

CABINET MEMBER FOR ENVIRONMENT – 4 SEPTEMBER 2014

PROPOSED PUFFIN CROSSING – A417 STANFORD IN THE VALE

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report presents the objections and other comments received in response to a statutory consultation on a proposed new puffin crossing on the A417, Faringdon Road, Stanford in the Vale; the proposals are shown at Annex 1, and the plan at Annex 2.

Background

- 2 The proposals arise from the proposed development of 73 dwellings on land adjacent to the A417, Faringdon Road, Stanford in the Vale. A planning permission for this development was given by the Planning Inspectorate on 21 November, 2013, following an appeal against Vale of White Horse District Council's refusal to give planning consent. A copy of the Inspector's report is at Annex 3.
- 3 The planning application included various traffic calming measures including a puffin crossing on the A417 by the public house. Objectors claimed that the crossing, the 'slow' signs and a new pavement, would all urbanise this stretch of the A417, but the view of the Inspector was that it is already semi-urban and the change would not be significant.
- 4 The location of the puffin crossing was defined within the planning permission as being outside the Horse and Jockey Public House. The impact of the development and the new puffin crossing were considered by the Planning Inspector.
- 5 The Planning Inspector stated that he was not entirely convinced that the puffin crossing would have a significant impact. He stated that the crossing would make it easier to access the pub from the village and that has the potential to offset any possible nuisance from extra traffic noise or the bleeping of the crossing signal.
- 6 If any change in location was to be considered it would require the developer to submit an amendment to the Planning Authority. Given that the initial application was refused, the developer would be reluctant to do this.

Consultation

- 7 To comply with highway legislation, the Highway Authority must give notice prior to installing a crossing. The consultation on the proposal was carried out between 28 May and 27 June 2014. Details of the proposal were sent to

properties within the vicinity of the proposed crossing and also to formal consultees. Public notices were also displayed on site and in the Oxford Times and Abingdon Herald. These documents, together with supporting documentation and plan were deposited for public inspection at The Vale of White Horse District Council Offices in Abingdon, in County Hall, Oxford and in Faringdon Library. They were also available for inspection in the Members' Resource Centre. A total of 10 responses were received, mainly comprising objections or concerns; a summary of the objections and comments, with officer comments is at Annex 4.

- 8 Eight objections were received from local residents and the owners of the public house, although one of these was a multiple submission on behalf of many of the same people who submitted individual submissions.
- 9 Many of the matters raised as objections including the effect on the public house, noise, visual impact of the crossing, footway, incorrect location etc. were all issues raised at the Planning Inspector's appeal hearing. See the Inspectors report at Annex 3.
- 10 Some respondents wanted the crossing to be located further north in front of the new development but that misunderstands that this is intended to be of benefit to the whole community and not just the new residents.
- 11 Likewise some respondents wanted the crossing without a bleeper stating that the noise would cause disturbance. However, that would make it non-compliant with Disability Discrimination legislation since it would disadvantage blind or partially sighted users. Whilst it is possible that night time users might cause the bleeper to sound, it is considered that this would cause less disturbance than revellers or cars leaving the public house late at night. Once the pub has closed at night time, the number of potential users would be very few, and those people about in the early hours of the morning are unlikely to press the button and wait for the lights to change, with no traffic about they are more likely to just cross rather than make use of the crossing. Nevertheless if this proved not to be the case, the bleeper could be turned off for the early morning hours.
- 12 Thames Valley Police were consulted and have no objection in principle to the proposals but requested that the design complies in all respects with national guidance on signalled crossings. It is confirmed that the current design is compliant with County and National standards.
- 13 The local member for Kingston and Cumnor was consulted and has not objected to the scheme.

Response to objections and concerns

- 14 Investigations into the impact of the proposals to the properties in Faringdon Road with respect to the objections and concerns that have been received have shown that the proposed siting of the signal equipment and road markings should have no material impact and any outstanding matters can be resolved at the detailed design stage. Every effort will be made to minimise signage and street furniture whilst still complying with standards.

- 15 The impact on the public house was considered at the planning stage and the Planning Inspector considered that the benefit of easier access would offset any noise caused by the bleeper.
- 16 There is currently no pedestrian provision along this part of the A417. Some respondents asked for the crossing to be moved further north closer to the roundabout. If the development grows and demand increases further north an additional crossing may be installed but for the moment it is considered that the current position would best serve the needs of the community overall.
- 17 The proposed improved lighting is intended to make the area safer for all pedestrians especially during the winter months.
- 18 The scheme will be subject to safety audits to ensure that it fulfils its intended function.

Traffic congestion and delays

- 19 The traffic impact of the proposed development was considered at the Planning Appeal hearing and the Inspector said that this was not a significant issue. Nor did he think that the development or the crossing would alter the character of the area.
- 20 Any increase in road congestion would be minimal and would be far outweighed by the increased safety of pedestrians wanting to cross the road. It provides a safer route for children from the new development going to and from school. The peak usage period is expected to be between 8.00 and 9.00 on weekday mornings during school time.
- 21 Some of the respondents were concerned about the noise that would be generated both by the crossing bleeper and from vehicles braking and accelerating. At quieter times of the day the potential numbers wishing to cross the road would be less and the crossing would operate on fewer occasions and the interference to free flow conditions much less. The Council's design standards require that where-ever it is safe to do so bleepers should be provided to assist blind or partially sighted users. Once the public house has closed at night time, the number of potential users would be very few but if it continued to be a nuisance then it would be possible, within the standards, for the bleeper to be switched off at night/early hours of the morning.
- 22 The scheme will be subject to safety audits to ensure that it fulfils its intended function.

How the Project supports LTP3 Objectives

- 23 The proposals would lead to additional provision for pedestrians in support of policy CW1

Financial and Staff Implications (including Revenue)

- 24 The cost of designing and implementing the proposals will be fully met by the developers.
- 25 The appraisal of the proposals and consultation has been undertaken by officers as part of their normal duties. This will be paid for by the developers as part of their Section 278 and 38 agreements (Highways Act 1980) which incur fees.

RECOMMENDATION

- 26 **The Cabinet Member for the Environment is RECOMMENDED to:-**
- a) approve the implementation of the proposed puffin crossing as advertised, and**
 - b) (if approved) request that officers closely monitor the safety performance of the crossing and the impact it has on traffic following the completion of the works.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: 1 Copy of Notice
 2 Copy of Plan
 3 Appeal Decision
 4 Consultation responses

Contact Officers: Brian Peers Tel. 01865 815189

**FARINGDON ROAD, STANFORD IN THE VALE
PROPOSED PUFFIN CROSSING**

NOTICE IS HEREBY GIVEN that Oxfordshire County Council as the local highway authority under the Road Traffic Regulations Act 1984 and all other enabling powers proposes to construct a Puffin crossing at the following location to improve pedestrian safety when crossing Faringdon Road:

i. Puffin crossing on Faringdon Road, 91 metres north-west of its junction with High Street. This location is within the 30mph speed limit.

*All dimensions are approximate taken from the centre of the junction to centre of the feature.

