

# Cholsey Parish Council



Cholsey Neighbourhood Plan

## Site Assessments

Spring 2018

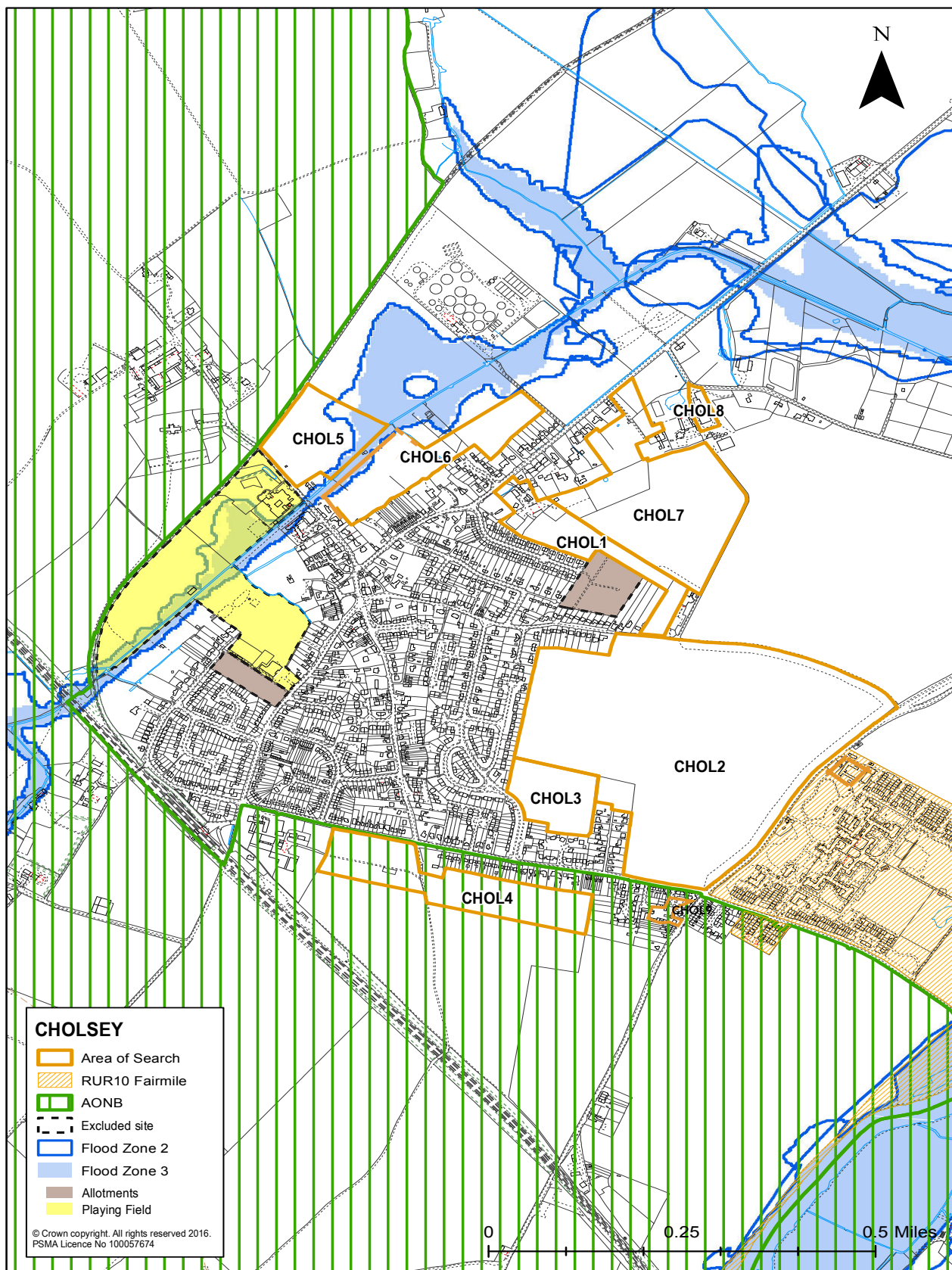
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# Map of Sites

## Considered in the Site Assessment:



# How we chose our housing sites

Since commencing work on the Cholsey Neighbourhood Plan the minimum number of homes that we must provide in the parish set by South Oxfordshire District Council's (SODC) emerging Local Plan and housing strategy has changed a number of times. This results from changes to the parish boundary between Cholsey and Wallingford and permissions being granted for new homes including at Celsea Place (CHOL3) in Cholsey. The publication version of the emerging Local Plan requires that at least 175 new homes are provided. Through our consultations we have seen that the community has always agreed that we should provide our share of the overall housing needs of South Oxfordshire, however there has been little support for significantly exceeding that number. Overall the community favoured using a number of sites rather than a single site.

In assessing the housing sites, we have identified 2 main options:

**Option 1** CHOL's 1, 7c (165 homes), 9 (10 homes), 10 (14 homes) Total homes **189**

**Option 2** CHOL 5(80 homes), 6 (90 homes), 9 (10 homes), 10 (14 homes) Total homes **194**

Both options will result in around 43% (excluding windfalls) growth of the village between 2011 and 2033, providing capacity for housing growth at a scale needed to meet SODC housing requirements for Cholsey and the growth aspirations of the local community.

We have based our choice on:

- the extent a site meets the objectives we identified for Cholsey derived from consultation with the community and our own research,
- the information about these sites which we have collected,
- the communities views about the sites
- the sustainability appraisal.

CHOL2 has been eliminated as a reasonable option and will not be subject to SA or SEA, it is however included in our site assessment here.

The smaller option on CHOL2 of 15ha put forward by the neighbourhood plan in the first Pre-submission plan has been eliminated because doubt has been expressed about its viability and the developers indicate they will not bring this smaller site forward. So the smaller sites is not deliverable and cannot be considered a reasonable option.

The larger option on CHOL2 of 28ha which has been put forward by the developer is eliminated as a reasonable option as it will result in more than double the housing requirement identified for Cholsey in the emerging local plan, it will result in development which will exceed the capacity of local services and infrastructure without providing sufficient new infrastructure for future residents. In addition, the scale of development is significantly beyond the community's aspirations for growth and beyond that supported by the community at any stage in the plan preparation process and it is highly likely that a plan with this site allocation will fail at referendum.

Our final choice of sites is Option 1. The SA was used to inform the decision making process, this shows in the overview of development options at paragraph 4.5 onwards that, whilst there are pros and cons for many of the sites, the Option 1 group of sites performs better than the alternative in sustainability terms. This option provides significant community benefits with improved connectivity and new pedestrian and cycle links, road safety measures, community facilities and green infrastructure and a net gain in biodiversity. It will not cause significant conflict with the plan or SA objectives and is the most sustainable option.

A summary of information for each site is provided below and an assessment of the sites against the plan objectives given in Appendix 10 Table 1.

### **CHOL1 East End Farm**

A planning application was refused on this site for 68 homes. A planning appeal was allowed on this site in March 2018.

Although the site was not favoured in the first pre-submission version of this plan, discussions have continued with land owners, developers, and the community, to mitigate as far as possible its perceived shortcomings. In particular we believe that proposals for this site should look comprehensively at sites CHOL1 and 7 together as this will enable greater benefits and minimise harm to the immediate neighbourhood.

The site abuts the village boundary and with care over building heights will not be intrusive in the wider landscape and particularly not in views from the nearby Chilterns AONB. It is relatively close to the primary school and shops and a proportion of any future residents should walk to these facilities.

Access is proposed via an improved junction with the Wallingford Road and a zebra crossing is proposed for pedestrians. Traffic calming along the Wallingford Road will benefit all Wallingford Road residents. Additional pedestrian and cycle access could be provided to Ilges Lane and to Caps Lane via CHOL7.

Other benefits are described under CHOL7c.

A number of outstanding issues remain with the detailed design of the submitted scheme recently allowed on appeal, in particular the relationship with adjoining listed buildings and homes in Rothwells Close, large size of parking courts, landscaping and biodiversity mitigation. The larger site will achieve economies of scale and we would like to see the CHOL1 part of the site re-designed. Fewer homes on the CHOL1 part of the site will enable these issues with the existing proposal to be addressed. This site meets the plan objectives well.

### **CHOL2 Land adjoining Ilges Lane and land North of Charles Road**

The first Pre-submission version of this plan proposed an allocation of 15ha of this site for c250 homes and a neighbourhood centre taking access from an improved junction at Papist Way, Reading Road and Ferry Lane. The landowners and OCC have questioned the viability of this proposal due to the access costs. In addition, the landowners indicate that they will only submit proposals to develop the whole 28ha site for 350 homes, 130 older peoples' homes and a 64 bed nursing home together with a neighbourhood centre with shops and a community building.

