issue by:	
David Knight Associate Director	

Issuing Office	
x	The Cocoa House, 129 Cumberland Road, Bristol, BS1 6UY Tel: +44 (0)117 929 2244
	GF Suite, Bickleigh House, Park Five Business Centre, Exeter, EX2 7HU Tel: +44 (0)1392 369098
	Unit 17.1, The Leathermarket, 11-13 Weston Street, London, SE1 3ER Tel: +44(0)20 7939 0959

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Drawings

WB03190/SK10 Off-Site Highway Improvements

Appendices

- Appendix A Access Proposals
- Appendix B Stage 1 Road Safety Audit and Designer’s Response

1 Introduction

1.1 Background

This Technical Note has been prepared by Clarkebond on behalf of Archstone Cholsey Ltd to assess the acceptability of the access junction proposals for the combined sites known as Chol 1 and Chol 7 at Wallingford Road, Cholsey. It has been suggested that the sites could be developed to provide about 165 dwellings.

The Technical Note assesses the acceptability of the access proposals in terms of capacity and road safety.

1.2 Limitations

The information, views and conclusions drawn concerning the site are based, in part, on information supplied to Clarkebond by other parties. Clarkebond has proceeded in good faith on the assumption that this information is accurate. Clarkebond accepts no liability for any inaccurate conclusions, assumptions or actions taken resulting from any inaccurate information supplied to Clarkebond from others.

2 Access Proposal

2.1 Proposed Access

The access strategy for Chol 7 is via Chol 1 with access to Wallingford Road via the proposed priority T-junction. The proposals will also include a traffic calming scheme and a zebra crossing:

1. The access junction is the same as that agreed with OCC for the Bellway application. A ghost island arrangement cannot be accommodated due to land ownership constraints and meeting the visibility requirements;
2. A zebra crossing has been included, however practically this has to be on the east side of the junction where it is shown to meet design standards and given land ownership constraints; and
3. A priority narrowing traffic calming scheme has been designed, which would have a positive effect on reducing speeds and improving road safety.

The proposed access arrangements are included at **Appendix A**.

The proposed off-site improvements are shown by **Drawing WB03190-SK10**.

3 Access Capacity

3.1 Introduction

This chapter provides details of the assessment carried out on the capacity of the proposed access. It is divided into sub-sections that provide:

- The assessment years to be used for junction capacity analysis;
- The committed development to be included by junction capacity analysis;
- The development scenarios to be used by junction capacity analysis; and
- The results of junction capacity analysis.

3.2 Assessment Years

Background traffic growth has been derived from TEMPRO 7.2 incorporating growth factors from the National Road Traffic Forecasts (Great Britain) 1997 as follows:

- 2015 to 2024 Weekday AM Peak = 1.1491; and
- 2015 to 2024 Weekday PM Peak = 1.1509.

3.3 Committed Development

The following committed developments have been considered by this capacity assessment:

- Land at Celsea Place, Cholsey; and
- Land West of Reading Road, Winterbrook, Wallingford.

3.4 Development Scenarios

The operation of the access junction has been assessed during the AM and PM peak hours, for the following scenarios:

- Assessment Year (2024) 'With Committed Development';
- Assessment Year (2024) 'With Committed and Proposed Development (68 units)';
- Assessment Year (2024) 'With Committed and Proposed Development (165 units)'.

Traffic flows on the highway network of interest for the Assessment Year (2024) 'With Committed and Proposed Development (165 units)' scenario are shown for the AM and PM peak hours respectively by Figure 3.1 and Figure 3.2.

3.5 Junction Capacity Analyses

The performance of the Wallingford Road/ Goldfinch Lane/ Site Access priority stagger-junction has been assessed using the TRL Junctions 9 software's PICADY module using the DIRECT traffic profile type. The results are summarised by Table 3.1.