A plan showing the proposal is available for inspection at Faringdon Library, Gloucester Street, Faringdon, SN7 7HY Opening hours: Monday and Wednesday: 14:00-17:30

Tuesday: 10:00-13:00 14:00-17:30

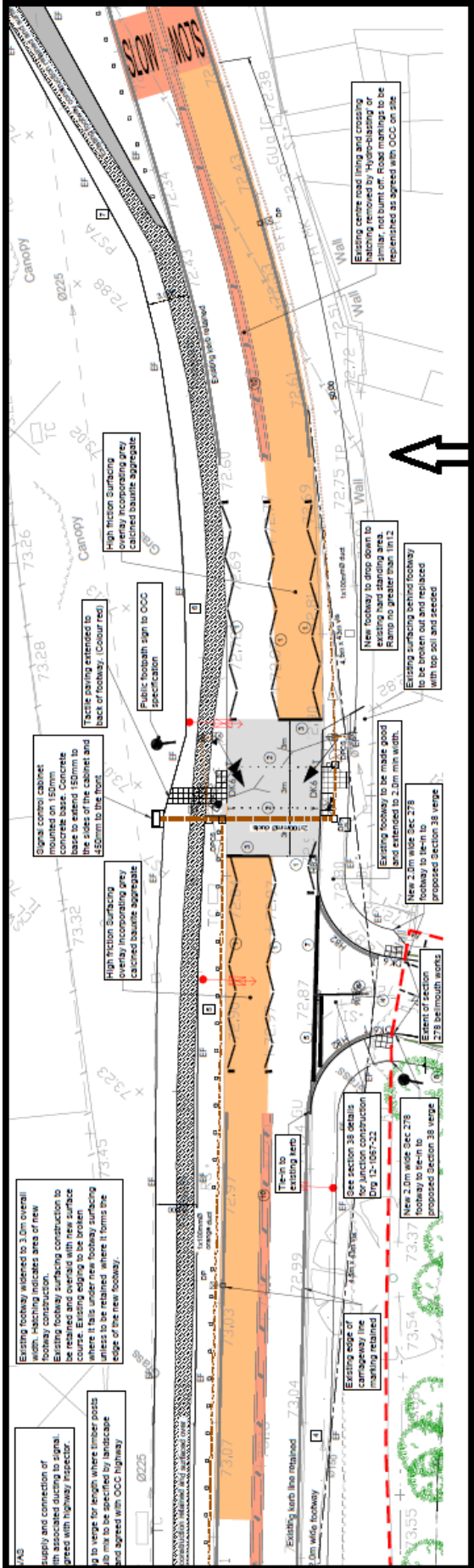
Thursday: CLOSED

Friday 10:00-13:00 14:00-19:00

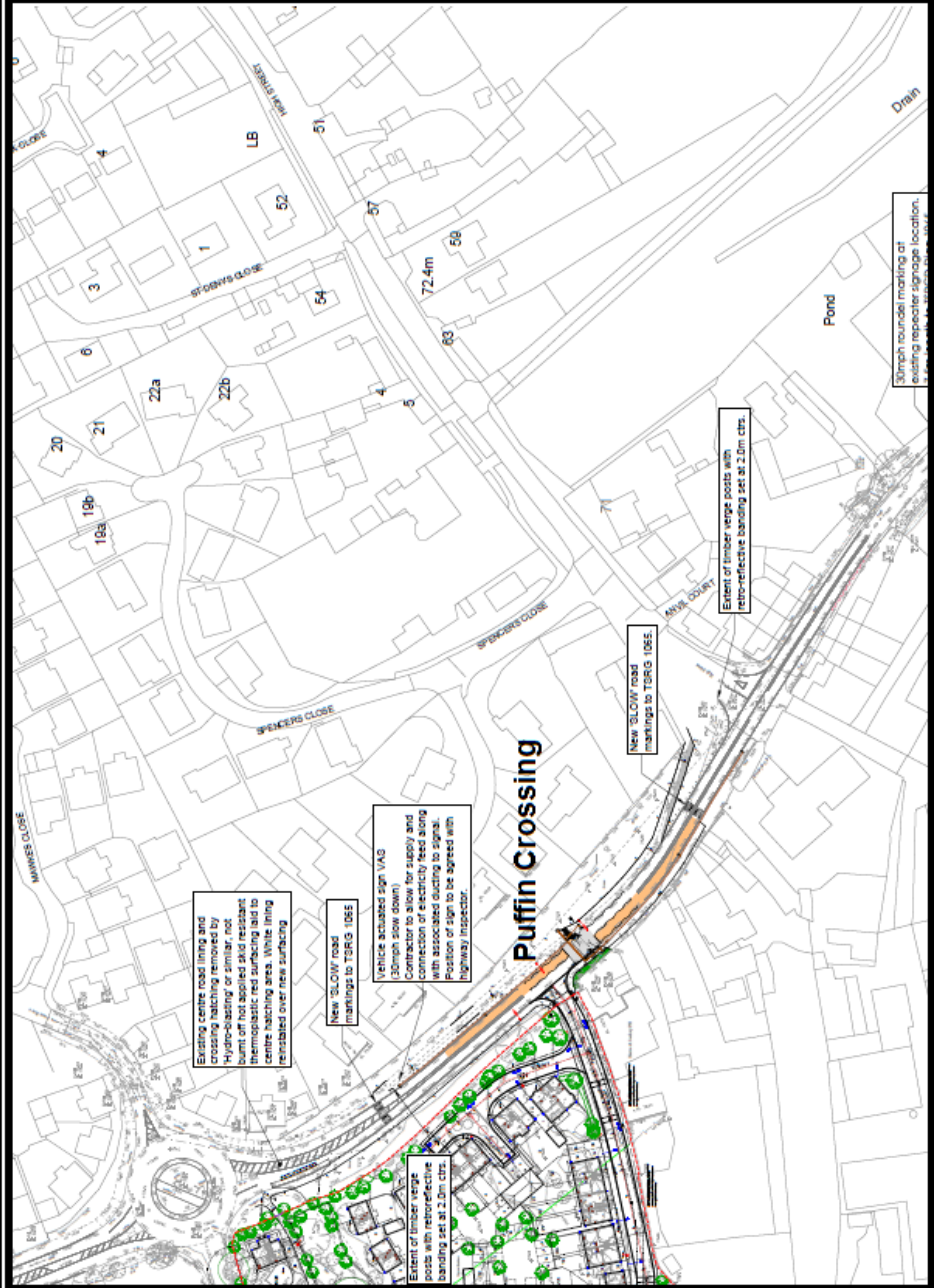
Saturday: 09:30-13:00

Alternately email Adam Barrett, adam.barrett@oxfordshire.gov.uk, and a copy of the plan will be emailed by return. Any comments to the proposal should be sent in writing or emailed to Adam Barrett, Technical Highways Apprentice, Traffic Advice & Design, Oxfordshire County Council, Speedwell House, Speedwell Street, Oxford OX1 1NE, (email as above) by no later than 27th June 2014. The County Council will consider each response to this Notice. They may be disseminated widely for these purposes and made available to the public; however any personal information will be treated in complete confidence and will not be used for any other purpose.

Traffic Regulation Team (Ref. AWB) on behalf of the Director for Environment & Economy, Speedwell House, Oxford, OX1 1NE. Tel 01865 301 11 11.



