

**SUPPLEMENTARY INFORMATION**

**Planning Committee**

**22 January 2015**

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# Agenda Item 17

## CHERWELL DISTRICT COUNCIL PLANNING COMMITTEE

22 January 2015

### WRITTEN UPDATES

#### Agenda Item 8    14/01188/OUT    Land W of Bloxham Road, Banbury

- **Thames Valley Police:** Financial contributions towards infrastructure costs including staff set up costs, premises, fleet, mobile IT, radio coverage, ANPR, control room capacity amounting to **£67,806**
- **Change to Paragraph 5.19** - The Local Plan has now reached an advanced stage. It has been through several rounds of consultation and is supported by an extensive evidence base. It has been through the Examination with the Inspectors report expected in Sprint 2015. The Submission Local Plan policies are considered to be generally consistent with the NPPF. It is considered that the first and third bullet points of paragraph 216 of the NPPF are met and therefore some weight can be given to the Submission Local Plan policies.
- **Footpaths**  
The following comments are made by OCC in respect to the series of Rights of Way through the site "*The Salt Way (recorded as Banbury Restricted Byway 120/34, 120/35 and 120/36 and a Sustrans national cycling route) runs along the northern boundary of the site. This route is well used by pedestrians and cyclists and should not be adversely affected by the development. There are three public footpaths that will be directly affected by the development. Banbury Footpath 28 (120/28) runs from the Salt Way in a south-westerly direction past Crouch Farm. The route shown on the Illustrative Masterplan has now been amended to show it correctly. Banbury Footpath 33 (120/33) runs generally north – south at the eastern end of the site. This too must be accommodated on the alignment shown on the Definitive Map. There is an additional length of footpath 120/33 that runs over the footway alongside the Bloxham Road from Crouch Cottages in a Northerly direction. The Masterplan shows a secondary access junction which will cross this section of footpath 120/33. This will need to be looked into in more detail and the footpath will either need to be accommodated, diverted or extinguished.*

*Banbury Footpath 40 (120/40) runs around the outside of the Banbury Academy. This provides a walking route from the development to the school which is approximately 500m less than via footways along roads. However, the route is currently unsurfaced and would need to be improved to provide an all-weather route".*

The Footpaths will be considered further during the processing of the Masterplan for the site taking into account the comments above made by OCC, but essentially from the information provided by the applicant it would appear that no changes to existing RoWs are proposed, therefore the applicant/developer will work with OCC to ensure that the layout of the development respects the amenity value of the footpaths affected.

- **Developer Contributions**

**Additional requirement - Paragraph 5.106**

1. CDC Monitoring Fee : **£5,350.00**
2. Financial contribution towards TVP as follows:

<b>INFRASTRUCTURE</b>	<b>CONTRIBUTION</b>
Staff Set Up Costs	7420
Premises	30,384
Fleet	7,652
Mobile IT	4,250
Radio Coverage	800
ANPR	11,000
Control Room Capacity	6,300
<b>TOTAL</b>	<b>£67,806</b>

- **Recommendation**

**Delete (c)** – this has been included in error at the proposal is not EIA development

- **Conditions**

4. Planning application forms, Design and Access Statement, other technical reports and surveys submitted with the application and the following drawings nos:

- 21073\_06\_170\_01Topographical Survey Sheets 1 – 4
- L01 Site Location Plan
- L02 Redline Plan
- SK12 Local Plan allocation

- **Change the wording to:**

6. Prior to the first occupation of any dwellings on the site, a final Certificate, certifying that the dwellings in question achieve zero carbon development shall be issued, proof of which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To ensure sustainable construction and reduce carbon emissions in accordance with Policy ESD3 of the Submission Local Plan and Government guidance contained within the National Planning Policy Framework.

19. Prior to the commencement of the development hereby approved, including any works of site clearance, an Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan is to be based on the recommendations made in paragraphs 5.18, 6.6 & 6.8 of the July

2014 EDP Ecological Appraisal. Thereafter, the development shall be carried out in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

28. That prior to the first occupation of development on a phase identified in condition no. 5, details of the proposed street lighting scheme to be installed, which shall include column height, luminaire type, positions, aiming angles and cowl and deflectors to direct light sources, to demonstrate that there is no light spillage from the site, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter maintained in accordance with the approved details.

