



DRAYTON (ABINGDON) PARISH COUNCIL

www.DraytonPC.org

Response to Planning Application No: P16/V1705/FUL Land at Manor Farm Drayton Oxon.

Demolition of existing agricultural buildings and a new residential development of 58 dwellings, together with a new vehicular access onto Abingdon Road, new pedestrian and cycle accesses onto Abingdon Road, Henleys Lane and Gravel Lane and public open space including a new village green and associated landscaping.

1 Preamble

The Drayton Neighbourhood Plan successfully passed its referendum in March 2015. Local support for the three housing sites identified as potential development sites in the Plan was affirmed by a 90.8% 'Yes' vote.

This Manor Farm site is one of three sites in Drayton village identified in the Drayton Neighbourhood Development Plan as being suitable for housing development within the Plan period. Details of the site assessment can be found in the Drayton NDP and in the accompanying Sustainability Appraisal.

The Drayton NDP is up to date and has now been adopted by VWHDC into its Local Plan by being 'made' - brought into force - on 15th July 2015.

This is what the NDP says about the Manor Farm site (pp.43-46):

[Text highlighted in RED for the purposes of drawing the attention of the VWHDC Planning Officers to key aspects of the site requirements in the Drayton NDP]

MANOR FARM SITE

DESCRIPTION

91. The Manor Farm site is located at the heart of the village, nestling between the Abingdon Road, Gravel Lane, and Henleys Lane. The site (see Figure 10 below) is assessed as site DRAY11 in the VWHDC Strategic Housing Land Availability Assessment. The site is currently unused with the exception of occasional grazing by livestock.

HOUSING NUMBERS

92. The Manor Farm site is considered to be capable of taking **approximately 50 new homes (number to be reviewed at planning application stage)** and supporting roadways etc. on **2.51 ha** of the site to meet both the needs of the village and wider district. The site already has planning permission for 18 homes, dating back to the late 1990s. The site is located in its entirety within the village's Conservation Area.

HOUSING TYPES AND TENURES

93. Housing type and tenure must reflect the following village needs for sustainability:

- Address the needs of the village residents (as identified by the 2012 Housing Survey, the Drayton2020 Questionnaire, and any future Parish Council authorised surveys) and future inhabitants (as identified at the district level by the VWHDC's current Housing Needs Assessment and Strategic Housing Market Assessment), including the provision of affordable housing;
- **Be proportionate in scale** to the existing village and its environs;
- Meet the minimum requirement for Affordable Housing set out in the VWHDC Local Plan to meet District-wide need. All such Affordable Housing should be visually indistinguishable from and fully integrated with other housing in that development. POLICY P-H2: AFFORDABLE HOUSING]

ACCESS

94. **Vehicular access to the site is envisaged to be via a dedicated entry from the Abingdon Road (B4107), opposite but staggered from the Hilliat Fields junction.** The site is a short walk to both north- and south-bound bus stops in the village centre, both of which are fitted with real-time travel information (RTI) screens.

CONNECTIVITY

95. To improve the connectivity of this site with the village and beyond, **new footpaths will need to be established linking the site to Henleys Lane via one or more accesses, and also to the footpath which runs from the end of Gravel Lane to Henleys Lane.**

SOCIAL AND COMMUNITY

96. The developers of this site should provide the **new village green (see Planning Policy P-LF1) covering at least 1.47 ha, a public space to be under the ownership of Drayton Parish Council.** The site is not considered an appropriate location for new formal sports recreational facilities, but should be laid out to allow for informal recreational/social use by villagers.

97. The development will be expected to make an appropriate contribution towards the cost of new and improved cycle ways, footpaths, and traffic calming measures in the village, along the Abingdon-Steventon Road (B4017) and High Street (B4016), to mitigate the impact of additional traffic in the village by increasing traffic safety for pedestrians and cyclists

URBAN DESIGN PRINCIPLES

98. **Any development will be expected to be of high quality in accordance with the housing policies of this Neighbourhood Development Plan and with Core Policies 37 and 37a (design and local distinctiveness) of the emerging VWHDC Local Plan 2031 Part 1. The visual impact of any development, along with any required landscape mitigation measures, should be specified in a Design and Access statement.**

ENVIRONMENTAL HEALTH

99. It is anticipated that road noise at this site from the A34 will not be a significant issue, however a comprehensive noise survey should be carried out at different times of the day and in different weather conditions to ascertain whether any noise abatement measures are required.