It was our view that the originally proposed allocation would have helped meet a number of the plan objectives:

- the better integration of the Fairmile estate with the rest of the village
- the opportunity to improve traffic flow and pedestrian safety at the A329/Papist Way/Ferry Lane junction
- the provision of new pedestrian and cycling routes across the site
- the opportunity to secure land for an additional village hub including a shop, medical and children's facilities and for additional public open space

The scale of development now proposed by the landowner is more than double the number of homes identified for Cholsey in the latest iteration of the emerging local plan and is beyond that supported by the community in our earlier consultations. These indicated 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 allowed on CHOL3 would form part of the 300). Since that time 68 homes have been allowed on appeal on CHOL1. The developers held a consultation event on their plans for the whole site, the steering group asked visitors leaving the event whether they would support the development of the site, 93% indicated that they would not. It is likely that a plan with this site allocation will fail at referendum. In our view this is therefore not a reasonable option.

The South Oxfordshire Core Strategy and the emerging local plan both propose that development in larger villages should be proportional (around 15% growth) and dependant on existing infrastructure. This scale of development proposed on CHOL2 taken with existing commitments, would result in around 69% growth in the number of homes in the village over the emerging local plan period 2011 to 2033. Development at this scale would be entirely contrary to the existing and emerging overall strategy.

The development of the whole site will also have a significant impact on the setting of the neighbouring AONBs, contrary to national policy and our objectives EO2 and EO3, and to the wider landscape setting of the village. The landscape capacity assessment initially commissioned by SODC and updated as part of our own evidence indicates that development of the whole site is likely to be highly prominent and should be limited to around the 15ha identified.

In addition a large scale proposal will have significant impacts on local education and health services and in particular mean that the plan will not meet objective Ed01 - that all children who wish to attend primary schools in the village will be able to do so. In recent years some children have had to attend schools elsewhere we believe this is disruption to community cohesion and to family wellbeing. If significant numbers of children need to attend schools elsewhere this would not be sustainable development and would be contrary to national policy. OCC has indicated in their response to both pre-submission consultations that development should not exceed the levels proposed as this would exceed the capacity of the expanded Primary School. The developers for CHOL2 have not indicated how they would resolve the education issue, in their response to the pre-submission consultation they indicate that land could be made available for a second school, but this would not secure the building of a school. No viability evidence has been submitted. We are aware that on the similarly sized strategic housing site in Wallingford, where a new school is to

be built as part of the development, this meant that affordable housing and other infrastructure requirements could not be met.

The Clinical Commissioning Group has indicated on all recent planning applications for housing or nursing home developments within the Wallingford catchment that the medical practice do not have capacity for the scale of growth planned in the area, they are investigating how the practice can be expanded and are basing their growth plans on the information in the existing and emerging local plans. They have particular concern about the number of nursing homes proposed within their catchment and the economics and capacity for supporting these. Whilst the developers are proposing additional consulting rooms as part of their scheme, they have indicated verbally that these are not necessarily for NHS use and there has been no agreement with the Clinical Commissioning Group or medical practice about having a satellite facility. The parish council already has consulting rooms in the Cholsey Pavilion if agreement is reached on a satellite NHS facility.

We have felt it necessary to review the proposed allocation of this site in the first pre-submission plan and re-assess the most appropriate and sustainable housing allocation.

The potential benefits we hoped could be achieved by the smaller scheme will be outweighed by the harm resulting from the larger scheme. The larger scheme does not meet our plan objectives well and is not supported.

### **CHOL3 Celsea Place**

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

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

Parts of each of these submitted sites are in flood zones 2 and 3 and CHOL5 is known to have high groundwater levels at times, although the southern part of CHOL6 may be amended to exclude the flood zone area. No site level flood risk assessments have been undertaken and we cannot be sure that the proposals will not be subject to flooding or will not exacerbate flooding elsewhere. A sequential test would need to be carried out if sites including land in the flood plain (zones 2 and 3) were allocated, to demonstrate that there are no other suitable sites with a lesser flood risk (zone 1) available. As there are other sites available in Cholsey the sequential test would preclude the use of sites with flood plain land.

Both sites have offered to provide some parking for the primary school, which would be a benefit to the village and help address congestion on Church Road at school drop off and pick up times. However, the access points onto Church Road are likely to cause conflict with other road users and encourage an increase in traffic through the village and at the already difficult junction of Church Road with Wallingford Road. The County Council has indicated that the Church Road access at CHOL6 is particularly difficult and school parking should not be included on the site. The parking benefit is not considered to outweigh the other issues with these sites.

The sites do not contribute to significantly improving connectivity in the village. Neither CHOL5 nor CHOL6 meet our plan objectives as well as other sites.



CHOL5 will be likely to cause significant harm to the landscape setting of the village and the AONB and to the important historic environment around the church.

No information has been submitted to support the north part of CHOL6. We do not believe there is a suitable access to serve a significant development on this northern part of CHOL6.

The applicants suggest CHOL5 has capacity for around 100 homes but limited evidence has been submitted to support this whilst avoiding the use of flood plain land and harm to the adjacent AONB. The landscape capacity assessment does not support housing on CHOL5. We do not believe that CHOL5 is a sustainable option.

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

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

This site has three sub-sites:

- Land adjacent Old Blackalls Lane and the Wallingford Road (A)
- Land at rear of Red Cow Cottage (B)
- Agricultural land adjoining CHOL1 and bounded by the old Wallingford Road and the concrete track from Caps Lane to the vets (C)

#### ***Sub-site A***

An outline plan was submitted to the NDP steering group proposing 39 homes and a planning application has now been submitted.

This sub-site has a high biodiversity interest and has been identified in the SODC Green Infrastructure Strategy as likely to support priority BAP species.

This sub-site would not increase connectivity or pedestrian and cycle routes around the village. This sub-site may have underground springs and needs further investigation.

Access to the site is at a point where vehicles are known to exceed the speed limit, there is no pavement on the east side of Wallingford Road and no space within the site or adjoining properties to the south to provide one, pedestrians would need to cross to the west side. The site would not provide for the safety of pedestrians or vehicles. The site is also at the northern end of the village and would be likely to encourage car journeys rather than other transport modes. The sub-site does not meet our plan objectives well and is not supported.

#### ***Sub-site B***

The landowner has not submitted the site or engaged with the neighbourhood plan process and the sub-site is discounted.

### **Sub-site C**

The only acceptable access to the site is through CHOL1. Part of the sub-site (3.6 ha) has been identified as suitable for development in the landscape assessment leaving the remaining sizeable areas for green infrastructure. The site provides pedestrian and cycle links between Ilges Lane, Caps Lane and Wallingford Road. The combined sites CHOL1 and 7c meet the plan objectives well and are supported.

### **CHOL8 Part of Blackalls Farm**

This is a small site lying outside the village Built up Area Boundary. It contains a range of mainly poor quality farm buildings used for small commercial enterprises, these are valued by the occupiers. Although low key uses exist on the site there are strong concerns about the vehicle and pedestrian access if re-use generates more traffic use. Vehicles accessing the site from the west have limited visibility and the Caps Lane/Wallingford Road junction has less than half the sight line requirement. There is no pavement on Caps Lane or the east side of the Wallingford Road, there are no pedestrian crossing facilities. There is also concern with the potential unneighbourly farm use retained adjoining the site. This site does not meet our plan objectives well and is not supported.

### **CHOL9 Boshers Yard**

This is a brownfield site lying within the built-up area boundary. The site was a builders yard and is currently being offered for sale as a commercial premises. In view of the site's location tightly surrounded by houses and its unrestricted commercial use the redevelopment of the site for housing will provide a more neighbourly use. An application was submitted but withdrawn on part of the site for 8 homes (a net gain of 9 homes), if the whole site were included this might provide more homes. The site meets our plan objectives well and is supported

### **CHOL10 Part of Fairmile development**

This is a brownfield site and contains listed buildings, it was originally identified as space for a nursery in the Fairmile development. That use has not been taken up and agreement has been reached on a housing scheme for 14 homes. The site is contained within the built up area of the housing at Fairmile.