Reason - In order to safeguard the amenities of the area and to comply with Policy ENV1 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

- **Additional conditions:**

1. Prior to the construction of any phase of development identified in the phasing plan required under planning condition no. 5 a Master Plan and Design Code for the site shall have been submitted to and approved in writing by the Local Planning Authority. The Design Code shall include a density plan for the site, design influences / character area study, form of buildings, street frontage, materials, servicing, parking and sustainability features. Thereafter, the development shall be carried out in accordance with the approved Master Plan and Design Code.

Reason – Master Plans and Design Codes are required at the beginning of the development process to ensure that the subsequent reserved matters applications are considered and determined by the Local Planning Authority in the context of an overall approach for the site consistent with the requirement to achieve a high quality development in accordance with the Government guidance contained within the National Planning Policy Framework.

2. Prior to commencement of any development an Air Quality Assessment shall be completed and a scheme for protection of the residents of the proposed development and nearby Air Quality Management Area from poor air quality (in particular from levels in excess of the National Air Quality Objective for NO<sub>2</sub>) has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be first occupied until this scheme has been implemented.

Reason: In the interests of sustainability and to protect the occupiers of the development from exposure to air pollutants in exceedance of the National Air Quality Objectives and to comply with Policies ENV1 of the Adopted Cherwell Local Plan and the Government guidance contained within the National Planning Policy Framework.

3. Development shall not commence until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include details of the phasing of the development and construction activities within each phase; a construction method statement; consultation and communication with residents of adjacent and surrounding properties; locations on site for the parking of vehicles for site operatives and

visitors, and for the loading and unloading of plant and materials; locations on site for the storage of plant and materials; the erection and maintenance of any securing hoarding fencing; wheel washing facilities; the hours of construction works; restrictions on construction and deliver traffic during peak traffic periods; an agreed route to the development site; measures to control the emission of dust and dirt; the removal, storage and distribution of top soils; measures to be taken to ensure that construction works do not adversely affect protected species and retained ecological features (based on the recommendations made in paragraph 6.4 of the July 2014 EDP Ecological Appraisal); and a scheme for recycling/disposing of waste arising from construction work. The CMP shall be implemented in full during the entire construction phase.

Reason - In the interests of highway safety, to mitigate the impacts of the development and to ensure that the development does not cause harm to any protected species or their habitats during the construction phase and to protect the amenities of the locality and to comply with Policies C2 and ENV1 of the adopted Cherwell Local Plan.

4. Prior to the first occupation of the development, an amended Travel Plan prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans" and its subsequent amendments, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Local Highway Authority). Thereafter, the approved Travel Plan shall be implemented and operated in accordance with the approved details.

Reason - In the interests of sustainability, to ensure a satisfactory form of development and to comply with Government guidance contained within the National Planning Policy Framework.

5. That notwithstanding the proposed southern means of accesses shown on drawing nos. 30369/100/005A, 007A, 10 and 11 as priority junction 2, prior to the commencement of development further detailed specification of this access along with justification for its requirement as a priority junction, shall be submitted to and approved in writing by the Local Planning Authority.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

6. Prior to the commencement of the development, further detailed specification of the approved roundabout, primary access onto the Bloxham Road (as shown on drawings 30369/100/005A, 007A, 10 and) shall be submitted to and approved in writing by the Local Planning Authority and constructed and retained thereafter in accordance with the approved details. The vision plays shall be kept clear of obstruction at all times.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework.

- **Planning Notes**

1. Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works,

typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners.

2. No changes to any public right of way direction, width, surface, signing or structures shall be made without prior permission approved by the Countryside Access Team or necessary legal process.

- **Statement of Engagement**

In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No 2) Order 2012 and paragraphs 186 and 187 of the National Planning Policy Framework (March 2012), this decision has been taken by the Council having worked with the applicant/agent in a positive and proactive way as discussions have been undertaken to secure amendments to ensure that an appropriate form of development has been arrived at

### **Agenda Item 9 14/01434/F Land adj. South Side, Steeple Aston**

- Two letters of support have been received in which one person comments *I see no reason for the development not to go ahead. The property will be set further back from the road than many existing Southside properties. The property will be set into the bank, limiting the height of the roofline, making the dwelling less imposing. Steeple Aston needs to evolve over time to serve the needs of its residents. Development is part of this evolution, and the re-use of land that has fallen into disuse can reduce the number of developed greenfield sites.*
- Three letters have been received expressing concerns about the ecological impact of the proposal upon local fauna
- Comments of the Council's ecologist in response to the above concerns

I carried out a site visit of this piece of land in Steeple Aston on Friday 16<sup>th</sup> January.