LANDSCAPE CONSIDERATIONS

100. **The visual impact of the development on the rural landscape on the southern part of the village should be considered. Any development should have regard for views of the listed buildings from the roads and footpaths which bound the site.**

ECOLOGY

101. The site is not believed to contain important ecological assets; however any development should seek to confirm this. **A net gain in biodiversity should be provided for example by incorporating new natural habitats at appropriate locations across the site.**

FLOOD RISK AND DRAINAGE

102. The site is not in a designated flood risk zone and is not known to be susceptible to flooding.

ARCHAEOLOGICAL INTEREST

103. The site is not known to contain any scheduled monuments. However, due to the location of the site and its proximity to the village centre, it is likely the site may have some archaeological significance. **A full archaeological survey should therefore be conducted prior to development of any part of the site.**

CONSERVATION AREA

104. **The site is located in its entirety within Drayton's Conservation Area; consequently any development must reflect the associated principles of preservation and enhancement through measures such as the sensitive design of new builds, conservation of any listed buildings affected by the development, appropriate treatment of open spaces to reflect the conservation area's character etc. Developers will be required to consult with appropriate design guides, notably the VWHDC's Design Guide and Drayton's Village Design Guide, and also to prepare professional character assessments of the wider village and the development's locale**

2.1 Drayton Parish Council OBJECTS to this application for the following reasons:

1. **Impact on the Drayton Conservation Area.** The Drayton Conservation Area is neither properly enhanced, nor adequately preserved, in this planning application, as required in planning law and by the Drayton NDP. There is **high impact** on the Drayton Conservation Area, particularly on Henleys Lane and the listed buildings there.
2. **The number of houses is too many,** and layout in the north-east corner of the site should be reduced in scale or eliminated entirely so as not to impact on Henleys Lane and the listed buildings there, and to preserve the rural nature of the Conservation Area by providing public open space in that area.
3. **Inappropriate and dangerous design of the access road into the new development.** An alternative access via a road immediately opposite Hilliat Fields, with appropriate traffic calming measures and properly designed safe pedestrian access across the main road, is recommended as the alternative option by the Parish Council. This new access would shorten the access road within the site and would unify the open space on the new Village Green, opening up the vistas across the Green towards Henleys Lane, as envisaged in the Drayton NDP (see Figure 3 page 24 of the Drayton NDP and the wording of Policy P-LFI CREATION OF VILLAGE GREEN ON THE MANOR FARM SITE)

Since The Manor Farm site is allocated for housing under the Drayton NDP. The Council's objection is therefore not against the **principle** of developing this site, but the details of this particular application, which do not comply fully with national and local planning policies, nor with the planning policies of the Drayton NDP.

Detailed points on each aspect of the planning application are given below for VWHDC Planning to consider alongside the three main objections outlined above:

2.2 Conservation Area Status/Historic Environment/Archaeology Reports

a) Relevant Planning legislation is:

- I. The [Planning \(Listed Buildings and Conservation Areas\) Act 1990](#) When considering any planning application that affects a [conservation area](#) a local planning authority

must pay special attention to the desirability of **preserving or enhancing** the character or appearance of that area.

II. The NPPF. Under the [National Planning Policy Framework \(NPPF\)](#) conservation areas are designated heritage assets and their conservation is to be given great weight in planning permission decisions.

III. Drayton NDP **PLANNING POLICY P-LF1: CREATION OF VILLAGE GREEN ON THE MANOR FARM SITE** which reads

“The proposed development of the Manor Farm site, allocated in policy P-H2 should include the creation of a new green open space on the site. The space should have an open aspect on its western side to create a visible connection between the east and west of the village, with an avenue of trees leading up to the green from Hilliat Fields. It should reflect the rural and agricultural nature of the Conservation Area, in which it is located.”