Table 3.1 Wallingford Road/ Site Access Priority T-junction – Results of PICADY Modelling

2024	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue ¹	Delay ²	RFC ³	Queue ¹	Delay ²	RFC ³
2024 Assessment Year 'with committed development'						
Left or right from Site Access	0.0	0.00	0.00	0.0	0.00	0.00
Right turn to Goldfinch Lane	0.0	5.51	0.01	0.0	4.67	0.03
Left or right from Goldfinch Ln	0.0	6.46	0.02	0.0	6.06	0.02
Right turn to Site Access	0.0	0.00	0.00	0.0	0.00	0.00
2024 Assessment Year 'with committed and proposed development (68 units)'						
Left or right from Site Access	0.1	9.15	0.10	0.1	8.89	0.05
Right turn to Goldfinch Lane	0.0	5.47	0.01	0.0	4.67	0.03
Left or right from Goldfinch Ln	0.0	6.47	0.02	0.0	6.08	0.02
Right turn to Site Access	0.0	4.48	0.01	0.0	5.53	0.01
2024 Assessment Year 'with committed and proposed development (165 units)'						
Left or right from Site Access	0.3	10.89	0.24	0.1	9.76	0.12
Right turn to Goldfinch Lane	0.0	5.41	0.01	0.0	4.66	0.03
Left or right from Goldfinch Ln	0.0	6.48	0.02	0.0	6.10	0.02
Right turn to Site Access	0.0	4.53	0.01	0.0	5.73	0.03

Notes: 1. The maximum mean queue predicted by the model for any 15-minute time period.
 2. The maximum mean delay per vehicle predicted by the model for any 15-minute time period.
 3. The maximum RFC (Ratio of Flow to Capacity) predicted by the model for any 15-minute time period.

The Ratio of Flow to Capacity (RFC) is the principle indicator of anticipated queues and delays at a junction. When the RFC reaches 1.00 this is equivalent to 100% and it means that the junction is considered be 'saturated' with queues and delays likely to occur.

The Wallingford Road/ Goldfinch Lane/ Site Access priority stagger-junction reaches a maximum RFC of 0.24 (24%) meaning that there is significant reserve capacity in the junction and it can accommodate the traffic flows associated with 165 units without experiencing significant queues or delays.

It is therefore concluded that the Wallingford Road/ Goldfinch Lane/ Site Access priority stagger-junction can accommodate 165 units accessed from it without any capacity issues.

4 Access Road Safety Audit

4.1 Original Road Safety Audit

A Stage 1 Road Safety Audit (RSA1) was undertaken on the access proposals for the Bellway planning application in May 2017 by an experienced Audit Team at TMS Consultancy. The purpose of a Stage 1 RSA is to identify road safety issues with a preliminary highway design and to identify changes that could be implemented to improve the safety of the design.

The comments raised in RSA1 are accepted and a Designer's Response was prepared as is required of the design process. It should be recognised that the Auditors raised no fundamental safety concerns with the junction design proposed and made no mention of junction spacing as an issue. It is therefore concluded that junction spacing is not a safety concern.

