

# Cholsey Parish Council



## Cholsey Neighbourhood Plan

# Feedback Report - Community

## November 2017

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## Feedback Report

This document presents the feedback Cholsey Neighbourhood Plan (CNP) has received to its Pre-submission consultation with the statutory bodies, various landowners and the general community during its 7 week process.

The names of respondents are held as a separate list to protect individuals anonymity.

The third column records the comments received. The right-hand column records CNP's reply including references to the relevant Neighbourhood Plan policies which have been adjusted where the comment has highlighted an opportunity to improve the Plan.

CNP thanks all those who responded for their constructive and helpful comments which have allowed us to significantly improve the Cholsey Neighbourhood plan.

Ref	Issue	CNP Response
<b>Category: Document approval</b>		
1	Document could be more visionary	<p>158 responses were received of which: Commenting 32/158; Objecting 9/158; Supporting 117/158. An approval rate of 94%.</p> <p>To be acceptable, the plan must be achievable. What can be achieved is constrained by national and local laws and conditions, landowner and developer cooperation, financial constraints and community consent.</p>
<b>Category: Clarity of document</b>		
2	Need for an executive overview	Please see CNP Summary.
3	Various wording errors	Thank you for the feedback, the errors and omissions will be resolved.
4	Policies are unclear	Where policies are unclear, conflicting or duplicate we are happy to change them, and your opinion and feedback is welcome and valued.
5	Policies attempt to micro-manage	We are not seeking to micro-manage this process, indeed as all who are involved are unpaid volunteers, quite the reverse is the case. The level of detail covered is intended to ensure clarity.
<b>Category: Document effectiveness</b>		
6	The Parish Council will not decide planning applications, that will continue to be SODC.	If/When the plan is approved and adopted it will form a significant part of planning conditions on which permission or refusal decisions must be made, whichever body makes that decision. It will add support to the Parish Council with any differences they may have with SODC.
<b>Category: Number of new dwellings</b>		
7	The number of new dwellings to be developed is not clear.	The 'final' number of new dwellings required by the South Oxfordshire local plan was published in October 2017.
8	Why are we planning to take more development than is being asked for?	<p>This shows a figure of 175</p> <p>The CNP Strategy (NP page 20) sets out the consideration given to the various numbers suggested. With a minimum of 135 dwellings to be built (the required number at the time). Only one site offers that capacity on its own.</p> <p>While it is the case that 51% of those community members expressing a view preferred multiple development sites, the community consistently expresses concern about village centre flooding, traffic flow, and pedestrian safety. 83% of those that expressed a view considered proximity to existing houses to be a</p>

	<p>priority consideration when deciding where to build. Further, there is a real desire to better integrate the two parts of the village, the main village and the Fairmile, and to minimise the barrier effect that the A329 Reading Road creates.</p> <p>Given that the priorities for consideration are somewhat conflicting, the CNP Steering Group is of the view that only the chosen site can deliver on the balance of these priorities.</p> <p>The CNP is not seeking an allocation of 250 homes. If, because of selecting the best plot to satisfy the community's wishes while meeting the call for extra development in the village, more than the minimum 175 dwellings result, then the Parish Council will use the resulting Community Infrastructure Levy to improve the community's facilities.</p> <p>The CNP must accept that development is inevitable. That the village societies have continued and in some cases thrived during the recent increase in population give hope that further expansion will not damage the recognised community spirit that exists.</p> <p>Social cohesion is an important part of the CNP, and it seeks to improve safe pedestrian links between all parts of the village thus enhancing the 'one village' view.</p>
9	<p><b>Threat to social cohesion</b></p>
	<p><b>Category: Location of new dwellings</b></p>
10	<p>Definition of village boundary</p> <p>The village boundary as defined and drawn in the draft is under consideration and will change. It will not however extend to include any area beyond the Bunk railway line. It is the view of the steering group that the village should not extend into any Area of Outstanding Natural Beauty; a view endorsed by most of community members who expressed a view.</p>
11	<p><b>Consider site(s) outside village boundary</b></p> <p>The CNP does not support development outside the village built up area as defined by the boundary shown in Map 4.</p> <p>While we cannot comment on specific cases within the curtilage of individual properties outside the village boundary, we maintain that the principal of containing development within the village boundary is a sound one which is</p>