IV. Drayton NDP **PLANNING POLICY P-LF4: CONSERVATION AREA** which reads

*“Any development in or adjacent to the Drayton Conservation Area should **conserve and enhance** the character and appearance of the Conservation Area and its setting”.*

V **Listed Buildings.** When making a decision on all listed building consent applications or any decision on a planning application for development that affects a listed building or its setting, a local planning authority must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Preservation in this context means not harming the interest in the building, as opposed to keeping it utterly unchanged.

- b) **The VWHDC’s Planning Officers’ attention is drawn to the recent Drayton Conservation Area Appraisal Study completed by Dr Kathryn Elizabeth Davies, BA, MA, DPhil (Oxon), Dip TP, MRTPI, IHBC, for Drayton Parish Council, and submitted to VWHDC Planning in draft form.** Since the VWHDC has no proper appraisal or assessment of the Drayton Conservation Area of its own, this recent and professional assessment should be used by VWHDC Planning.
- c) The Drayton NDP policy goes beyond the national legislation in requiring that developments **both preserve and enhance** the Drayton Conservation Area.
- d) The development site is currently a paddock, maintained through at least annual mowing, and an historic farmyard. **Damage to the Conservation Area is bound to be sustained by any development.** The damage must therefore be balanced by an appropriate level of enhancement, but according to the Drayton NDP affected parts of the Conservation Area must also be preserved intact.
- e) **The enhancement for the community consists of** having access to the public areas of the new Green and other open spaces, opening up the site which is at present without public access and obscured from public view; and in having housing, including affordable housing, in the village, which should benefit those on the housing list.

- f) **Conservation of the current rural/agricultural setting of the Conservation Area is also important.** This is critical at the north-east end of the site along Henley's Lane, and also to the south of the site, on Gravel Lane, where there are agricultural buildings (whose age and importance may well be under-estimated in the applicant's desk study) abutting the Manor Farmhouse and Stables. Henleys Lane is a popular walking route to the Millennium Green and Church Lane, giving access to the network of village paths. It has a number of important listed buildings whose historical context will be compromised if they have any visual connection to any of the proposed development. Computerised views from Henleys Lane are lacking in the submission, **and they should be provided** from e.g. Pusey Cottage, so that the degree of harm to Henleys Lane and the listed buildings there can be properly assessed.
- g) **The Manor Farm site on Henleys Lane at the eastern edge is higher than the road.** This may well lead to the housing planned for the north-east of the site overlooking and being visible from Henleys Lane and the listed buildings there.
- h) **The planning application proposes some houses be two and a half storeys in height.** This may be inappropriate for the Conservation Area setting and the Council draws the attention of VWHDC and its Conservation Officer to this aspect of the application, which should be thoroughly reviewed for the extent of impact and harm to the Conservation Area and the local building context.
- i) The applicant's desk study of the archaeology and history of the area is a thorough piece of research work by Wessex Archaeology, **but their conclusions on degree of harm to the Conservation Area and the context of listed buildings are contrary to the evidence they present.** The Council requests that the VWHDC Conservation Officer provides an independent assessment, since the evidence gathered and local knowledge would indicate that the proposed development constitutes a **high degree of harm** to the context of Henleys Lane and the listed buildings there.
- j) **Some of the hedgerows bounding the site are historic and have protection under the relevant legislation.** These will need careful preservation – including during any construction work - and future professional maintenance, with clear ownership and maintenance responsibility established.
- k) **The Archaeological importance of this site is high.** In addition to previous excavations, the Wessex Archaeology desk study, and the geophysical surveys of the site already undertaken, the County Archaeologist has requested more trenches to be dug. Drayton PC recommends that the most thorough work is undertaken in this regard, including a full suite of magnetometry etc., survey work to ensure that **before** any development begins on site the archaeological history of this important site is properly recorded.
- l) **This site already has planning permission dating from 1998 for 16 houses on the southern end of the site, with an access onto Gravel Lane and an agreement to leave the northern end as open land, in part public/part private ownership.** The Manor Farm stables conversion part of this planning permission has been completed but the 16 houses have never been built. This application was approved on appeal. It is not clear whether the planning permission is still extant, but in any case housing needs and planning law have changed. **However, the VWHDC's attention is drawn to the Inspector's Report (already**