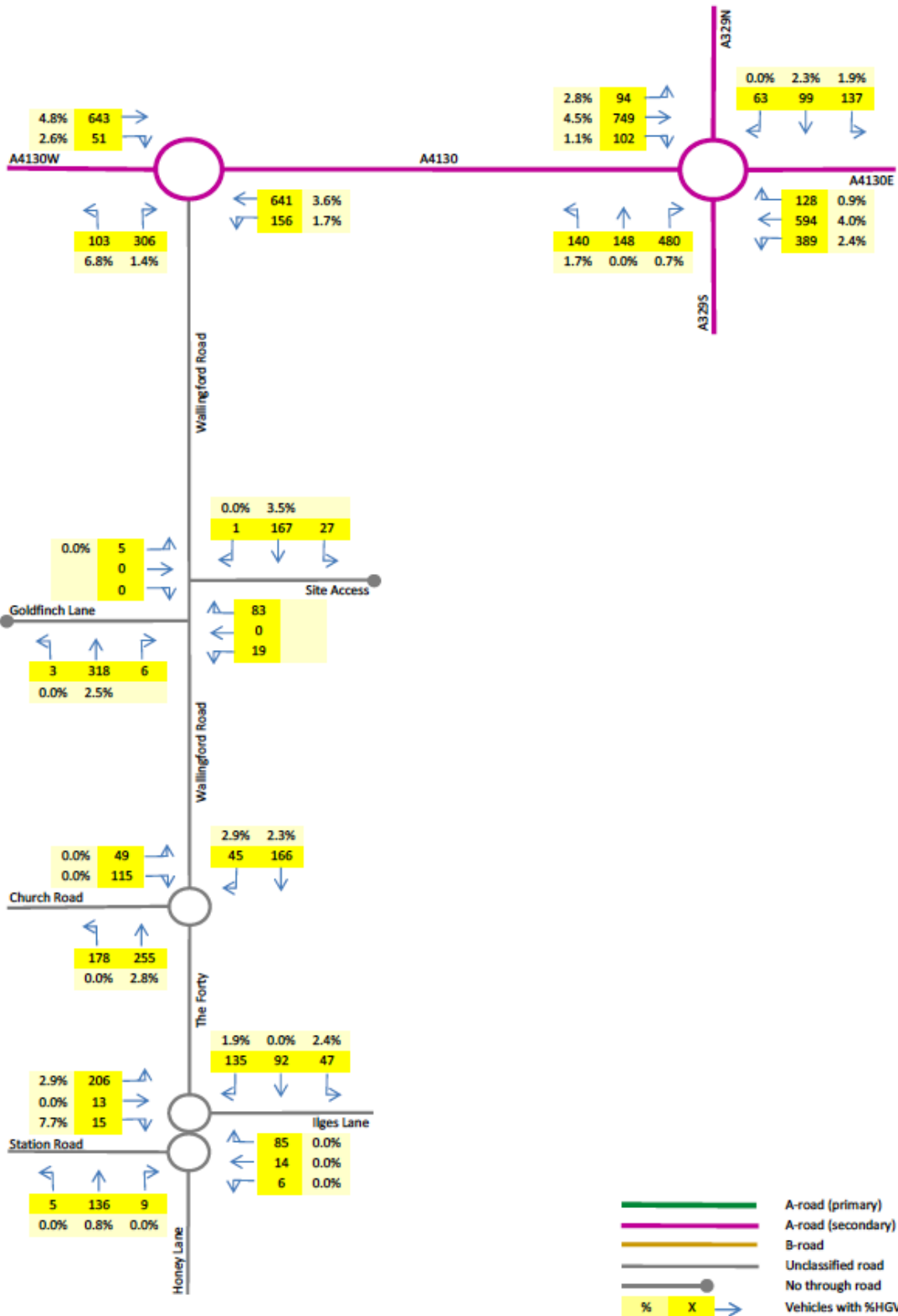
The RSA1 and designers response are included at **Appendix B**.

4.2 Impact of Additional Units

The RSA1 already undertaken was on the basis of 68 units accessed from the Wallingford Road/ Goldfinch Lane/ Site Access priority stagger-junction.