The tables in Appendix 10 Table 1 set out how the sites meet our plan objectives

## **Site Assessment**

Since we last published this assessment in July 2017 we have collected further information and undertaken more work on landscape assessment. The level of detail we have for each site is not identical this is because it has come from a number of sources including work we have commissioned, planning applications, consultations with relevant organisations and local knowledge. We believe it is most useful to publish all the information collected even though the detail varies from site to site.

# Key

## Text Colour Coding

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

**Issues which may preclude development**

**Issues which are of concern and need mitigation**

**Matters which provide a benefit to the community**

## Flood Zones

### **Flood Zone 1:**

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

### **Flood Zone 2:**

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

### **Flood Zone 3:**

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

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

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

## Information common to all sites

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

## CNP Reference: CHOL1

Land Registry description: *East End Farm*

Area (ha)	3.25
Current use	Farmyard and grazing paddocks
in AONB	No
Proximity to AONB	472m North Wessex Downs
Landscape	<p>Reduced site area has development potential Landscape Report May 2017</p> <ul style="list-style-type: none"> <li>• no significant views from either AONB have been found</li> <li>• a tall roofscape may be visible from either AONB which only lie 0.5 to 1km away</li> <li>• additional tree planting on the boundaries would enhance the settlement edge a reduced area of the site is considered suitable for housing as shown on Figure CHOL1.2</li> <li>• provide tree planting along the north-east boundary to continue from the existing</li> <li>• provide Green infrastructure in narrow part of the site between two development areas as shown in Figure CHOL1.2</li> <li>• native planting to Ilges Lane to retain semi-rural character</li> <li>• retain other vegetation on the boundaries and ensure the site entrances are in keeping with the character of the village</li> <li>• preferred access is from Wallingford Road to help retain the semi-rural character of the east end of Ilges Lane)</li> </ul>
Landscape Capacity Assessment (no. of homes)	net densities for sites between 1 and 5ha are based on 90% of the site area, this gives a figure of 63 dwellings at 25 dwellings per ha for the site including the land fronting Ilges Lane.
Flooding and surface water drainage (EA)	<p>Flood Zone 1</p> <p><b>Wallingford Road close to the site floods periodically with high rainfall and cannot take any additional flows (OCC). Existing site peak groundwater levels and drainage system needs investigation, detailed SuDs proposals should be based on these (SODC Drainage Engineer).</b></p>
Waste water (Thames Water)	No infrastructure concerns regarding Waste Water capability

Listed Buildings	<p><b>Adjacent to listed buildings – 42 Wallingford Road and Duxford Cottage</b></p> <p>Close to 40 Wallingford Road a non-designated asset. The Enclosure Map for Cholsey shows the relationship of the listed buildings to the former road which ran along the south eastern boundary of the houses on the south side of Wallingford Road rather than the northern boundary where the Wallingford Road exists today. This is still evidenced in the plot boundaries of the buildings constructed before 1851 which have their principle elevations facing south east towards the location of the old road.</p> <p>All these properties have principle elevations facing CHOL1 and will be more immediately affected by any development on the site.</p> <p>Duxford Cottage has a smarter Georgian frontage on its south-eastern elevation and this, until the mid C19, formed the principle elevation of the listed building. The boundary here is open, not screened and it was always intended to be open and visible, not densely screened.</p> <p>The building was designed to face the historic road shown on the Enclosure Map and rural fields extending beyond. The relationship between the designed frontage of the listed building and CHOL1 forms part of the historic narrative and significance of the listed building.</p>
Conservation area	n/a
Contaminated land	<p><b>Land contamination identified at CHOL1 and recommendations made for further intrusive investigation.</b></p> <p><b>(SODC Environmental Protection Team)</b></p>
Noise	<p><b>Concerns that the site will be exposed to noise from the nearby road and railway to the east of the site.</b></p> <p>Needs further investigation. (SODC Environmental Protection Team)</p>
Vehicular accesses to public highways	Direct access to Wallingford Road.

<p>Protected species / habitats observed or potential comments from SODC countryside officer</p>	<p><b>There should be no net loss in biodiversity and a Biodiversity Enhancement Strategy should be prepared.</b></p> <p>The main habitats on the site are of low ecological value and are widely distributed, improved grassland, built areas and hedgerows.</p> <p>One existing building contains a low status roost for common pipistrelle bats. Habitats within the farmyard area and on the site periphery provide for a good population of slow-worm, grass snake and common lizard.</p> <p>Development will involve the loss of the majority of existing habitats on the site. An area of ecological compensation for reptiles is required and a mitigation and translocation strategy will be needed to ensure the reptile population is properly protected. Mitigation for the minor bat roost will have to be conducted under a European Protected Species licence.</p>
<p>Water Supply</p>	<p><b>Water supply infrastructure is likely to be required to ensure sufficient capacity</b></p>
<p>Education comments and Pupil Place Plan information (OCC)</p>	<p><b>Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2.</b></p> <p>If underlying pressure subsides, the school could be left with surplus school places. The risk is <b>medium/high</b></p>
<p>Public Transport</p>	<p>See Appendix 1</p>
<p>Highways comment</p>	<p>See Appendix 7</p> <p>Key issues:</p> <ul style="list-style-type: none"> <li>• <b>Public transport – see Appendix 1</b></li> <li>• <b>Speed issues along Wallingford Road</b></li> <li>• <b>Site drainage</b></li> <li>• <b>The effect on the local highway network – See appendix 1</b></li> </ul> <p>In addition to matters set out in Appendix 7 if the site is allocated for housing, an agreement is required to secure:</p> <p>Section 278</p> <ul style="list-style-type: none"> <li>• <b>Provision to secure traffic calming features on Wallingford Road, including public consultation and all associated fees.</b></li> </ul>

Archaeology	<p><b>The site is in an area of archaeological interest.</b></p> <p>380m east of the line of the Roman Road between Dorchester and Silchester. A Roman Villa has been recorded recently on CHOL3 along with associated Roman remains. A geophysical survey 200m south of the site has recorded archaeological features including a trackway and a series of enclosures which are likely to be of a later prehistoric or Roman date. Three Bronze Age barrows have been recorded from aerial photographs 500m east of the site and medieval remains have been found to the south.</p> <p>An archaeological evaluation undertaken on this site recorded a number of Bronze Age settlement features. A programme of archaeological investigation will need to be undertaken ahead of any development.</p>
Mineral safeguarding Area	<p>See Appendix 8. Development would sterilise deposits of sand and gravel site and indirectly sterilise deposits on adjoining land. Oxfordshire Minerals and Waste Local Plan policy SD10; and policy M8 in the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy are relevant.</p> <p>Mineral safeguarding areas in Oxfordshire have not yet been defined through the Minerals and Waste Local Plan. Although policy M8 of the Core Strategy indicates that part of the site is likely to be included in such an area, only limited weight can as yet be given to this.</p> <p>There is considerable uncertainty over the potential working of this mineral resource due to the significant actual and potential constraints on the site and adjacent mineral bearing land. Existing adjacent housing would be likely to preclude mineral working within most, if not all, of the site; and the indirect sterilisation of resources on adjoining land would be likely to be of limited extent.</p> <p>There is not a sufficiently strong reason to justify the safeguarding of mineral deposits against sterilisation on this site.</p>
MAFF / DEFRA provisional agricultural land classification	2
Proximity to watercourses (miles) taken from nearest point	0.15
Statutory public rights of way <sup>1</sup>	None

Permeability / possible pedestrian / cycle links	The site will link the north end of Ilges Lane with Wallingford Road and provide an alternative more pleasant but slightly longer route linking Fairmile and the school sites in Church Road.
Distance from facilities (miles) taken from centre of site	Primary School: 0.42 Secondary School: 2.60 Shops: 0.35 Station: 0.75 Nearest bus stop: 0.10 GP surgery: 2.10