#### **Bats**

The stone shed on site is small and there are some cracks and crevices in the stonework. The roof is largely fallen in and there are windows (with no panes) on the south side making it relatively light and draughty. The roof is not tiled. It is unlikely that this building would support roosting bats as it does not offer very suitable conditions.

The land itself offers foraging opportunities for bats however it is likely to form only part of any bat species range and there are suitable foraging opportunities in the locality such that we could not consider its loss to constitute unacceptable disturbance which would threaten the favourable conservation status of any local species.

### **Badgers**

I looked for evidence of badger activity. There were two snuffle holes on the strip of mown grass between the application site and the outbuildings of Dene approach to the South suggesting that badgers are active in the area. On site however I did not find any evidence of badger setts or current latrines, digging or commuting routes. In general the site is overgrown. Badgers should not pose any constraint to the proposals at the current time although it is entirely possible that they could move onto the site in the future if not developed.

### **Birds**

There are few shrubs on site capable of supporting nesting birds - the shed could be utilised although there was no evidence of old nests.

### **Reptiles**

I consider there is some potential for reptiles to use the site. The site is structurally complex with easy links to the wider countryside, old walls which could be used for hibernating and although the slope is largely north facing there are some open patches which could be used for basking.

I would suggest therefore that a check for reptile potential is carried out by a reptile ecologist/consultant before any site clearance and should they consider it necessary a mitigation plan to avoid harm to reptiles is developed and submitted to us for approval before any site clearance occurs. I expect that reasonable avoidance measures, hand clearance under supervision or making the site increasingly less suitable for reptiles over time so that any present move on is possible as mitigation and I would be happy enough for this to be conditioned.

In addition the applicant should be made aware of the law pertaining to badger disturbance and nesting birds and I would advise the dismantling of the shed by hand initially. Vegetation and rubble piles/stones should initially be cleared by hand regardless of the above.

### **Enhancements**

There is potential for enhancements for biodiversity to form part of any plans. A bat box or brick on any dwelling would be a beneficial feature in this location. There are also many records of swifts in the vicinity and the incorporation of swift boxes or bricks would also be valuable (I can point the applicant in the direction of an expert on swifts who is happy to give advice on this).

## **Agenda Item 12 14/01737/F The Paddocks, Chesterton**

- Chesterton PC comments attached as annex. The Head of Development Management only became aware of these comments yesterday, after chasing the apparent non-receipt of any comments from the Parish Council. It would appear however that they had been submitted but mislaid in transferring the application to a new case officer. The Parish Council has verbally requested that the application

be deferred to enable the Parish Council comments to be considered and addressed.

- The Council's Arts and Tourism Manager asks for a public art contribution to be sought as part of the Section 106 requirements – this would amount to £6,750

- The Recreation and Health Improvement Manager requests the following re section 106 contributions

*There will be a requirement for off-site provision for outdoor sports pitches and for off-site Indoor Sports facilities. The calculations are;*

*Outdoor sports pitches: 45 dwellings x 2.4 people per dwelling x £416.41 = **£44,972***

*Calculations as per SPD. Cherwell Playing Pitch Strategy identified a deficiency in playing pitches in Bicester and the rural area south.*

*Indoor sports facilities: 45 dwellings x 2.4 people per dwelling x £302.31 = **£32,649***

*Calculations as per SPD. Bicester and Ploughly Sports Centre is currently operating at capacity during peak times and there are significant waiting lists for many of the activity areas. A scheme is being developed to extend the centre taking account of the growing needs of the area.*

It is recommended that these two above Section 106 issues are added to the Heads of Terms sought as set out at para. 5.57 of the report

### **Agenda Item 13 14/01899/F Land adj. Vespasian Way, Chesterton**

- **Recommend DEFER** to allow further consideration of the impact of an existing legal agreement that secured this land as informal open space.
- Comments received from applicants agent in light of the above recommendation

I understand you are considering the implications for the loss of open space associated with the original approved scheme for 44 dwellings. This relates to the S106 payments secured for the maintenance of the open space under the consented scheme as well as the impact of the additional 10 dwellings on the landscape.