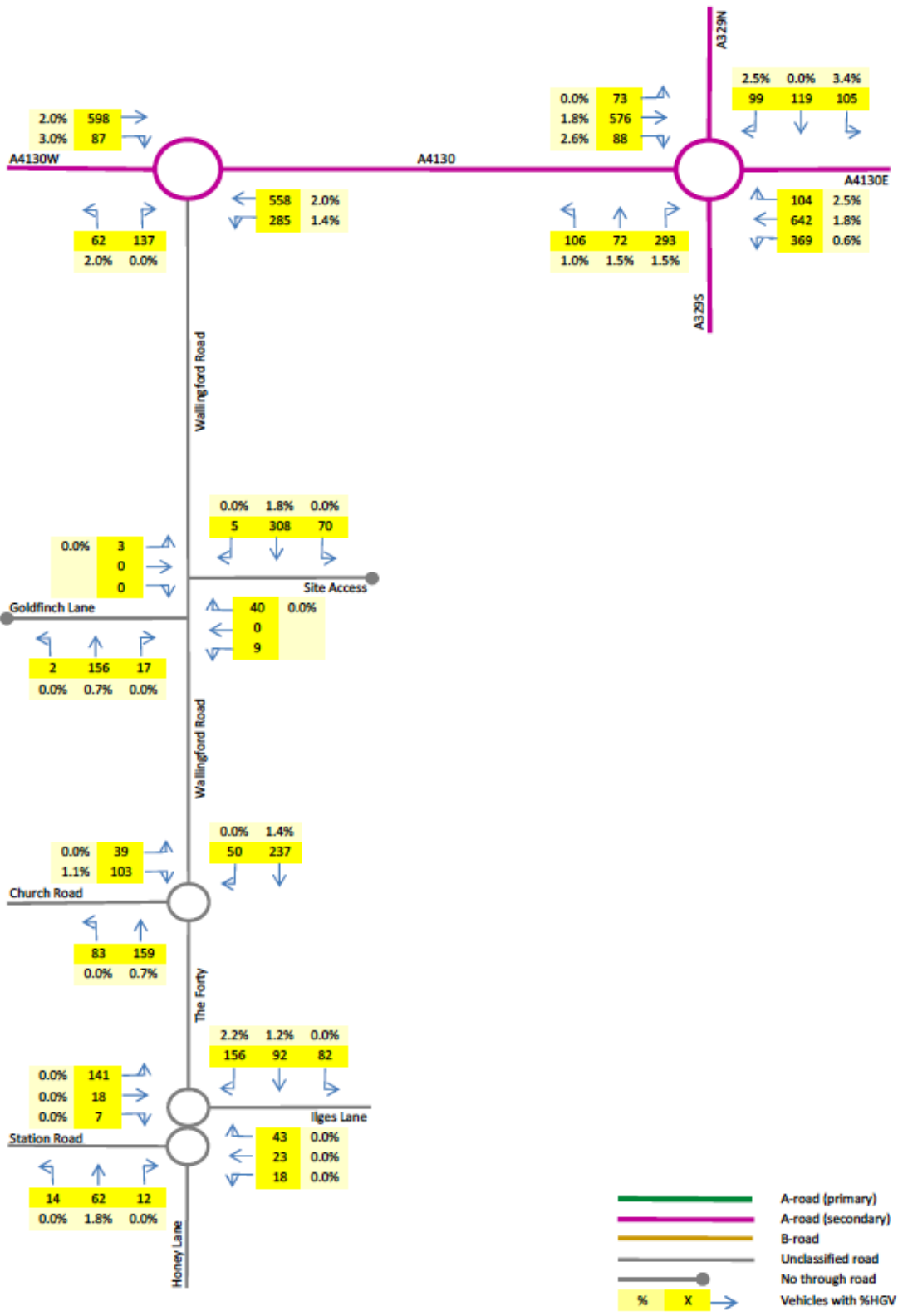
The Audit Team Leader at TMS Consultancy has confirmed that the findings of the RSA1 already undertaken would not be affected by an increase to 165 in the number of units accessed from it.

Therefore the findings of the RSA1 already undertaken are unaffected by the proposed increase to 165 units and junction spacing is still not a safety concern in this instance.