Puffin crossing
Location Plan



A417 Stanford in the Vale



Appeal Decision

Inquiry held on 19-21 November 2013

Site visit made on 21 November 2013

by Simon Hand MA

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 10 January 2014

Appeal Ref: APP/V3120/A/13/2203341

Land off Faringdon Road, Stanford in the Vale, Oxfordshire, SN7 8NN

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by David Wilson Homes against the decision of Vale of White Horse District Council.
 - The application Ref P13/V0146/FUL, dated 21 January 2013, was refused by notice dated 23 May 2013.
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- The development proposed is erection of 76 No 1, 2, 3, 4 and 5 bedroom new residential dwellings with associated works.

Decision

1. The appeal is allowed and planning permission is granted for erection of 73 No 1, 2, 3, 4 and 5 bedroom new residential dwellings with associated works at land off Faringdon Road, Stanford in the Vale, Oxfordshire, SN7 8NN in accordance with the terms of the application, Ref P13/V0146/FUL, dated 21 January 2013, subject to the conditions in Annex A.

Preliminary Matters

2. The application was for 76 dwellings but during discussions with Council officers was subsequently amended to 73. Before the Inquiry a revised layout plan showing the retention of an ash tree in the north-east corner of the site was submitted. This is a minor change and I was invited to consider the appeal on the basis of these two changes.
3. During the course of the Inquiry various plans were submitted to ensure I had up-to-date versions. None of the changes were significant and I have included the most recent versions in the schedule of plans at the end of this decision.

4. The Parish Council (PC) was given Rule 6 status and represented the views of local people at the Inquiry and no third parties other than their witnesses addressed the Inquiry.
5. I carried out an unaccompanied site visit on the 18th of November and an accompanied visit on the last day of the Inquiry.

Policy considerations

6. The Vale of the White Horse District Local Plan (2011) is the development plan for the area and the majority of its policies were 'saved' by the Secretary of State in 2009. Very recently the Parish Council resolved to pursue a Neighbourhood Plan but work has not started on this yet. It is common ground between the parties that the Council does not have a 5 year supply of housing land. Although there is disagreement as to exactly how large the shortfall is, the Council accept that at best they only have 4.4 years supply. Consequently, according to paragraph 49 of the National Planning Policy Framework their housing policies should be considered to be out of date. Thus only three policies from the Local Plan were directly relevant to the appeal:

DC1 – is a design policy concerning the relationship of development to adjoining buildings and open space and seeks to ensure development does not adversely affect those attributes that make a positive contribution to the character of the area.

DC9 – protects neighbours' amenities and the wider environment from harm. NE9 - protects the landscape quality of the Lowland Vale.

7. In essence the Council's argument that the site is poorly related to the village of Stanford in the Vale, forms an important part of the setting of the village and is related to the surrounding countryside not the village embraces these three policies. It was agreed the emerging local plan was at an early stage and carried very little weight.
8. There was some considerable discussion as to how the policies of the Framework should be applied. There is no doubt that as this appeal relates to a housing development, paragraph 49 is the starting point. The proposal should be considered in the context of the presumption in favour of sustainable development found in paragraph 14 and the Council's housing policies should be considered out of date. In such a situation paragraph 14 goes on to explain how the pros and cons of proposed development should be weighed. There is a significant bias in favour of sustainable development as the adverse impacts of any proposal should "significantly and demonstrably outweigh the benefits" to sustain a refusal. I was invited by the appellant to adopt this approach in this appeal.
9. However, the Council argued the proposal was not sustainable development and so the presumption did not apply so there should be a two stage approach to the appeal, firstly was the development

sustainable and if not, set aside paragraph 14 and weigh the pros and cons without the bias created by the presumption.

10. I agree that sustainable development is the key to and heart of the Framework, as it makes clear in paragraphs 6 – 10. Paragraph 7 explains there are 3 dimensions to sustainability, an economic role, a social role and an environmental role and paragraph 6 explains that the rest of the Framework, paragraphs 18 – 219, set out the government's view of what constitutes sustainability in the planning context. It is quite clear to me that the paragraph 14 presumption only applies to sustainable development and so the first question is always "is this development sustainable"? To answer that question one has to judge the proposal against the relevant paragraphs in the Framework.

Main Issues

11. In this context therefore and considering the policies of the Local Plan and the Framework, there are three main issues in dispute. Firstly, the principle of development on the site; secondly the impact of the proposal on the landscape character of the area and its relationship to the village and adjacent public house; and thirdly whether the site is accessible to local services by a choice of modes of transport and whether it will help support those local services. There are other issues concerning drainage and sewerage, of housing mix, design, the provision of affordable housing, the s106 agreements and traffic generation which I shall consider afterwards.

The appeal site

12. Stanford in the Vale is identified in the Local Plan as a large village with a population of about 2500. The bulk of the village lies to the east of the A417 Faringdon Road, which runs roughly north-south from Faringdon to Wantage. Approaching from the south there is a cluster of development on both sides of the main road around the right turn into the High Street. The buildings on the west side terminate at the garage and pub. Next to the pub is a right of way (RoW), providing access to the fields beyond and eventually to the village of Shellingford. This RoW would form the access to the appeal site. There is a thick hedgerow on the west side of the A417 (which forms the edge of the site) and the edge of a modern housing estate on the east side. A drive on the west side provides access to two houses which would be demolished and the land incorporated into the site. This northern corner of the site terminates at the Ware Road roundabout which provides access to modern developments on the east and the White Horse Business Park (WHBP) a few hundred metres off to the west. Ware Road provides the northern boundary of the site and the WHBP is set further into the countryside to the west on the site of an old airfield.
13. The bulk of the village continues on the east side of the A417, while the west side is more open with only a single house and then a large nursery, the latter largely hidden by a tall conifer hedge. An open field forms the rest of the western side of the road as far as the last right turn to the village, which marks the northern boundary of Stanford in the Vale.

14. The eastern boundary of the site is marked by the main road, the northern by a hedgerow along Ware Road. The western boundary is a belt of trees separating the site from open fields and the southern boundary is fenced at the western end and defined by the RoW and the pub at the eastern end. On this southern boundary beyond the pub, Foxfield Farm, Holywell Cottage and Farfield Farm form a loose straggle of houses and other buildings. It is clear from maps and aerial photographs that the village is densely built up to the east side of the A417, with a looser group of buildings on the western side by the High Street junction. The site fits in between this group and Ware Road.
15. The site itself comprises three fields. Field B is next to the road and separated from field A to its west by a hedgerow comprising a mix of native species with a line of conifers on its western side. The RoW separates field A from C to the south which is mown grass, acting as a sort of large lawn next to Holywell Cottage containing a scattering of trees. There is a thick hedgerow on the northern side of the RoW at the road end, and it is bordered by an increasingly thick belt of trees and shrubs as it runs between fields A and C. Much of field A is grass, and much of field B is overgrown with scrub.

The principle of development on the site

16. The Council's housing policies sought to restrict development in Stanford in the Vale to 15 dwellings or less, but these are out of date. Previous appeal decisions and the local plan Inspector's report all comment on the role of the A417 in marking the edge of the village and identify the land beyond it to the west as countryside where it would be inappropriate to develop. However, the most recent of these is the 2006 Local Plan report.
17. Since then the attitude towards the appropriateness of house building sites has changed considerably and the Council has been actively looking for more sites to help solve their 5 year supply issues. As part of the SHLAA process the Council produced a 2009 document which identified part of the site (essentially field B, next to the road) as being available and suitable for 22 dwellings. This document looked at 11 sites in or adjacent to Stanford in the Vale and concluded the only site suitable for development was that part of the appeal site.
18. The SHLAA was followed by the Draft Interim Housing Supply Policy (DIHSP), in 2011. This was a non-statutory document that identified the number of additional houses all the villages in the Vale would need in order to maintain their current population, called "proportionate settlement growth". The figure for Stanford in the Vale was 74. This was not a document designed to identify the actual housing needs of these villages, but it did set out what it considered to be reasonable levels of growth, accepting other planning constraints.
19. Following a call for potential housing sites the Council produced the 2012 Initial Screening Results of the DIHSP. This listed the sites that appeared "least constrained", and included the whole of the appeal

site as the only one in Stanford in the Vale, which it noted "may be suitable for housing".