re-submitted to VWHDC Planning by the Drayton Parish Clerk) and particularly to his comments on the Conservation Area.

2.3 Road Access traffic/parking issues, and traffic calming scheme

- a) **The Traffic calming scheme** is integral to any development on this site. It is part of the planning application and is funded by the developers. It must ensure that the area is safe for pedestrians (including unaccompanied children) to cross the main road, and for cyclists and motorists to enter and leave the Abingdon Road at each of the junctions, existing and new. The traffic calming scheme needs to be properly lit at night.
- b) **The proposed staggered junction is dangerous and road entry opposite Hilliat Fields is a preferred option.** The large roundabout previously proposed by DPDS is **NOT** supported at this Hilliat Fields junction, and a mini-roundabout such as already exists outside the Wheatsheaf is also believed to be inappropriate – the existing one is confusing to motorists and dangerous to cyclists, and is not observed as a roundabout by larger vehicles. **A raised table** could be part of the new traffic calming scheme, to slow traffic and encourage interfilming of main road with side junction traffic. The concern with the currently proposed staggered junction is with the short distances between Hilliat Fields, the new access road and Henleys Lane, and with cars pulling out of drives from the houses on Abingdon Road. There are too many places for drivers to look. The shop at the corner of Henleys Lane is already causing obstructions to views for those turning out of the Lane right towards Abingdon or left to Steventon. Cars and vans/delivery lorries park on the pavement (despite notices and PCSO fixed penalty notice enforcement). Cars also park both sides of Henleys Lane – both shop customers and residents longer term – which narrows the lane and also affects turning in and out.
- c) **Residents in housing on Abingdon Road are concerned about the difficulties of leaving their driveways and entering the traffic stream on the Abingdon Road.** They already have to look for traffic entering from Hilliat Fields and Henleys Lane, and a third entry opposite their housing would pose an increased danger of collision as well as an impediment to exiting their driveways. It was also pointed out by residents that CALA's schematic shows mature trees at the entry to Hilliat Fields, which would further restrict these Abingdon Road residents' line of sight. These should be removed from the schematic, and should not be part of the proposed scheme.
- d) **It was pointed out that the original DPDS design for terracing with parking courts at the rear did not necessarily comply with police guidance of being 'secured by design' and could be a problem for lone females in particular.** Such lonely, less overlooked parking provision should be avoided: if provided and not used because of safety concerns it will lead to unsightly parking on the roads. The present applicant's parking scheme could be viewed as an improvement on the previous DPDS proposals in this respect, though there is still one area of courtyard parking which should be re-examined in this respect. In other areas of the scheme, there is 'tandem' parking planned. This does not work in practice and leads to parking in roads, since residents invariably find that the last car in is not the first one out.

2.4 Number, type and layout of houses proposed, including affordable housing, and juxtaposition to Caudwell Close/Henley's Lane existing housing

- a) **The relevant Drayton NDP polies are:**

PLANNING POLICY P-H1: SCALE OF DEVELOPMENT AND SITE ALLOCATION

The Neighbourhood Plan allocates land for residential development on the following sites:

Manor Farm (3.98ha) **for approximately 50 dwellings**

PLANNING POLICY P-LF3: BUILDING DESIGN GUIDANCE New development will be supported where it is designed to a high standard which responds to the distinctive character of Drayton and reflects the guidelines and principles as set out within the Drayton Design Guide (see Annex D).

