

PI3 VO146 FUL
 FARINGTON RD
 STANFORD
 IN THE VALE
 ApX 1

ADJ 100113
 BY DATE
 A. Red Line Updated
 REV COMMENT



Where quality lives

David Wilson Homes

DAVID WILSON HOMES SOUTH EAST
 Teignonia
 Newton House
 Chumham Park
 Exeter and
 Devon

Telephone: 01488 880 300
 01488 880 301
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 A leading name of BDW TRADING LIMITED

Project
 Farington Road
 Stanford in the Vale

Drawing Title
 Location Plan

Scale
 1:1250
 Date
 24.09.12
 Drawn By
 DMJ

Drawing Number
 H6068/LP/01
 Revision
 A





PIB VO146 FUL
FARINGTON ROAD, STANFORD
APX 2
N

SCHEME OF ACCOMMODATION	
Phase 0/1 (Based on realisation in drawings)	46
2 Bed House	1
3 Bed House	1
4 Bed House	1
5 Bed House	1
4 Bed House	1
4 Bed House	1
5 Bed House	1
5 Bed House	1
5 Bed House	1
Sub Total	46
Affordable 10% (Based on realisation in drawings)	28
1 Bed House	1
2 Bed House	1
3 Bed House	1
4 Bed House	1
5 Bed House	1
4 Bed House	1
2 Bed House	1
3 Bed House	1
4 Bed House	1
5 Bed House	1
4 Bed House	1
Sub Total	28
Grand Total Units	74

- KEY:**
- TREES TO BE REMOVED
 - INDICATIVE LANDSCAPING
 - EXISTING TREES TO BE RETAINED
 - TREES PLANTING OUTSIDE OF CURBLINE
 - 1.8m HIGH STONE SCREEN WALL (WITH ANGLER STONE COPING)
 - 1.8m HIGH TIMBER CLASP BOARD FENCE (Clear maintenance typical 400, 300mm rails)
 - 1.2m HIGH BLACK VERTICAL RAILINGS
 - 1.7m HIGH SLT TIMBER POST & RAIL FENCE
 - 0.8m HIGH BRICK SCREEN WALL
 - 1.2m HIGH CHAIN LINK FENCE
 - 1.3m HIGH TIMBER GATE
 - PERSONAL LOCK TO GARAGE
 - BRACKEN COLOUR BLOCK PAVING - HERRINGBONE BOND
 - MARSHALLS PAVING OR SIMILAR
 - BRINDLE COLOUR BLOCK PAVING - HERRINGBONE BOND
 - MARSHALLS PAVING OR SIMILAR
 - BRINDLE COLOUR TACTILE PAVING
 - APPROPRIATE DIMELLING

- ELECTRIC GATES
- BIN COLLECTION POINT
- BOP
- P.L.O.W
- RT
- RT
- SITE AREA - 6.52 Acres 2.81 HECTARES
- PUBLIC OPEN SPACE - 0.3 HECTARES

REV	DESCRIPTION	DATE
1	Issue for Planning	01/12/11
2	Issue for 3D	05/01/12
3	Issue for 3D	05/01/12
4	Issue for 3D	05/01/12
5	Issue for 3D	05/01/12
6	Issue for 3D	05/01/12
7	Issue for 3D	05/01/12
8	Issue for 3D	05/01/12
9	Issue for 3D	05/01/12
10	Issue for 3D	05/01/12
11	Issue for 3D	05/01/12
12	Issue for 3D	05/01/12
13	Issue for 3D	05/01/12
14	Issue for 3D	05/01/12
15	Issue for 3D	05/01/12
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67	Issue for 3D	05/01/12
68	Issue for 3D	05/01/12
69	Issue for 3D	05/01/12
70	Issue for 3D	05/01/12

David Wilson Homes
 Where quality lives

Project:
Farington Road
Stanford in the Vale

Drawing Title:
Planning Layout

Scale:
 1:300

Date:
 13.06.12

Drawn By:
 Checked By:

David Wilson Homes Ltd
 The Old Mill Lane
 Hemel Hempstead
 Herts SG9 6QU
 UK
 Tel: 01462 57055
 Fax: 01462 57100
 A subsidiary of BWH (Property) Limited

Drawing Number:
H6068/PL/01

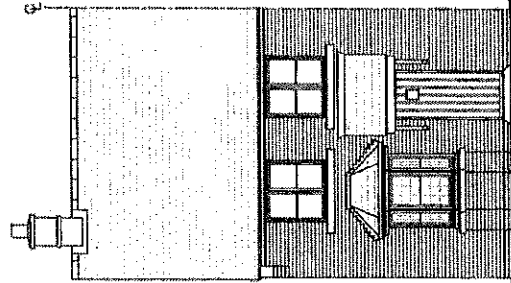
Revision:
M

EXISTING TREES TO BE MAINTAINED BY MANAGEMENT CO.

BUTTER MAINTAINED BY MANAGEMENT CO.

