



***Delegated Decisions by Cabinet Member for  
Environment (including Transport)***

***Thursday, 4 September 2014 at 10.30 am (or at the rising of  
the Transport Advisory Panel, whichever is later)  
County Hall, New Road, Oxford***

***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 12 September 2014 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

**These proceedings are open to the public**

*Peter G. Clark.*

Peter G. Clark  
County Solicitor

August 2014

Contact Officer: **Graham Warrington**  
Tel: (01865) 815321; E-Mail:  
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 9 October 2014

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.**

## Items for Decision

### 1. **Declarations of Interest**

### 2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

### 3. **Petitions and Public Address**

### 4. **Minor Changes to Magdalen Road (North) Controlled Parking Zones** (Pages 1 - 20)

*Forward Plan Ref:* 2014/038

*Contact:* Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery (CMDE4).

### 5. **Proposed Pedestrian Crossing - Windmill School, Margaret Road, Headington** (Pages 21 - 30)

*Forward Plan Ref:* 2014/082

*Contact:* Jim Daughton, Service Manager – Delivery Tel: (01865) 815083

Report by Deputy Director for Environment & Economy – Commercial & Delivery (CMDE5).

**6. Proposed 20mph and Buildout - Oxford Crescent, Didcot** (Pages 31 - 40)

*Forward Plan Ref:* 2014/112

*Contact:* Jim Daughton, Service Manager – Delivery Tel: (01865) 815083

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE6**).

**7. Proposed Puffin Crossing - A417 Stanford in the Vale** (Pages 41 - 70)

*Forward Plan Ref:* 2014/064

*Contact:* Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE7**).

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Divisions: Iffley Fields & St Mary's

## **CABINET MEMBER FOR ENVIRONMENT – 4 SEPTEMBER 2014**

### **MINOR CHANGES TO MAGDALEN ROAD (NORTH) CONTROLLED PARKING ZONE**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. On 27 February 2014 the Cabinet Member for Environment considered objections received as a result of a formal consultation on proposals to make minor amendments to the existing Controlled Parking Zones (CPZs) in Divinity Road and Magdalen Road (North) areas. Whilst the matters concerning Divinity Road CPZ were resolved, in light of representations made at that meeting it was agreed to defer a decision on the proposals for Magdalen Road (North) CPZ to enable further consideration and site visits.

#### **Background**

2. The CPZ for the Magdalen Road (North) area was introduced in autumn 2012 following extensive consultation with local residents and businesses over a number of years. Since its introduction the leaders of the Medina Mosque in Stanley Road have asked for a relaxation of the controls in the evenings to assist visitors to the Mosque (currently all of the spaces in Stanley Road revert to a permit holder's only restriction in the evening). In addition, a petition with 269 signatures was also received from attendees of Medina Mosque, citing difficulties with evening parking in the CPZ near the mosque.
3. To address this matter it was proposed that a parking bay on Iffley Road near the junction with Stanley Road (with space for 4-5 cars) becomes uncontrolled after 6.30pm each day. This location is indicated on the plan at Annex 1. Consultation on the proposal took place in late 2013 and 12 responses were received all with overwhelming objection, not just from residents of Iffley Road and Stanley Road, but also from the Mosque leaders (a summary of these responses is at Annex 4 of the February report). The February 2014 report is attached at Annex 2.
4. The report to the February 2014 meeting proposed that, in view of the consultation responses received, the proposed change should not proceed and there should be no further action taken. However at the meeting a representative from the Mosque requested that some change be made to the

parking restrictions in the area, and it was agreed to defer a decision to enable further consideration and site visits to take place.

### **Further considerations**

5. Since February, officers have visited the site to observe parking on a Friday and have discussed the matter with the local Member for the area Councillor David Williams. Councillor Williams states that he remains opposed to any lifting of regulations on Stanley Road itself but would support extra spaces being created on Iffley Road.
6. In the light of the above, the requests made at the February meeting by the Mosque leaders and the fact that officers have already (prior to the 2013 proposals) spent considerable time trying to find a solution to the difficulties faced by visitors to the Mosque in the evenings without impacting upon the parking needs of local residents, it is suggested that the proposals as originally advertised be implemented.

### **RECOMMENDATION**

7. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposed changes to parking restrictions for the Magdalen Road (North) CPZ as originally advertised in December 2013.**

MARK KEMP

Deputy Director for Environment & Economy (Highways & Transport)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803



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Divisions: Iffley Fields & St Mary's, St Clement's &  
Cowley Marsh

## **CABINET MEMBER FOR ENVIRONMENT – 27 FEBRUARY 2014**

### **MINOR CHANGES TO DIVINITY ROAD AND MAGDALEN ROAD (NORTH) CONTROLLED PARKING ZONES**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report considers objections to a formal consultation on proposals to make minor amendments to the existing Controlled Parking Zones (CPZs) in Divinity Road and Magdalen Road (North) areas.

#### **Background**

2. These two CPZs were implemented in autumn 2012 following extensive consultation with local residents and businesses over a number of years. Since their introduction several requests for minor changes have been received.
3. In the Divinity Road area, there are 5 locations as follows:
  - (a) Divinity Road – request that a section of double yellow lines (o/s nos 44/46) be converted to a parking bay.
  - (b) Hill Top Road – request from Residents Association for more parking for visitors in the evening (currently all spaces revert to permit holders only at 6.30 pm). This location is indicated on the plan at Annex 1.
  - (c) Minster Road – request for introduction of double yellow lines to better prevent parking across driveway.
  - (d) Tawney Street – request for minor extension to double yellow lines where driveways have recently been altered.
  - (e) Warneford Road (at its junction with Bartlemas Road) – requests from nearby residents to reduce lengths of double yellow lines to provide additional parking.
4. In the Magdalen Road (North) area, the Medina Mosque in Stanley Road has asked for a relaxation of the controls in the evenings to assist visitors to the Mosque (currently all of the spaces in Stanley Road revert to a permit holders only restriction in the evening). To address this matter the proposal is that a parking bay on Iffley Road near the junction with Stanley Road (with space for 4-5 cars) become uncontrolled after 6.30pm each day. This location is indicated on the plan at Annex 2.

#### **Consultation**

5. In December 2013 details of the proposals were sent to properties within the vicinity of the proposed minor amendments and also to statutory consultees. Public notices were also displayed on site and in the Oxford Times. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Cowley Library. They are also available for inspection in the Members' Resource Centre.
6. A total of 24 responses were received, 12 for each CPZ. These are summarised in Annex 3 (for Divinity Road) and Annex 4 (for Magdalen Road). Prior to the formal consultation a petition, with 269 signatures, was also received from attendees of Medina Mosque, citing difficulties with evening parking in the CPZ near the mosque.
7. The proposed changes in Divinity Road, Tawney Street and Warneford Road received no objections. The request for the change in Minster Road was withdrawn during the formal consultation period; it is now recommended that the scheme remains unaltered in that location. The objections to the changes in Hill Top Road have been carefully considered, in particular the concerns about the possibility of spaces being used by those working at nearby hospitals. However given that other parking opportunities already exist (eg Warneford Lane and in various roads in the Headington West zone where evening restrictions do not apply) this is unlikely to materialise, and the requests expressed through the Residents Association should be acceded to.
8. The proposed change to accommodate the request from the Mosque has received overwhelming objection, not just from residents of Iffley Road and Stanley Road, but also from the Mosque leaders. Officers have previously spent considerable time trying to find a solution to the difficulties faced by visitors to the Mosque in the evenings, without impacting upon the parking needs of local residents; this included extended discussions with Mosque representatives and an informal consultation exercise offering residents a number of options. In the light of this it is recommended that the change to parking on Iffley Road does not proceed.

### **Financial and Staff Implications (including Revenue)**

9. The costs of the advertising and consultation have been met from the funds provided for the initial implementation of the CPZs in 2012.

### **RECOMMENDATIONS**

10. **The Cabinet Member for the Environment is RECOMMENDED to:-**
  - (a) **approve the proposed changes to parking restrictions for the Divinity Road CPZ as advertised and amended as described in this report;**
  - (b) **not approve the proposed parking restrictions for the Magdalen Road (North) CPZ as described in this report.**

MARK KEMP  
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 323364

February 2014

**HILL TOP ROAD**  
Scheme implemented  
October 2012

**Proposed change:**

- Alter the type of parking restriction covering the existing 'shared-use' parking places outside 45a/45b Hill Top Road to remove the restriction in the evenings.

