

PLANNING & REGULATION COMMITTEE – 23 MAY 2011

Policy Annex (Relevant Development Plan and other Policies)

This paper is the Annex referred to in Items 7 and 8

The South East Plan - Regional Spatial Strategy for the South East of England, May 2009

POLICY C4: LANDSCAPE AND COUNTRYSIDE MANAGEMENT

Outside nationally designated landscapes, positive and high quality management of the region's open countryside will be encouraged and supported by local authorities and other organisations, agencies, land managers, the private sector and local communities, through a combination of planning policies, grant aid and other measures.

In particular, planning authorities and other agencies in their plans and programmes should recognise, and aim to protect and enhance, the diversity and local distinctiveness of the region's landscape, informed by landscape character assessment.

Positive land management is particularly needed around the edge of London and in other areas subject to most growth and change. In such areas long-term goals for landscape conservation and renewal and habitat improvement should be set, and full advantage taken of agri-environmental funding and other management tools.

Local authorities should develop criteria-based policies to ensure that all development respects and enhances local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided.

POLICY CC7: INFRASTRUCTURE AND IMPLEMENTATION

The scale and pace of development will depend on sufficient capacity being available in existing infrastructure to meet the needs of new development. Where this cannot be demonstrated the scale and pace of development will be dependent on additional capacity being released through demand management measures or better management of existing infrastructure, or through the provision of new infrastructure. Where new development creates a need for additional infrastructure a programme of delivery should be agreed before development begins.

Funding will be provided by a combination of local government and private sector partners, and substantial contributions from central government.

To help achieve this:

- i. infrastructure agencies and providers will aim to align their investment programmes to help deliver the proposals in this Plan
- ii. local development documents (LDDs) will identify the necessary additional infrastructure and services required to serve the area and the development they propose together with the means, broad cost and timing of their provision related to the timing of development
- iii. contributions from development will also be required to help deliver necessary infrastructure. To provide clarity for landowners and prospective developers, local authorities should include policies and prepare clear guidance in their LDDs, in conjunction with other key agencies, on the role and scope of development contributions towards infrastructure.

The phasing of development will be closely related to the provision of infrastructure. In order to create confidence and assurance in the timely delivery of infrastructure in relation to new housing a more proactive approach to funding will be adopted. This will involve a joint approach by regional bodies, local authorities, infrastructure providers and developers. Consideration will be given to the pooling of contributions towards the cost of facilities, development tariffs and local delivery vehicles. Mechanisms to enable forward funding of strategic infrastructure will be agreed between regional bodies and Government. One of these, a Regional Infrastructure Fund is currently being developed for the South East Region.

In order to further secure effective delivery of the Plan, and particularly the timely delivery of the necessary supporting infrastructure, an Implementation Plan will be prepared, monitored and reviewed by the regional planning body, which will set out the requirements and obligations for public and private sector bodies at the national, regional and local levels. The Implementation Plan will include a regional and sub-regional investment framework identifying the strategic infrastructure schemes needed to deliver the Plan.

POLICY T1: MANAGE AND INVEST

Relevant regional strategies, local development documents and local transport plans should ensure that their management policies and proposals:

- i. are consistent with, and supported by, appropriate mobility management measures
- ii. achieve a re-balancing of the transport system in favour of sustainable modes as a means of access to services and facilities
- iii. foster and promote an improved and integrated network of public transport services in and between both urban and rural areas
- iv. encourage development that is located and designed to reduce average journey lengths
- v. improve the maintenance of the existing transport system

- vi. include measures that reduce the overall number of road casualties
- vii. include measures to minimise negative environmental impacts of transport and, where possible, to enhance the environment and communities through such interventions
- viii. investment in upgrading the transport system should be prioritised to support delivery of the spatial strategy by:
 - a. supporting the function of the region's international gateways and inter-regional movement corridors (see Diagram T1 at the end of the chapter)
 - b. developing the network of regional hubs and spokes (see Diagram T2 at the end of the chapter)
 - c. facilitating urban renewal and urban renaissance as a means of achieving a more sustainable pattern of development
 - d. improving overall levels of accessibility.

POLICY T2: MOBILITY MANAGEMENT

The policies and proposals set out in local development documents and local transport plans should include policies to achieve a rebalancing of the transport system in favour of sustainable modes based on an integrated package of measures drawn from the following:

- i. the allocation and management of highway space used by individual modes of travel
- ii. the scale of provision and management (including pricing) of car parking both off and on-street
- iii. the scope and management of public transport services
- iv. an integrated and comprehensive travel planning advice service
- v. improvements in the extent and quality of pedestrian and cycle routes
- vi. charging initiatives
- vii. intelligent transport systems including the use of systems to convey information to transport users
- viii. incentives for car sharing and the encouragement of car clubs
- ix. local services and e-services to reduce the need to travel
- x. changes in ways of working that alter the extent and balance of future demand for movement
- xi. demand responsive transport and other innovative solutions that increase accessibility
- xii. measures that increase accessibility to rail stations.