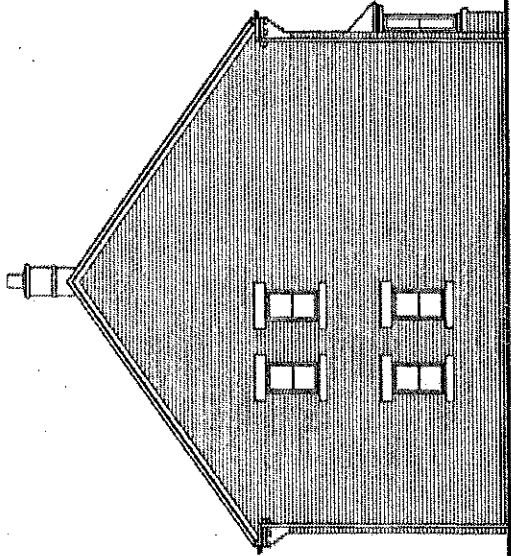
P13 VO146 FUL
FARINGTON ROAD

APX 2A

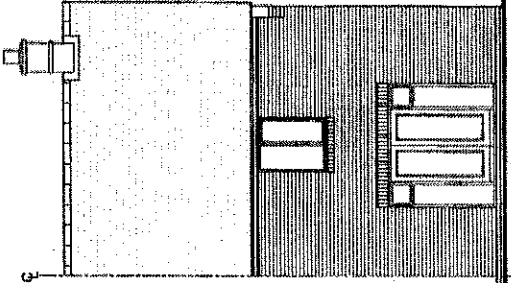


FRONT ELEVATION

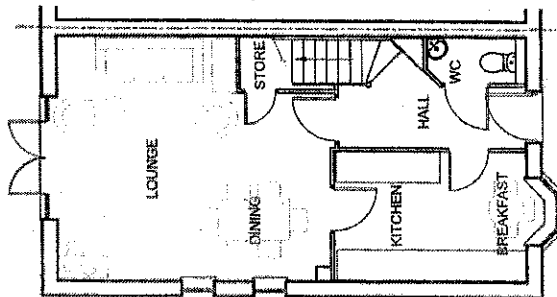
Plots 29-31 and 65-67 only



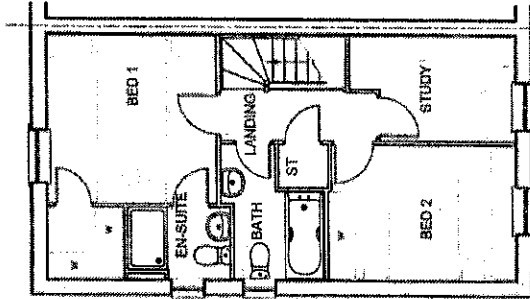
SIDE ELEVATION



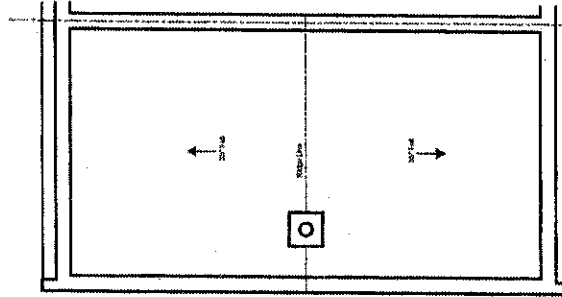
REAR ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN



ROOF PLAN



House Type: P215-E-5
Drawing: PLANS & ELEVATIONS
Scale: 1:100 (A3)

**STANFORD
IN THE
VALE**

Rev: A
Description:
Additional windows added to side elevation
as per SBD comments.

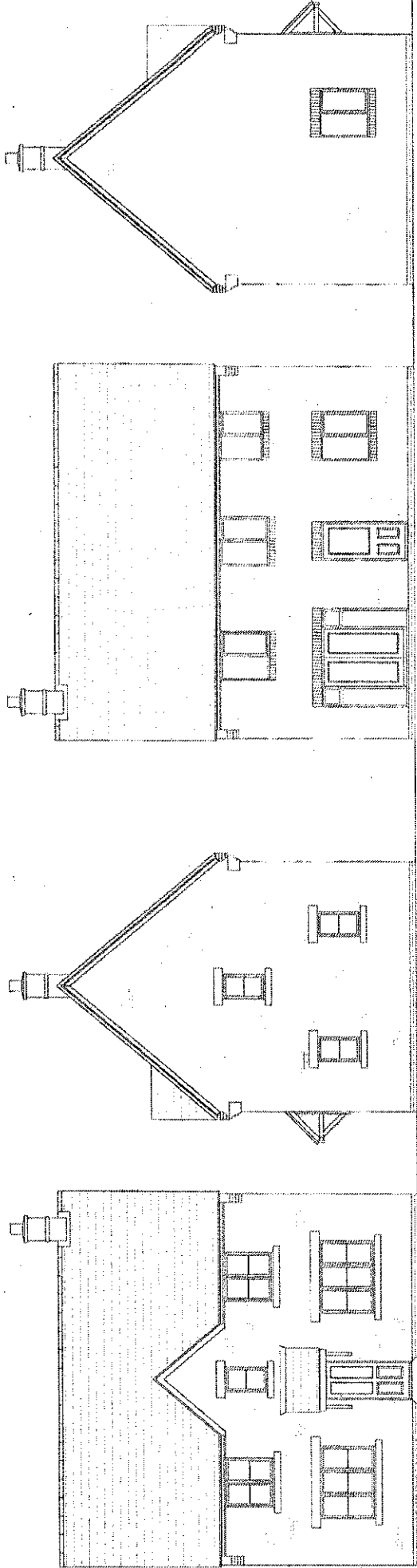
Date:
19.04.13



Where quality lives
David Wilson Homes

P13 VO146 FUL
FARINGDON ROAD

ApX 2B



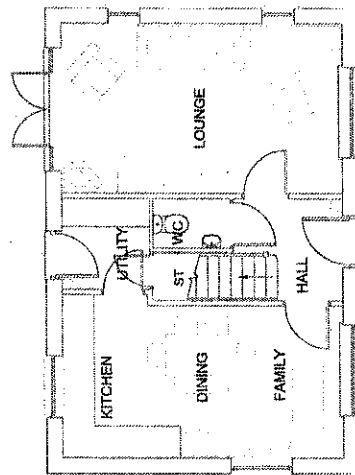
FRONT ELEVATION

Plot 8 only

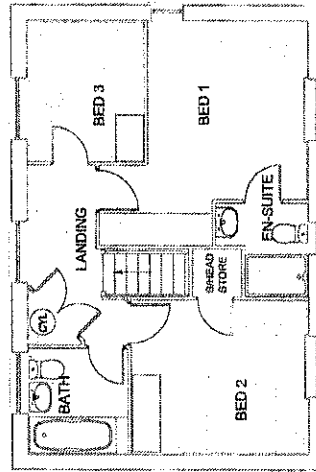
SIDE ELEVATION

REAR ELEVATION

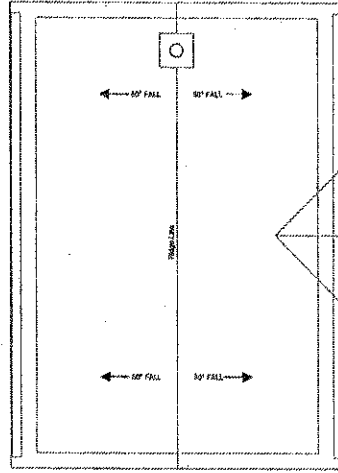
SIDE ELEVATION



GROUND FLOOR PLAN




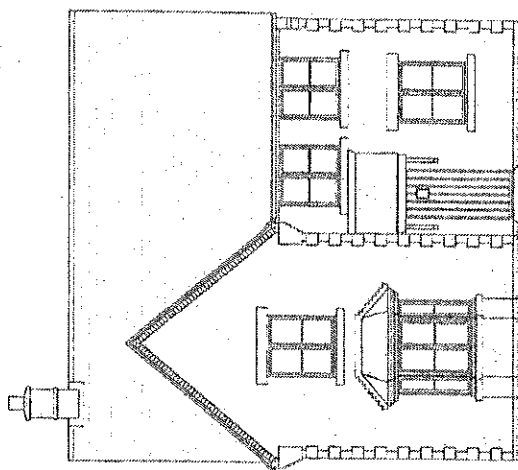
FIRST FLOOR PLAN



ROOF PLAN

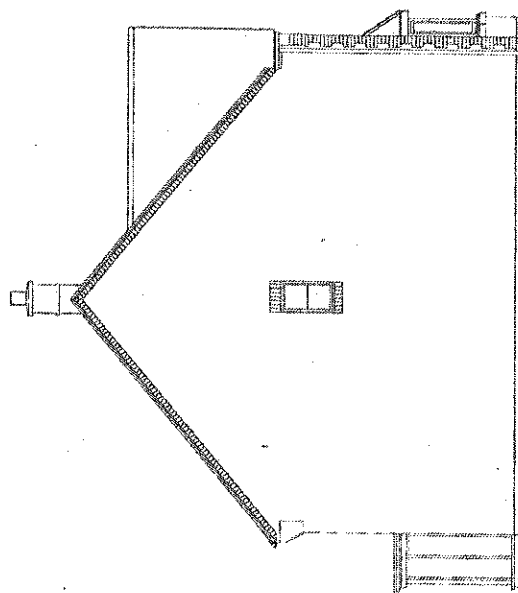


 <i>Where quality lives.</i> David Wilson Homes	Date: 19.04.19	Description: Additional windows added to side elevation as per SBD comments. Rev: A	House Type: P341 WD-5 Drawing: PLANS & ELEVATIONS (Stone) Scale: 1:100 (A3)
STANFORD IN THE VALE			