- b) **The current planning application is for 58 houses.** This is not in accordance with the Drayton NDP (approx. 50 dwellings). Even allowing for a 10% variation either way, the range would be 45-55 houses. **In the Conservation Area a number at the lower end (i.e. 45 units) would be more appropriate.** The Council rejects the applicant's argument that since the Barrow Road development (Miller Homes – Walnut Meadow) has been built out with 73 houses rather than the 'approximately 65' in the Drayton NDP, it follows that the Manor Farm development should also be allowed to exceed the Drayton NDP target numbers. Each site must be treated on its own merits, and no precedents are set in law by any one planning decision. It is also the case that the 73 units at Barrow Road were **not** supported by Drayton Parish Council. The increase from 65 to 73 units was an outcome of discussions between Miller Homes and VWHDC, and resulted in more affordable and smaller housing there, which the VWHDC thought was appropriate for that site. The South of High Street site has planning permission for 140 houses, **exactly as laid out in the Drayton NDP.** Insofar as the three approved sites in the Drayton NDP total around 253 houses (65+140+50), the increase in housing provision on one site might indeed be offset by a reduction in another, so the extra 7 at Barrow Road could arguably be subtracted from the Manor Farm 50 units to make 43.
- c) **Though the increase in 1 bedroom accommodation over the original DPDS proposal is welcomed, as is the removal of 5 bedroom housing, the reduction in 2 bedroom houses at the expense of more 4 bedroom houses does not meet with the Council's approval.** 4 bedroom houses with studies and with en suite bathrooms still make for large houses which will command a high market price. They might be used as 5 bedroom houses if the study is re-purposed as such.
- d) **The distribution of the housing types means that the smaller units are grouped,** which inevitably means that since the smaller houses are the affordable homes there will be segregation on the site between different social and house ownership groups.
- e) **The larger houses are grouped in the North East corner of the site.** This means that that area, which is most sensitive to the impact on the listed buildings and rural ambience of Henleys Lane, has large private gardens, and an access road leading to this section of the site.. Drayton Council supports a lesser number of houses, and a reduction of housing in this North-East corner of the site, which should be left as open ground/a larger orchard with public access.
- f) **Gravel Lane.** There is a concern that the bungalows at Caudwell Close may be overlooked by houses at that edge of the proposed development. Strutt Parker/CALA have advised that there will be no windows in the new houses on that side, and have undertaken to provide extra vegetative screening at that boundary to maintain the seclusion of existing housing. This extra provision should be incorporated in any final planning application approved

2.5 Site, Ground and Topography

- (a) **There is a significant height difference between the proposed Manor Farm development site and Henleys Lane at the eastern edge of the site.** This is not evident in the planning documentation commentary as being as raised as it actually is, and the VWHDC's attention is to be drawn to this difference in levels as regards impact on Henley's Lane. The banking is thought to be ancient, and makes Henley's Lane a sunken Lane, requiring conservation.

2.6 Flood Risk and Drainage/SUDS, and Utilities – existing drainage issues on site?

- a) **There is a dew pond to the north-east of the site.** The water table is high and this area already floods in winter, as does Henley's Lane every year, from an underground water course. The site (as the archaeological study shows) had two watering holes/ponds on site in ancient times.
- b) **The foul water drainage pipe is currently proposed to leave the site by taking the route along an historic village right of way/public footpath.** Drayton Parish Council noted that this path **should not be dug up**, being part of the Conservation Area and not capable of restoration/re-instatement if disturbed for service pipes. An alternative pipe run for the sewerage which would avoid this route and still give out on to Henleys Lane is available.
- c) **Residents of Henley's Lane already report frequent blockage and overflowing of the existing sewerage pipe along Henleys Lane**, which in its current state is not considered suitable for the additional load from the new development.
- d) Concern was expressed over the **cumulate effect of additional housing on the village's sewerage pipes** and processing capacity at the local sewerage plant.