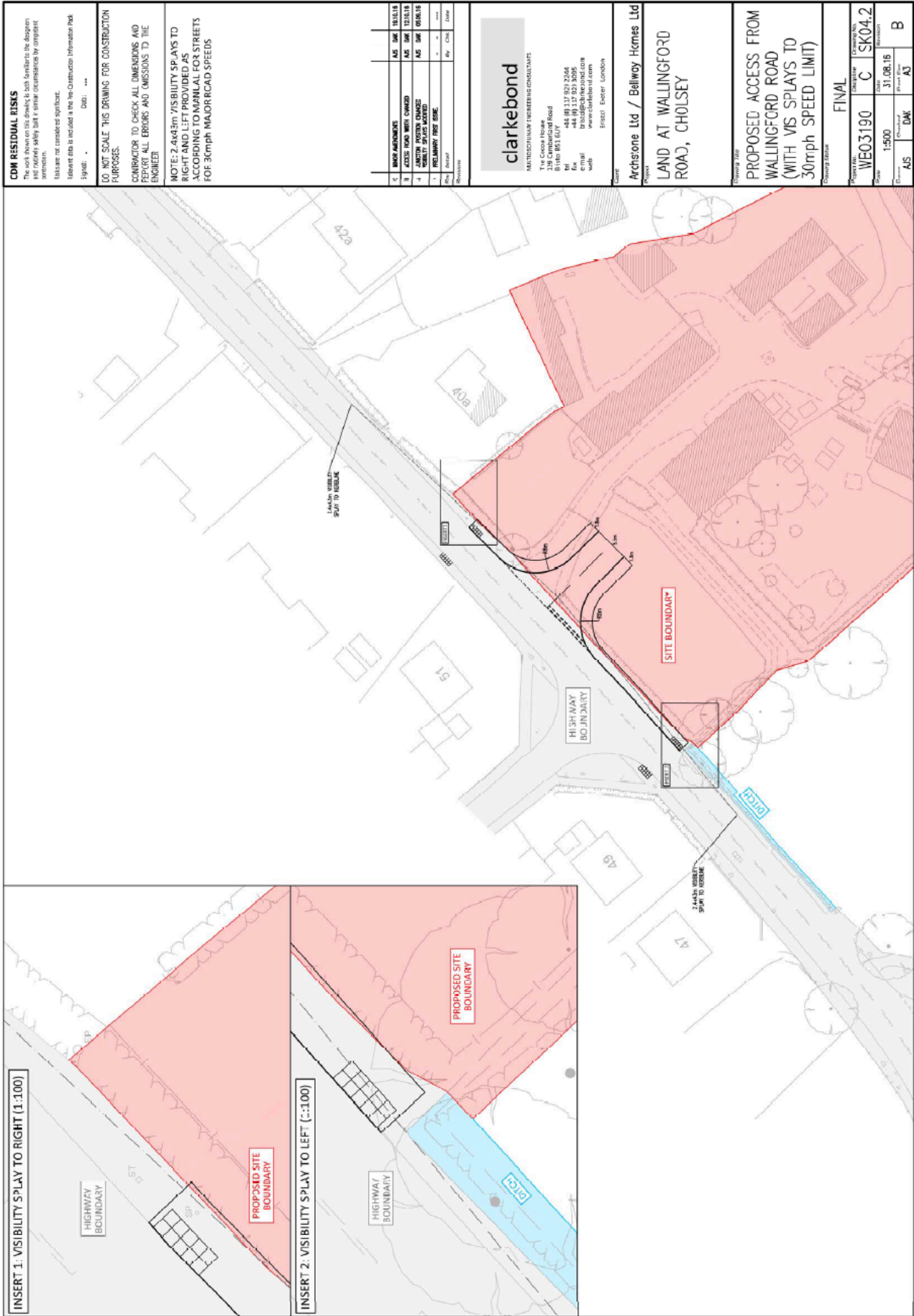
DESIGNING YEAR	BASE + COMMITTED + PROPOSED (165 UNITS)	2024	DESIGN NUMBER	FIGURE 3.1	DRAWN BY	AJS
	AM PEAK (08:00-09:00)		PROJECT NUMBER	WB03660	CHECKED BY	DAK
PROJECT	LAND AT WALLINGFORD ROAD, CHOLSEY		CLIENT	Archstone Ltd	DATE	06.02.18





- A-road (primary)
- A-road (secondary)
- B-road
- Unclassified road
- No through road
- % X → Vehicles with %HGV

DRAWING TITLE BASE + COMMITTED + PROPOSED (165 UNITS) PM PEAK (17:00-18:00) PROJECT LAND AT WALLINGFORD ROAD, CHOLSEY	2024	DRAWING NUMBER FIGURE 3.2 PROJECT NUMBER WB03660 CLIENT Archstone Ltd	DRAWN BY AJS CHECKED BY DAK DATE 06.02.18	
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safer roads for everyone

Land at Wallingford Road, Cholsey, Oxfordshire

Road Safety Audit Stage 1

on behalf of Clarkebond

TMS reference no: 13587A



Unit 1b, Sovereign Court 2,
University of Warwick Science Park,
Sir William Lyons Road, Coventry CV4 7EZ

Tel: +44 (0)24 7669 0900
Fax: +44 (0)24 7669 0274
Email: info@tmsconsultancy.co.uk
Web: www.tmsconsultancy.co.uk

Land at Wallingford Road, Cholsey, Oxfordshire

Road Safety Audit Stage 1

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed priority junction access onto Wallingford Road, Cholsey, Oxfordshire in association with a residential development, on behalf of Clarkebond. The audit was carried out on 12th May 2017 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:-

Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Senior Engineer, TMS Consultancy

Audit Team Member

Harminder Aulak - BSc (Hons), IEng, FIHE, RegRSA (IHE)
Highways England Approved RSA Certificate of Competency
Technical Director – Engineering Services, TMS Consultancy

1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Clarkebond. The site was visited by the Audit Team on 11th May 2017 between 10:45am and 11:15am. The weather was cloudy and dry. Traffic flows were light. Pedestrian and cycle flows were very light.