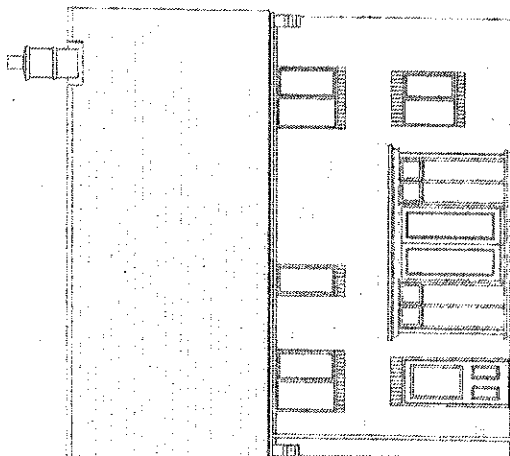
FRONT ELEVATION

H469--5
 Plot 45 and 54 only.

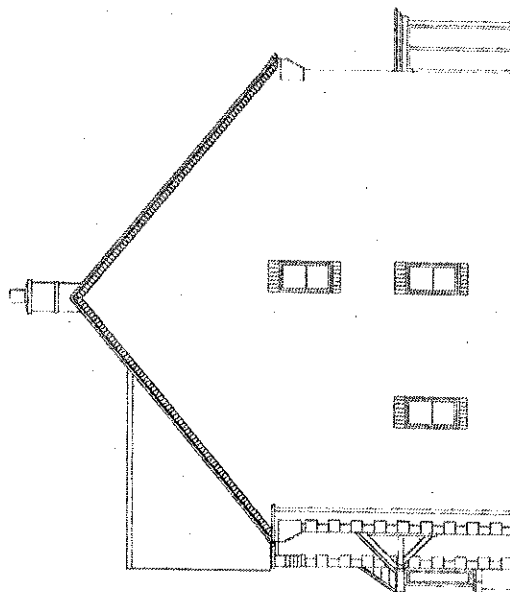


SIDE ELEVATION

H469--5



REAR ELEVATION



SIDE ELEVATION



House Type: **H469--5**

Drawing **PLANS & ELEVATIONS 1 OF 2 (Render)**

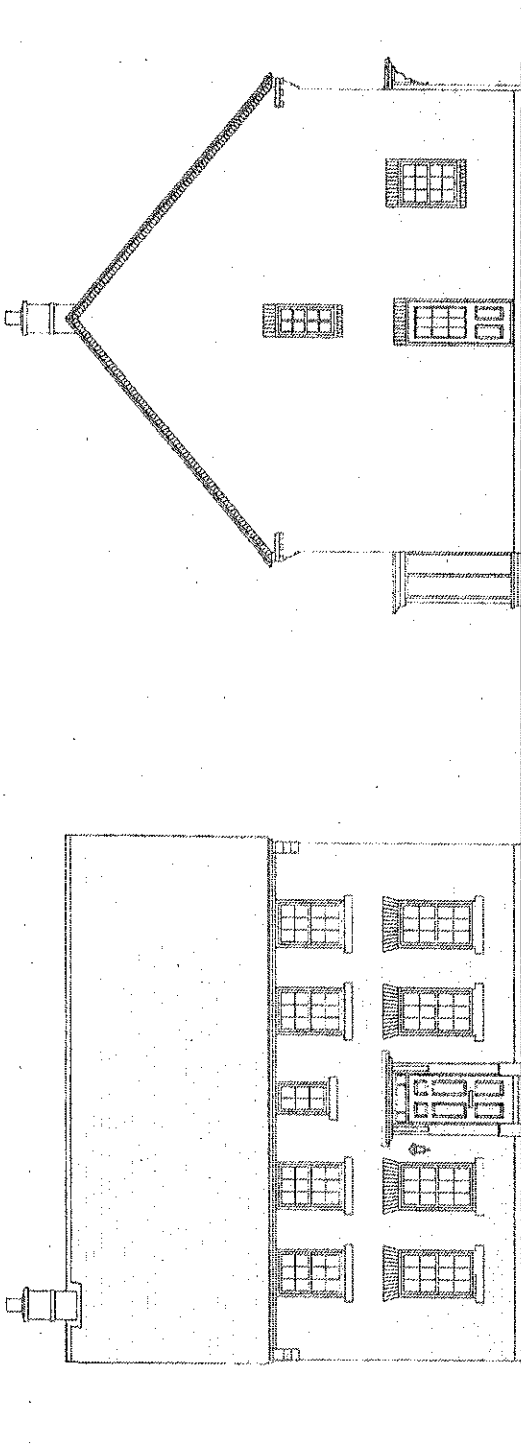
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**STANFORD
 IN THE
 VALE**

Rev: A Description: Plot numbers corrected.
 B Additional windows added to side elevation as per SBD comments.