2.7 Ecology, Landscaping

- a) **The historic nature** of some of the boundary hedges and banks should be noted and appropriate planning conditions placed in any final planning permission.
- b) **The site is known by locals to have** owls, bats, swallows, foxes, hares, deer, grass snakes and bees using the site. It is important as a paddock/open field for insect life and foraging for birds and mammals, and as a link between habitats from the Millennium Green/Sutton Wick and the open areas to the south. The Conservation Area and the rural/farmyard nature of the site maintain this connectivity for wildlife that use this as a corridor through the village. If development takes place the applicants should provide compensatory habitats – such as the proposed grass and wildflower areas – and put up bat/swallow etc. boxes, as encouraged in the Drayton NDP: (see Drayton NDP para. 101 which reads: “ The site is not believed to contain important ecological assets; however any development should seek to confirm this. **A net gain in biodiversity should be provided for example by incorporating new natural habitats at appropriate locations across the site.** ”)

2.8 S106 requirements, including size and nature of the new green, its topography and community/play/recreation usage and ownership/management

- a) The s106 requirements are laid out in the NDP and include the provision of the new village green, laid out as a sculpted area of land suitable for informal recreation and as a meeting place. Seating on the banking had been proposed previously and ideas for this had been included in the original DPDS Design Brief agreed with VWHDC Planning. Informal

children's play should be provided for on the new Green. Traffic calming is part of the s106 agreement. Real Time traffic information should be provided at local bus stops – both these should be included in the OCC part of the s106 schedule. The planting scheme for the first part of Hilliat Fields (as far as the T junction to the school) should be part of the development's ecological compensation scheme.

2.9 Public footpaths and linkages to Caudwell Close/Gravel Lane and the Millennium Green

- a) **Connectivity within the site and in and out of it to the surrounding areas.** There will be a north-south cycle route through the development, which is welcomed. The current proposal for the Hilliat Fields crossing will provide a safe crossing for pedestrians into the development via a footpath. However, if the access road is moved to opposite Hilliat Fields, as recommended by the Parish Council, then this safe access crossing for pedestrians will need to be re-provided as part of any revised junction design.
- b) **The footpath link to Caudwell Close** is not favoured by residents there, and the Council recommend its removal from the planning proposals.

2.10 Transport. The applicant's Travel Plan is welcomed, including the appointment of an active Travel Adviser based on site. The Council will work actively with the Travel Adviser to implement measures to reduce traffic generated by any approved housing development, including promotion of walking, cycling, use of public transport, and car use minimisation schemes such as car clubs, as envisaged in the Drayton NDP.

3. Drayton NDP Planning Policies relevant to the application

The following Drayton NDP Planning Policies are deemed to be relevant to this planning application:

DRAYTON NDP EXECUTIVE SUMMARY: POLICY LIST

SECTION A: PLANNING POLICIES

LOOK AND FEEL PLANNING POLICIES PLANNING POLICY P-LF1: CREATION OF VILLAGE GREEN ON THE MANOR FARM SITE The proposed development of the Manor Farm site, allocated in policy P-H2 should include the creation of a new green open space on the site. The space should have an open aspect on its western side to create a visible connection between the east and west of the village, with an avenue of trees leading up to the green from Hilliat Fields. It should reflect the rural and agricultural nature of the Conservation Area, in which it is located.

PLANNING POLICY P-LF2: BOUNDED DEVELOPMENT Development that does not extend the village's boundaries (see Figure 4) through ribbon development along roads to the adjacent settlements of Abingdon, Steventon, Sutton Courtenay and Milton, will be supported, subject to compliance with other policies in the Neighbourhood Plan.

PLANNING POLICY P-LF3: BUILDING DESIGN GUIDANCE New development will be supported where it is designed to a high standard which responds to the distinctive character of Drayton and reflects the guidelines and principles as set out within the Drayton Design Guide (see Annex D).

PLANNING POLICY P-LF4: CONSERVATION AREA Any development in or adjacent to the Drayton Conservation Area should conserve and enhance the character and appearance of the Conservation Area and its setting.