1.4 The terms of reference of the audit are as described in HD 19/15. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise accident occurrence. The locations of specific problems are referenced on the plan in **Appendix B**.



safer roads for everyone

Client: Clarkebond

Scheme: Land at Wallingford Road, Cholsey, Oxfordshire

- 1.6 The scheme consists of a proposed priority junction access onto Wallingford Road, Cholsey, Oxfordshire in association with a residential development (68 dwellings). Footways will be provided on both sides of the development access road with pedestrians crossing facilities to the north and south of the access to provide connection to the footway on the west side of Wallingford Road.

The scheme also includes proposals for five sets of speed cushions on Wallingford Road to enhance the 30mph speed limit and reduce vehicle speeds on the approach to the junction.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location – Wallingford Road; proposed access junction

Summary: Potential pull-out type vehicle collisions

A visibility splay of 2.4m x 43m to the left and 2.4m x 43m to the right has been stated for the proposed access junction onto Wallingford Road. It is likely that existing hedgerows / vegetation on the eastern side of Wallingford Road will encroach into the visibility splay. Reduced visibility may lead to pull-out type vehicle collisions.



RECOMMENDATION

It should be ensured that the visibility splays are provided as stated, which may require some cutting back or removal of vegetation.

2.2 PROBLEM

Location – Wallingford Road; southbound bus stop

Summary: Potential pull-out type vehicle collisions and hazards to pedestrians

The existing southbound bus stop is located to the north of the proposed site access junction and such that a stationary bus at the stop will restrict visibility to the right for a driver waiting at the give way of the access junction. Restricted visibility may lead to pull-out type vehicle collisions.

In addition, the bus stop will coincide with the proposed pedestrian crossing point and thus a stationary bus will prevent pedestrians from being able to use the crossing.



RECOMMENDATION

The bus stop should be suitably relocated.

2.3 PROBLEM

Location – Wallingford Road; proposed access junction

Summary: Potential darkness related collisions between all road users

Existing lighting on Wallingford Road appears to be poor (parish lighting) and it is unlikely that the proposed access junction will be sufficiently illuminated. Poor illumination of the junction may result in darkness related hazards and collisions between all road users.

RECOMMENDATION

Street lighting should be provided at the proposed site access junction.

2.4 PROBLEM

Location – Wallingford Road; proposed access junction

Summary: Potential slip / skid hazards to vehicles

There is existing iron works (service cover and drainage gully) within the area of the proposed site access junction. The ironworks may be a slip / skid hazard to vehicles, particularly two wheeled vehicles, making turning manoeuvres at the junction. This issue may be exacerbated during wet or icy conditions.



RECOMMENDATION

The ironworks should be relocated out of the junction area.

2.5 PROBLEM

Location – Wallingford Road; north eastern pedestrian crossing point

Summary: Potential hazard to pedestrians

The footway on the western side of Wallingford Road at the north eastern crossing point is quite narrow. The narrow width of the footway may mean that the gradient of the tactile paving is excessive, which may make it difficult for pedestrians with visual and mobility impairments and wheelchair users to negotiate safely.



RECOMMENDATION

At detailed design stage, it should be ensured that the gradient of the tactile paving does not exceed 1:12 (this may require some localised widening of the footway into the grass verge).

2.6 PROBLEM

Location – Wallingford Road; footway to the south of the proposed access junction

Summary: Potential hazard to pedestrians

The proposed footway and pedestrian crossing point to the south of the proposed access junction ends very close to the existing drainage ditch. Pedestrians may be at risk of falling at the end of the footway into the ditch, with the risk of injury.

RECOMMENDATION

Either the footway should be terminated short of the drainage ditch or a section of pedestrian restraint barrier should be provided.

2.7 PROBLEM

Location – Wallingford Road; footway to the south of the proposed access junction

Summary: Potential hazard and obstruction to pedestrians

There is an existing telegraph pole within the eastern verge on Wallingford Road that will be within the proposed footway to the south of the site access junction. The telegraph pole may be a hazard and obstruction to pedestrians, particularly to those with visual and mobility impairments.



RECOMMENDATION

The telegraph pole should be relocated out of the footway.

2.8 PROBLEM

Location – Wallingford Road; proposed access junction

Summary: Potential trip hazard to pedestrians

No pedestrian crossing point has shown to be provided across the site access junction. Pedestrians wishing to cross at this location will have to cross via full height kerbs, which may present a trip hazard, particularly to those with visual and mobility impairments.