<b>Notes:</b>	<p>1. A line in pink is to be used to indicate parking. The width of the line will be as indicated on the drawing, unless otherwise stated.</p> <p>2. A line in pink is to be used to indicate parking. The width of the line will be as indicated on the drawing, unless otherwise stated.</p> <p>3. A line in pink is to be used to indicate parking. The width of the line will be as indicated on the drawing, unless otherwise stated.</p>
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**Annex 1**

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**OXFORDSHIRE COUNTY COUNCIL**

**CABINET MEMBER FOR ENVIRONMENT**  
27 FEBRUARY 2014

**Oxford**  
Divinity Road CPZ  
Proposed changes to parking

<b>Decision by cabinet member</b>			
NTS	MDX	MCH	MDX
FEB 14	FEB 14	FEB 14	FEB 14
Annex 1			
0			

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STANLEY ROAD  
 Scheme implemented  
 November 2012

**Proposed change:**  
 Change the 4 'flexible' parked spaces (which revert to permit holders only at 6.30pm) outside nos 205/227 (fly Road to 100m beyond nos 14) daytime only (unrestricted parking at night)

**Annex 2**

**OXFORDSHIRE COUNTY COUNCIL**  
 CABINET MEMBER FOR ENVIRONMENT  
 27 FEBRUARY 2014

**Change to:**  
 Oxford  
 Magdalen Road North CPZ  
 Proposed changes to parking

**Decision by cabinet member:**

Item No	100	101	102	103	104	105
Item Title	100	101	102	103	104	105
Item Status	100	101	102	103	104	105
Item Date	100	101	102	103	104	105

**APPROVED**

## RESPONSES TO CONSULTATION – DIVINITY ROAD CPZ

RESPONDENT	COMMENT	OFFICER RESPONSE
Dr Graham Jones Oxford City Councillor St Clements Ward	The proposed minor changes to the Divinity Road CPZ seem very sensible.	Noted

## HILL TOP ROAD

Secretary Hill Top Road Residents Association.	I fully support proposed change to Hill Top Road.	Noted
Resident, Hill Top Road	<p>Objects to the proposed changes in Hill Top Road. Since the implementation of the CPZ, there has been a gradual increase in the number of non-permit holding vehicles parking in the street at night, presumably night shift workers at the Churchill Hospital. The CPZ does not appear to be regularly monitored at night. The rationale given by the local Residents Association for these changes is to facilitate parking for dinner parties in the neighbourhood.</p> <p>Considering most houses in this street have off street parking and everyone is issued with visitors permits I feel that the proposed change is absolutely unnecessary and it is a waste of the Council's time and money to have to entertain this through this consultation.</p>	<p>The proposal to change affects a short length of parking, in the middle section of Hill Top Road, and is considered to be a very minor and localised relaxation of the night time restrictions, such that any major influx of parking by non-residents at night is unlikely to have a significant impact on the availability of parking for permit holders generally.</p> <p>This proposal only considers minor changes to the layout and type of controls. It has not been possible to review the rules for permit eligibility and/or the</p>
Resident, Hill Top Road	Objects to the proposed changes in Hill Top Road. If any changes should be made to the CPZ, it should be to allow residents who are emergency service or key service workers (example, NHS frontline clinical staff) to have more than 2 resident permits per household, to allow these vital workers to get to work 24/7, 365 days per year, when public transport or bicycles do not allow	

	<p>or facilitate for this. Several households, in this area, have at least 2 of these workers, plus additional household members. Allowing them to purchase extra permits for the year, would easily be compensated for if the CPZ was properly enforced.</p> <p>At present there are 8-9 building sites on Hill Top Rd, and builders/tradespeople have regularly been parking illegally, flouting the rules and taking up spaces for legitimate users with no adequate enforcement.</p>	<p>number of permits per household.</p> <p>The parking by builders' vehicles etc, is managed by the Council's enforcement contractor, with weekly permits available.</p>
<p>Two residents of Hill Top Road</p>	<p>We think the new proposals are minimal and sensible and have no objection to them.</p>	<p>Noted.</p>
<p>Resident, Hill Top Road</p>	<p>Entirely in agreement with the proposal and look forward to seeing the change implemented.</p>	<p>Noted.</p>
<p>Resident, Hill Top Road</p>	<p>I am not in favour of any relaxation of the current restrictions. In the evenings parking spaces in Hill Top Road are generally fairly well utilised by residents and the shared spaces provide additional spaces for either residents or visitors using a visitor's pass. If restrictions on shared spaces were removed I have no doubt that these would start to be used by those working nights at the Churchill or elsewhere thereby depriving residents and their visitors of parking.</p>	<p>The proposal to change a short length of parking, in the middle section of Hill Top Road, is considered to be a very minor and localised relaxation of the night time restrictions, such that any major influx of parking by non-residents at night is unlikely to have a significant impact on the availability of parking for permit holders generally.</p>
<p>Two residents of the same address in Hill Top Rd</p>	<p>The Hill Top Road changes are completely sensible and welcome; they will be helpful to many of us in the evenings.</p>	<p>Noted.</p>

MINSTER ROAD

<p>Resident, Minster Road</p>	<p>Having had a chance now to review the situation with the single white line outside my garage and the other dropped kerb opposite my house, I prefer that the situation with the white line now remains unchanged, i</p>	<p>In the light of this response, officers are therefore recommending that this proposal does not proceed</p>
<p>Two residents of Minster Road.</p>	<p>Object to the proposals in Minster Road</p>	<p>In the light of a response from the resident, officers are now recommending that this proposal does not proceed</p>



**ANNEX 4  
RESPONSES TO CONSULTATION – MAGDALEN ROAD (NORTH) CPZ**

RESPONDENT	COMMENT	OFFICER RESPONSE
<p>The Imam at Madina Mosque, 2 Stanley Road</p>	<p>The changes made are basically no changes as far as the Mosque is concerned; these are not acceptable to us. We are disappointed with these changes, which do not bring any ease to the mosque users which include the non-Muslim visitors to our mosque. You have stated that you received 37 replies to your consultation with the residents and that majority were not in favour of any changes, but have not mentioned the 269 signatures on the petition from the mosque users.</p> <p>The parking spaces on both sides on front of 2a Stanley Road close to Iffley Road have no residential frontage within Stanley Road, only Iffley Road. We request you to remove these restrictions after 6:30pm to 8am, as our respected neighbours on Stanley Road use their driveways for parking.</p> <p>We note that the houses belonging to Exeter College and Rusty Bicycle pub have been favoured by not having night restriction on the parking spaces on Iffley Road.</p>	<p>The petition with 269 signatures was received in September, some 6 months after the closing date for the informal consultation. Until then, there had been no response from the Mosque about the preliminary (informal) proposals.</p> <p>Officers have worked hard to design and consult upon a series of options to help ease the night time parking restrictions for the benefit of mosque users, but all of these have proved unpopular amongst the majority of local residents; this includes the suggestions for the spaces outside 2a Stanley Road.</p> <p>The locations outside Exeter College and the Rusty Bicycle PH (corner of Hurst Street / Magdalen Road) were the subject of alterations during the development of the CPZ that led to overnight restrictions being removed. If the Mosque had requested this change in Stanley</p>

	<p>We feel that we are not being listened to and are being ignored; the attendees have lost patience and are urging us to demonstrate or to challenge these parking restrictions in a Court of Law. The Mosque is a legitimate organisation and has planning approval. By having these parking restrictions the right to pray is snatched away from the local Muslim community.</p>	<p>Road at that early stage, it may have been included in the draft proposals at that time.</p> <p>There can never be any guarantee of a parking space on the public highway for an individual to attend a particular building or location for any purpose. The proposed change would have opened up slightly more spaces to visitors at night (whether to the Mosque or other premises) but has not been accepted by the Mosque.</p>
<p>Resident, Road</p>	<p>I object to the proposed changes to the shared use parking area on Iffley Road, outside 225-227 Iffley Road. In order for there to be sufficient space for residents to park overnight I regard it as important that this parking area remains residents only at that time. There is minimal street parking for residents at the moment, and I think they should be given priority.</p>	<p>This objector lives directly outside the location of the parking bay that is the subject of the proposed change. This would slightly decrease the amount of parking that is reserved for permit holders in the evenings, allowing unrestricted parking instead. Officers consider this would not have a significant impact upon residents parking needs, partly as many of the properties here have a good supply of off-road parking.</p>
<p>Resident, Road.</p>	<p>I do not own a car and any of my visitors arrive on foot, public transport or bike; therefore, any comment of mine on the subject matter is of no practical value to this matter.</p>	<p>Noted.</p>