I accept that on the first of these two points there would need to be a variation to the S106 associated with the 44 dwellings. Whilst the commuted sum for open space maintenance for this area (remembering there are other areas of open space and the enlarged pitches being retained) would be redundant, there would clearly be a significant new S106 package towards education, sport, cycle links etc as well as affordable housing. Paragraph 5.48 of the Committee Report sets this out in detail - in total it comes to around £160,000. My own view is that these are far more tangible benefits to the local community than the area of open space when considering the scheme in the round.

I assume there would need to be a variation to the S106 associated with the consented scheme to address this point?

On the later point, and after re-reading the Committee Report, I think the landscape issue is fully addressed. I have extracted paragraph 5.10 as



discussed, but also paras 5.29 – 5.31 discusses matters in more detail. I hope you will agree with this assessment.

*5.10 In terms of the environmental dimension, the development must contribute to the protection and enhancement of the natural, built and historic environment by improving biodiversity. Whilst this is a green field site and its loss will cause harm to the character and appearance of the countryside, this would be limited to short distance views within the immediate vicinity of the site. The development proposal also includes an area of open space, landscaping and additional tree and hedge planting. Conditions can be imposed to ensure that an ecological enhancement scheme is carried out as part of the development.*

*5.29 The application site, like the adjoining land under development, is not within any locally or nationally designated landscapes. Indeed, the wider site was considered by the Planning Inspector in allowing the adjoining development for 44 dwellings and the landscape impact was found to be minor.*

*5.30 The proposed dwellings would most likely be seen when approaching the village from the west, however, intermittent hedging and tree planting breaks up the views available. Even should the dwelling be seen, it should be noted that the new dwellings currently under construction would also be seen in a similar context and so the impact of the proposed dwellings would be of a similar scale, albeit further west from the village. It is proposed to retain existing hedging along the western boundary of the site, which can be ensured by way of a condition and this will continue to protect views when approaching the village.*

*5.31 As such, it is considered that the development proposed would not appear unduly prominent in the wider area and so would not be contrary to Policy C7 of the adopted Cherwell Local Plan and Government advice in the NPPF.*

Furthermore, since the appeal of the New Local Plan has changed the Category of Chesterton. It is now designated as a Category A village, and therefore one of the Districts most sustainable based on criteria such as population, size, range of services and facilities and access to public transport. Of course it goes without saying that there is still a housing land supply shortage within Cherwell.

# CHESTERTON PARISH COUNCIL

## RESPONSE TO

## PLANNING APPLICATION NO. 14/01737/OUT

## TAYLOR-WIMPEY - THE PADDOCKS, CHESTERTON

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The Parish Council conducted a survey at the time of the Public Exhibition on July 17<sup>th</sup> and the analysis of the responses follows:

### RESPONSES FROM CHESTERTON RESIDENTS TO THE PROPOSED PLANNING APPLICATION - ALLOTMENTS RD

We received 59 completed response forms from residents who viewed the Public Exhibition on July 17<sup>th</sup>. Of these 1 was discounted because it was not from a village resident.

The analysis is interesting and is as follows:

#### 1. Are you in favour of the development as it is proposed at present?

Yes = 14 (24%)                      No = 42 (72%)                      Undecided = 2 (4%)

**This shows that there was an overwhelming majority against the proposed development from those who responded.**

#### 2. Comments

a) A very high percentage of respondents (84%) commented on the **inadequacy of the current road network**, especially the present width and state of the 'allotments road' which would provide the access to the estate. Many residents see this as a dangerous road for pedestrians and cyclists, given that there is no footpath. Comments included:

- *'The road running across the front access/exit is not suitable for the extra traffic generated and the junctions at either end will be extremely dangerous'*

- *'Living on Bignell View, and crossing the road at least four times a day, usually with small children, I am fully aware of the heavy volume of traffic which has increased with the building of Vendee Drive...'*
- *'The village cannot cope with the traffic already..'*
- *'They should be required to enhance the road between the site and the Golf Club..'*

Some respondents in favour qualified their answers with *'as long as the roads are upgraded.'*

- b) Many respondents commented on the need for adequate **footpath provision** along the 'allotments road' and from the proposed estate into the village itself. Comments included:

- *'Looks like a "gated community" i.e. isolated'*
- *'There is currently no footpath on the existing road. It would be a benefit to the safety of the community if a footpath was to be installed from Bignell View to the proposed new development... and beyond to Green Lane.'*
- *'Footpath through the allotments to new development needed'*

- c) A significant % of those who commented (63%) felt that **the village had sufficient new development**. Comments included:

- *'The Hill Residential development scheme is more than enough to provide any new housing that the village may require for the foreseeable future... we don't want an estate of Taylor Wimpey standard house types..'*
- *'Chesterton currently has 44 homes under development ... the effect of this development ( & Kingsmere+ Eco-Town) on the local community has not been ascertained'*

Not all respondents agreed with some expressing views based on the possibility of purchasing a 'starter' home on the development.