		supported by the community. Chalsey is bounded on three side by ADNB and on the forth by a valued separation from Wallingford which serves to protect the village's identity, distinctiveness and character.
12	Infill	The plan does not exclude future infill development where they conforms with its policies.
13	Map 1 Includes land in the Wallingford Parish	This map is intended to show the Parish boundary. If it does not, then this is an error. We will review this.
	<b>Category: Design</b>	
14	Green boundary between new and existing dwellings	See CNPH6; CNPH8; Map 7 Consideration is being given to the establishment of 'lateral public spaces' in these boundaries, such as allotments.
15	Minimum space standards	These are dictated by SDDC to be 30 dwellings / hectare
16	Parking space allocation	See CNPH7
17	Provision of open spaces	Planning applications will have to conform to the policies of the CNP. See CNPE1; CNPH2
18	Village character and distinctiveness	The CNP seeks to protect both. See Section 2 Vision, Objectives HO2 and EO3
19	Construction of dwellings of more than two stories brings variety and potentially economic benefit	Noted and will be considered
	<b>Category: Housing Mix</b>	
20	Affordable housing policy	The CNP supports the tenure of housing within the development being governed by District and County policy in accordance with national guidelines
21	House sizes	CNP will follow the SDDC guidelines for Market dwellings: 1 bed 2 bed 3 bed (5 person) 3 bed (6 person) 6% 27% 43% 24%
22	Block of flats	The CNP does not support the building of any dwelling over two stories. See CNPH1
	<b>Category: Traffic and Transport</b>	
23	On-road parking	CNP group members are working with local landowners and rail authorities to increase the capacity of the station car park. The car park is a commercial venture and the CNP has no influence over charges. The CNP seeks to promote walking and cycling to residents. No new car parking facilities are supported at the school or shops.



24	Child safety during drop off and pick up	<p>The CNP steering group recognise that there is no easy answer to this challenge. The access road and pavements are narrow and must be shared by pedestrians and vehicles.</p> <p>The CNP excludes the development of new dwellings in the immediate vicinity. The on-road car parking that is allowed provides obstacles to through traffic necessitating speed reduction.</p> <p>Traffic light control and a pedestrian path has improved the safety of access to the church car park. Consideration has been given to the feasibility of removing the bridge and replacing it with a level crossing. This may be for future development.</p> <p>We believe on-street parking in Church Road acts as a welcome speed restrictor. Improved parking at the Church and a safer pedestrian path to the school over the Bunk arch could be a contender for CIL money.</p>
25	New development access	<p>The CNP preferred option for access to site CHOL2 is a roundabout at the junction of Reading Rd, Papist Way, Ferry Lane.</p> <p>A second access for use of emergency vehicles, pedestrians and cyclists is proposed from the Reading Rd between this junction and the Northern perimeter of CHOL2.</p> <p>The CNP does not support vehicular access to CHOL2 from any other point.</p> <p>The CNP supports pedestrian and cycle access from other appropriate points such as Ilges Lane.</p> <p>The CNP supports a controlled pedestrian crossing at an appropriate point joining the Fairmile to CHOL2.</p>
26	Off-road parking	See CNPH7
27	Traffic calming	The CNP seeks to minimise the increase in vehicular traffic due to new development, particularly within the village centre. Specific new calming measures including additional speed restrictions are under consideration.
28	Pavement and road condition	The maintenance of existing pavements, cycle paths, road surfaces and signage is outside the scope of the CNP. Pavement use would be made easier if residents trimmed hedges and avoided parking on the pavement.
29	Cycle and pedestrian paths to Wallingford	An improved pedestrian path to Wallingford is now available, though considered by many as unsafe for cyclists. The idea of a shared use of the Bunk line (pedestrians, cyclists and railway traffic) is a welcome addition to the discussion