<p>Resident, Stanley Road</p>	<p>Objects to any changes to the parking restrictions in Stanley Road or Iffley Road. The decision to introduce the original CPZ was made after much debating on the subject of the Mosque. We live in a residential area, the Mosque is we agree part of the community but there are other members of the community i.e. local businesses that would ideally need more parking as to.</p> <p>We do not feel that we should make any exceptions to the Mosque, especially as in our residential area the coming and going of the volume of people from the Mosque is inappropriate for the size of the building in our residential area. The agreement was that visitors to the Mosque should come by foot or bicycle.</p>	<p>The advertised proposal would make no change in Stanley Road itself, but would change a single parking bay (of 4-5 spaces in length) in Iffley Road near the junction with Stanley Road. This would slightly decrease the amount of parking that is reserved for permit holders-only in the evenings, allowing unrestricted parking instead. All the parking spaces in Stanley Road would remain reserved for permit holders-only in the evenings. This change is not an exception for Mosque visitors as such, rather a relaxation of the rules for everyone, for a short length in Iffley Road (in the evenings only), which of course would benefit Mosque visitors too.</p>
<p>Resident, Stanley Road</p>	<p>I am not in favour of any changes to the existing parking restrictions in the Iffley Road/Stanley Road area. We were told that once these parking restrictions were in place they could not be changed. If the revisions were made in favour of the Mosque it would set precedent for other changes to the restrictions. You would expect that the members of the community coming to the Mosque would be within walking distance.</p>	<p>The advertised proposal would make no change in Stanley Road itself, but would change a single parking bay (of 4-5 spaces in length) in Iffley Road near the junction with Stanley Road. This would slightly decrease the amount of parking that is reserved for permit holders-only in the evenings, allowing unrestricted parking instead. All the parking spaces in Stanley</p>

	<p>Road would remain reserved for permit holders-only in the evenings. This change is not an exception for Mosque visitors as such, rather a relaxation of the rules for everyone, for a short length in Iffley Road (in the evenings only), which of course would benefit Mosque visitors to. No other requests for changes in this zone have been received.</p>	<p>The enforcement of the restrictions in Stanley Road has been a priority for the Council's contractor, but there have been verbal confrontations in the evenings that have made their task problematic. It is hoped that this issue will improve once a decision is made on the proposed changes. The Mosque made no representation during the formal consultation before the CPZ was introduced.</p>
<p>A resident of Stanley Road</p>	<p>Objects to the proposal. There is a serious enforcement issue. It was my impression, shared by the police I believe, that the civil enforcement officers were simply overwhelmed at certain times in the summer, both here and elsewhere in the city. The Medina Mosque made no contribution to the two discussions/consultations that led to the implementation of the existing CPZ, although they had exactly the same opportunity as everyone else to do so.</p>	<p>1. The Cabinet Member for the Environment (including Transport) and the local County Councillor for this division have both been briefed on the background to this issue in the CPZ, and received copies of this latest consultation document.</p> <p>2. The proposed change in the</p>

worshippers at the mosque stay there for about half an hour at prayer-times. Why is there a need to extend the two hour waiting period from two to three hours?

time limit in the proposal (from 2 to 3 hours) is a 'quirk' of the mixture of parking space types in the CPZ generally. There are currently no 2-hour shared spaces that are unrestricted in the evenings, whereas there are already 3-hour spaces of this type, and some are located close by in Iffley Road. Officers are keen to minimise the variety of different parking restriction types within the scheme which can otherwise confuse drivers.

3. Like other property owners, the mosque elders have visitors. As is the case with other properties, some visitors stay overnight. Are the mosque elders unable to buy visitor day and night parking permits, just as everyone else does?

3. The residents of the Mosque are indeed eligible for visitor permits and they have received some. However there is a limit to the number available (a maximum of 50 days' per resident per year).

4. Why does the mosque ask for help with overnight parking? Do prayers not end at dusk? Local residents in the Iffley Road/Stanley Road area made many complaints before the CPZ was implemented, about noise nuisance. We have invited officers to come to see this situation. Did they come? These vehicles are often taxis. Since the CPZ was implemented, this situation has improved, so why change it?

4. When representatives from the Mosque first met with Council officers to request changes, they explained that prayers can continue into the evenings, and particularly during the festival of Ramadan. Officers have visited the CPZ during the daytime and in early evenings, both before and after the CPZ was introduced.

	<p>5. You received 37 replies to your consultation in February 2013. That proposal made no mention of 'no change' as an option. This was never explained. Nevertheless, the majority of those who replied asked for 'no change'. Why then, go ahead and propose changes when the majority of those who replied are against any?</p>	<p>5. The informal consultation exercise in March 2012 was a means of 'taking soundings' from the local community about the issue before proceeding further. It may have been better to offer an option of 'no change' as well as the other 3 options that were put forward. However the results showed that 73% of respondents wished to see 'no change'. Notwithstanding that overwhelming response, in discussion with the Cabinet Member and the local County Councillor, officers agreed to take forward this formal consultation of a much reduced change in the restrictions, in order to offer one final opportunity for all parties to make representations.</p>
<p>6. By comparison, the Pegasus Theatre is not asking for a relaxation of the existing CPZ (although not in the CPZ, the theatre is nearby and has an interest in having good parking for their visitors).</p>	<p>6. The Pegasus Theatre is located in Magdalen Road (South) area for which the CPZ has not proceeded. Officers consider that the opportunity to comment upon parking for visitors to that theatre would have been at the stage when that CPZ was advertised.</p>	

	<p>7. Traffic congestion is the main issue. There is frequently severe traffic congestion in the area, and our local police officer has expressed concern about the danger to children in the street, particularly at prayer-times. Our concerns about this are being ignored. Disabled parking badges are clearly being mis-used. Have you consulted local police and have you also visited the area yourself to see what actually happens during these times, and to talk with us then?</p>	<p>7. Officers do not consider that parking problems are causing severe traffic congestion in the area. Stanley Road may be an alternative route at times of peak delays due to the volume of traffic using Iffley Road, but no other complaints about parking in Stanley Road contributing to congestion have been received.</p>
	<p>9. We often now talk with the mosque elders. They say that they are aware of the problems we cite in favour of keeping more traffic control here - in favour of the CPZ as it is now - and seeking much better enforcement, even police intervention. It must now be much better monitored and enforced.</p>	<p>9. Enforcement of the CPZ remains a priority for the Council's contractor.</p>
<p>Two residents of Stanley Road</p>	<p>Do not object to the changes in view of the fact that the proposals are small and should not have any impact on the parking arrangements in Stanley Road itself and assuming that there have been no objections from the adjacent residents in Iffley Road. However, the parking restrictions on the corners of Stanley Road and Iffley Road should be strictly enforced at all times to prevent any vehicles obstructing the view to and from the junction</p>	<p>Noted. Enforcement of the CPZ remains a priority for the Council's contractor.</p>
<p>Resident, Stanley Road</p>	<p>I have experienced several extremely dangerous situations due to parking on double yellow lines and lack of visibility. Although we sometimes do see enforcement activity, there are still too many occasions when this illegal practice continues, to our peril.</p>	<p>Enforcement of the CPZ remains a priority for the Council's contractor.</p>
<p>Resident, Stanley Road</p>	<p>I don't support the proposed change. I have complained a number of times about people attending the Mosque that flout the parking restrictions. Visitors to the mosque could walk instead of driving. I have photos showing cars parked all over the yellow lines during the operating hours of the CPZ. Providing a few additional spaces for people to park while attending the Mosque will do nothing to solve the problem. Instead enforcement of the rules that are already in place might be a good idea.</p>	<p>Enforcement of the CPZ remains a priority for the Council's contractor.</p>

<p>Resident, Stanley Road</p>	<p>In my view there should be no change. What did the Mosque ask for during the two earlier consultations? I understand that nobody else has asked for changes to the CPZ. It appears to be working quite well, except at certain times during the week and during Ramadan when there is congestion which our local County Councillor is aware of.</p> <p>The mosque elders can apply for visitor parking permits just as we all can in the street. Perhaps the council officers could have pointed that out to them before embarking on yet another costly consultation.</p>	<p>The Mosque made no representation during the formal consultation before the CPZ was introduced.</p> <p>At meetings with Mosque representatives and in subsequent correspondence with them, it has been pointed out that there were opportunities to comment on the CPZ before it was introduced and that they are eligible for visitor permits, which indeed some of the Mosque residents have taken up.</p>
<p>Resident, Stanley Road</p>	<p>I oppose the proposed changes to the CPZ. I believe you have taken the trouble to inspect for yourself the traffic congestion that still occurs at certain times during the week and during Ramadan, in spite of the new CPZ arrangements, and I thank you for doing that. This congestion is likely to increase as the mosque congregation grows.</p> <p>Our local police officer has recorded her view that during these times, there is a real danger to children darting in and out of badly-parked vehicles, especially at dusk.</p> <p>The mosque elders say that they wish to have more parking for their visitors. This is a problem we all face in a busy city. I regularly attend St Mary's in the High Street and the congregation has no expectation of being able to park close by, but recognises the need to use public transport or to come by bicycle. Attendees at the Mosque should do the same. Visitor parking permits are also available to the Mosque, just as they are to Stanley Road residents.</p>	<p>The enforcement of the restrictions in Stanley Road has been a priority for the Council's contractor, but there have been security issues in the evenings that have made their task difficult. It is hoped that this issue will improve once a decision is made on the proposed changes.</p> <p>The residents of the Mosque are eligible for visitor permits and they have received some. However there is a limit to the number available (a maximum of 50 days' per resident per year).</p>



CMDE5

Division: Headington & Quarry
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## **CABINET MEMBER FOR ENVIRONMENT– 4 SEPTEMBER 2014**

### **PROPOSED PEDESTRIAN CROSSING – WINDMILL SCHOOL, MARGARET ROAD, HEADINGTON**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report considers objections and comments received following formal consultation on proposals to introduce a new pedestrian crossing and associated changes to traffic calming in the vicinity of Windmill Primary School on Margaret Road, Headington.