Plans will need to reflect the fact that low delivery from any one of these elements will require a compensatory increase in delivery from one or more of the others.

Cherwell Local Plan 2011 - adopted in June 2006

POLICY C2 – NATURE CONSERVATION

Development which would adversely affect any species protected by Schedule 1, Schedule 5 and Schedule 8 of the 1981 Wildlife and Countryside Act, and by the E.C. Habitats Directive 1992 will not normally be permitted.

POLICY C31 – CONSERVATION AREAS

In existing and proposed residential areas any development which is not compatible with the residential character of the area, or would cause an unacceptable level of nuisance or visual intrusion will not normally be permitted.

POLICY R5 – RIGHTS OF WAY AND ACCESS TO THE COUNTRYSIDE

The council will support proposals for use of redundant railway lines which it is no longer feasible to reopen for passenger or freight use and disused quarries for recreation purposes. Alternative proposals which would preclude such use will be resisted.

The Non-Statutory Cherwell Local Plan 2011 – December 2004

POLICY D1 – URBAN DESIGN OBJECTIVES

Proposals for development will be permitted, subject to compatibility with other policies in the plan, provided that they demonstrate:

- (i) local distinctiveness in built development and landscape
- (ii) continuity and enclosure, where consistent with local character, through building lines that front onto and clearly define the public realm
- (iii) public spaces and routes that are attractive, safe and uncluttered
- (iv) permeability through ease of movement for pedestrians, particularly disabled people, and cyclists in preference to vehicles
- (v) legibility through recognisable routes, junctions and landmarks to help people find their way around
- (vi) adaptability through building types that enables their use for different purposes over time
- (vii) diversity through inclusion of a mix of compatible land uses.

POLICY D3 – LOCAL DISTINCTIVENESS

Proposals for development that reflects or interprets the locally distinctive character of the site and its context, will be permitted provided that they:

- (i) respect the site's landform and natural features

- (ii) are well integrated into the landscape setting
- (iii) reflect the traditional pattern of the arrangement of street blocks, plots and their buildings and spaces
- (iv) include the retention and enhancement of existing open spaces and undeveloped gaps of local importance that contribute positively in visual terms to the public realm although in private ownership
- (v) relate well to the local palette of building and surfacing materials
- (vi) relate well to the local architectural styles and the local palette of elements of construction, elevational detailing, windows and doors
- (vii) respect the scale, proportion, massing and height of adjoining buildings and the street scene
- (viii) do not interfere with valued views, vistas and landmarks.

POLICY D5 – THE DESIGN OF THE PUBLIC REALM

Development proposals that impact on or extend the public realm should:

- (i) retain and enhance existing features of landscape, ecological and archaeological value in accordance with policies EN22-EN29 on nature conservation, policies EN30-EN37 on landscape and EN27 on the creation of new habitats and also English Nature's research report 153
- (ii) be planned as an integral part of the design process, and relate well to other open spaces in the vicinity
- (iii) provide a hard and soft landscape scheme that is appropriate for the use and location
- (iv) include a co-ordinated range of street furniture that is robust and high quality
- (v) provide for contemporary public art and craftwork as an integral part of the design where opportunities to do so exist
- (vi) provide ground floor uses that contribute to creating activity, interest and natural surveillance
- (vii) be accessible to all, putting the needs of pedestrians above those of car drivers
- (viii) avoid vehicle parking and servicing intruding into the public realm
- (ix) avoid waste recycling and storage facilities intruding into the public realm
- (x) maximise the reuse of materials through sorting of demolition materials and the use of recycled materials in new and extended buildings
- (xi) utilise opportunities to improve existing and create new pedestrian links
- (xii) incorporate measures to minimise the potential for crime and anti-social behaviour including; maximising natural surveillance, allowing for social contact and providing adequate lighting.

POLICY EN6 – LIGHT POLLUTION

In determining planning applications the council will seek to avoid unnecessary light pollution. Proposals for any external lighting scheme that requires planning permission will need to demonstrate that:

- (i) the lighting scheme is the minimum required for its intended use

- (ii) light pollution is minimised
- (iii) there is no detrimental impact on residential amenity, the character and appearance of the landscape, nature conservation or highway safety.

POLICY EN24 – PROTECTION OF SITES AND SPECIES

The council will seek to promote the interests of nature conservation through the control of development. Proposals which would result in damage to or loss of a site of ecological or geological value will not be permitted unless:

- (i) in the case of an internationally important site, there is no alternative solution and there are imperative reasons of over-riding public interest for the development; or
- (ii) in the case of a nationally important site, the reasons for the development clearly outweigh the ecological or geological value of the site and the national policy to safeguard the national network of such sites; or
- (iii) in the case of a site of regional or local importance for its ecological or geological value, the reasons for the development clearly outweigh the ecological or geological value of the site.