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

**Positives:**

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

**Negatives:**

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

**Site Subdivision:**

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

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



## CNP Reference: CHOL2

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

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

Landscape	<p><b>Development potential subject to reduced site area</b></p> <p><b>Landscape Report May 2017</b></p> <p><b>Potential impact on the setting of the AONBs:</b></p> <ul style="list-style-type: none"> <li>• A major extension within CHOL2 would have a significant impact on the views from the Chilterns AONB</li> <li>• Localised impact on the North Wessex Downs AONB in an area already affected by the village built form</li> <li>• A tall roofs-cape would be highly visible</li> <li>• Need substantial provision of Green Infrastructure to integrate the development into the landscape and avoid increasing the visual exposure of the village</li> <li>• Provide major area of Green Infrastructure to integrate the development in to the landscape and complement the open space within the Fairmile Hospital</li> <li>• Green infrastructure to be designed to relieve pressure for active recreation on the adjoining Chilterns and to link into the footpath network</li> <li>• Provide native tree planting to soften settlement edge and views from the settlement</li> </ul> <p><b>Conclusion and recommendations</b></p> <ul style="list-style-type: none"> <li>• A 'reduced area' would be suitable for some development on landscape and visual grounds</li> <li>• Limit of developable area defined by containment on village plateau and limit of built form facing onto Reading Road at Fairmile Hospital</li> <li>• Outer edge shaped to reflect contour pattern</li> <li>• Green Infrastructure to integrate the development in to the landscape and complement the open space within the Fairmile Hospital</li> <li>• Provide tree planting along the north boundary to continue from the existing boundary</li> <li>• Provide a landscaped corridor which includes hedgerows with hedgerow trees continuing along the boundary of CHOL2 and CHOL3</li> <li>• Native planting to Ilges Lane to soften and enhance the settlement character</li> <li>• Retain all boundary vegetation and area of pasture at the end of Charles Road</li> <li>• Preferred access is from Papist Way. This should be designed to minimise the impact on the local landscape character</li> </ul>
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	<p><b>Landscape Report January 2018</b></p> <p>The whole site is very large and would represent a sizeable extension to the village which would not be in keeping with the current size of the village, or the scale of its settlement pattern. Allocation of the whole, or the greater part of the site, would result in a significant cumulative effect on the landscape setting of Cholsey. Creating a large modern extension of a similar size to the traditional village, would be harmful to the character and appearance of the area and the village. In contrast, the impact of the Fairmile development on Cholsey is mitigated considerably by the tree cover along Reading Road and the considerable open space frontage.</p> <p>A slight increase in the capacity of the site could be achieved without resulting in substantive harm, subject to the landscape constraints and mitigation set out. It is recommended that the revised 'reduced area' (15ha) could be considered for housing. The reduced area is designed to reflect the settlement pattern on the plateau above 55m AOD and the shape of the contours; to reduce the scale of the impact of the development on the village. It would enable the creation of a substantive open space/landscape buffer to help mitigate the impact on views from the AONBs and to complement the open space on the opposite side of the A329 within the Fairmile development. This larger area should link into an extension of the native tree planting along the northern boundary up to Ilges Lane. This exposed site would benefit from the provision of generous open space, tree planting and gardens within the development area to respect and protect the rural character of the village and break up views of the built form from the AONBs.</p>
Landscape Capacity Assessment (no. of homes)	Net densities for sites of 10ha and above are based on 65% of the site area, this gives a figure of 244 dwellings at 25 dwellings/ha or 293 at 30 dwellings/ha
Flooding and surface water drainage (EA)	1: Low probability
Waste water (Thames Water)	<b>Drainage Infrastructure is likely to be required to ensure sufficient capacity</b>
Listed Buildings	Adjacent to Listed Building and Historic Garden. Fairmile Hospital
Conservation area	n/a
Contaminated land	
Noise	<b>Adjacent to A329, may need noise mitigation</b>
Vehicular accesses to public highways	<b>Access possible to Ilges Lane, Reading Road or Papist Way. Could provide an improved junction at Papist Way and the A329</b>
Protected species / habitats observed or potential Comments from biodiversity officer	<p><b>Tree belts on west and north sides have TPO</b></p> <p>Mostly arable or former arable field with broad woodland belts along E and N boundaries.</p> <p>No significant ecological constraints</p> <p>Woodland belts should be retained</p>

Water Supply	<b>Water supply infrastructure is likely to be required to ensure sufficient capacity</b>
Education Comments and Pupil Place Plan information (OCC)	<b>Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2.</b> If underlying pressure subsides, the school could be left with surplus school places. The risk is <b>medium/high</b>
Public Transport	See Appendix 1

Highways comment	<p>See Appendix 7</p> <p>A 5-arm roundabout is likely to require significant alteration to existing highway and relatively large land take, potentially including third party land. Signals are likely to introduce delay especially for 'through traffic' along Reading Road. The cost of either form of junction is likely to be prohibitive and could affect viability of the development, potentially reducing affordable housing or other contribution to local infrastructure. A 5-arm roundabout is expected to be considerably in excess of £1,000,000.</p> <p>The noted second access provides greater scope for access and speed reduction along Reading Road. A minimum of a right turning lane with island would be required but a roundabout at this location could further aid speed reduction.</p> <p>The nature of Reading Road (relatively straight and wide without direct frontage or activity) lends itself to higher speeds and ignorance of the speed limit. 'Engineered' traffic calming features are undesirable and would have little more impact than the existing chicanes. Whilst individual direct accesses to plots/Reading Road would not be appropriate, active visible frontages would impact upon the street scene and aid speed reduction.</p> <p>OCC comment August 2017 to First Pre-submission Plan</p> <p>Policy CNP H1 requires the site CHOL2 to provide access from a new signalised junction arrangement at Reading Road/Papist Way/Ferry Lane, plus if necessary a second access onto the Reading Road. The implications of this have not been considered in detail, although some initial advice was informally given to the group in April 2017. A detailed assessment of the development site including access and impacts on the surrounding transport network would be part of a Transport Assessment submitted at planning application stage. As part of this mitigation and potential junction improvements would be assessed in more detail.</p> <p>Policy CNP T2 – Oxfordshire County Council's residential design guide states that all homes within a development should be within 400m of a bus stop. However there is some flexibility depending on the nature of the development and the quality of the bus service.</p> <p>The transport aspirations listed under policy CNP H1 (pg 32) and in the transport section of the draft neighbourhood plan would need to be reviewed and agreed with OCC as the Local Highways Authority as part of a planning application for the site - in particular the feasibility and funding of the proposals needs to be considered.</p>
Archaeology	<b>Archaeological constraints exist</b>

Mineral safeguarding Area	No significant constraints
MAFF / DEFRA provisional agricultural land classification	2
Proximity to watercourses (miles) taken from nearest point	0.4
Statutory public rights of way <sup>1</sup>	Adjacent By-way from Ilges Lane to Reading Road A329
Permeability / possible pedestrian / cycle links	<b>Could provide footpath and cycle links through the site giving improved connections from Fairmile to/from the remainder of the village. Also complete the footpath on the western side of the Reading Road as far as Papist Way</b>
Distance from facilities (miles) taken from centre of site	Primary School: 1.00 Secondary School: 3.00 Shops: 0.50 Station: 0.75 Nearest bus stop: 0.16 GP surgery: 2.60

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

**Positives:**

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

**Negatives:**

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

**Site Subdivision:**

<b>Land Registry reference</b>	BK99529
<b>Owner/Agent</b>	Naomi Light - Leavesley Group
<b>Status</b>	Meeting 9/2/17 – outline proposal received
<b>Land Registry reference</b>	ON166370
<b>Owner/Agent</b>	Naomi Light - Leavesley Group

<b>Status</b>	Meeting 9/2/17 – outline proposal received
<b>Land Registry reference</b>	ON178535
<b>Owner/Agent</b>	Charles William Liddell Boshier
<b>Status</b>	No engagement with owner

## CNP Reference: CHOL3

*Land Registry description: Land East side of Celsea Place*

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



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

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

**Positives:**

- None highlighted

**Negatives:**

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

**Site Subdivision:**

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

## CNP Reference: CHOL4

Land Registry description: *Kentwood Farm*

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

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

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

**Positives:**

- **None highlighted**

**Negatives:**

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

**Site Subdivision:**

<b>Land Registry reference</b>	ON189028
<b>Owner/Agent</b>	Ryman
<b>Status</b>	Discounted
<b>Land Registry reference</b>	ON145667
<b>Owner/Agent</b>	Ryman
<b>Status</b>	Discounted

## CNP Reference: CHOL5

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

Area (ha)	3.42
in AONB	No
Proximity to AONB	<b>0 metres immediately next to North Wessex Downs AONB</b>
Landscape	Landscape Report May 2017  Although the landscape capacity is medium / low, it is not recommended that any of this site is allocated for development. Even a small area of modern housing would affect both landscape and visual sensitive receptors and would result in harm to the natural beauty and special qualities of the immediate setting of the North Wessex Downs AONB and to the rural ambiance of the separate historic rural group of buildings at Manor Farm and the Parish Church of St Mary
Landscape Capacity Assessment (no. of homes)	Not assessed
Flooding and surface water drainage (EA)	<b>Part in 2/3: 2: Medium probability 3: High probability No site specific flood risk assessment submitted</b>
Waste water (Thames Water)	<b>Drainage Infrastructure is likely to be required to ensure sufficient capacity</b>
Listed Buildings	n/a
Conservation area	n/a
Contaminated Land	
Noise	<b>Adjoins Cholsey and Wallingford Railway, consider whether mitigation required</b>
Vehicular accesses to public highways	Access possible to Church Road
Protected species / habitats observed or potential Comments from biodiversity officer	<b>Potential water vole habitat on S boundary No significant constraints provided there is a good buffer to the watercourse along the S boundary</b>
Water Supply	<b>Water supply infrastructure is likely to be required to ensure sufficient capacity</b>