#### **Background**

2. The proposals in this report were developed during the planning of the expansion of Windmill Primary School. Officers considered that a raised zebra crossing along Margaret Road near the school entrance would be useful in providing a safe crossing facility and reducing speeds near the school. Travel to school data showed that a significant number of pupils come from the south and the east and therefore a crossing east of York Road would be beneficial. In addition, there have been on-going concerns about the difficulties faced by pedestrians crossing the wide junction of Wharton Road, particularly at school times. By narrowing the junction and introducing a raised entry treatment, pedestrians will be assisted and vehicle speeds should be reduced. These proposals, which were included as conditions in the Planning Consent for the school expansion, are shown on the plan at Annex 1.

#### **Formal Consultation**

3. In June 2014 copies of the Statutory Notice and plan showing the proposals were displayed on site and published in the Oxford Times. At the same time the Council wrote to the emergency services and other interested organisations as well as over 60 properties in the vicinity of the proposed changes inviting comments.
4. A total of eight responses have been received, two from City Councillors (the site straddles Ward boundaries), five from local residents and also from Thames Valley Police; these are summarised along with officer comments at Annex 2.
5. None of the issues raised represent fundamental objections to the proposals, with many of the points being matters which can be addressed at the detailed design stage. Several respondents raise issues which are

## CMDE5

beyond the scope of this consultation but which may be considered for action in the future.

### **Financial and Staff Implications (including Revenue)**

6. The cost of all the proposed work under consultation will be met from the budget for the expansion of Windmill School

### **RECOMMENDATION**

7. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed pedestrian crossing and associated traffic calming measures in the vicinity of Windmill School as advertised.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

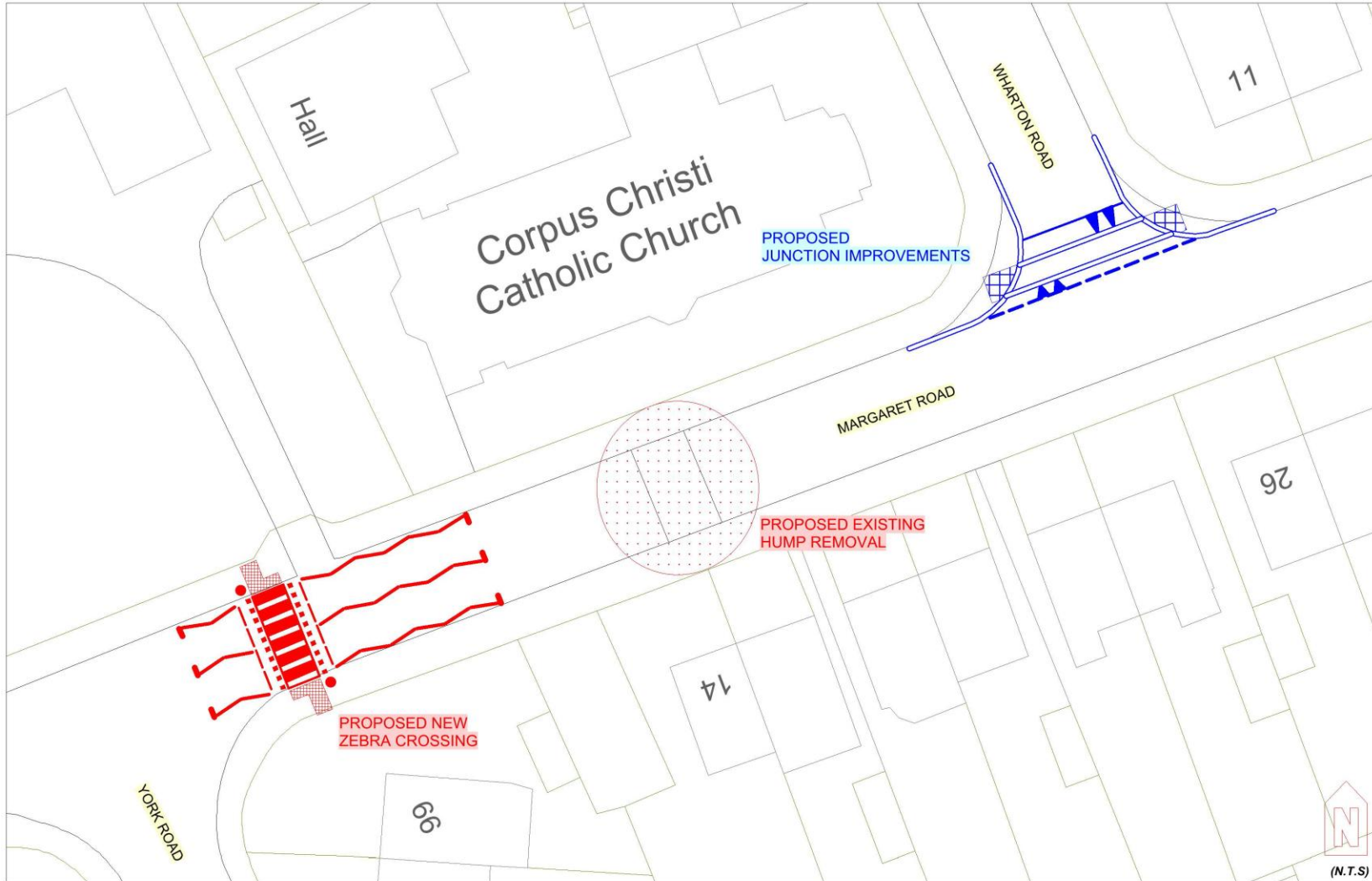
Contact Officers: Jim Daughton 01865 815803

August 2014

CMDE5

**ANNEX 1**

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Date drawn: 21/05/2014  
Drawn by: CJM

Map centre:  
easting. 452113, northing. 231474

**RESPONSES TO CONSULTATION**

RESPONDENT	COMMENT	RESPONSE
Thames Valley Police	Have no objection to this proposal providing: The standard layout meets the requirements accepted within Local Transport Note 2/95 and that speed monitoring has taken place to determine current traffic speed meet these requirements.	Noted. The design of the crossing meets national standards.
City Councillor Dee Sinclair	<p>Understands the Priest of the Roman Catholic Church adjacent to Windmill School, who is concerned these plans will impact on funerals at the church as the access is where the crossing is planned.</p> <p>Following local concern about the expansion of the school and the impact on safety for children around this site, is in favour of a crossing. However, perhaps some more thought needs to be given to the location of the crossing, so close to York Road and the church access.</p> <p>Concerned about the limited time for responding as there are many residents in the area who have a view on this and may not be aware either of the proposals.</p> <p>Disappointed to note there is no formal way for City Councillors to be made aware of this type of work in their ward. Asks if there any way in which information can be accessed so that it can be shared on social media for example?</p>	<p>Officers have met with Fr Baggley to discuss his concerns and understand that he is now content that the crossing will not interfere unduly with the Church's activities.</p> <p>The proposed crossing is considered to be in the most suitable location for the needs of the school without interfering with local residents and the Church.</p> <p>The consultation, which was advertised in the vicinity of the proposed crossing and in the Oxford Times, had a response period of 5 weeks.</p> <p>It is not current practice to consult directly with District Councillors. Information is sent electronically to the District Council and to the local County Councillor who can disseminate as they feel appropriate.</p>