- d) A high percentage (40%) commented on the possible loss of **village identity** with the village becoming too big to retain its character by over expanding.
- e) A number of respondents commented upon the **nature of the housing** and that more low cost housing was needed in Chesterton, including retirement, single persons & shared ownership accommodation. Downsizing to smaller accommodation was also mentioned.

- f) Finally the question of 'planning gain' to the village was raised and this is an area to which the Parish Council may have to give serious consideration if & when a planning application is submitted to Cherwell District Council.

**There can be no doubt that residents are against this proposed development on a number of grounds – the road infrastructure is already inadequate and we have met with OCC Highways to express our views on the 'Allotments Rd' as it is presently called – hazardous to pedestrians and drivers alike – with no footpath provision and minimal width.**

*Please see note from a local resident below.*

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#### **Incident on Allotment Road**

1 message

As a resident of Chesterton I would like to bring to the attention of the Parish Council an incident that happened to me while walking my dog along the Allotment Road.

I was walking towards the A4095 junction on the right hand side, facing the oncoming traffic when a van had to pull up in front of me as there was a car coming in the other direction. I stood still, waiting for the van to pass when he suddenly pulled out and drove past me at the same time as the car coming in the opposite direction. The car had to mount the grass verge and The wing mirror of the van brushed against my coat sleeve.

How anyone could imagine that this road was suitable to build a housing development along without widening, installing a footpath and altering the speed limit is beyond me.

Fiona a Rowe  
Plumtree Cottage  
Chesterton

**The Parish Council endorse these views and contend that the Alchester Park development off Green Lane needs to be assimilated before any further housing estate is considered.**

## RESPONSES TO THE PLANNING APPLICATION AS SUBMITTED

- 1) The outline application submitted contains the following errors reflecting a lack of local understanding.

These are:

- a) The geology is not Oxford Clay as intimated (2.6, 2.7) of the 'Landscape & Visual Appraisal' Statement. Chesterton lies largely on Cornbrash (g9 on geological maps).
- b) In the 'Design & Access' Statement it notes '*A proposed extension to the Chesterton Conservation Area*' - this has already been implemented since 2008.
- c) The 'Transport Statement' 3.2 p.7 states that the site is in Green Lane. This is not the case.
- d) The 'Design & Access' Statement makes the point that '*it is not beneficial to provide a footway to the south as amenities cannot be accessed in this direction*' This is inaccurate in that the new Chesterton Community Centre, replacing the Village Hall on Alchester Road, will be directly accessed via the new estate (Alchester Park) and it will be the only entry point (off Green Lane) for vehicles. Similarly the Playing Fields and new Play Area will also be accessed via this direction.

**This underlines the urgent need for a footway to be provided and down to the Green Lane junction and to the entrance to the Alchester Park site.**

It should also be noted that pedestrians frequently access the Bicester Golf & Country Club in this direction.

### 2) 'Design & Access Statement'

- a) p.25 states that the carriageway is to be widened to 4.8m. minimum width to the north but not to the south of the development (with no footway provision either).

**This is entirely unacceptable - the whole 'unnamed road' needs to be widened significantly along its whole stretch.**

This is illustrated by the photograph below which shows a lady walking towards the oncoming vehicles causing the first vehicle to move across the road taking space which would be used by a passing vehicle.



At a meeting with the late Cllr Charles Shouler (Sept.13) he said that the road would be widened to over 7m. across the whole length if planning application was agreed, because the existing width was inadequate to cope with existing vehicular traffic, including HGVs and farming related machines.

We do not accept the statement that 4.8m. allows two vehicles to pass with safety. The road is used heavily by HGVs, delivery vehicles etc as part of the 'rat run' avoiding J9 and using the B430/Akeman Street/A4095 route to Bicester and further afield. The edges of this road are heavily eroded as are the grass verges used by vehicles indicative of the difficulties of two vehicles passing.