Education Comments and Pupil Place Plan information (OCC)	<b>Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2.</b> If underlying pressure subsides, the school could be left with surplus school places. The risk is <b>medium/high</b>
Public Transport	See Appendix 1
Highways comment	See Appendix 7
Archaeology	<b>Archaeological constraints exist</b>
Mineral Safeguarding Area	
MAFF / DEFRA provisional agricultural land classification	3
Proximity to watercourses (miles) taken from nearest point	0.0
Statutory public rights of way <sup>1</sup>	None
Permeability / possible pedestrian / cycle links	None other than road or roadside pavement (except for the Station which may be accessed via the recreation ground).
Distance from facilities (miles) taken from centre of site	Primary School: 0.05 Secondary School: 3.00 Shops: 0.25 Station: 0.70 Nearest bus stop: 0.30 GP surgery: 2.50

**Highway Officer comments:**

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

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

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

**Positives:**

- Could provide parking for school

**Negatives:**

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

**Site Subdivision:**

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

## CNP Reference: CHOL6

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

Area (ha)	3.36
in AONB	No
Proximity to AONB	<b>250m to North Wessex Downs AONB</b>
Landscape	<p>Landscape Report May 2017</p> <p>A 'reduced area' could be suitable for some development green infrastructure is protected, enhanced and included as part of the open space provision:</p> <ul style="list-style-type: none"> <li>• conserve and enhance the remaining small pasture fields in and to the north of the site to secure retention of the pastoral setting to the village</li> <li>• the north-western field has the potential to provide informal open space and sustainable drainage system (SUDS) designed to reflect the rural character of the area</li> <li>• additional open space in the most south-westerly part of the site would contribute to retaining the landscape setting of the Conservation Area and the listed buildings</li> <li>• retain all healthy tree cover around and within the site</li> <li>• retain all hedgerows within the boundaries and internal hedgerows as far as possible</li> <li>• layout to reflect the existing pattern of separate parcels of land</li> <li>• retain and protect the immediate pasture setting to the listed buildings and Conservation Area</li> <li>• layers of new tree belts to the to reinforce the treed edge of the village</li> <li>• a landscape buffer of native trees and under-storey planting to be included east of the track to the sewerage farm to provide a strong landscape edge to the village and screen the sewerage farm</li> <li>• major area of Green Infrastructure to serve this part of the village to the north-west of the reduced developable to contribute to the objectives of the Green Infrastructure Strategy for Cholsey</li> </ul>
Landscape Capacity Assessment (no. of homes)	2.6ha Net densities for sites of 5ha or less are based on 90% of the site area, this gives a figure of 59 dwellings at 25 dwellings/ha or 70 at 30 dwellings/ha
Flooding and surface water drainage (EA)	<p><b>Part in 2/3:</b></p> <p><b>2: Medium probability</b></p> <p><b>3: High probability</b></p> <p><b>No site specific flood risk assessment submitted</b></p>
Waste water (Thames Water)	No infrastructure concerns regarding Waste Water capability

Listed Buildings	<b>Adjoins listed buildings</b>
Conservation area	<b>South-Western end adjacent to conservation area</b>
Contaminated Land	
Noise	
Vehicular accesses to public highways	Access possible to Church Road and Goldfinch Lane
Protected species / habitats observed or potential Comments from biodiversity officer	Improved pasture No protected species <b>Adjoins TPO trees</b> <b>No significant constraints provided there is a good buffer to the watercourse along the NW boundary</b>
Water Supply	<b>Water supply infrastructure is likely to be required to ensure sufficient capacity</b>
Education Comments and Pupil Place Plan information (OCC)	<b>Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2.</b> If underlying pressure subsides, the school could be left with surplus school places. The risk is <b>medium/high</b>
Public Transport	See Appendix 1.



Highways comment	<p>See Appendix 7.</p> <ul style="list-style-type: none"> <li>• Significant concern is raised with access to Church Lane. It is unlikely satisfactory access could be achieved for a development of 74 homes. Smaller development may be possible (up to circa 25 dwellings) but considerations below would apply. It is unlikely with a lower specification of access road that school parking could be provided.</li> <li>• Potential for the site to be served from two accesses without vehicular connection through just pedestrian and cycle; i.e up to 25 dwellings served from Church Lane access and the remainder from Goldfinch Lane.</li> <li>• A number of vehicles were parked directly opposite the site access, even in the middle of the day away from the school pick-up and drop-off period.</li> <li>• Although the provision of some school-related parking by the landowners of sites CHOL 5 and CHOL 6 may provide relief, other activity in the area (particularly the playgroup and elderly accommodation) may still generate parking on Church Road.</li> <li>• The proposed site access off Church Road appears very narrow even for residential traffic, and is likely to be more problematic for construction traffic. A minimum aisle width of 9.1m (7.8m for 25 dwellings) would be required to accommodate the carriageway and footways. In addition junction radii would be required at Church Rd adding to the land required.</li> <li>• On-street parking controls would be necessary to protect the junction; albeit enforcement would be minimal given current policing</li> <li>• Carriageway widths on Goldfinch Lane are on the narrow side, and may be further compromised by on-road parking, which was observed to a limited extent mid-morning but which could be expected to be more prevalent outside working hours and at weekends.</li> <li>• The road surface on Goldfinch Lane looks in need of renewal and this would certainly be necessary if it were to serve as the access point for a development . (OCC informal comment)</li> </ul>
Archaeology	<b>Archaeological constraints exist</b>
Mineral safeguarding Area	
MAFF / DEFRA provisional agricultural land classification	<p>4 – area nearest housing  3 – area nearest watercourse</p>
Proximity to watercourses (miles) taken from nearest point	0.0
Statutory public rights of way <sup>1</sup>	None

Permeability / possible pedestrian / cycle links	None other than road or roadside pavement
Distance from facilities (miles) taken from centre of site	Primary School: 0.15 Secondary School: 3.00 Shops: 0.20 Station: 0.60 Nearest bus stop: 0.25 GP surgery: 2.50

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

**Positives:**

- Could provide parking for school

**Negatives:**

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

**Site Subdivision:**

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

## CNP Reference: CHOL7

Land Registry description: *West of Wallingford Road*

Area (ha)	8.74
in AONB	No
Proximity to AONB	<b>600m North Wessex Downs AONB, higher land in setting of Chilterns AONB</b>

Landscape	<p>Development potential subject to reduced site area</p> <p><b>LANDSCAPE Report May 2017</b></p> <p>Potential impact on the setting of the AONBs</p> <ul style="list-style-type: none"> <li>• A large extension down the would have an impact on views from the Chilterns AONB</li> <li>• A tall roofscape would be highly visible</li> <li>• Need to provide substantial provision of Green infrastructure to integrate the development into the landscape</li> <li>• Retain existing areas of pasture/ scrub and the new nature reserve to protect the semi-rural character of the eastern part of the village and a valuable village asset</li> <li>• Provide native tree planting to the boundary of the development to soften the village edge</li> </ul> <p><b>Conclusion and recommendations</b></p> <ul style="list-style-type: none"> <li>• A 'reduced area' (3.6 ha) as shown in Figure CHOL 7.2 would be suitable for some development on landscape and visual grounds</li> <li>• Limit extent of developable area to the area most closely related to the more dense housing in the village</li> <li>• Retain all boundary vegetation and area of pasture / scrub to the rear of Wallingford Road</li> <li>• Integrate the new nature reserve into the provision of Green Infrastructure on the site</li> <li>• Preferred access is from CHOL 1. Access through CHOL 8 would affect the semi-rural character of Blackall's Farm and its setting. An alternative access from Wallingford Road through the area of pasture and scrub would have an adverse impact on this landscape asset and urbanise this section of Wallingford Road</li> </ul> <p><b>LANDSCAPE Report January 2018</b></p> <p>It is recommended that the revised 'reduced area' of the site (3.6ha) be considered for housing. The reduced area is still designed to retain the new nature reserve and area of pasture and scrub and to create a substantive landscape buffer to views from the Chilterns AONB. This edge of settlement site would benefit from lower densities to enable the provision of generous open space, tree planting and gardens within the development area and a sizeable area of open space on the eastern edge to respect and protect the rural character of the settlement along Wallingford Road and Caps Lane. The preferred access is from CHOL1. Access through CHOL8 would affect the semi-rural character of Blackall's Farm and its setting. An alternative access from Wallingford Road through the area of pasture and scrub would have an adverse impact on this landscape asset and urbanise this section of Wallingford Road.</p>
Landscape Capacity Assessment (no. of homes)	3.6ha Net densities for sites of 5ha or less are based on 90% of the site area, this gives a figure of 81 dwellings at 25 dwellings/ha or 97 at 30 dwellings/ha