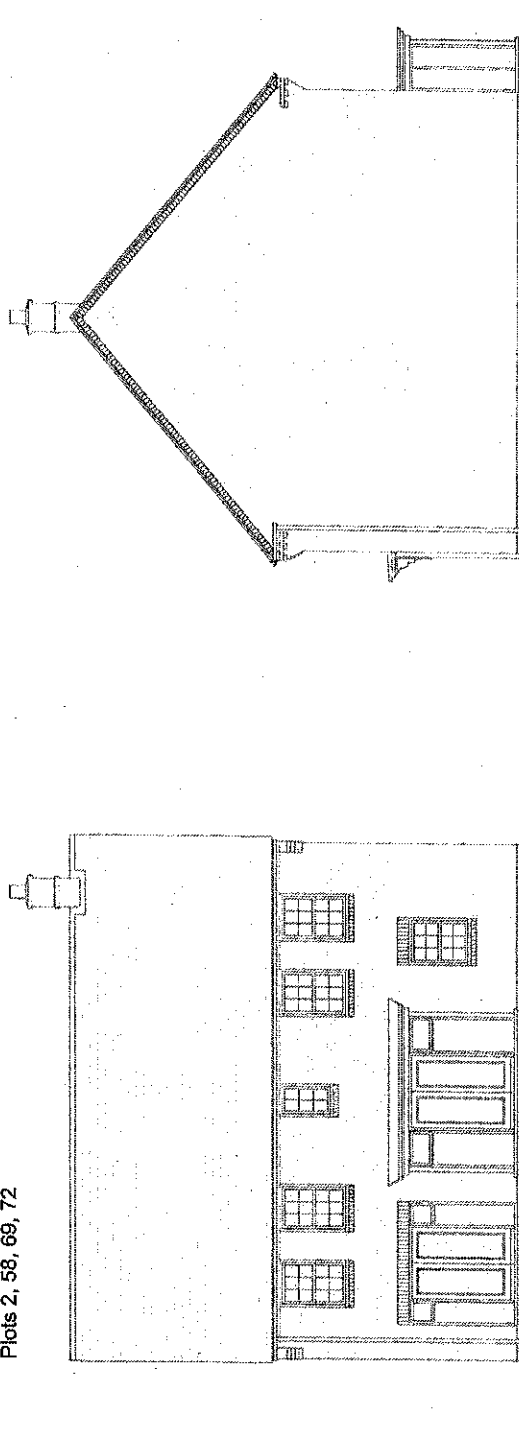
Date: 03.04.13
 19.04.13





FRONT ELEVATION
H497-X5
Plots 2, 58, 69, 72

SIDE ELEVATION
H497-X5



REAR ELEVATION
H497-X5

SIDE ELEVATION
H497-X5

House Type: H497-X5

Drawing PLANS & ELEVATIONS 1 of 2 (Brick)

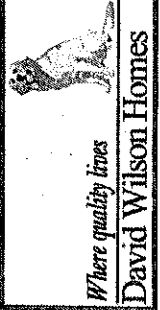
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STANFORD
IN THE
VALE

Rev: A
B

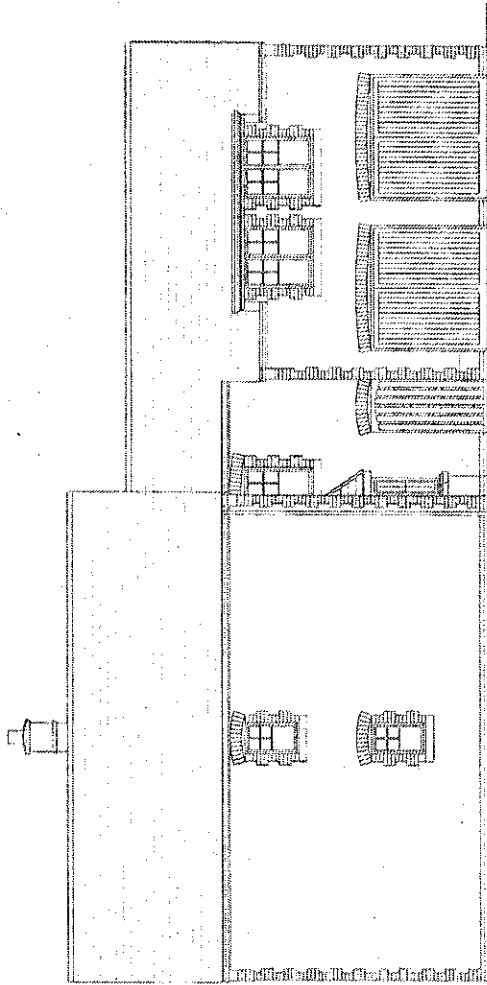
Description:
Bay added to Kitchen/family room.
Additional windows added to side elevation
as per SBD comments.

Date:
03.04.13
19.04.13

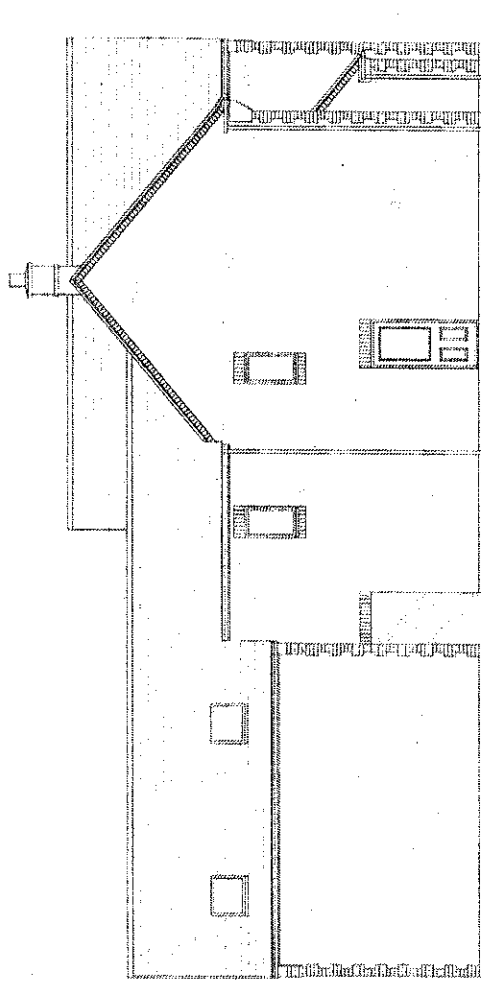


P13 VO146 FUL
 FARINGDON ROAD

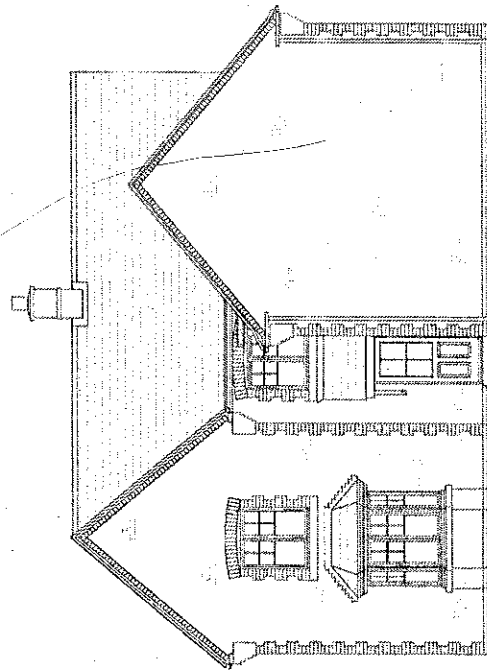
ApX 2 F



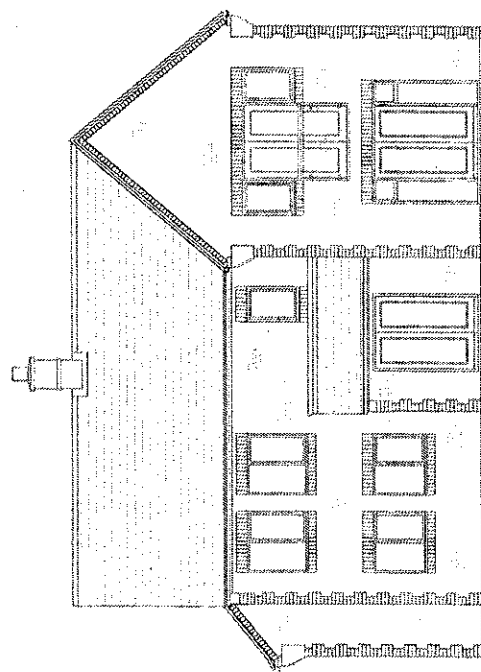
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION



Where quality lives.