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<p>City Councillor Ruth Wilkinson</p>	<p>Sight lines for traffic exiting York Road into Margaret Road already present difficulties due to parked cars, particularly at the start and end of the school day. The proposed zebra crossing is very near to that junction, and it is important that no safety hazard arises from schoolchildren suddenly stepping out into the road as vehicles turn the corner.</p> <p>Notes that the proposed zebra will not impact on existing parking bays but there is concern that the zig zag markings will prevent the use of that stretch of road for use by and dropping off of disabled persons by car outside the church.</p> <p>Has concerns about the likelihood of puddles forming each side of the proposed humps, this has happened throughout Headington Ward. Will drains be moved to accommodate this as I see no provision for it in the plans?</p> <p>Residents would like to have received letter drops from the County Council and a more formal consultation, as many only found out about it late.</p> <p>Residents would like to see a lollipop man or lollipop lady deployed at the zebra crossing if/when it is installed as they see this junction as a very busy one.</p>	<p>As part of the detailed design process the crossing will be subject to a Road Safety Audit when these issues can be investigated and addressed</p> <p>There will still be kerb space away from the crossing which could be used for dropping off disabled people who may also benefit from the crossing.</p> <p>This matter will be dealt with as part of the detailed design.</p> <p>Letters were sent to over 60 properties in the vicinity of the crossing (in Margaret Road, Wharton Road and York Road). In addition the proposal for the crossing was advertised on street and in the Oxford Times.</p> <p>This school has not had a School Crossing Patrol in recent years and it is unlikely that this will change, particularly as recruitment and retention is generally difficult.</p>
<p>Resident (York Road)</p>	<p>By installing a zebra crossing with belisha beacons there will be more poles on the pavement and a belisha beacon flashing 24/7 when it is being installed for the benefit of the school.</p>	<p>Masking the beacons so that they do not disturb adjacent residents will be considered as part of the detailed design.</p>

CMDE5

	<p>A further objection to the zebra crossing is the double gates to my garage are on Margaret Road yet the zigzag lines of the crossing will cover this area. Is it not illegal to park on zigzag lines which I would need to do to access my garage.</p> <p>According to the school census large numbers of children are walking or cycling to school which will surely change once autumn arrives and the parents will be causing more parking problems than at present in the streets close to the school.</p> <p>Margaret Road is a rat run in a residential area is only helping to solve some of the excessive traffic problems in central Headington yet we are also going to be subjected to a proposed zebra crossing. The school has two entrances so why should the zebra crossing be at the eastern end of the school when the entire road is affected?</p>	<p>Whilst the proposed zigzag lines will be across the driveway there will remain an adjacent section of double yellow lines where it will be possible to stop whilst gates are opened.</p> <p>One of the reasons to introduce the crossing is to encourage more of the children attending the school to travel by means other than by car.</p> <p>It is partly because of the level of through traffic along Margaret Road that the crossing is required.</p> <p>The location of the crossing is designed to coincide with the principle pedestrian access into the school. The other entrance is for vehicles.</p>
<p>Resident (Wharton Road)</p>	<ol style="list-style-type: none"> <li>1. Does not believe that any of the speed humps in Margaret Road should be removed - we watch the cars and vans fly over those humps on a daily basis, completely disregarding them and the supposed 20mph limit - although they are certainly travelling slower than they do in Wharton Road.</li> <li>2. Has concerns about the lack of speed humps in Wharton Road which is a 'rat run' used extensively to avoid either the central Headington traffic lights or the roundabout on the ring road. We watch the cars accelerating once they come onto Wharton Road and there are several per day which are easily in excess of 30 mph, let alone 20, and this number massively increases during rush hour - this cannot be allowed to continue.</li> <li>3. Has concerns about the crossing proposed for where Wharton and</li> </ol>	<p>The hump which is being removed is being replaced by the new one which will have the zebra crossing on it.</p> <p>This proposal does not address the possible need for traffic calming on Wharton Road. However, this issue can be considered as part of the wider review of transport issues in Headington.</p> <p>The presence of the new crossing and</p>

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	<p>Margaret Roads meet. During the times when parents are dropping their children off or collecting them, they appear to lose all common and road sense. Parents are parking over driveways, parking on double yellow lines, parking on the corners so you cannot see what is coming etc and then moving off well in excess of the speed limit. Added to this mix is the traffic using Margaret and Wharton Roads as a rat run. It simply is not safe for any of us whether resident, pupil, parent, driver or pedestrian. I have serious concerns about how the increased number of pupils is going to impact on an already dangerous situation. I think you should remove the 2 hour parking allowance for at least 20 metres around the proposed crossing so that children on it or waiting to cross will be clearly visible.</p>	<p>associated zigzag markings should improve safety by creating an area clear of parked vehicles. Removal of limited waiting is unlikely to be effective in preventing short-stay parking by drivers collecting or delivering children to the school.</p>
<p>Resident (Margaret Road)</p>	<p>We will be inconvenienced by the changes but I have to stay they are broadly sensible now, let alone after the expansion of the school, which I also support. Please can the zebra crossing be a pelican? The pelican on London Road opposite Posh Fish works really well. Conversely, the inconvenience of a new pedestrian crossing to drivers is quadrupled by waiting pointlessly at a red light time and time again after the pedestrian has already crossed. Very annoying. It also means that impatient children don't have to wait for the green man (or indulge the temptation to jump the lights dangerously).</p>	<p>Noted.  The crossing referred to is a zebra crossing and so will be the same as that proposed on Margaret Road.</p>
<p>Resident (Wharton Road)</p>	<p>I welcome all three of the changes detailed in the letter and think that this will improve the safety of children arriving at, and leaving Windmill School, especially as it grows further in size.  I would however comment that I do not think the proposals go far enough. They address the very immediate issue of children crossing the road near to the school, but I feel that they will not sufficiently address two other issues that also significantly impact on children's</p>	<p>Noted.  This proposal is not aimed at the wider issues referred to. However, these can be considered as part of the wider review of transport issues in Headington.</p>



CMDE5

	<p>safety in the area of the school, namely traffic speed (especially on Wharton Road) and traffic volume (especially on Wharton Road, Margaret Road and York Road).</p> <p>I believe that both these issues could be addressed through the provision of one or two further flat-top road humps on Wharton Road. These would force traffic to slow down significantly, which would also make the road a far less attractive speedy rat-run to Windmill Road. They would also have the added benefit of improving safety for children attending St Andrews School and would ease road crossing for less mobile pedestrians, wheelchair users and people with pushchairs.</p> <p>I feel these changes would really compliment the changes detailed in your letter, ensuring that cars approaching the end of Wharton Road are already driving at acceptable speeds, rather than just break at the junction from around 40 mph. They would also reduce the traffic having to cross the raised pavement/ flat-top hump and the new zebra crossing, which will also make this more workable. I realise that this will involve additional expense, but I feel that they are very necessary and that now would be the right time to do this work.</p>	
<p>Resident (Wharton Road)</p>	<p>I am grateful for the fact that the parking arrangements in Margaret Road alongside Corpus Christi Church will not be affected.</p> <p>I have serious doubts about the proposed location for the new pedestrian crossing. The junctions where York Road and Wharton Road intersect with Margaret Road are difficult ones for cars, lorries, cyclists and pedestrians. In terms of available road surface available both intersections have a degree of spaciousness; this would certainly be compromised with the proposals for the York Road Junction. I think it would make the junction more dangerous than it is now. This junction is a bit of a battle ground now; I think it would be made more</p>	<p>Noted.</p> <p>The proposed crossing is considered to be in the most suitable location for the needs of the school without interfering with local residents and the Church.</p>

CMDE5

	<p>dangerous with the pedestrian crossing just round the corner.</p> <p>If the Pedestrian crossing were to be located at the lower entrance into the school site the crossing area would not be compromised; there is a much smaller amount of traffic coming in and out of the St Anne's Road and Margaret Road junction than at Wharton Road / Margaret Road or York Road / Margaret Road.</p>	<p>The location of the crossing is designed to coincide with the principle pedestrian access into the school. The other entrance is for vehicles.</p>
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Division: Didcot West
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## **CABINET MEMBER FOR ENVIRONMENT– 4 SEPTEMBER 2014**

### **PROPOSED 20MPH SPEED LIMIT AND BUILDOUT OXFORD CRESCENT, DIDCOT**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report considers objections to formal consultations on proposals to introduce a 20 mph speed limit along the length of Oxford Crescent in Didcot and a single kerb buildout with associated flat-top road hump.

#### **Background**

2. The proposals in this report have been developed with County Councillor Hards and the local community in response to the death of Freddie Perry in 2013 in a road traffic accident.
3. Oxford Crescent is a narrow residential road which runs parallel to Wantage Road and also provides access to Didcot Girls School. Some of the houses at the eastern end do not have a frontage directly on to the road. These houses and much of the rest of the street have a lane running to the rear which used to be the route by which coal was delivered to the houses. Despite this, a significant amount of parking occurs on the street and it is not uncommon for there to be a solid line of parked vehicles at the eastern end on the north side, plus parked vehicles half on the road and half on the verge on the opposite side. There is a triangular green area at the eastern end of Oxford Crescent which is used by local children for informal play. It is in this vicinity where the fatal accident occurred and where the buildout and traffic calming are proposed.