	1: Low probability
Waste water (Thames Water)	<b>Drainage Infrastructure is likely to be required to ensure sufficient capacity</b>
Listed Buildings	<p><b>Adjacent to listed buildings</b></p> <p><b>Adjacent 42 Wallingford Road at south end, Red Cow Cottage and Blackalls House at the north end.</b></p> <p>Close to 40 Wallingford Road a non-designated asset. The Enclosure Map for Cholsey shows the relationship of the listed buildings to the former road which ran along the south eastern boundary of the houses on the south side of Wallingford Road rather than the northern boundary where the Wallingford Road exists today.</p> <p>This is still evidenced in the plot boundaries of the buildings constructed before 1851 which have their principle elevations facing south east towards the location of the old road.</p> <p>All these properties have principle elevations facing CHOL7 and will be more immediately affected by any development on the site. The boundary here is open, not screened and it was always intended to be open and visible, not densely screened; the buildings were designed to face the historic road shown on the Enclosure Map and rural fields extending beyond. The relationship between the designed frontage of the listed buildings and CHOL7 forms part of the historic narrative and significance of the listed buildings.</p>
Conservation area	n/a
Contaminated Land	
Noise	
Vehicular accesses to public highways	<p>Access possible to Wallingford Road, 'Old Blackall's Drive' or 'Larkmead'</p> <p>Access is preferred to Wallingford Road via CHOL1. A ghost island would be required at this point and traffic calming on Wallingford Road</p>
Protected species / habitats observed or potential Comments from biodiversity officer	<p><b>Ponds may contain great crested newts</b></p> <p><b>Area in north west identified as BAP priority habitat and natural or semi-natural greenspace in the SODC Green Infrastructure Strategy</b></p> <p>Possible allocation but a site visit will be needed to confirm the status of the site and to assess the constraints</p> <p>Arable area has no constraint</p>
Water Supply	<b>Water supply infrastructure is likely to be required to ensure sufficient capacity</b>

Education Comments and Pupil Place Plan information (OCC)	<b>Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe. See Appendix 2</b> If underlying pressure subsides, the school could be left with surplus school places. The risk is <b>medium/high</b>
Public Transport	See Appendix 1
Highways comment	See Appendix 7
Archaeology	<b>Archaeological constraints exist</b>
Mineral safeguarding Area	<b>Yes See Appendix 8</b>
MAFF / DEFRA provisional agricultural land classification	2
Proximity to watercourses (miles) taken from nearest point	0.15 <b>Part of this site is very wet suggesting it is a possible run off area from the elevated land to the South East or a spring/s on the site.</b>
Statutory public rights of way <sup>1</sup>	None
Permeability / possible pedestrian / cycle links	Could provide an alternative link from Wallingford Road to Ilges Lane and the field track to Fairmile
Distance from facilities (miles) taken from centre of site	Primary School: 0.15 Secondary School: 3.00 Shops: 0.50 Station: 0.85 Nearest bus stop: 0.20 GP surgery: 2.50

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

**Positives:**

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

**Negatives:**

- **Flood plain. Impact on biodiversity**
- Impact on landscape if development extends too far north and east
- If the site extends beyond Old Blackall's Lane would extend ribbon development northwards
- Ilges Lane unsuitable for additional traffic, lacks footpaths
- NW part of site is identified as a UK BAP Priority Habitat and as Natural or semi-natural green space in the South and Vale Green Infrastructure Strategy March 2017<sup>2</sup>

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

**Site Subdivision:**

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

*<sup>2</sup>Proposal includes additional plot 'land to South side of Wallingford Rd.'*

## CNP Reference: CHOL8

Land Registry description: *Part of Blackall's Farm*

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



Highways comment	<p>See Appendix 7</p> <ul style="list-style-type: none"> <li>• This site is located a considerable walking distance from local facilities.</li> <li>• There is no footway provision on Caps Lane, though there appears to be sufficient verge width on the eastern side of the lane to facilitate provision.</li> <li>• The lack of footway on the south side of Wallingford Road is a concern. Caps Lane is located only around 100m from the 30mph/60mph boundary: locating crossing facilities at this point may therefore present safety issues should some vehicles still be reducing speed as they pass Caps Lane on the way into Cholsey, or be increasing speed as they leave the 30mph zone when exiting the village.</li> </ul>
Archaeology	
Mineral safeguarding Area	No
MAFF / DEFRA provisional agricultural land classification	4
Proximity to watercourses (miles) taken from nearest point	0.2
Statutory public rights of way <sup>1</sup>	None
Permeability / possible pedestrian / cycle links	Could link to field track to Ilges Lane
Distance from facilities (miles) taken from centre of site	<p>Primary School: 0.73  Secondary School: 2.30  Shops: 0.65  Station: 1.03  Nearest bus stop: 0.30  GP surgery: 1.90</p>

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

**Positives:**

- Site has existing access
- Brownfield site

**Negatives:**

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

**Site Subdivision:**

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

## CNP Reference: CHOL9

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

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

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

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

**Positives:**

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

**Negatives:**

- Land owners not engaged with process

**Site Subdivision:**

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

## CNP Reference: CHOL10

Land Registry description:

Land at Fairmile Reading Road

**Planning permission granted P17/  
S3730/FUL P17/S3731/LB (approved  
18/12/2017)**

Area (ha)	0.36
in AONB	No
Proximity to AONB	<b>39 metres in North Wessex Downs &amp; 800m Chilterns AONB</b>
Landscape	Brownfield site, whole site has development potential
Landscape Capacity Assessment (no. of homes)	Within existing developed area
Flooding and surface water drainage (EA)	1: Low probability - having a less than 1 in 1,000 annual probability of river flooding.
Waste water (Thames Water)	
Listed Buildings	Yes, part of Fairmile Hospital
Conservation area	n/a
Vehicular accesses to public highways	Existing access to A329
Protected species / habitats observed or potential Comments from biodiversity officer	<p>One of the buildings subject to this application was previously identified as a minor bat roost and works have already been undertaken under licence to refurbish this building retaining the bat roosting features. The current application should have no impacts on bats or the roosting features however, as bats are very mobile species an informative is recommended.</p> <p>It is clear that there are several mature TPO trees within close proximity of the grain store that is proposed to be converted. It would appear that the proposed terraces, new parking spaces and new bin store are located within the root protection area (RPA) of these protected trees. The applicant is therefore advised to submit a tree survey and arboricultural impact assessment.</p>
Water Supply	<b>Water supply infrastructure is likely to be required to ensure sufficient capacity</b>
Education Comments and Pupil Place Plan information (OCC)	<p><b>Housing could justify the implementation of further extension of Cholsey Primary School, to 2fe.</b></p> <p>If underlying pressure subsides, the school could be left with surplus school places. The risk is <b>medium/high</b></p>
Public Transport comment (County)	See Appendix 1

Highways comment	See Appendix 7 Local Highway Authority concerns and requesting clarifications raised <ul style="list-style-type: none"> <li>• Car Parking Space Dimensions</li> <li>• Future car parking management for residents; visitors visiting residents; employees; visitors visiting businesses.</li> <li>• Refuse Collection Vehicle (RCV) swept path analysis</li> <li>• Parking provision for good deliveries for non-residential units</li> </ul>
Archaeology	
Area of mineral safeguarding	No
MAFF / DEFRA provisional agricultural land classification	N/A
Proximity to watercourses (miles) taken from nearest point	0.4
Statutory public rights of way <sup>1</sup>	None
Permeability / possible pedestrian / cycle links	Pedestrian links are available through the wider site
Distance from facilities (miles) taken from centre of site	Primary School: 1.22 Secondary School: 1.49 Shops: 1.07 Station: 0.97 Nearest bus stop: 0.15 GP surgery: 1.90