20. In my view none of these documents are decisive, but they do show that the Council was coming round to the view that more housing was required in Stanford in the Vale, development west of the A417 was acceptable and that the appeal site was the most suitable site in Stanford in the Vale for housing. This is born out by the immediate site history. The first application was refused, but following negotiation with Council officers the current application, reduced to 73 dwellings, was recommended for approval.
21. Given this history, and the renewed emphasis on house building from the Government, I can find no in-principle objection to development of some form on the site.

The impact on the landscape

22. The introduction of 73 houses, their garages, drives and access roads would clearly have a significant impact on the site, turning it from mostly countryside into a housing estate. The question here is whether this would be harmful to the wider landscape, the site itself or the village.

The wider context

23. The landscape is assessed at the regional level by the Oxfordshire Wildlife and Landscape Study (2004) (OWLS). It falls within the Wooded Estatelands section, distinguished by blocks of ancient woodland, parks, arable fields and small villages. Stanford in the Vale is described in this section as characterised by large open arable fields with scattered plantations. The hedgerows are fragmented or removed resulting in a very open landscape. As the Council pointed out this was a result of modern farming practices and meant the surviving hedgerows deserved even better protection.
24. The main point however, is that the appeal site does not accord with this character at all. It is largely surrounded by dense and thick hedgerows or woodland and in places very overgrown. It is difficult to see into the site from outside, other than along the RoW. It is noticeable that when the RoW leaves the site through the tree screen, the landscape opens up into the wide, open fields mentioned in the OWLS.
25. The Council's landscape evidence identified the wrong character area and so is little help in this context, but I have been able to see the site from various distant views as well as the photographs provided by the appellant. In most views from the open countryside the site appears to be enclosed by trees and hedges, and does not form an important part of the general landscape of the area. In many views the houses would be hidden or partially obscured, and the impact of the proposal on the wider landscape would be marginal. I also think that because the site is well defined and has only weak links to the wider landscape, the proposal should not set a specific precedent for other development on the western side of the road. The rest of the land between the site and the northern end of the village has a

different character and relationship to the village than the appeal site.

Impact on the site

26. The impact of the development on the site itself would be significant. The scrub would be cleared away, which is a good thing, many trees would be removed and some lengths of hedges would be lost. The main concerns of the Council were the loss of the hedgerow along the northern boundary of the RoW where it enters the site, the thinning of the western boundary woodland and the loss of the internal field boundary hedgerow.
27. I agree that all three of these losses would be a shame. The character of the RoW would change considerably, as it would be bounded by houses to the north for half its length. The appellant proposes landscaping the front gardens and a narrow hawthorn hedge along this boundary, but in the space available this would not compensate for the loss of the mature hedgerow. However, it is proposed to relocate the hedgerow to the northern part of the eastern boundary, which is currently more open, so there would be some mitigation.
28. The internal field hedgerow was described by the appellant as mostly comprising Scots Pine and although there are numerous Scots Pines on its western edge, from the east it looks like a typical traditional hedgerow. The western woodland belt would be thinned by about 50%, although the appellant pointed out the eastern section was of poor quality anyway.
29. There would thus be a considerable loss of trees and hedges which would change the character of the site. However there would also be a lot of new planting. The southern part of the western boundary and the Ware road boundary would both be strengthened by new tree planting. There would be planting all around the public open space north of the RoW and the area around the willow tree to the north as well as generally around the site. The Council maintained that in terms of canopy cover and a sense of naturalness there would be a net loss, but the appellant argued that in numbers there would be a net gain.
30. I am also aware that at the moment the land is mostly unmanaged and the quality of the hedgerows and the tree screens is, in many cases, slowly diminishing. The appeal proposals include a management regime to ensure the remaining and new planting is properly maintained. These mitigation proposals are valuable.

Impact on the setting of the village

31. The A417, apart from the buildings around the High Street junction, forms the edge of the built settlement. Although there are various houses and the nursery on the western side north of the pub, they are well screened and the impression, as one drives through is a screen of hedges and trees along the western side. Although a number of mature trees would be removed from the road frontage, several of them are of poor quality. The hedgerow itself is to be retained and at the northern end strengthened by the relocated hedgerow from the

RoW. The houses would not be close to the road frontage, and although no doubt visible in places, would not recreate the more typical hard edge to housing development seen across the road. I am not convinced that a casual observer would notice a significant change. Locals would of course be much more aware, but the setting of the village here is not of high quality, dominated as it is by the road, and while it might appear to be less rural, the proposal would not be intrusive or obviously out of place. It would serve to consolidate the existing looser straggle of building on the west side of the road and the village would appear to have crossed to both sides of the A417, but given my comments above on the visibility of the site, I do not consider this would be a major problem.

32. Various traffic calming measures are also proposed, including a puffin crossing by the pub. This, the 'slow' signs and a new pavement, would all urbanise this stretch of the A417, but in my view it is already semi-urban and the change would not be significant.

Impact on the public house

33. The public house stands immediately adjacent to what would be the vehicular access to the site and flank walls of the buildings of the pub are right on the access track. The pub has recently suffered a severe fire and is undergoing restoration works. When it was open, it was a thriving business which provided meals as well as drinks and had 3 letting rooms. The publicans are concerned the presence of the housing estate right next door would affect their letting trade. At the moment they are next door to the hedgerow on the far side of the Row, with the fields beyond, and they market themselves as a country pub. If the development goes ahead they would not be able to do that as they would be engulfed by the housing estate, which would also wrap around the rear of their car park. They are also concerned that the puffin crossing would be right in front of the garden area to the front of the pub, which is heavily used in the summer. Although it is on the main A417, the traffic impact would be increased by the stopping and starting of vehicles caused by the puffin crossing.
34. I agree with the appellant that the extra housing, right next door to the pub is bound to have at least a small positive impact in terms of increased trade, but I consider this would be more than offset by the potential for harm to the letting part of the pub. In my view it would be less attractive for overnight stays once the housing is completed as the pub would no longer be at the end of a loose straggle of buildings next to the countryside, but would be in the centre of development. This is not to say the letting side of the business would fail, but it would inevitably suffer.
35. I am not entirely convinced the puffin crossing would have a significant impact. It would make access to the pub from the village easier and that has the potential to offset any possible nuisance from extra traffic noise or the bleeping of the crossing signal.

Conclusions

36. The appellants' landscape witness assessed the landscape impacts as either medium or low and the sensitivity of the landscape to change as

either medium or low. The appellant accepted there would be change, but essentially their argument was that as nothing of any great value was being lost, such losses were more than compensated for by the extra planting and the proposed management of the landscape.