**In addition the 'Allotments Road' (which we wish to be renamed as 'The Hale') is deemed 'Unsuitable for HGVs' at present. See below.**



Alchester Road is 6m wide + footpaths - another indicator of the proposed narrowness of the 'Allotment Road' even if widened to 4.8m.

## b) Landscape & Visual Appraisal'

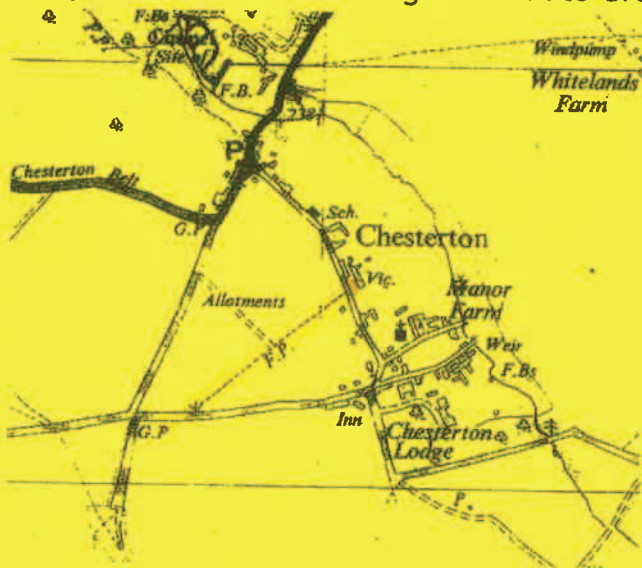
2.3 says '5 minutes drive from the site along the route of the A41' ( to Bicester). This creates an inaccurate impression since most residents follow the A4095 to the junction with Vendee Drive and then follow either Howes Lane or the Middleton Stoney road into Bicester. To access the A41 would mean that residents of 'The Paddocks' would turn left out of the site where the road is narrower with no footpaths.

2.7 Geology - see previous correction.

4.0 Visibility - 4.14 refers to 'an informal footpath along the eastern edge' of the site. A public footpath exists from Alchester Road via 'The Ginnet' to the allotments and crosses the site. This footpath (see map) was closed when part of the allotments were sold off to the current owners in 1989 and has not been in use since then.

The footpath from 'The Paddocks' to Alchester Road via the allotments edge and 'The Ginnet' should be hard surfaced to ease more direct access to the School & existing Village Hall (where the {Play Group meets)

We are in the process of seeking a map modification to reinstate this footpath over its entire length to link to Green Lane.



5.8 states that *'a small number of heavily filtered views of the development from approximately 6 properties at The Woodlands and Fortescue Drive'* will be the case. It is not only the inevitability of the visual impact that concerns neighbouring properties but other associated activities such as noise levels and a reduction in their house values if the development goes ahead.