RECOMMENDATION

An uncontrolled pedestrian crossing point with dropped kerbs and tactile paving should be provided across the site access road at the junction with Wallingford Road.

3. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in HD 19/15.

Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Senior Engineer, TMS Consultancy

Signed



Date 16th May 2017

Audit Team Member

Harminder Aulak - BSc (Hons), IEng, FIHE, RegRSA (IHE)
Highways England Approved RSA Certificate of Competency
Technical Director – Engineering Services, TMS Consultancy




Signed



Date 16th May 2017

TMS Consultancy

Unit 1b, Sovereign Court 2,
University of Warwick Science Park
Sir William Lyons Road
Coventry, CV4 7EZ

 + 44 (0)24 7669 0900
 info@tmsconsultancy.co.uk
 www.tmsconsultancy.co.uk

Appendix A

Documents Examined:

- Drawing No. SK04.1 Rev C
- Drawing No. SK04.2 Rev B
- Drawing No. WB03190/SK08

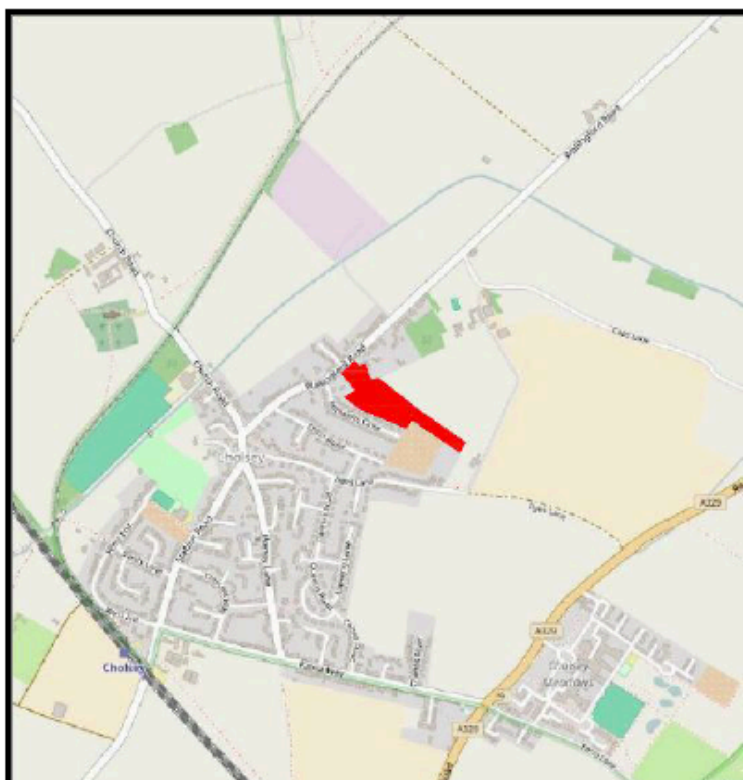
Other Information Provided:

- Site Location Plan
- Road Safety Audit Brief
- Technical Note

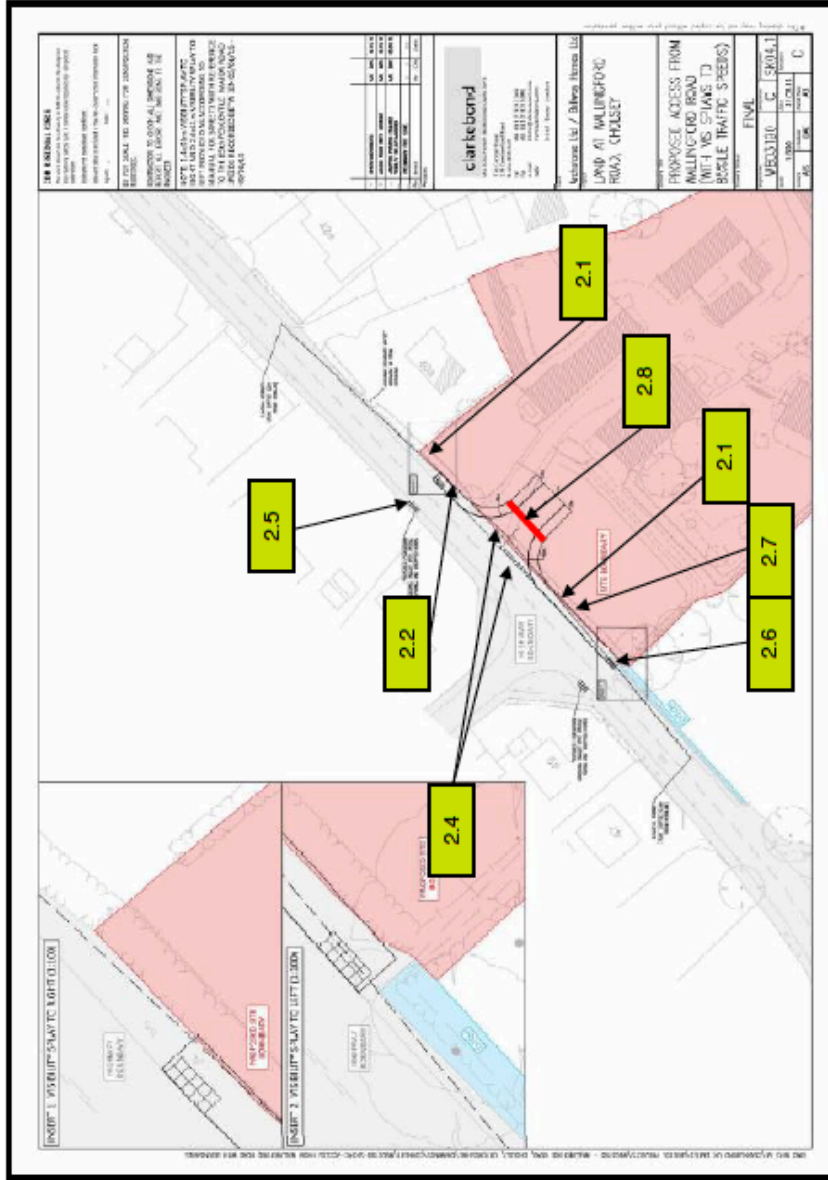
Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:



Client: Clarkebond
Scheme: Land at Wallingford Road, Cholsey, Oxfordshire



Road Safety Audit Stage 1

Appendix B

TMS Designers Response Template
ROAD SAFETY AUDIT STAGE 1



Scheme Title	Land at Wallingford Road, Cholsey, Oxfordshire
Client	Clarkebond
TMS RSA Report Ref No:	TMS 13587
Road Safety Audit Team	DN/HA

Problem Identified (Paragraph No)	Problem Accepted (YES/NO)	Recommendation Accepted (YES/NO)	Alternative measure (describe)
2.1	YES	YES	All vegetation along the site front with Wallingford Road that lies within the junction visibility splays will be removed. This vegetation is within either the site boundary or the highway boundary.
2.2	NO	NO	The southbound bus stop is currently not in use and will be removed. If southbound bus services are one day reintroduced then the bus stop will return in a suitable location to be decided at that time.
2.3	YES	YES	Street lighting will be provided at the proposed access junction.
2.4	YES	YES	Ironworks will be relocated where possible. Where not possible they will be treated with antiskid.
2.5	YES	YES	It will be ensured at the detailed design stage that the gradient does not exceed 1:12. This is easily deliverable.
2.6	YES	YES	A pedestrian restraint barrier will be provided.
2.7	YES	YES	The telegraph pole will be relocated.
2.8	YES	YES	A pedestrian crossing point with tactile paving and dropped kerbs will be provided over the site access.

Signed	
Job Title	
Date	

The completed Designers' Response Form should be issued to the Overseeing Authority for their comments

Please provide a copy of the completed Designers' Response Form to Jan Alcock at TMS info@tmsconsultancy.co.uk (for our information only)



clarkebond

MULTIDISCIPLINARY ENGINEERING CONSULTANTS

The Cocoa House
129 Cumberland Road
Bristol
BS1 6UY

tel: +44 (0)117 929 2244

GF Suite
Bickleigh House
Park Five Business Centre
Exeter EX2 7HU

tel: +44 (0)1392 369098

Unit 17.1
The Leathermarket
11-13 Weston Street
London SE1 3ER

tel: +44(0)20 7939 0959

www.clarkebond.com

Appendix 9 - 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.

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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:

The Cholsey Neighbourhood Plan Team

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