#### **Consultation**

4. In response to the accident several meetings have taken place with residents, officers and Councillor Hards to discuss options for addressing local concerns. Although vehicle speed was not considered a factor in the accident – and subsequent traffic surveys have shown that speeds are already low – there was general agreement that a 20mph limit should be established. In addition, some residents requested a buildout to make it easier for children crossing from the green area to be seen by approaching vehicles. Initial designs were not welcomed by many in the local community due to the reduction in available parking spaces, and so a revised design with a shorter buildout but with an associated flat-top hump was developed.

## CMDE6

5. Formal consultation on the proposals shown on the plans at Annex 1 (20 mph limit) and Annex 2 (buildout and traffic calming) was carried out between 27 June and 25 July 2014. A copy of the public notice and associated documents were deposited for public inspection at County Hall and Didcot Civic Centre. At the same time, the Council wrote to local residents and businesses affected by the proposed changes and public notices were displayed on site and in the Didcot Herald.
6. Sixteen responses were received and these are summarised at Annex 3 along with officer comments. Along with Councillor Hards, Didcot Town Council and Didcot Girls School support the proposals. Thames Valley Police do not object to the proposals. Among those residents who responded there is a range of views with three specifically objecting to the buildout and others expressing concern about the effects the buildout will have on parking along the road. None of the respondents specifically object to the proposed 20mph although some doubt whether it will have any effect.

### **Financial and Staff Implications (including Revenue)**

7. The cost of the proposed works described in this report will be met through Councillor Hards Locality Budget and contributions from the local community.

### **RECOMMENDATION**

7. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed 20 mph limit and the kerb buildout and associated traffic calming on Oxford Crescent, Didcot as advertised.**

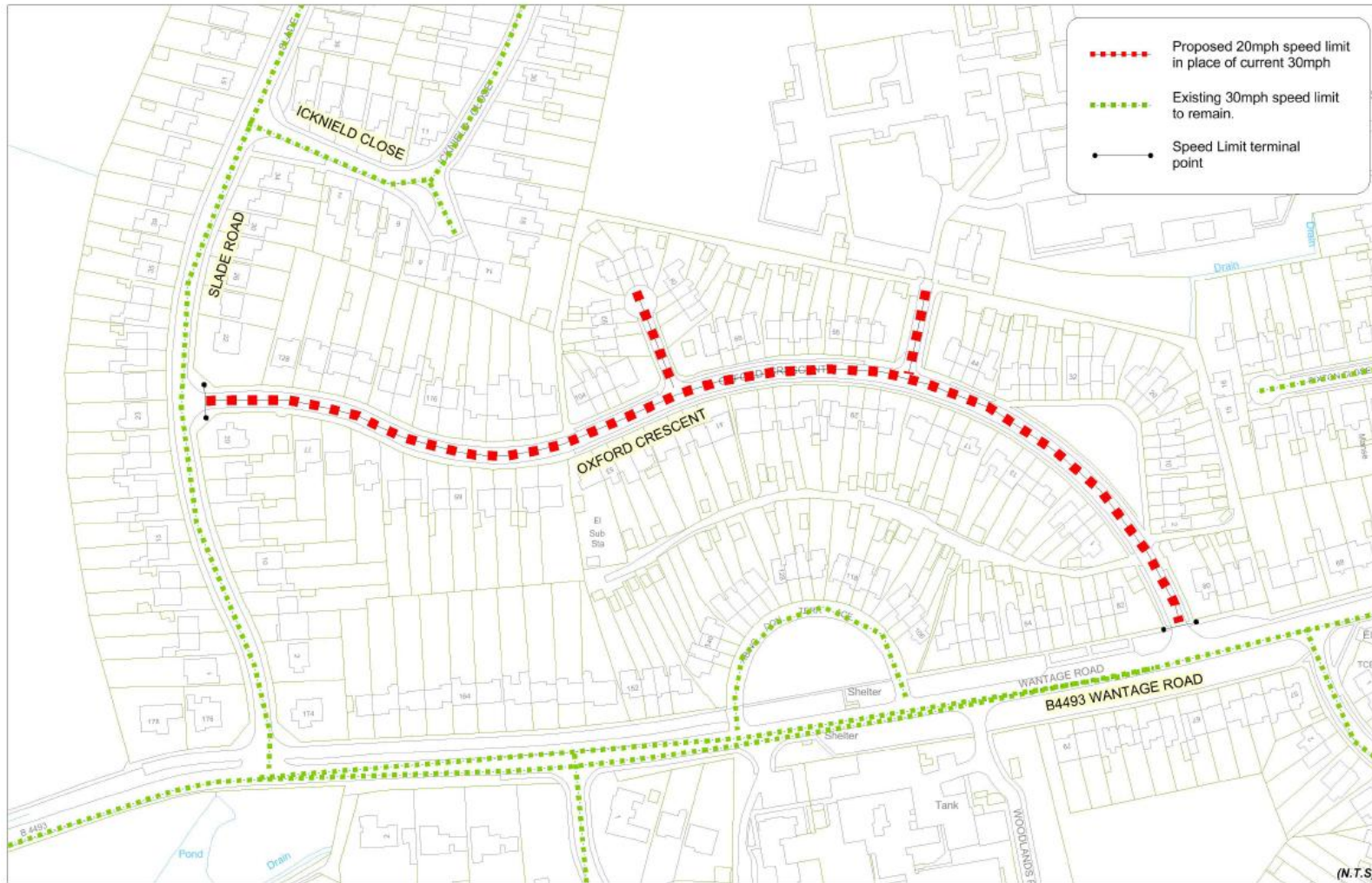
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

August 2014



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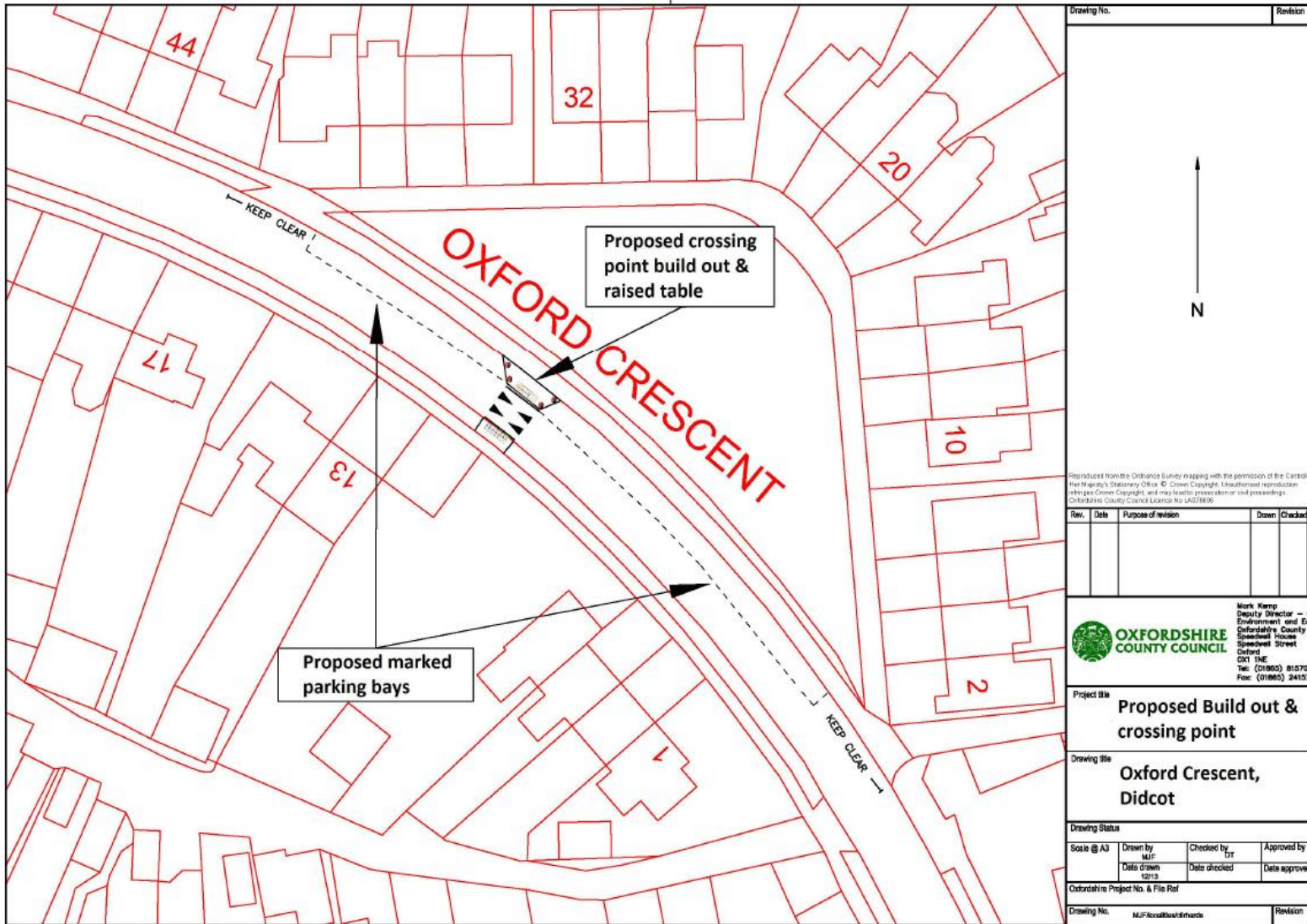
Date drawn: 22/05/2013  
Drawn by: CJM