37. I am less sanguine about these impacts. I agree the site contributes little to the wider landscape or to the setting of the village, but there would still be a loss of mature hedgerows and woodland and the setting of the RoW would be diminished. There would be some mitigation and better management but this would not fully compensate for the loss. I consider that development on the west side of the A417 would be consolidated, but the site is well defined and there should be no encouragement for further building on this side of the road because of the development of this site. However, there would be a harmful impact on the letting business for the pub.

Accessibility to and support for local services

The village

38. Stanford in the Vale is a large village and supports a reasonable level of services. The main ones are the primary school and pre-school and the supermarket. The latter is a reasonable size and incorporates a post office. There is also a village hall, a small business centre and various small businesses all in the village. The WHBP is nearby which contains a number of larger businesses. I was given a list of local businesses but this could not be agreed between the parties as there was uncertainty as to whether they all still existed or not, but the general description above holds true.
39. I agree with the Council that notwithstanding all these businesses there is no guarantee any of them have any vacancies or would be able to employ anyone from the proposed estate, nevertheless, Stanford in the Vale does seem to be well served by local businesses. A number of shops have closed down in recent years, including the newsagents and the pharmacy, but the former has essentially been incorporated into the supermarket. I walked from the edge of the site to the supermarket, which is opposite the school. This took 10 minutes and would be within easy reach of even the furthest point of the development.
40. Although Stanford in the Vale has been losing points in the Village Facilities Study score, it is still within the 'larger village' category, and once the pub reopens will gain an extra point. On the one hand the loss of some facilities would tend to make the village less sustainable, on the other it lends weight to the appellant's assertion that more houses would lead to better support for the remaining facilities. I accept that 73 houses in the context of a village of 2500 inhabitants would not have a significant positive impact, but it would have some impact.

The wider locality

41. The second point of dispute was access to shops, services and jobs outside of the village. Even if the appellants' most optimistic suggestions as to the use of the facilities and services in the village come true, it is still an inevitability that the majority of households

would need to look for work, shopping and leisure outside of the village.

42. The nearest large centres are Faringdon to the north and Wantage to the south while the major centres of Oxford and Swindon are further away. There is a regular bus service to both Faringdon and Wantage, each about a 15 minutes bus journey away. The appellant intends to provide financial support to upgrade this to an hourly service. This would seem to me to be a very useful bus service and it would provide good links to these two towns. I agree with the Council that it is not a panacea for all journeys. For those who want to get to the two towns earlier than 07:45 and 08:20 respectively there is no alternative to a car and it is a similar position for coming home later than 18:00 or 17:00. Any more complicated journeys, to Oxford or Didcot for example would become considerably longer and much less attractive. Nevertheless, there is a reasonable bus service which goes to useful places and would be of value to some people.
43. I accept that many journeys from the proposed development would be by car, but that would be true regardless of its location. In reality for those who own a car, it remains the most convenient way of travelling to most destinations, even to drop one's children off in the primary school only 10 minutes walk away. But that does not undermine the sustainable credentials of the site. Paragraph 34 of the Framework requires the need to travel to be minimised and the use of sustainable transport modes maximised, which is not the same as saying the majority of journeys should, or could be by non-car modes.
44. The Council, even in their local plan accepted Stanford in the Vale could sustain up to 15 dwellings, the occupiers of which would, presumably, all be just as likely to travel by car as those of the 73 dwellings proposed here. Since then the Council seems to have been more positive towards development of larger numbers of houses in the village, and indeed as the appellant points out in villages in general. Recently, the Council has granted 3 permissions for 50 plus houses and 7 for 100 plus houses in "large villages". In order to meet their housing land supply requirements, it seems inevitable that the large villages, at least, will have to shoulder some of the burden.
45. I agree that the conclusion reached by the Inspector in a recent local appeal¹ is the correct way to approach the issue. He found in that case the use of sustainable transport modes would be maximised within the constraints of the area ²(my emphasis). I consider a similar approach is sensible in this case and within the constraints of the area, the site has good links to the village and the village has reasonable links to nearby centres and so paragraph 34 of the Framework is satisfied.

Secondary Issues

Drainage and sewerage

46. Although the appellants provided a detailed scheme for surface and foul water disposal which was acceptable to Thames Water and the Council, the PC were not convinced. In particular they disputed the size of the existing foul water drains, pointed out a current leak that Thames Water seemed unable to stop and argued that the plans

showed connection to a different set of surface water drains than those proposed in the scheme.

47. The appellants explained there had been some confusion over the two schemes, for foul and surface water. Thames Water's e-mail of 9 October 2013 to Mr Rothery at the Council explained that one option for foul water had been to upgrade 175 metres of the 150mm pipe to 225mm, but the developer had subsequently suggested connecting directly to the sewer pipe at the point where it became 225mm to avoid the enlargement of the existing pipe. The use of overlarge sewer pipes within the development would provide 20m³ of on-site storage to even out the flows. This scheme was acceptable to Thames Water. The PC still seemed to doubt there were any sewer pipes as large as 225mm in the road, but in the absence of any hard evidence to the contrary I have no reason not to believe Thames Water.
48. As to surface water the proposal was to connect to the Oxfordshire County Council's surface water highway drain. This would require a new 150 metre length of surface water drain along Faringdon Road to connect into the OCC drain. The new drain would replace the existing length of drain which is partially collapsed. The plans the PC referred to showed an alternative option that was not pursued by the appellant.

Housing mix

49. It was important for the development to provide the right housing mix, and two bedroom houses were an essential part of that. The PC pointed out that all the open market 2 bedroom houses actually had three bedrooms, with the third bedroom simply labelled 'study'. I accept the appellants' argument that their market research showed a 2 bedroom house with a study was a popular option, but the proposed studies were the same size or bigger than the third bedrooms in a number of their 3 bedroom house types. In my view there is no way to control the use of a room by the inhabitants but a small house with 3 upstairs rooms is to all intents and purposes a 3 bedroom house. This is important because policy H16 requires at least 50% of houses to have two bedrooms or less. If the 3 room houses are counted as 3 bedrooms then only 27.4% of houses would fall into the 2 bedrooms or less category.
50. The appellant offered an amendment to remove the third room and incorporate the study space into the second bedroom. Although this still leaves the house large enough to accommodate 3 bedrooms and so consequently larger and more expensive than a traditional 2 bedroom house, I think this would solve the problem for this appeal. I also note the Council did not object to the housing mix on offer, or to the potential use of the studies as bedrooms.

Design – parking

51. The PC pointed out the on-site parking for each dwelling was in many cases tandem, and for some houses there would be three cars parked nose-to-tail, one in the garage and two on the drive, blocking the garage. I agree that this is an unsatisfactory solution. The appellant argued that it took up less space and so avoided large areas of open

parking, which is true, but it would also discourage the use of those spaces that block the others, and encourage parking on the estate roads and access ways. As the PC said, this would serve to urbanise the estate further and potentially detract from the quality of the public realm and the RoW.

52. However, neither design nor parking were issues raised by the Council and the SoCG records these matters as agreed. While I consider this is somewhat of a missed opportunity, I do not think this single aspect of poor design can sustain a refusal on its own.

Traffic generation

53. The PC questioned the appellants' traffic generation figures, querying their use of the TRICS database. The appellants provided an explanatory note, drawn up during the Inquiry which dealt with their objections. In particular, far from underestimating the traffic flows, by using the wholly 'private residential' figures rather than mixed private/social housing, the trip generation is higher and so represents a worse case scenario. I note the Council's own highway officer is in agreement with the appellants' figures and have no reason to think there would be a problem caused by excessive traffic movements.