David Wilson Homes

Date:

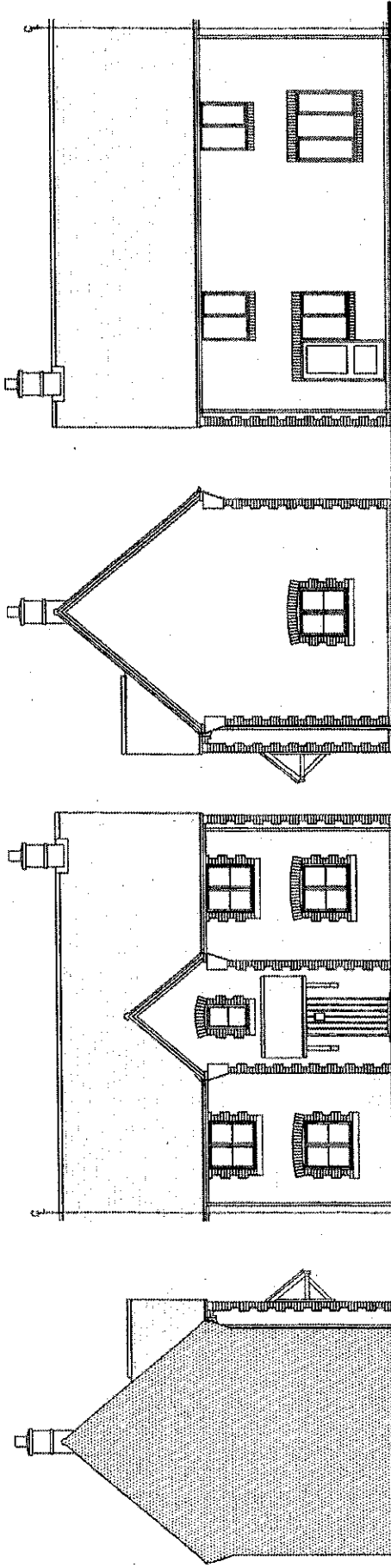
Rev: Description:

STANFORD
 IN THE
 VALE

House Type: H526---5

Drawing PLANS & ELEVATIONS 1 of 2

Scale: 1:100 (A3)

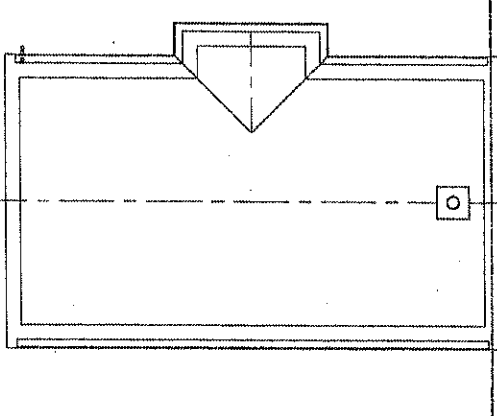


FRONT ELEVATION

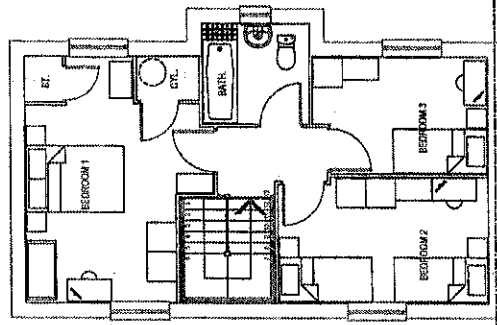
REAR ELEVATION

FRONT ELEVATION

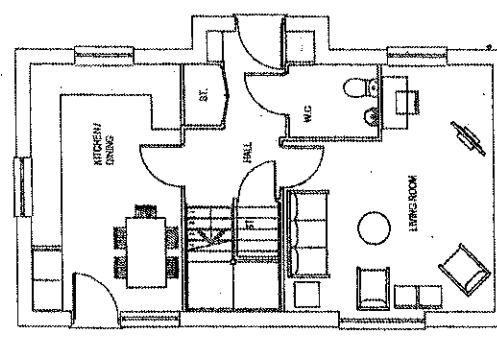
TYPICAL SECTION



ROOF PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN



Do: tel:	Rev Description:
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STANFORD
IN THE
VALE

House Type: SH35-WE5
Drawing: PLANS & ELEVATIONS
Scale: 1:100 (A3)

Apx 3

Application Ref: P13/V0146/FUL

FARINGDON ROAD, STANFORD

Application Type: Major

Proposal: Erection of 76 no. new residential dwellings (Comprising 1,2,3,4 and 5 bedroom dwellings) with associated works. (Re-submission of application P12/V2075/FUL)

Address: Land off Faringdon Road Stanford in the Vale SN7 8NN

STANFORD IN THE VALE PARISH COUNCIL

OBJECTS to this application for the following reasons

See att papers

Signed on behalf of Stanford in the Vale Parish Council

Date: 15th February, 2013

DWH Design & Access Statement 2013 - P13/V0146/FUL
- Land off Faringdon Road, Stanford in the Vale

The only medical service within the village is the volunteer First Responder service, which whilst a valuable service is only used in certain, life threatening circumstances, at the request of the Ambulance Service. This doesn't address the "day to day needs" of the community and should therefore be disregarded from an NPPF perspective.

P.10 refers to supplementary Transport assessment which purports that the site is "relatively accessible by non car travel modes", yet fails to identify what these modes are.

P.13 Large housing developments – Wordsworth Close, Spencers Close, Cox's Court, Southdown Court, Anvil Court – these are all significantly smaller than both Ock Meadow & Forest Grove developments which significantly increased the population within the village most recently and yet are not mentioned at all.

Design & Access Statement – quotes "Initial Screening Results of the Draft Interim Housing Supply Policy" – IHSP was never adopted and consequently, this has no impact whatsoever on the suitability of this site. However, even within the quoted document, the land in question is only identified as "may be suitable for Housing".

Energy – claims to achieve 25% reduction in emissions over Building Regulations 2006. This is a legal requirement in Building Regulations 2010, and therefore of no particular merit! Once again this does little to demonstrate what the development will undertake to reduce its carbon footprint nor how the development would contribute to a low carbon economy. It is therefore at odds with Stanford in the Vale Parish Council's Environmental Plan & NPPF Environmental Role. We contend that should the proposed development go ahead, it should be a planning condition that all dwellings should demonstrate an Energy Efficiency "A" rating, as well as use of renewable energy sources & "grey-water" re-use from the outset.