Map centre:  
easting, 451275, northing, 189924

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**ANNEX 2**

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Drawing No.	Revision
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Rev.	Date	Purpose of revision	Drawn	Checked

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**Project title**  
Proposed Build out & crossing point

**Drawing title**  
Oxford Crescent,  
Didcot

**Drawing Status**

Scale @ A3	Drawn by MJP	Checked by DT	Approved by
	Date drawn 12/13	Date checked	Date approve

Oxfordshire Project No. & File Ref

Drawing No.	MJP/locat/ocd/cr/mths	Revision
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**RESPONSES TO CONSULTATION**

RESPONDENT	COMMENT	RESPONSE
Cllr Nick Hards	<p>I am aware that the proposed build out and raised platform is controversial. Some residents are also opposed to the idea of a 20 mph limit although others are strongly supportive and quite a few homes are displaying “20 is Plenty” or similar signs.</p> <p>My understanding is that :</p> <ol style="list-style-type: none"> <li>1) Most traffic on Oxford Crescent is compliant with a 20 mph limit most of the time and would be unaffected by the proposal;</li> <li>2) Oxford Crescent is too narrow for speed cushions;</li> <li>3) Raised platforms across the full width of the road would be problematic because of the closeness of some of the houses particularly on the south side of the road;</li> <li>4) There are insufficient vehicle and pedestrian movements to merit a pedestrian crossing.</li> </ol> <p>My conclusion is that a 20 mph limit is merited on this road and that some reinforcement by physical measures is required. Also there aren't many possible physical measures which could be taken to slow the traffic down.</p> <p>I support the proposals for the above reasons.</p>	Noted
Didcot Town Council	<p>The proposed 20mph speed limit and raised crossing point at Oxford Crescent in Didcot was considered by the Planning and Development Committee on 9th July 2014. The opinion of the Committee was that this was a positive move towards improving road safety in Didcot and they approve the proposed changes.</p>	Noted



CMDE6

Thames Valley Police	Do not object to the proposals in principle but have concern that implementing a 20 mph speed limit without supporting measures will not achieve the desired aim.	Noted – the buildout and raised table are intended to provide some traffic calming
Didcot Girls School	The proposal has been discussed with the school's governors and there is full support for these proposals which will undoubtedly help to create a safer environment for local residents and the many young people who enter and exit the school site via Oxford Crescent each day.	Noted
Resident (Oxford Crescent)	Objects to the proposed build out and raised crossing point on Oxford Crescent as it will reduce the amount of parking available for residents and will thus cause concerns for personal safety if residents have to walk further between house and car. Is surprised that the build out is still being considered as there was an Oxford Crescent residents meeting and no-one wanted the build out because of the reduced parking. There was strong feeling against this. Does not object to the 20mph speed limit.	The buildout now proposed will only remove 1 - 2 cars which is not considered unreasonable given the likely day-to-day variability in parking demand.
Resident (Oxford Crescent)	Agrees that it is a good idea to take action to limit the speed of cars travelling along Oxford Crescent but thinks that changing the official speed limit needs to be accompanied by traffic calming measures in addition to that proposed The number of parked cars along the road create a 'build out' themselves without the need for the Council to construct one specially. If a designated crossing point is needed on Oxford Crescent then thinks it should be nearer to the school entrance. Suggests additional traffic calming in the area, including Slade Road/Brasenose Road	Noted  The purpose of the buildout is to create a clear area on which pedestrians can stand whilst waiting to cross the road – this will mean that drivers will have a clearer view of pedestrians. The issue of traffic calming in other areas can be considered at a later date
Resident (Oxford Crescent)	Happy with the proposed 20mph limit. Fully understands the reasons behind the proposed build out and crossing point but believes that it will make things worse for the street as a whole; parking is already a very complicated issue here. Removing the parking	Noted The buildout now proposed will only remove 1 - 2 cars which is not considered unreasonable given the

CMDE6

	space or possibly spaces, depending upon exactly how it is positioned, will just push the cars further up the road towards the school or the main road or on the banks the opposite side. They will have to park somewhere. This will then affect access for Ambulance/Fire engines/refuse collections/school etc.	likely day-to-day variability in parking demand.
Resident (unknown location)	Baffled as to why the proposals for Oxford Crescent have come forward. The road is usually fairly well filled with parked vehicles that deal with the traffic issues and the bump will go the way of the Broadway traffic calming and be totally ignored.	The reasons for the proposal are set out in the report
Residents (Oxford Crescent)	Have lived on the Crescent since 2010 and have had no concern to the speed of cars travelling down Oxford Crescent. This is partly down to the self imposed traffic calming measure of parked cars, particularly on the eastern end of Oxford Crescent. We realise this situation is not ideal, but would suggest that there be a better solution than the one proposed would be to create parking places on the grassed area which would take cars off the road. Realise that one of the reasons behind these proposals must be the accident that happened in September 2013 resulting in the tragic death of a ten year old boy. Have noted however that the reports concluded it was an accident and that the driver was travelling below 30 mph and most likely around 20 mph. Therefore, a speed limit of 20 mph would have had no bearing on that tragic accident and therefore there is no reason to change the limit	The buildout now proposed will only remove 1 - 2 cars which is not considered unreasonable given the likely day-to-day variability in parking demand. Regarding the suggestion of creating parking bays in the green area, there is insufficient funding available for this option to be progressed at this time
Resident (Oxford Crescent)	Support the proposal to reduce the speed and if possible the volume of traffic using Oxford Crescent in Didcot.	Noted
Residents (Oxford Crescent)	Fully support both the build out and speed limit reduction and look forward to seeing some progress made towards this as a priority.	Noted
Residents (Oxford Crescent)	As long-term residents, support this proposal in principle but consider the scheme is incomplete and may not reduce speeding and road safety	Noted

CMDE6

Crescent)	<p>sufficiently.          Providing a crossing at the eastern end of the street will not reduce crossing errors particularly if it is still between parked vehicle bays. Will parking in this area be restricted to one side only?          Due to the traffic flows and roads widths, believe that a traffic calming scheme for the whole street is required, particularly at the western end. Asks for consideration to be given to the severe visibility restrictions that exist at both ends of Oxford Crescent. The exit into Slade Road is extremely poor and to the Wantage Road can be very limiting at times.</p>	<p>The purpose of the buildout is to create a clear area on which pedestrians can stand whilst waiting to cross the road – this will mean that drivers will have a clearer view of pedestrians</p>
Resident (Oxford Crescent)	<p>A long-term (50+ years) resident of Oxford Crescent          Does not object to the buildout but is unclear how it will make the road safer and is also concerned about where the displaced parking will move to.</p>	<p>The purpose of the buildout is to create a clear area on which pedestrians can stand whilst waiting to cross the road – this will mean that drivers will have a clearer view of pedestrians</p>
Residents (Oxford Crescent)	<p>Have lived here for many years          Strongly object to the proposal to build a buildout in Oxford Crescent, but do support the introduction of a 20mph speed limit or even a 15mph limit to deal with speeding cars and careless drivers.          Do not think the road would be any safer if the buildout were built and that the terribly sad accident would not have been prevented had the buildout been there. Don't feel that the buildout would get used. Children cross safely up and down the road all the time and the road is usually very quiet most of the time, quieter than other roads where pedestrians also have to cross from between parked cars all the time. Are very concerned that it would in fact probably make the road more dangerous by encouraging double parking as there are only just enough car parking spaces as it is and even to lose one parking space would have an impact.</p>	<p>The purpose of the buildout is to create a clear area on which pedestrians can stand whilst waiting to cross the road – this will mean that drivers will have a clearer view of pedestrians</p>
Resident (Wantage Road)	<p>Consider that the parking problem down this road was the cause for the accident. The number of cars parked down this road effectively makes the street a one way only road as there is no passing or pulling in places for</p>	<p>Regarding the suggestion of creating parking bays in the green area, there is insufficient funding available for this</p>