Affordable housing

54. The development would provide a policy compliant 40% affordable housing quota, or 28 dwellings with a mix of bedroom numbers. It is agreed the District has a significant need for affordable houses, at least 337 units a year for 18 years is the figure from the 2011 Housing Needs Assessment Update. The proposal would make an important contribution to that figure.

S106 Agreements

55. Two s106 agreements were tabled at the end of the Inquiry, one with the County Council and one with the District Council. Both agreements contained clauses that should I decide any of the payments were not compliant with the CIL regulations they need not be made. The CIL regulations require any payments to be necessary to make the development acceptable, to be directly related to the development and to be fair and reasonable in scale and kind.
56. There was no dispute over the County Council agreement. This requires various payments to be made in four instalments, depending on the progress of the development. The County Infrastructure Contribution is mainly towards the funding of extra primary school places, but with lesser payments for other educational and social matters. Although there was some discussion about the village school, which it would appear is almost full, the education authority are happy for the payments to be made and I have no reason to go against that. The Secondary Education contribution is primarily for secondary school and 6th form funding. There is a public transport contribution which would fund the improvement to the bus service, a Rights of Way contribution to improve the RoW across the site and a Travel Plan Monitoring contribution which is self explanatory. It also requires a highways agreement to be reached to deal with off-site drainage, the puffin crossing, pavement and other highway improvements.

57. All these matters were discussed or touched on at the Inquiry and all would seem to me to fall within the CIL regulations
58. At the last moment the appellant appeared to be querying some of the payments contained within the District Council agreement. The agreed elements of the 'agreement' are the provision of affordable housing and various payments for the village hall, the ongoing maintenance of the open space, a police contribution, the sports pavilion contribution, street naming and waste contributions.
59. The disputed payments are those for an artificial sports pitch, a MUGA (multi use games area), sports hall, swimming pool and tennis courts and an on site work of art. The five sports related payments are all for facilities that are either in or will be in the village or, in the case of the sports hall and swimming pool are in Wantage, which is the nearest sports hall/pool to the site. All have identified improvement or maintenance requirements and all would be available for use by residents of the development. The public work of art is to be procured and displayed in the site and there was no suggestion this would not be of benefit to the occupiers of the houses. The payments are all relatively modest and relate fairly to the development.
60. The Council provided a detailed summary of all the payments for both agreements and an analysis of their relationship to the CIL tests and I agree with them that both s106 agreements meet the requirements of the CIL regulations.

Conclusions

61. There is no in-principle objection to development on the site. It would seem, in fact, that if there is to be anything more than minor infill housing development in Stanford in the Vale then the appeal site represents the best possible location [paragraphs 15-20].
62. The site has weak links to the wider landscape and its development would have little impact on the surrounding countryside [22-24]. There would be a loss of hedgerows and trees within the site that would reduce its character and the urbanisation of the RoW would also impact harmfully on its setting. However there would be some mitigation offered by more planting, translocation of a hedgerow and better management of what remained [25-29].
63. Development on the west side of the A417 would be consolidated, but the site does not play an important role in defining the edge of the village and its proposed development would not harm the setting of the village or make it markedly more urban in feel [30-31], but it would harm the lettings business at the pub [32-34].
64. Stanford in the Vale is a good sized settlement and for a rural village has a reasonable number of local services and employment opportunities which the development would be well placed to access and support [37-39]. There is a good bus service to the two nearby towns and this would be improved by funding from the appellant. This would not enable everyone to travel by bus to work, but it would provide a reasonable choice [41-44].

65. Foul and surface water would be adequately dealt with and, notwithstanding my reservations there would be an acceptable mix of housing types [45-49]. Much needed affordable housing would be provided [50] as would market housing to help meet the 5 year supply shortfall. There would be no harm caused by traffic flows [57].

The Framework

66. The framework requires that people are given a real choice about how they travel (paragraph 29), but recognises that in rural areas standards may have to be relaxed (paragraph 34). As I concluded above within the constraints of the area the site satisfies the Framework's policies on sustainable transport. Paragraph 55 requires development to enhance or maintain the vitality of rural communities, which the proposal would help to do. The proposal would also help to support social, recreational and cultural facilities in the village, not least through the s106 payments as required by paragraph 70.
67. In terms of landscape the Framework requires development to enhance valued landscapes (paragraph 109) and to recognise the intrinsic character and beauty of the countryside (paragraph 17, 5th bulletpoint). Although I have found some harm to the character of the site and the RoW that crosses it, there are also mitigation measures to take into account. On balance the impact on the site would be harmful, but not significantly so. The site is not part of a valued landscape nor does it have great intrinsic character or beauty and so the proposal is in accord with the Framework in landscape terms.

The planning balance

68. It follows from the above that I consider the proposed development is sustainable in the sense in which the Framework defines the concept. Therefore there is a presumption in favour of sustainable development. Because of the landscape harm I have identified and the design issue with car parking the proposal is contrary to DC1 of the core strategy. In terms of its impact on the pub it is also contrary to DC9, but policy NE9 is satisfied as there is no harm to the wider landscape of the lowland vale. There are a number of positive attributes to take into account, including the provision of housing to help towards the 5 year supply shortfall, the much needed affordable housing, the help to sustaining local services and improved access across the A417.
69. On balance therefore the positive aspects outweigh the harm I have identified. In particular the adverse impacts fall well short of significantly and demonstrably outweighing the benefits of the proposal as required by paragraph 14 of the Framework. I shall therefore grant planning permission subject to the conditions discussed below.

Conditions

70. The Council wanted a one year commencement condition. This they explained was now standard on all housing developments in order to ensure they were able to promptly meet the housing shortfall. The appellant preferred a two year condition, especially as the Council had requested a number of matters to be agreed before development could

begin. I agree, and consider that two years is a reasonable compromise. A condition is also required to ensure the materials are as shown on the plans.

71. Conditions were suggested to cover a detailed landscaping scheme as well as a boundary scheme. Landscaping and boundary are all shown in detail on the plans. The only matters of doubt were the details of the actual planting, the translocation of the hedgerow on the northern boundary of the RoW and the type of fencing to be used on the northern boundary; otherwise the details are shown on the plans.
72. Other suggested conditions dealt with approved plans, build out rate, tree protection, ecology, construction traffic, a sustainable travel pack, and the access and surfacing of the internal roads, all of which are necessary. The proposed car parking spaces condition also included a Sustainable Urban Drainage Scheme (SUDS) component which would be dealt with under the general drainage condition.
73. A condition is required to control the proliferation of roof top equipment and a noise study for the impact of the pub on the new houses nearby. This latter can be dealt with prior to occupation rather than commencement, as any potential changes would be largely cosmetic. Again, the fire hydrants condition can be discharged prior to occupation, it is at the developers risk if they carry out any works that would need to be altered to accommodate the hydrants. Given the confusion over the surface water and foul water systems a scheme for both should be agreed prior to commencement, but this can be dealt with as one condition. Finally a ground contamination condition is required, just in case, and the details and implementation of the children's play space is also required.