"Building for Life 12"

1 – Connections - this item should, in our opinion, be a red traffic light. The site has *extremely* limited connections with the existing built up area of the village. **NPPF P.22 - *Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.*** Additionally, the proposed access route, runs alongside the letting rooms of the Horse & Jockey public house. Traffic noise from this development is likely to have a significant adverse impact on this element of the business & is therefore ***at odds with NPPF aims to create a prosperous rural economy.***



2 – We agree with its amber status, but given the limited connections that the site has with the rest of the village, we remain extremely concerned that this will be a "satellite" community. We also firmly believe that the proposed development will place an unnecessary burden on the local school (see Education).

3 – Public Transport – rural locations within the Vale of White Horse have suffered with limited access to public transport services for many years. This is confirmed in the Inspectors Report, Chapter 8 (Vale Local Plan, 2011) "**access to public transport services is restricted**". 8 small, single decker buses per day, with only 1 service returning to the village after 17:30 preclude the likelihood of anyone using this service as a means to access full time employment in Wantage or Faringdon, let alone Swindon, Oxford etc. meaning that the vast majority of residents will be dependent on their car as their primary mode of transport. This fails to deal with the aims of the NPPF to reduce dependency on the car as a means of transport and therefore lends itself to a red traffic light.



4 – Meeting Local Requirements - Developer claims that higher than average housing density is “suitable” for the edge of a large village. In order to be sustainable, a site with higher than average housing density must be within a location served by good public transport links. Based on our comments above, we believe that this density is not suitable for any development outside of the major built-up areas within the Vale. Whilst it is a matter of planning judgement, we fail to see how this density can be considered at the proposed site. Furthermore, when considered alongside the findings of Stanford in the Vale Parish Council’s Housing Needs Survey, the results clearly indicate that there is little or no local demand for a development of this size, as proposed by David Wilson Homes. This is therefore **contrary to NPPF P.19 “identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand”** & also at odds with NPPF P.9 – “Plans and decisions need to take local circumstances into account.”. Unfortunately, once again, this is, in our opinion a red traffic light.



5 – Character – There is very little variety in the design style employed by David Wilson Homes. This appears to be out of line with the variety of styles, each unique yet sympathetic to their immediate surroundings, found throughout the rest of the village. It is our opinion that the proposed development would therefore fail to improve the character of the area.

Summary - Page 33 (items in blue are quotes from the document):

The proposed development will make a substantial positive contribution to the character and environment of this part of Stanford in the Vale delivering a comprehensive approach across different disciplines. The proposals outlined within the statement represent the aspirations of the sites Brief and have been refined through months of pre-planning work. We contend that the proposed site is outside of the main built-up area of the village and will not therefore become a positive contribution to the existing settlement. The development will provide:

- *A sustainable development comprising of a mix of dwelling types encouraging a successful community. Local residents have previously submitted to the Case Officer a Sustainability study (see Appendix 1) for the proposed development which clearly demonstrates, based on the Vale’s sustainability criteria, that the proposed development is not Sustainable. This being the case, we believe the development will not create a community but a commuter estate. Any development that is not sustainable is at odds with NPPF. The mix of dwelling types does not reflect local demand and is therefore also at odds with NPPF P.19.*
- *A sensitive development which responds to the sites topography. As evidenced by the saturation of the ground, the natural topography of the site slopes towards the nearest water course. The net result of building on this site will further exacerbate problems with flooding along the River Ock & Holywell Brook water courses less than 0.5 miles to the south of the site, where the A417 already regularly floods. **This is at odds with Aim 2 of VWHDC Local Plan Aims & Goals** since it will see the loss of both agricultural land and floodplain. If there is less capacity for water to saturate the ground (which logically there must be, if for no other reason than new foundations for 76 dwellings), any consideration for building on this entire area would need to first improve water management along the A417 in the vicinity of Stanford Mill & Park Lane.*
- *A development that will be well integrated within the surrounding environmental and existing highway networks. The site will be cut off from the existing built-up area of the village, and does not therefore lend itself to natural integration with the existing community. **Having the only access to the proposed development across an A-road contravenes NPPF note 35 (P.16) to “create safe and secure layouts which minimise conflicts between traffic, cyclists or pedestrians”.** There are severe concerns for the surrounding environment (see above) and adding a minimum additional 152 vehicle movements per day (only allowing for 1 vehicle per household, no deliveries, second, third cars etc.) will place significant risk of a major, possibly fatal, accident occurring somewhere between the existing roundabout and High Street.*
- *An attractive development which will protect and enhance the sites landscape and ecology. Building on this open area of countryside is **at odds with the Aims & Goals of VWHDC Local Plan** since it does not “protect and enhance the countryside for its own sake”. If permission were to be granted, it should be a planning condition that a minimum of 20 bat boxes & 20 bird boxes are installed as per recommendations of DWH Ecological Assessment.*
- *A distinctive development which responds to the local area.*
- *A legible development arranged around a hierarchy of roads, key spaces, built and natural features.*
- *A safe development which encourages passive surveillance. Whilst the development itself maybe considered safe from a crime prevention perspective, access and egress to the development, as well as the roads in the immediate*

vicinity of the development pose a significant safety risk. There also remains the issue that the existing Public Right of Way through the centre of the development is generally used for farm vehicle access and we remain concerned that this does not mix well with an open area beside a children's Playground.

- *A suitable scale development that can be integrated within its setting and accommodated within the existing highway network.* We do not believe that the proposed development is of a "suitable" scale for Stanford in the Vale. A development of this size would be **at odds with the Vale's Local Plan Strategy & specifically with Policy H11** of the Vale's local plan, which only considers developments of "not more than 15 dwellings" to be suitable for consideration within Stanford in the Vale. Additionally, Vale's policy to concentrate development on the five main towns is endorsed in the Inspectors Report Chapter 8 (specifically 8.3.1 & 8.3.2), this development would not be in keeping with this policy.

- *A development served by local public transport, local education and employment.* There is limited public transport, and existing service times do not coincide with usual working hours. The village school has no capacity to expand and is predicted to have just 3 spare places by 2017. There is a limited opportunity for employment at the White Horse Business Park, (a brief search has only revealed one business currently advertising for staff). **This is at odds with Policy GS10 of the Local Plan Strategy**

- *A permeable development which ensures ease of movement for pedestrians, cyclists and private vehicles.*

Education

The "straight line" distances quoted by the developer's consultant are woefully misleading. Most schools are significantly further afield when allowances are made for the route required to travel to them. Shellingford CofE Primary School is 1.9 miles from the entrance of the new development by road, with the net result that any dwelling located just *160 metres* within the development will be located more than the 2 mile *maximum* reasonable travel distance for children aged 8 and under. It is therefore our belief that only figures for Stanford in the Vale CofE Primary School are relevant and these clearly show that, without the proposed development, the school is expected to have just 3 spare places by 2017. This lack of capacity within the village Primary School is **not compliant with Saved Policy DC8** & we draw your attention to NPPF paragraph 14 **"Where new development does not secure or provide the necessary social and physical infrastructure and services with a reasonable timeframe, the potential adverse impacts of development may 'significantly and demonstrably outweigh the benefits'"**

We further note the suggested use of OCC survey data from 2008 which we believe would be mis-guided, since this was during the height of the financial crisis with the lowest mortgage approval rate for decades & therefore the consistency of the data for "normal" market conditions is extremely dubious.