In all cases where development is permitted, damage must be kept to a minimum. The council will use conditions or planning obligations to protect and enhance the site's ecological or geological interest and to provide mitigation and compensatory measures where appropriate.

POLICY EN35 – LANDSCAPE CHARACTER

The council will seek to retain woodlands, trees, hedges, ponds, walls and any other features which are important to the character or appearance of the local landscape as a result of their ecological, historic or amenity value. Proposals which would result in the loss of such features will not be permitted unless their loss can be justified by appropriate mitigation and/or compensatory measures to the satisfaction of the council.

POLICY EN36 – LANDSCAPE ENHANCEMENT

The council will seek opportunities to secure the enhancement of the character and appearance of the landscape, particularly in urban fringe locations, through the restoration, management or enhancement of existing landscapes, features of habitats and where appropriate the creation of new ones, including the planting of woodlands, trees and hedgerows.

POLICY TR5 – ROAD SAFETY

Before proposals for development are permitted the council will need to be satisfied that:

- (i) conflict between vehicles and pedestrians, cyclists and people with sensory and mobility impairments is minimised by securing segregated provision, controlled crossings or other measures as appropriate, and;

- (ii) the development does not compromise the safe movement and free flow of traffic or the safe use of roads by others.

Proposals that do not comply with relevant standards of road safety will not be permitted.

POLICY TR8 – CYCLING AND WALKING

Development that would prejudice pedestrian and cycle circulation or route provision will not be permitted.

POLICY TR25 – CYCLING AND WALKING

Development that would prejudice the provision of a cycle and pedestrian network for the town particularly between residential areas, schools and employment areas will not be permitted.

West Oxfordshire District Council – adopted June 2006

POLICY BE1 – ENVIRONMENTAL AND COMMUNITY INFRASTRUCTURE

Development will not be permitted unless appropriate supporting transport, service and community infrastructure is available or will be provided and appropriate provision has been made to safeguard the local environment. Contributions will be sought from developers and/or landowners in accordance with Government advice.

POLICY BE3 – PROVISION FOR MOVEMENT AND PARKING

Development should make provision for the safe movement of people and vehicles, whilst minimising impact upon the environment. Within built-up areas priority should be given to pedestrians, cyclists and public transport.

Proposals will only be permitted if all the following criteria are met:

- a) safe and convenient circulation of pedestrians and cyclists, both within the development and externally to nearby facilities, with provision to meet the needs of people with impaired mobility as appropriate;
- b) safe movement of all vehicular traffic both within the site and on the surrounding highway network;
- c) provision for the increased use of public transport as appropriate to the scale of development;
- d) provision for the parking of vehicles, including bicycles and motorcycles, in accordance with the standards in Appendix 2.

Development which would have a significant impact on the highway network will not be permitted without the prior submission of a Transport Assessment.

POLICY BE18 – POLLUTION

Planning permission will not be permitted for development which could give rise to unacceptable levels of pollution, unless adequate mitigation measures are provided to ensure that any discharge or emissions will not cause harm to users of land, including the effects on health and the natural environment.

POLICY NE6 – RETENTION OF TREES, WOODLANDS AND HEDGEROWS

Planning permission will not be granted for proposals that would result in the loss of trees, woodlands or hedgerows, or their settings, which are important for their visual, historic or biodiversity value. Removal will only be allowed where it can be demonstrated that the proposed development would enhance the landscape quality and nature conservation value of the area.

POLICY T1 – TRAFFIC GENERATION

Proposals which would generate significant levels of traffic will not be permitted in locations where travel by means other than the private car is not a realistic alternative.

POLICY T4 – MAJOR HIGHWAY SCHEMES

Land will be safeguarded for the following highway schemes as shown on the Proposals Map and Inset Maps:

- Witney – Cogges Link
- Witney – West End Link (northern section)
- Witney – A40 Downs Road Junction
- Carterton A40 Access Road Junction (section between Minster Road and Curbridge Road, Brize Norton)
- Sutton Bypass (B4449)

POLICY T6 – TRAFFIC MANAGEMENT

Traffic management schemes will be sought which:

- a) promote and give priority to the safe and convenient movement of pedestrians and cyclists, particularly on roads with significant or potentially significant pedestrian and cycle flows;
- b) promote safe and convenient movement of buses, particularly on routes into town centres, within town centres and on radial routes;
- c) reduce traffic conflicts, the potential for accidents and alleviate congestion;
- d) reduce environmental damage caused by traffic.