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

**Positives:**

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

**Negatives:**

- Land owners not engaged with process

**Site Subdivision:**

<b>Land Registry reference</b>	
<b>Owner/Agent</b>	Charles and Thomas Boshier
<b>Status</b>	Discounted

## Other Sites:

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

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

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

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

HELAA 206	Land off Westfield Road	<p>This is a small employment site in the AONB and outside the main settlement of Cholsey. It has not been submitted for consideration through the neighbourhood plan.</p> <p>The site can be considered in relation to planning policies for re-use of employment sites and redevelopment.</p>
HELAA 318	Kentwood Farm, Papist Way	<p>This is a working farmyard with some small employment uses. It has not been submitted for consideration through the neighbourhood plan.</p> <p>The site can be considered in relation to planning policies for re-use of employment sites and redevelopment.</p>

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3. [http://www.southoxon.gov.uk/sites/default/files/20170131\\_5%20\\_SODC%20HELAA.pdf](http://www.southoxon.gov.uk/sites/default/files/20170131_5%20_SODC%20HELAA.pdf)



# Appendices

## Appendix 1 - Public Transport (OCC)

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

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

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

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

## **Appendix 2 - Education (OCC)**

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

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

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

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

## Appendix 3 - Other Requirements

- 40% affordable housing
- open space (10m<sup>2</sup> per person or 10% of a site, whichever is greater) and maintenance
- indoor and outdoor sport. The outdoor playing space for new residents to be a minimum standard of 2.4ha per 1000 persons, of which 1.6 ha per 1000 persons should be for outdoor pitches and maintenance
- play areas 0.8ha of children's play space for every 1000 people, of the required 8m<sup>2</sup>, around 5m<sup>2</sup> to be casual and 3m<sup>2</sup> to be equipped play space and maintenance
- green infrastructure and biodiversity where mitigation for the ecological impacts of the development can be achieved on-site
- air quality mitigation including infrastructure/measures required directly as a result of the development and wider Air Quality Measures
- provision for street naming and street nameplates
- provision of recycling bins
- S106 monitoring fees

## Appendix 4 - Housing (SODC Housing Team)

Issues for the Affordable Housing mix Government Welfare reform, introduced since the production of the Oxfordshire SHMA<sup>4</sup>, has seen a significant increase in the demand for two bedroom accommodation for rent with a reduction in demand for larger rented family homes due to the changes in eligibility for Housing Benefit.

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

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

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

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

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

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

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

### **Property types:**

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

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

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

***Property sizes:***

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

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

***Parking:***

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

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

***Location of affordable housing***

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

## Appendix 5 - Community Infrastructure Levy (CIL)

Year	CIL rates 2016 (per square metre)	CIL rates 2017 (per square metre)	CIL rates 2018 (per square metre)
Residential development Zone 1 (District) including Cholsey	£150	£156	£170.73
Supermarkets, superstores and retail warehouses	£70	£72.80	£79.67

### *Infrastructure to be funded from CIL:*

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

### Sample calculation:

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

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

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

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

OCC require £752,485 for education

## Appendix 6 - Design (SODC Urban Design Team)

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

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

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

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

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

## **Appendix 7 - Highway Agreements Required to Secure (OCC)**

### **Section 106**

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

### **Section 278**

- provision to secure all vehicular access works serving the development

### **Section 38**

- agreement would be required for the adoption of new roads

### **Highways standard conditions likely to be imposed:**

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



- work shall not commence on the construction of any dwelling until the roads serving the whole of that part of the development under construction (apart from the surface course and kerbing) have been constructed in accordance with the specification in Oxfordshire County Council's Residential Road Design Guide
- reason: In the interest of highway safety and to provide reasonable living conditions for residents during construction work
  
- prior to the commencement of development, a detailed scheme for the foul water drainage of the development shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the occupation of any new building
- reason: To ensure the effective drainage of the site in the interests of public health and the avoidance of flooding
  
- prior to the commencement of any development (including demolition works), a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be complied with throughout the construction period, and shall provide details of the following:
  1. Vehicle parking facilities for construction workers, other site operatives and visitors
  2. Site offices and other temporary buildings
  3. Loading and unloading of plant and materials
  4. Storage of plant and materials used during construction
  5. Vehicle wheel washing facilities
  6. Measures to control the emission of dust and dirt
  7. A scheme for recycling and/or disposing of waste materials arising from the demolition and construction works
  8. Installation and maintenance of security hoarding/fencing
- reason: In the interests of visual and residential amenity and highway safety (Policies DC1, DC5 and DC9 of the adopted Local Plan)
  
- a Construction Traffic Management Plan (CTMP) will need to incorporate the following in detail:
  1. The CTMP must be appropriately titled, include the site and planning permission number
  2. Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site
  3. Details of and approval of any road closures needed during construction
  4. Details of and approval of any traffic management needed during construction
  5. Details of wheel cleaning/wash facilities – to prevent mud etc., in vehicle tyres/wheels, from migrating onto adjacent highway
  6. Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions
  7. The erection and maintenance of security hoarding/scaffolding if required
  8. A regime to inspect and maintain all signing, barriers etc
  9. Contact details of the Project Manager and Site Supervisor responsible for onsite works to be provided
  10. The use of appropriately trained, qualified and certificated banks-men for guiding vehicles/unloading etc.

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

## *Informative*

### *Surface Water Drainage*

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

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

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

## Appendix 8 - Minerals and Waste (OCC)

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

### **Policy M8:**

Safeguarding mineral resources

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

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

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

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

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

## **Appendix 9 - Agricultural Land Classification (ALC)**

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

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

# Appendix - 10 Site Assessment

<b>Appendix 1 – Site Assessment</b>	
<b>Plan Objectives used to assess potential housing sites</b>	
We have selected a small range of the plan objectives (highlighted in green) to assess how well the sites meet our objectives. The other objectives are not used as they either apply to all sites e.g. HO1 or are more detailed matters which will be included in final proposals.	
The assessment is by nature slightly crude and is based on the steering committee views but provides a visual aid about the merits or otherwise of sites. A 500m walking distance has been used as the likely easy walking distance with children.	
<b>Objectives</b>	
<b>HO1</b>	To provide sufficient market and affordable housing to meet local Cholsey needs as identified in the emerging South Oxfordshire Local Plan 2033. To secure an appropriate range and mix of homes for specific groups in the community including for self-build, older people, those with special needs, younger or first time buyers.
<b>HO2</b>	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
<b>HO3</b>	To ensure that people in housing need with a strong connection to Cholsey receive priority on housing allocations.
<b>HO4</b>	To ensure affordable and private housing are mixed to avoid separate enclaves of one or the other.
<b>HO5</b>	To ensure new housing sites are well and safely connected with all parts of the village and to the countryside.
<b>HO6</b>	To ensure new housing sites provide a good quality environment for existing and new residents and appropriate infrastructure and services for the increased population.
<b>HO7</b>	To ensure that the main highway access for new housing sites is positioned to minimize traffic through the village and that sites have good access for vehicles, cycles, pedestrians and to public transport.
<b>HO8</b>	All new and extended homes should have adequate on-site parking and should not rely on street parking to meet their needs
<b>HO9</b>	Extensions to existing homes should be designed to respect the existing building and the character and appearance of the neighbourhood
<b>IO1</b>	To provide a range of sports, leisure and social facilities to meet the needs of the whole Cholsey community.
<b>IO2</b>	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;
<b>IO3</b>	To ensure relevant agencies work together to provide adequate water supply, surface water drainage and reliable sewage works for Cholsey and Wallingford and ensure that new development does not exacerbate and where possible mitigates any existing flooding, water, drainage and sewage problems..
<b>IO4</b>	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.
<b>IO5</b>	To require that new housing sites contribute to improving provision for recreation for teenagers.
<b>IO6</b>	To improve facilities at the recreation ground.
<b>IO7</b>	To require that all new homes have access to fast broadband
<b>IO8</b>	To safeguard employment land and support those who work from home.
<b>IO9</b>	To safeguard the allotments and the cemetery
<b>IO10</b>	To further develop tourism in the village
<b>TO1</b>	Cholsey's roads and paths should be attractive and encourage non-car travel. The village should be accessible and safe for walking and cycling.