Simon Hand

Inspector

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY:

Paul Shadarevian of Counsel

He called

John Jowitt MRTPI Michelle Lavelle DipLA, MAT&CP, DipUD, CMLI

PJ Planning

4D Landscape Design Ltd

FOR THE APPELLANTS:

James Pereira of Counsel

He called

Jonathon Golby BA, DipLA, MA, CMLI Timothy Burden RTPI

Golby + Luck

Boyer Planning

RULE 6 PARTIES – THE PARISH COUNCIL

Councillor Peter Lewis

He called

The Hon Geoffrey

Somerset

Dr Amanda Bailey Malcolm Wise Susan Murrin

Anna Gaunt

A Group of Stanford Residents

The Horse and Jockey

DOCUMENTS

- 1 Summary of Ms Lavelle's proof
- 2 Ms Lavelle's proof
- 3 Statement of Common Ground
- 4 Tim Stringer's comments (tree officer) 29 April 2013
- 5 Overlay plan showing loss of vegetation provided by Ms Lavelle
- 6 Appellants' opening statement
- 7 Council's opening statement
- 8 Photographs and plans provided by Ms Lavelle
- 9 Pegasus – Landscape and Visual Appraisal
- 10 Open space management plan Rev A
 - 11 Planning Layout Rev M showing protection of ash tree (in approved plans folder)
 - 12 George Reade's comments (tree officer) 31 October 2012 and further comments by Tim Stringer 1 May 2013
- 13 Wantage-Stanford-Faringdon bus timetable
- 14 Earliest/latest buses from Stanford in the Vale
- 15 List of business in White Horse Business Park and Stanford in the Vale
- 16 Mayer Brown Highways Technical note – A (November 2013)
- 17 Parish Council traffic flow figures
- 18 Suggested conditions
 - 19 Revised house types showing removal of study from 2 bedroom houses (in approved plans folder)
- 20 Drainage strategy clarification
- 21 Thames Water e-mail (9 October 2013)
- 22 Draft s106 agreement with Oxfordshire CC
- 23 Draft s106 agreement with Vale of White Horse District Council
- 24 CIL Compliance schedule
- 25 County Council CIL compliance schedule
- 26 Council's closings
- 27 Appellants' closings
- 28 Councillor Lewis's closings
- 29 Agreed list of plans and documents (in approved plans folder)

This is the conditions annex referred to in my decision dated:

by Simon Hand MA

Land at: Faringdon Road, Stanford in the Vale,

Oxfordshire, SN7 8NN Reference: APP/

V3120/A/13/2203341

- 1) The development hereby permitted shall begin not later than two years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the approved plans listed in the plans schedule.
- 3) Prior to the commencement of the development a scheme for the build- out rate of completed and fitted out dwellings shall be agreed in writing with the Local Planning Authority. Construction shall proceed in accordance with the agreed scheme.
- 4) The exterior of the surfaces of the development hereby permitted shall be constructed only in the materials specified on the drawings hereby approved (drawing H6068/ML/01 rev B dated Sept 2012).
- 5) No development shall take place until full details of new trees and shrubs to be planted (noting species, plant sizes and numbers/densities and including proposals for the translocation of any hedgrows), the identification of the existing trees and shrubs on the site to be retained (noting species, location and spread), any earth moving operations and finished levels/contours and an implementation programme is agreed in writing with the Local Planning Authority.
- 6) All hard and soft landscape works shall be carried out in accordance with the details as shown on the approved plans (drawing BLC120160 rev F dated October 2013) or as subsequently agreed and approved in writing by the Local Planning Authority as part of condition 5 above. The landscaped areas shall be maintained for a period of 5 years and any trees or shrubs which die or become seriously damaged or diseased within 5 years of planting shall be replaced by trees and shrubs of similar size and species to those originally planted.
- 7) Notwithstanding any details shown on the approved drawings, as part of the landscape details the northern boundary to the site shall be provided in accordance with a detailed scheme and programme of implementation which shall first have been submitted to and approved in writing by the Local Planning Authority. All boundary treatments for individual dwellings and the site as a whole shall be completed before occupation of the last dwelling.

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- 8) Tree protection and safeguarding works shall be carried out in accordance with the specifications as detailed in the approved arboricultural method statement and plans (drawing BLC120162 rev D dated Sept 2012).
Written approval must be obtained prior to commencement of any site works including demolition.
- 9) Prior to the occupation of any of the dwellings hereby approved details of the provisions to be made for 20 bird boxes and 20 bat boxes in accordance with the recommendations of the Ecological Appraisal (Bioscan, October 2012) shall have been submitted, and approved by the Council. A minimum of 50% of the bird and bat boxes shall be integrated as permanent features within the new buildings. The approved works shall be implemented in full before the occupation of the last dwelling.
- 10) Prior to the commencement of any development a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be complied with throughout the construction period, and shall provide details of the following:
 - (i) routing protocol for vehicles entering the site from the A417;
 - (ii) provision for construction traffic serving the development to enter and leave the site from Farringdon Road and not via any other access point;
 - (iii) vehicle parking facilities for construction workers, other site operatives and visitors;
 - (iv) loading and unloading of plant and materials;
 - (v) vehicle wheel washing facilities.
- 11) Prior to the first occupation of the development a copy of the Sustainable Travel Information Pack (STIP) shall be submitted to and approved in writing by the Local Planning Authority following consultation with the Local Highway Authority. The approved STIP shall then be provided to each household initially occupying the dwellings to be built and shall include information on the alternatives to single-occupancy car use available to residents, walking and cycling route maps, discounts, public transport information, and useful resources such as the Transport Direct Journey Planner website to enable people to plan their own journeys.
- 12) Prior to the occupation of any of the dwellings, the vehicular access and visibility splays hereby approved and shown on the approved drawings shall be provided. Thereafter, the visibility splays shall be permanently retained free from obstruction to vision.
- 13) All of the roads and footways shown on the approved layout drawing and all of the ancillary highway works and street

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lighting shall be constructed and provided in accordance with the specification in Oxfordshire County Council's Residential Road Design Guide. No dwelling shall be occupied until that part of the roads, footways and street lighting referred to above which is to serve that dwelling (apart from the wearing course) have been constructed in accordance with the specification in the abovementioned Design Guide.

- 14) Prior to the occupation of each dwelling, the car parking spaces for that dwelling shall be constructed, surfaced and marked out on the site. Thereafter, the spaces shall be kept permanently available for car parking.
- 15) As part of the installation of television aerials, satellite dishes, telephone antenna and similar equipment and service runs, all terraced plots of three or more units and all blocks of flatted or maisonette units shall only be served externally by a single aerial, dish, or antenna, should it be required, the details of which shall have first been submitted to and approved in writing by the Local Planning Authority.
- 16) Prior to the occupation of any dwellings a noise assessment shall be carried out to ascertain noise levels at the peripheral dwelling plots from noise generated from Faringdon Road and from the Horse and Jockey public house. The assessment shall take into account night time measurements and include noise levels from the open areas of the pub and from music night activity at the pub. The assessment shall be submitted to and agreed in writing by the Local Planning Authority and the agreed findings shall be incorporated in the design and noise insulation treatment of any dwellings identified to be at a noise disadvantage due to external noise sources.
- 17) Details of a scheme to provide fire hydrants within the development shall be submitted to and approved in writing by the Local Planning Authority and no dwelling shall be occupied until the hydrant serving it has been provided in accordance with the approved details.
- 18) No development shall take place until a detailed scheme for the surface water and foul water drainage of the development as part of a Sustainable Urban Drainage System has been submitted to and approved in writing by the Local Planning Authority (in consultation with Thames Water). The approved surface and foul water drainage schemes shall be fully implemented prior to the occupation of any new building and should take account of all of the following;
 - (i) water supply - impact studies of the existing water supply infrastructure shall be included due to the systems current insufficient capacity. Such studies should determine the magnitude of any new additional capacity required in the system and have identified a suitable connection point. A minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where water supply leaves the Thames Water pipes should be taken into account in the design of the proposed development;