### c) Community Engagement

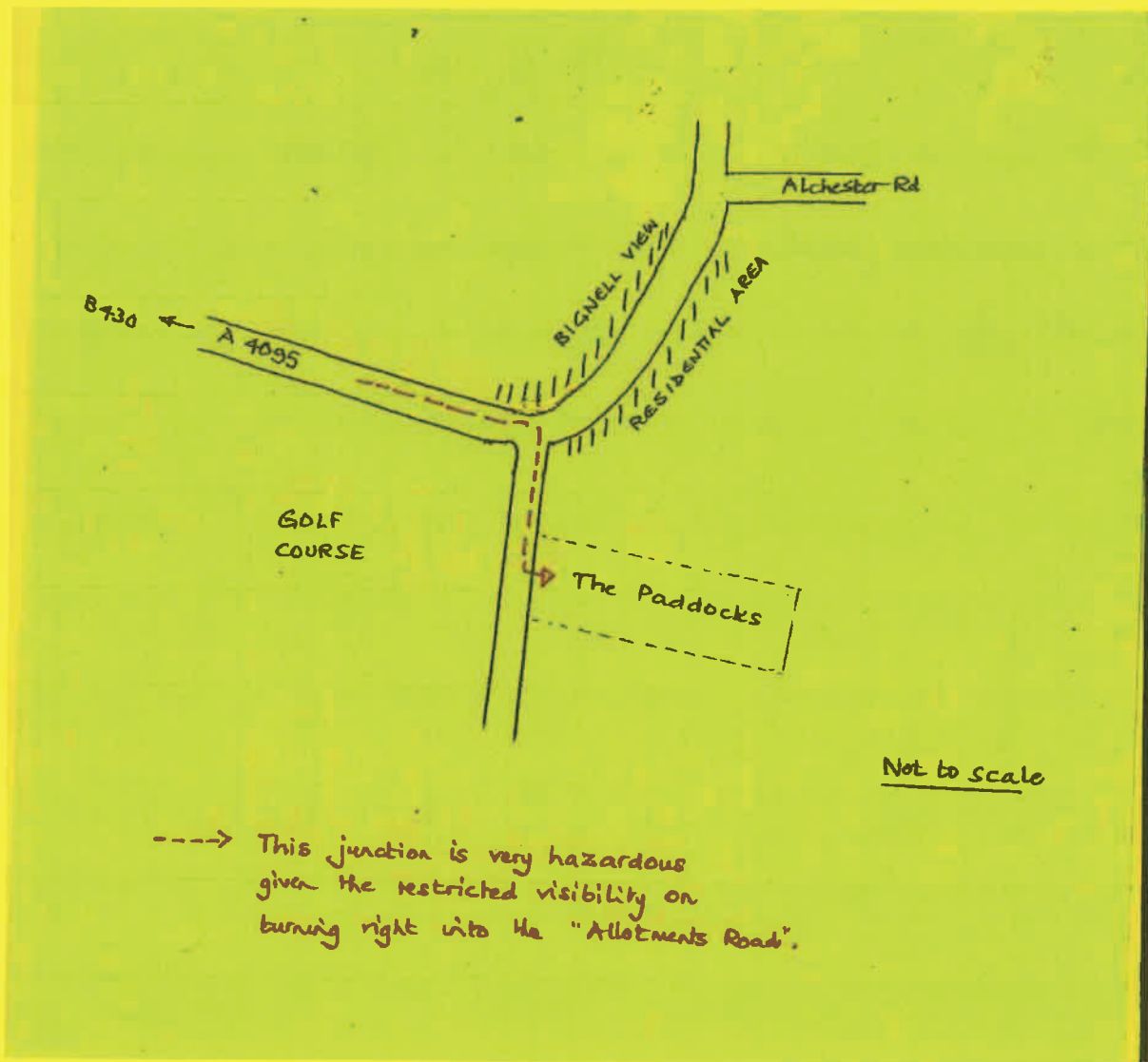
The developers do not seem to have taken on board recommendations made by the Parish Council & local residents as in the survey. This includes footpath provision along the whole length of the 'unnamed' road (Allotments Rd), widening of the road itself and adequate footpath provision to Alchester Rd via the edge of the allotments and 'The Ginnel' footpath which is shorter and much safer than the route proposed by the developers along the A4095 & Alchester Road. The more direct footpath link would be a necessary addition to ease access to Alchester Road and should be hard surfaced throughout to ease use by pushchairs & prams.

Chesterton Cof E Primary is a popular school and recently received a 'Good' Ofsted Report. It is currently near, if not at, capacity and this could be a problem if the development is approved.

## CONCLUSION

The Parish Council ask that this application be rejected for the reasons stated above. The application shows a lack of local understanding (eg the new Community Centre and Play Area and access to these amenities) and has given little credence to views expressed by the Parish Council & residents through the survey. **We do not believe that this is a sustainable location as it stands.** It is not easily accessible to public transport and there are no cycle paths locally available. The means of access via the A4095 northwards is 'an accident waiting to happen' - from a 90 degree / blind spot bend. Please see diagram below.





We were also informed, following the successful appeal by Hill Residential (Green Lane development), by Thames Water that the village's sewage capacity had been reached and we believe that this is a relevant factor with this proposed development. They also have raised concerns over water supply in general. The Parish Council have been keeping a record of intermittent power failures in the village suggesting that there is an ongoing problem.

This development, if approved, would add a further 45 homes which would mean, given the 44 homes on the Green Lane development which is underway, an increase of nearly 30% which is a lot to absorb for a small village.

If the decision by the Planning Committee is to approve the outline application then we would wish to be consulted on the ramifications upon services provided within the village that would need to be enhanced e.g. increased demand on

allotments provision, improved footpath provision, traffic calming measures and community provision.

The Parish Council has a list of necessary improvements that need to be considered as part of the Section 106 Agreement should the application be approved.