	have good public transport connections and a safe and efficiently functioning road network with sufficient parking for residents. To promote walking, cycling and public transport as first choice travel options for Cholsey residents and ensure that facilities to support these are in place including safe routes and reliable and sustainable public transport.
<b>T02</b>	
<b>T03</b>	To ensure that new development and their associated access to the road network takes place in areas which minimise traffic hazards on existing roads and where opportunities arise enable improvements to road safety.
<b>T04</b>	To ensure that the design of new development connects to and where possible improves the walking and cycling network and provides for the safety of all road users both within the development area and on existing roads.
<b>T05</b>	To improve parking arrangements in Cholsey at the station and The Forty
<b>T06</b>	To improve the safety of children getting to and from school and particularly in Church Road by the primary school at peak drop off and pick up times.
<b>T07</b>	To improve facilities that encourage residents to walk and cycle within the village, this includes footpaths, cycle routes and road crossings; and to improve parking facilities, in particular: <ul style="list-style-type: none"> <li>• for station users by encouraging the franchise operator to provide secure and adequate car and cycle parking</li> <li>• for children to get to and from school safely</li> <li>• for older and disabled people to use village facilities</li> </ul>
<b>E01</b>	To ensure that new development in Cholsey is mindful of its sensitive setting in and adjacent to both the Chilterns and North Wessex Downs AONBs. New housing should be at an appropriate density and of a good design acknowledging and enhancing the rural character of Cholsey, and should accord with policies for the AONBs.
<b>E02</b>	To prioritise the protection and enhancement of: <ul style="list-style-type: none"> <li>- the River Thames including the Thames Path National Trail</li> <li>- the Agatha Christie Trail</li> <li>- key views</li> <li>- AONBs</li> <li>- biodiversity</li> <li>- existing green spaces.</li> </ul>
<b>E03</b>	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.
<b>E04</b>	To enable residents and visitors to enjoy Cholsey's special riverside location and capacity for water based recreation.
<b>E05</b>	To ensure that our heritage and historic environment is retained within an appropriate environment for future generations to appreciate and value.
<b>Ed01</b>	To ensure that there are sufficient spaces for all who wish to attend the schools and/or use the education facilities in Cholsey
<b>Ed02</b>	To reduce congestion around Cholsey Primary School and to ensure safe accessibility always.
<b>Ed03</b>	To increase the proportion of children walking or cycling to school.

How CHOL1 meets our plan objectives

H05	Y	Footpath links to Wallingford Road and Ilges Lane and to wider footpath network	H06	Y/N	Improved environment could be achieved with fewer houses	H07	Y	Enables traffic to leave village to north	I01	Y	Open space area to be provided	IO8	NA		TO3	Y	Traffic calming to be provided,	TO4	Y	New access provided with pedestrian xing facilities, footpath link from Wallingford Road to Ilges Lane	EO1/2	?	May impact on biodiversity. Loss of greenfield site.	EO5	?	May impact on historic environment	Ed01	Y	Will not exceed capacity of expanded school	Ed02	Y/N	Part within 500m of school
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How CHOL2a (full site 28ha)meets our plan objectives

H05	Y	Footpath links to Reading Road, Papist Way and Ilges Lane and to wider footpath network	H06	Y/N	May put undue pressure on health services. Some new facilities provided.	H07	Y	Enables traffic to leave village to north and south	I01	Y	Open space area and other facilities including for teenagers to be provided	IO8	NA		TO3	Y	Improved junction and traffic calming to be provided,	TO4	Y	New access provided with pedestrian xing facilities, footpath link from Reading Road to Ilges Lane	EO1/2	N	Will impact on setting of AONBS. And wider landscape Loss of greenfield site.	EO5	?	May impact on historic environment	Ed01	N	Will exceed capacity of expanded school	Ed02	Y	More than 500m of school
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How CH012b (limited site 15ha) meets our plan objectives

H05	Y	Footpath links to Reading Road, Papist Way and Ilges Lane and to wider footpath network	H06	Y/N	May put undue pressure on health services	H07	Y	Enables traffic to leave village to north and south	IO1	Y	Open space area and other facilities to be provided	IO8	NA		TO3	Y	Improved junction and traffic calming to be provided,	TO4	Y	New access provided with pedestrian xing facilities, footpath link from Reading Road to Ilges Lane	EO1/2	?	Limited impact on setting of AONBs and wider landscape. Loss of greenfield site.	EO5	?	May impact on historic environment	Ed01	Y	Will not exceed capacity of expanded school	Ed02	Y	More than 500m of school
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How CH015 meets our plan objectives

H05	Y/N	Need safe crossing on Church road	H06	Y	Contributions may be required for some services	H07	N	Likely to encourage traffic through village	IO1	Y	Open space area to be provided	IO8	NA		TO3	Y/N	Access will result in turning movements opposite school parking provided	TO4	Y	Improved access, pedestrian xing facilities, needed, close to rural footpath network but no improvement of footpath network	EO1/2	N	Will harm the setting of the AONB and key views. Loss of greenfield site.	EO5	N	Will impact on historic environment of Chelsey church and other buildings	Ed01	Y	Will not exceed capacity of expanded school	Ed02	Y	Within 500m of school
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How CHOL6 meets our plan objectives

HO5	HO6	HO7	IO1	IO8	TO3	TO4	EO1/2	EO5	Ed01	Ed02
?	Y	N	Y	N/A	N	Y	?	?	Y	Y
Need safe crossing on Church Road. Access opposite Laurence Hall. Strong community concern over access	Contributions may be required for some services	Likely to encourage traffic through village	Open space area to be provided		Access will result in turning movements opposite playground and village hall building	improved access, pedestrian crossing facilities, needed, close to rural footpath network but no improvement of footpath	Loss of greenfield site	May impact historic environment	Will not exceed capacity of expanded school	Within 500m of school

How CHOL7 a (Land off Blackalls Drive) meets our plan objectives

HO5	HO6	HO7	IO1	IO8	TO3	TO4	EO1/2	EO5	Ed01	Ed02
N/Y	Y	Y	Y	N/A	N	N	N	?	Y	N
Does not provide footpath links but is close to wider footpath network. Need pedestrian crossing facilities	Contributions may be required	Enables traffic to leave village to north	Very limited open space area to be provided		Access onto road where traffic likely to speed. Calming not proposed	Access in difficult position. No improvements proposed over wider area. Over 500m to PROW	Loss of greenfield site, green infrastructure area and biodiversity.	May impact historic environment	Will not exceed capacity of expanded school	More than 500m of school

How CHOL7 c (Land West of Wallingford Road) meets our plan objectives

HO5	Y	Footpath links to Ilges Lane and Wallingford Road and to wider footpath network
HO6	Y	Facilities provided on site and contributions may be required
HO7	Y	Enables traffic to leave village to north
IO1	Y	Open space area to be provided
IO8	N/A	
TO3	Y	Traffic calming to be provided,
TO4	Y	New access provided with pedestrian xing facilities, footpath link from Wallingford Road to
EO1/2	?	May impact on AONB and biodiversity. Loss of greenfield site.
EO5	?	May impact historic environment
Ed01	Y	Will not exceed capacity of expanded school
Ed02	N	More than 500m of school

How CHOL8 meets our plan objectives

HO5	N	Site outside village. Poor access to Caps Lane and Wallingford Road for cars and pedestrians
HO6	?	Concern over noise and dust from adjoining farm silos
HO7	Y	Enables traffic to leave village to north
IO1	?	No provision on site, contributions may be required
IO8	N	Business units lost
TO3	N	Poor access for cars and pedestrians no improvements proposed
TO4	N	Site in rural area, more than 500m to nearest PROW, no pavements
EO1/2	Y	brownfield site, impacts on environment unlikely, biodiversity needs to be checked
EO5	?	Will impact on historic environment (could improve setting)
Ed01	Y	Will not exceed capacity of expanded school
Ed02	N	More than 500m of school

How CHOI<sup>9</sup> meets our plan objectives

HO5	Y	Links to Papist Way and close to wider footpath network
HO6	Y	contributions may be required
HO7	Y	Enables traffic to leave to north and south
IO1	?	No provision on site, contributions may be required
IO8	?	Empty business units lost
TO3	Y	Existing access OK, no improvements likely
TO4	Y	Links to existing pavements and paths, no improvements likely
EO1/2	Y	brownfield site, in AONB impacts on environment unlikely
EO5	Y	No heritage impacts
Ed01	Y	Will not exceed capacity of expanded school
Ed02	N	More than 500m of school

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

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

*Phone: 01491 652255 (Cholsey Parish Council)*

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

*The Cholsey Neighbourhood Plan Team*

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