We would also highlight to all concerned parties that whilst the developer's concerns over lack of compliance with CIL Regulations sound terrible, as Community Infrastructure Levy is not currently operational in this area, there is no requirement for any Local Authority, Government Body nor developer to abide by them.

Taking all of this into consideration, the author's suggestion that their revised figures be used to mitigate the number of school places the development is likely to generate, and consequently significantly reduce their financial contribution for the same is, quite frankly, laughable. Obviously, this is **at odds with NPPF P.23 "The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities"**.

Flood Risk Assessment

We note that the risk assessment is primarily for the proposed development site itself, & we therefore draw your attention to the fact that there is a well known issue with flooding affecting both the farmland and A417 road immediately south/south-east of the proposed development. We would also suggest that the photographic evidence provided by local residents suggests that the proposed development site currently has a flood risk, even though it may not appear on the Environment Agency's Flood Zone Map (See Appendix 2, 3, 4, 5 & 6).

Having reviewed Revision G of the Flood Risk Assessment, we would draw your attention to the following:

- Page 21 of the FRA cites that Tanked Storage Systems (including cellular storage) are **not** being considered, presumably as the High Water Table precludes their use.
- Appendix C, Drainage Strategy Plan shows several Cellular Storage units around the site, which appears to be against the recommendations of Infrastruct CS Ltd.
- Page 21 of the FRA suggests that soakaways will be used.

- Appendix C, Drainage Strategy Plan does not appear to show any soakaway locations, which again appears to be against the recommendations of Infrastruct CS Ltd.
- Appendix D, Infiltration Rates – The developer's consultants have previously highlighted the fact that the site is waterlogged for significant periods of the year in its present form. The soakaway tests conducted on behalf of the developer had such slow water infiltration that they were unable to test more than once (see P. 34). Furthermore, some of the test pits did not succeed in soaking away 75% of the water they contained, as required for calculations of infiltration rates in line with BRE Methodology.

The A417 has flooded south of the development in the vicinity of Park Lane, for the 3rd time since October 2012. These are not "1 in a 100 year" storms, but regular rainfall occurrences. It is arguable that any development on this site would increase the risk of flooding both on-site and elsewhere (notable south/south-east of the proposed site). Given that flooding along the A417 affects not just residents of Stanford in the Vale, but all users of that road (which the Traffic Survey results have shown to be a significant number of vehicles) we firmly believe that any increase in the flood risk/frequency of flooding for either existing residents or the road itself would be completely unacceptable. We also draw your attention to the vast array of public comments to the original application, with some reiterated in the current application on the VWHDC website, referring to local flooding issues. **This would also be at odds with the Environment Agency's requirements for a new development & therefore not in keeping with NPPF requirements.**

Additionally, during a fire on Church Green during 2005, there were significant problems with the water supply. The following is from Oxfordshire Fire & Rescue Service, further to a Freedom of Information request:

I can confirm that we did have Water Pressure issues at the incident you have asked about and I have copied the incident log extract for you to see: For information INF means information message and OP means Operational message.

02:01 – INF – Request water pressure be increased

02:10 – OP – TWA contacted – will need to contact an engineer who will be xi within 4 hours

02:23 – OP – 2 TWA technicians attending

02:43 – INF – Firefighting hampered by water supply problems

03:00 – INF – 3 dams and swimming pool in use

There is no more information to state whether they arrived or not.

Traffic Assessment

We welcome the efforts made within the Addendum to correct some of the inaccuracies of the original Travel Assessment, however, there remain several issues of concern:

1. **Traffic Impact** – whilst we understand that using TRICS data maybe appropriate in some cases, we remain convinced that the sites selected for TRICS data would generate completely different traffic figures compared to reality. The sites used for TRICS were: a) Poole, Dorset, b) Balmullo, Fife, c) Glasson, Lancashire, d) Preston, Lancashire, e) Chichester, West Sussex. These sites are located anywhere between 85 & 432 miles from the proposed development, and all bar one (Chichester) are further from London. However, the proposed development is closer to motorway access (both M4 & M40) than Chichester and we believe that this has a significant impact on the number of residents within the region who hold employment within Greater London & consequently have a greater need to commute than the other areas selected. We believe it's far more accurate to examine the survey figures from the Forest Grove estate (another David Wilson Homes development), on the opposite side of the A417. There are 127(?) dwellings generating 130 car movements during peak hours. This traffic survey undertaken on behalf of David Wilson Homes demonstrates that there were more movements than dwellings at peak times, and we believe the same assumptions should be made of the proposed development as well.
2. **Proposed Highway improvements** - The new northern footpath, within the development, terminates where the path meets the A417. There should be an additional planning condition for a dropped kerb on both sides & an island refuge in the centre of the road as, with its proximity to the existing roundabout, a pedestrian has restricted visibility of oncoming traffic.

VAS Signs – PC already has this in hand & it would therefore be more appropriate that the developer contribute these sums to the PC in respect of this, especially since there is a distinct possibility that

additional signs will be required to prevent the development of "rat runs" through the village to avoid the development area itself.

Verge Posts – unnecessary urbanisation/road clutter – we believe that these are likely to distract drivers from the presence of pedestrians and therefore would not wish to see them incorporated in the design.

Puffin Crossing – Whilst we welcome the developer's admission that pedestrian access to the proposed site would be dangerous without some form of traffic calming, its unfortunate that the developer has not chosen to consult on this amendment with the local community, in particular those in the immediate vicinity of the proposed location. We suggest that siting the Puffin Crossing immediately outside the beer garden of Stanford's last remaining Public House would have a detrimental impact on their trade, as queuing cars and audio warnings will not encourage visitors to spend more time there. **This is contrary to Section 3 of the NPPF – supporting a prosperous rural economy, and also VWHDC Local Plan, 2011 for retaining the last Public House in a settlement.** We would like to ensure that the design of this crossing is such that it causes the absolute bare minimum of impact on the neighbouring properties – great care should be taken to ensure that the street lighting illuminates the crossing area only and, ideally, the crossing should not have an audible alert for pedestrians to cross.