30	CNP T1 does not add anything unique or specific to Cholsey and repeats other policies	though probably prohibitively expensive and fraught with safety concerns. Some topics covered in the plan pertain to more than one aspect of the plan and thus some policies may appear to be repeated. We see no harm in reinforcing points made from different perspectives
31	CNP T2 – why is 500m used and not the more usual 800m?	The 500m distance is a reasonable round number that readers can relate to
32	Appendix 5 of no use	We will consider removing this appendix to an external document, referenced from the plan
33	Category: Infrastructure Local medical facilities	The CNP seeks to promote the establishment of a 'medical outstation' of the Wallingford Medical Practice within Cholsey. See CNP12
34	Flooding	The CNP does not support any development that threatens to exacerbate the flood risk within the village. Recent work on the waste water system has been undertaken and its effectiveness is being monitored. Developers are required to make adequate provision for waste water as a condition of planning approval.
35	CNP 16 adds nothing that is unique or special to Cholsey	This policy seeks to prevent developers building properties which are advertised as being for commercial use which, in time, prove to be unsuitable and result in an application for change of use to residential. This has happened in Cholsey.
36	CNP 19 and 110 adds nothing unique or special to Cholsey and repeats LPA policy	We see no harm in supporting local business or enterprise.
37	CNP 111 Need to define 'small business'	This policy, as worded, does conflict with other policies and will be reviewed. We agree that for it to work, a definition of small business is required.
38	CNP 112 needs clarification of the cemetery burial provision	This policy concerns existing provision. It is outside the brief of the group to consider alternative provision.
39	Category: School size and location Provision for new residents	Teachers and Governors of the school have expressed the view that a move or division over two sites is undesirable. There is sufficient space at the current location to expand and create capacity for the number of new children projected given the increase in housing numbers in the CNP. A relocation of the pre-school facilities is under consideration.
	Category: Local benefits	



40	Hearts and Minds funding	The Parish Council will decide how to spend money resulting from the Community Infrastructure Levy (CIL). A list of contenders for this money is available on the Cholsey Plan web site <a href="http://www.cholsey-plan.com">www.cholsey-plan.com</a>
41	Children's Happy Hub	The CNP seeks to make provision for appropriate accommodation to be made available as part of the development, or from CIL money accruing from it.
42	Public toilets	See CNP18. Publicly available toilet facilities are an ambition and are a candidate for use of the CIL money received.
43	Station access for less abled users	See TO7
44	Category: Environment CNP E1 and E3 add nothing that is unique or special to Cholsey	We see no harm in reinforcing our desire to protect the village's rural character.
45	CNP E2 needs stronger wording	We are happy to replace the phrase 'consideration should be given' with 'encouragement will be given'.
46	Category: Miscellaneous CHOL6 leaflet	This is a leaflet published and distributed by the bodies with an interest in developing CHOL6. The CNP steering group had nothing to do with this publication.
47	Existing village paths	The CNP seeks to develop safe pedestrian and cycle paths within new development areas. It has no control over the safety or state of existing village paths. This is a County council responsibility.
48	New river crossing in Ferry Lane to access South Stoke	The plan talks of making better use of the village's river frontage and we are encouraging input to that discussion, however a river crossing is beyond the scope of the plan or the resources at our disposal. The estimated walking distance to South Stoke from the West of the village over a bridge from Ferry Lane is 4 miles minimum with no proper lit paths, an impractical proposition for school access
49	Affect on other communities: should other communities have a vote on the plan?	Only the residents of Cholsey will be eligible to vote in the referendum

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

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

Phone: 01491 652255 (Cholsey Parish Council)

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

The Cholsey Neighbourhood Plan Team

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