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- (ii) surface water - storm flows shall be attenuated or regulated into the receiving public network through on or off-site storage. If connection to a combined public sewer is sought, the surface water drainage shall be separate from other waste water and only connect to a combined drainage system at the final manhole nearest the boundary of the site.
 - (iii) ground water - no ground water shall be discharged into a sewer or a combined sewer without first obtaining a ground water discharge permit from Thames Water. Ground water discharges typically result from construction site de-watering, deep excavations, basement infiltration, borehole installation, testing and site remediation.
In addition to the above the surface water drainage scheme shall take account of the following:
 - (i) limiting the surface water run-off generated by the 1 in 100 year critical storm so that it will not exceed the run-off from the undeveloped site following the corresponding rainfall event and not increase the risk of flooding off-site.
 - (ii) finished floor levels are set no lower than 150mm above Ordnance Datum (AOD).
 - (iii) a management and maintenance plan for the lifetime of the development, i.e. arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of system throughout its lifetime.Any and all mitigation measures required as a result of this condition shall be fully implemented prior to occupation and subsequently in accordance with the timing and phasing arrangements embodied within any agreed schemes.
- 19) If, during the course of development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the local planning authority has received and approved a remediation strategy detailing how this unsuspected contamination is to be dealt with. The remediation strategy shall then be implemented as approved.
- 20) Prior to the first occupation of any dwelling a written specification and layout plan for the children's play space as designated on the approved plans shall be submitted to and agreed and approved in writing by the Local Planning Authority. Such written specification and plans shall detail the play equipment to be provided in accordance with a scheme of implementation which shall include the stage at which the play area shall be provided relative to the occupation of the development.

This the Schedule of plans referred to in condition 2

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| Location Plan | H6068/LP/01 Rev A |
| Planning Layout | H6068/PL/01 Rev N |
| Materials Layout | H6068/ML/01 Rev B |
| Street Scenes | H6068/SS/01 Rev D |
| Bin Collection Plan | H6068/BCP/01 Rev D |
| House and Garage Types | Contained in bound document dated April 2013 (revised 19/04/13) Except where superseded by: P285-I-5 Rev A P285-E-5 Rev B P215-I-5 Rev A P215-I-5 Rev A P215-E-5 Rev B P215-E-5 Rev B |
| Boundary Details | 09-12 |
| Pedestrian Crossing & Road Safety Improvement Scheme | H/SITV2 Rev A |
| Drainage Strategy Layout | 12-1067-01 Rev T01 |
| Proposed and Existing Levels | 12-1067-02 Rev T02 (2 plans) |
| Soft Landscape Proposals | BLC120160 Rev F |
| Tree Protection | BLC120162 Rev D |
| Tree Survey | 01-12 Revised 06.12 |
| Open space and Management Company Plan | H6068/POS/01 Rev A |
| Vehicle Tracking Manoeuvres | 12-1067-06 Rev T01 |

| RESPONDENT | SUMMARISED COMMENTS | OFFICER COMMENTS |
|-------------------------------------|--|---|
| Thames Valley Police | Have no objection in principle subject to the layout meeting the requirements of Local Transport Note 2/95 and that speed monitoring takes place to determine current traffic speed | Crossing is compliant with County and National requirements |
| Member for Kingston and Cumnor | No objection to proposed crossing | Noted |
| Resident, Stanford in the Vale | Complains about noise generated by existing carriageway surface Objects to amount of high grip surfacing Asks for a shield to stop rearward spread of light Questions need for 3 metre wide footpaths, need for so many wooden posts, and a bleeping crossing next to public house. | The traffic impacts were investigated in detail at the Planning Appeal and the inspector concluded that the implementation of the proposed works arising from the planned development would not have a severe effect on traffic conditions, nor lead to further urbanisation. |
| Two residents, Stanford in the Vale | Wants street furniture to be minimised and installed discretely where possible Asks for spinning cones rather than bleepers on the crossing | Every effort will be made to try and minimise visual intrusion subject to fulfilling safety criteria. Spinning cones on their own without bleepers would disadvantage blind or partially sighted people who may be unable to find control unit. The existing arrangement is compliant with Disability Discrimination legislation. |

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| <p>13 residents Stanford in the Vale</p> | <p>Object to location of crossing Want street furniture markings, surfacing etc. to be minimised Concerned about the level of street lighting Concerned about noise levels Questioned need for 3m wide footway</p> | <p>Many residents who submitted individual responses also signed joint response.</p> <p>The crossing is being paid for by a developer but its location has been chosen to maximise the benefit to the community and not just the new development.</p> <p>At night time when the pub is closed, it is anticipated that very few people would use the crossing, so any disturbance is likely to be minimal.</p> <p>Every effort will be made to try and minimise visual intrusion subject to fulfilling safety criteria.</p> <p>Improved lighting will improve road safety especially in winter months.</p> |
| <p>Occupants of Horse & Jockey PH, Stanford in the Vale</p> | <p>Stated that the crossing is in the wrong place, and that it is likely to have a detrimental effect on business.</p> <p>Position will cause disturbance to owners at night time</p> <p>Wants street furniture and marking to be minimised</p> <p>Wants width of crossing to be reduced</p> <p>Stated that the proposed street lighting both unnecessary and intrusive and will again disturb their lives both business and personal.</p> <p>Questions need for a 3 metre wide footpath opposite the pub</p> | <p>These arguments were considered by Planning Inspector when Planning consent was granted. He stated that he was not entirely convinced the puffin crossing would have a significant impact.</p> <p>It would make access to the pub from the village easier and that has the potential to offset any possible nuisance from extra traffic noise or the bleeping of the crossing signal.</p> <p>Although the crossing is being paid for by a developer its location has been chosen to maximise the benefit to the community and not just the new development.</p> <p>At night time when the pub is closed, it is anticipated that very few people would use the crossing, so any disturbance is likely to be minimal</p> |
| <p>Cllr M Issacs, Stanford in the Vale Parish Council</p> | <p>Is concerned about the location of the crossing</p> | <p>Please see previous comments.</p> |

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| <p>Resident Stanford in the Vale</p> | <p>Objects to location, wants it closer to existing roundabout Wants street furniture, markings, and lighting to be minimised</p> | <p>Please see previous comments.</p> |
| <p>Resident, Stanford in the Vale</p> | <p>Objects to location of crossing Want street furniture markings, surfacing etc. to be minimised Concerned about the level of street lighting Concerned about noise levels Questioned need for 3m wide footway</p> | <p>Please see previous comments.</p> |
| <p>Resident, Stanford in the Vale</p> | <p>Complains that development was allowed despite objections States that the crossing is unfair to Public House Concerned about noise and disturbance, and light pollution Concerned that crossing is in wrong place.</p> | <p>Please see previous comments. It is not the function of the Highway Authority to question the outcome of the Planning Inspectorates Appeal decision</p> |

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