Section 2.13 of the Addendum states *"It is considered that the provision of the PUFFIN crossing along A417 Faringdon Road will have no significant traffic impact. The demand for the crossing will be relatively low and infrequent. Furthermore, the time which vehicles will have to wait at the crossing for a red light will be minimal. On this basis it is considered that no significant queues will form at the crossing and vehicles will not re-route to avoid the crossing"*. From this, we must either conclude that the author expects virtually all inhabitants of the proposed development to use their car (which adds further weight to our case that the model used to establish car movement data is, at best, inaccurate), or that they haven't done enough to make the site accessible to pedestrians & cyclists.

Furthermore, in examining the results of the traffic survey undertaken for David Wilson Homes during the AM rush hour on the roundabout just to the north of the proposed site, we can see:

1,048 vehicle movements southbound + 65 vehicle movements turning south from Farm Piece = 1,113 mvts

1,113 mvts ÷ 60 = 18.55 southbound vehicle movements per minute (average)

635 mvts heading north (straight across roundabout) + 70 heading north turning into Ware Road + 18 heading north & turning into Farm Piece = 723 total movements.

723 mvts ÷ 60 = 12.05 northbound vehicle movements per minute (average)

Taking these figures, a red traffic light for just 60 seconds during peak times could delay over 30 vehicles. We firmly believe that this constitutes queuing traffic and would have an impact not only on the development itself, but on many other motorists whether travelling into, out of or simply past the village. It is clear from this simple exercise that more detailed modelling is required before anyone can consider that "no significant queues will form".

Planning Statement 2013

With specific reference to "conclusions" presented in the Planning Statement by Dijkman Planning:

- IHSP was thrown out/never adopted, even if it had gone ahead, the proposal was for an additional 77 dwellings in Stanford in the Vale over a 15 year period, not 12 months.
- The access road runs alongside the 600 year old public house – it cannot therefore be seen as "physically entirely separate" to an historic area.
- "Stanford in the Vale is considered to be one of the most sustainable large villages within the district" – no evidence has been provided to substantiate this statement. VWHDC's preferred sites (under the failed IHSP) were Watchfield, Kingston Bagpuize & Grove. All of these have significantly better transport links for connections with major conurbations.
- As demonstrated above, we contend that the site is not sustainable, and would in fact be detrimental to both the rural vitality & economy.
- The scheme proposes the minimum 40% affordable housing, required by law, nothing more.

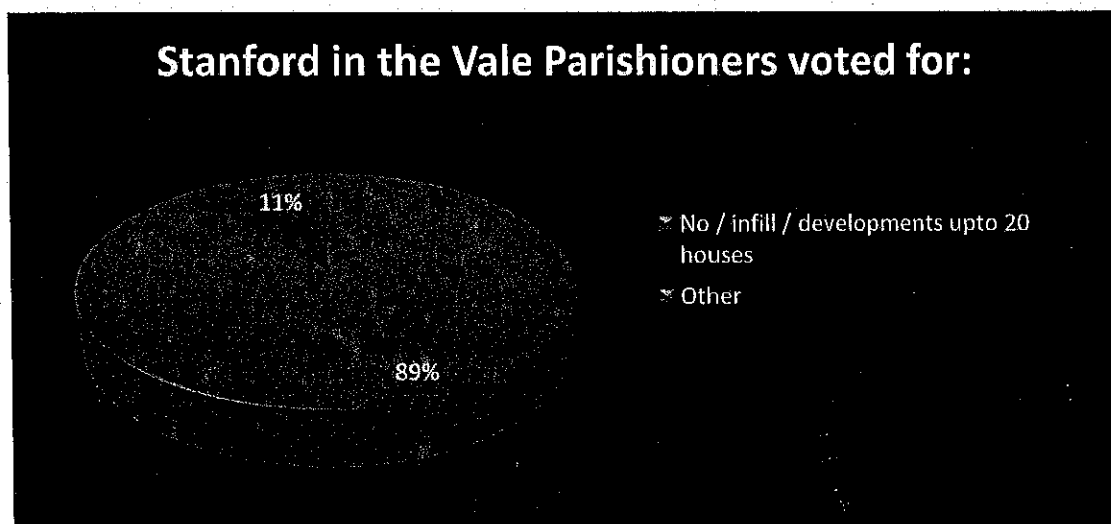
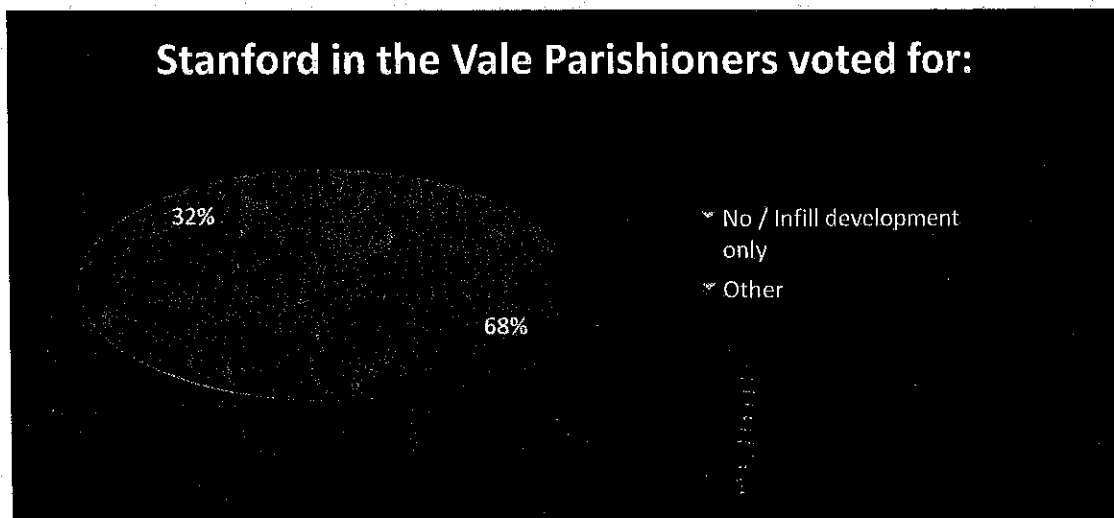
Local Circumstances – PC Housing Needs Survey, 2012

To ensure that we are acting in line with the desires of local residents, Stanford in the Vale Parish Council has recently undertaken a "Housing Needs Survey", allowing all households within the Parish the opportunity to advise the Council on their views, requirements or desires surrounding potential new development within the village. Whilst councillors attempted to call at every address on at least one occasion (to either remind or collect the survey from the householder), surveys could also be placed in sealed boxes in the village shop.

Initial results from this survey can be found below. We have used this information when responding to elements of National Planning Policy Framework that call for the community's needs to be taken into account, or to empower local people to shape their surroundings.

The initial survey questions allowed parishioners the opportunity to say whether they were in favour of:

- No Development
- Infill Development only
- Small Developments (upto 20 homes)
- Larger Developments
- or Developments of any size without restriction.



All things considered, it seems that the proposed development drastically fails to meet all 3 dimensions required by NPPF for a sustainable development & the application should therefore be refused.