PLANNING POLICY P-LF5: THE HISTORIC ENVIRONMENT The Parish's designated historic heritage assets and their settings, both above and below ground including listed buildings, scheduled monuments and conservation areas will be conserved and enhanced for their historic significance and their important contribution to local distinctiveness, character and sense of place. Proposals for development that affect non-designated historic assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset.

PLANNING POLICY P-LF6: ADDITIONAL GREENERY - NEW DEVELOPMENTS Proposals for new development should wherever possible include tree and shrubbery planting to reduce the impact of the built form and ensure that development is in keeping with the existing rural character of the village. Due note should also be taken of the VWHDC's Adopted Local Plan 2011 Policy DC6 and any updating of this policy in the VWHDC's Local Plan 2031. (see <http://www.whitehorsedc.gov.uk/sites/default/files/Contents.pdf>)

PLANNING POLICY P-LF7: A34 NOISE REDUCTION Development proposals to the north-west, south-west or west of the village (see Figure 6) should include (where appropriate) measures to alleviate noise from the A34 such as the protection of amenity spaces from excessive noise levels and orientating rooms away from the roadway.

WORK AND PLAY PLANNING POLICIES PLANNING POLICY P-WP1: CONNECTED DEVELOPMENT Proposals for new housing must ensure that the new homes are well connected both within the site and with the rest of the village by way of footpaths and cycle ways (especially to amenities such as the school, bus stops and shops).

PLANNING POLICY P-WP2: BUSINESS DEVELOPMENT Proposals for B1 and B2 uses offering local employment are supported particularly on sites which have been considered for residential development but have not been specifically allocated for that purpose. Proposals should ensure that there is no adverse effect on local traffic volumes, amenity of neighbouring properties, the character of the area, air quality or noise levels. Change of use of retail or employment development to alternative uses will be resisted.

PLANNING POLICY P-WP3: RETAIL PARKING Any new retail or business development must include adequate parking provision in accordance with Oxfordshire County Council's standards. Proposals to improve car parking facilities to serve existing retail establishments will be supported.

TRANSPORT PLANNING POLICIES PLANNING POLICY P-T1: TRAVEL PLANS Development proposals which give rise to an increase in traffic will be required to put in place detailed Travel Plans. Developers are required to provide robust evidence that each and every proposal, as set out in their Travel Plan, is feasible and will significantly reduce traffic volume. Direct mitigation measures such as car sharing and car pooling will be positively encouraged.

SUSTAINABILITY PLANNING POLICIES PLANNING POLICY P-S1: BIODIVERSITY Development proposals are required to protect and enhance biodiversity. Any loss or degradation of habitats arising from new development will need to be offset by for example, funding environmental improvements elsewhere in the Parish.

HOUSING PLANNING POLICIES PLANNING POLICY P-H1: SCALE OF DEVELOPMENT AND SITE ALLOCATION The Neighbourhood Plan allocates land for residential development on the following sites:

- Manor Farm (3.98ha) for approximately 50 dwellings
- North of Barrow Road (8.17ha) for approximately 65 dwellings
- South of the High Street (9.64ha) for approximately 140 dwellings All dwelling numbers are approximate and will be reviewed at the planning application stage based on the need to provide smaller homes. Each of these three sites is described in the Plan (below) with their site requirements.

PLANNING POLICY P-H2: AFFORDABLE HOUSING Developments must meet the minimum requirement for Affordable Housing set out in the VWHDC Local Plan to meet District-wide need. All such Affordable Housing should be visually indistinguishable from and fully integrated with other housing in that development.

PLANNING POLICY P-H3: CONTRIBUTIONS All eligible development will be required to make contributions to secure improvements to existing Parish infrastructure (both on and off site) through a Section 106 agreement or when introduced, the Community Infrastructure Levy, or by other relevant means, subject to the development remaining viable.

PLANNING POLICY P-H4: EXTERNAL FACILITIES All future housing developments must have adequate car and cycle parking facilities for both residents and visitors in accordance with Oxfordshire County Council standards. New housing development should aim to provide the following external facilities: for storage of waste recycling bins and waste water run-off from roof guttering.

20th September 2016