CMDE6

	<p>about 300 metres making the motorists using the road drive towards the oncoming traffic, and it is on a sweeping bend. Wants the council to take part of the green area in front of the houses and make a proper parking area for the vehicles that now have to park on the road, as this would open the road to two way traffic and make the whole area much safer for motorists and pedestrians.</p> <p>Agrees that a 20 MPH speed limit would help, but only if people stick to it.</p>	<p>option to be progressed at this time.</p>
<p>Resident (Oxford Crescent)</p>	<p>Objects to the proposed build out but has no objection to a reduction in the speed limit to 20 mph although doesn't feel speed is a particular problem in Oxford Crescent and doesn't believe that it was a factor in the recent tragedy which has led to the current proposal.</p> <p>Currently the road is generally quite quiet during week day daytimes and then more busy in terms of parking in the evenings and at weekends. Cars generally park along one side of the street and traffic is therefore 'forced' down the other side. The proposed build out would surely cause traffic to have to move in and out of gaps more and this will cause congestion, and make it more chaotic and harder for children to see where traffic is coming from when trying to cross. Would also be concerned that the build out will take up at least one parking space, if not more, in an area that can at times already be overcrowded. Feels that the build out will cause more problems and will actually make the road more dangerous.</p>	<p>Noted</p> <p>The buildout now proposed will only remove 1 - 2 cars which is not considered unreasonable given the likely day-to-day variability in parking demand.</p>

Division: Kingston & Cumnor

## **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

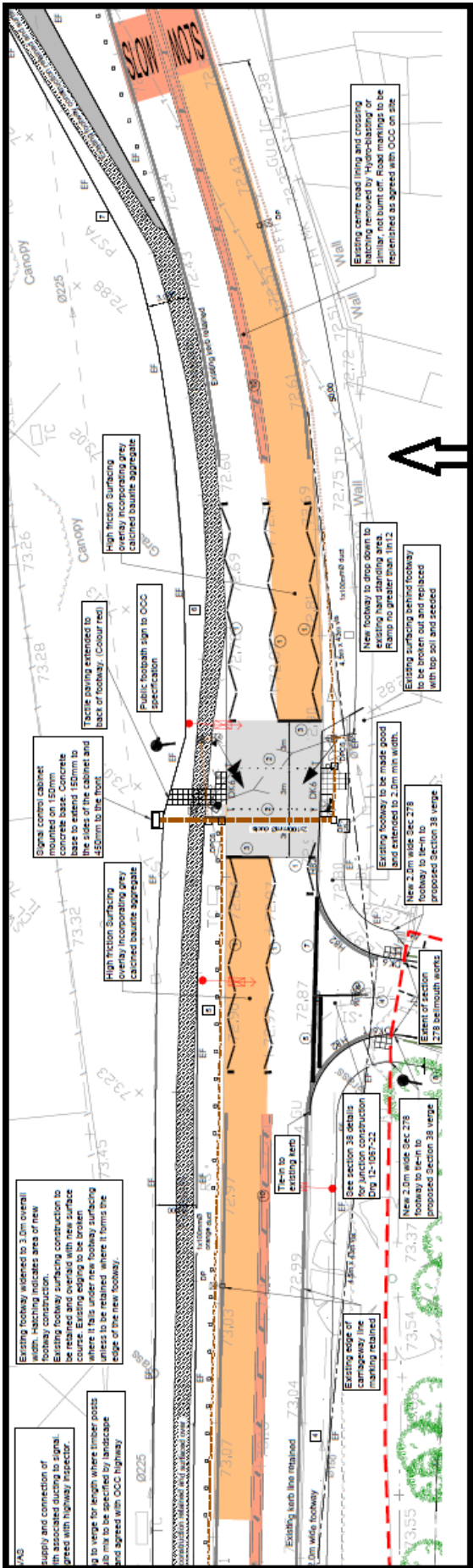
Thursday: CLOSED

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

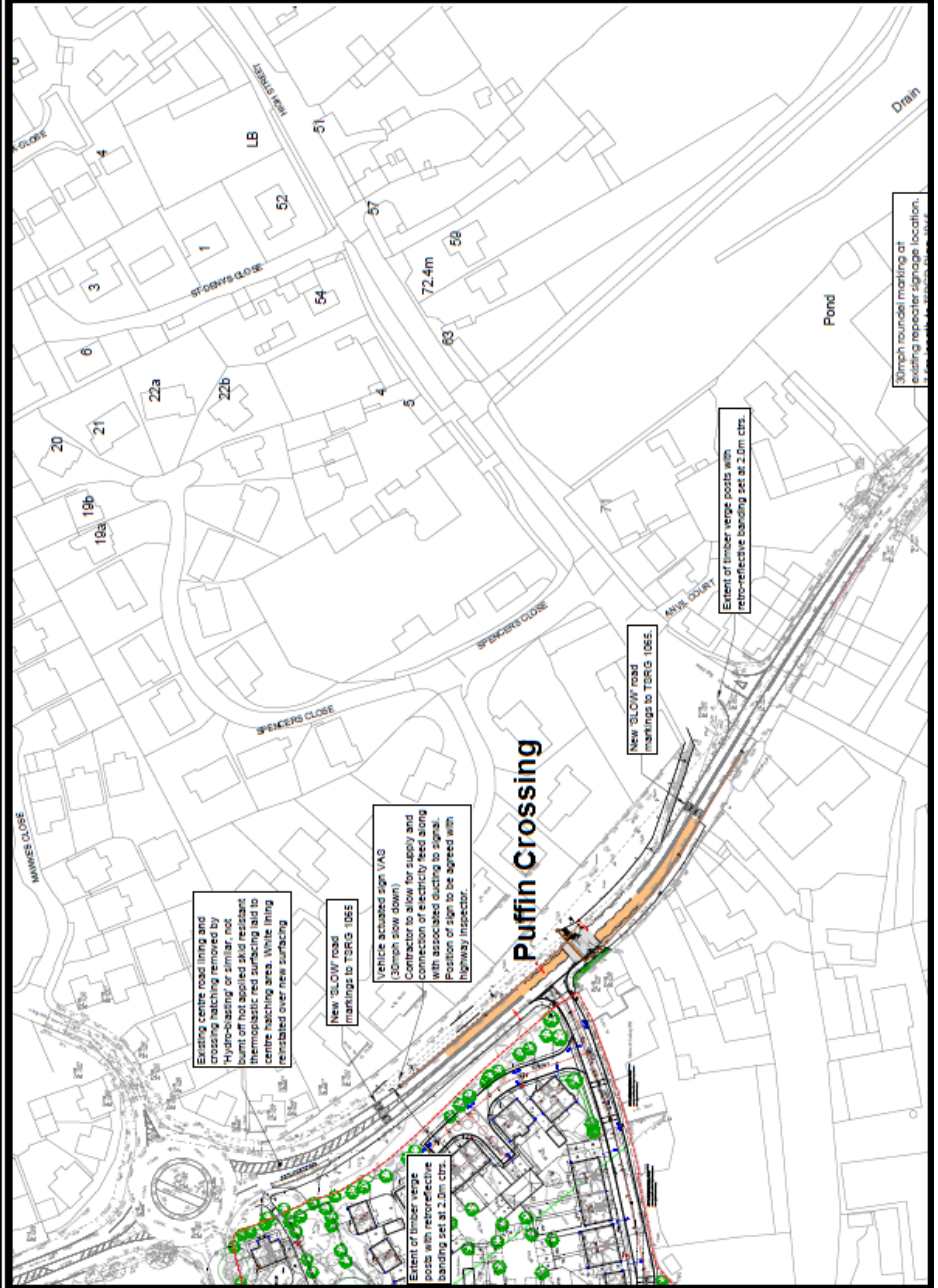
Saturday: 09:30-13:00

Alternately email Adam Barrett, [adam.barrett@oxfordshire.gov.uk](mailto: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 27<sup>th</sup> 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.

- 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 18<sup>th</sup> 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 appeal<sup>1</sup> 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 <sup>2</sup>(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 20m<sup>3</sup> 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 6<sup>th</sup> 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, 5<sup>th</sup> 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

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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.

- 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

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;

## CMDE7

- (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

CMDE7

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
<p>Page 51</p> <p>Resident, Stanford in the Vale</p>	<p>Complains about noise generated by existing carriageway surface</p> <p>Objects to amount of high grip surfacing</p> <p>Asks for a shield to stop rearward spread of light</p> <p>Questions need for 3 metre wide footpaths, need for so many wooden posts, and a bleeping crossing next to public house.</p>	<p>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.</p>
Two residents, Stanford in the Vale	<p>Wants street furniture to be minimised and installed discretely where possible</p> <p>Asks for spinning cones rather than bleepers on the crossing</p>	<p>Every effort will be made to try and minimise visual intrusion subject to fulfilling safety criteria.</p> <p>Spinning cones on their own without bleepers would disadvantage blind or partially sighted people who may be unable to find control unit.</p> <p>The existing arrangement is compliant with Disability Discrimination legislation.</p>

CMDE7

<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>Page 68 Occupants of Horse &amp; 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>



CMDE7

<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>

