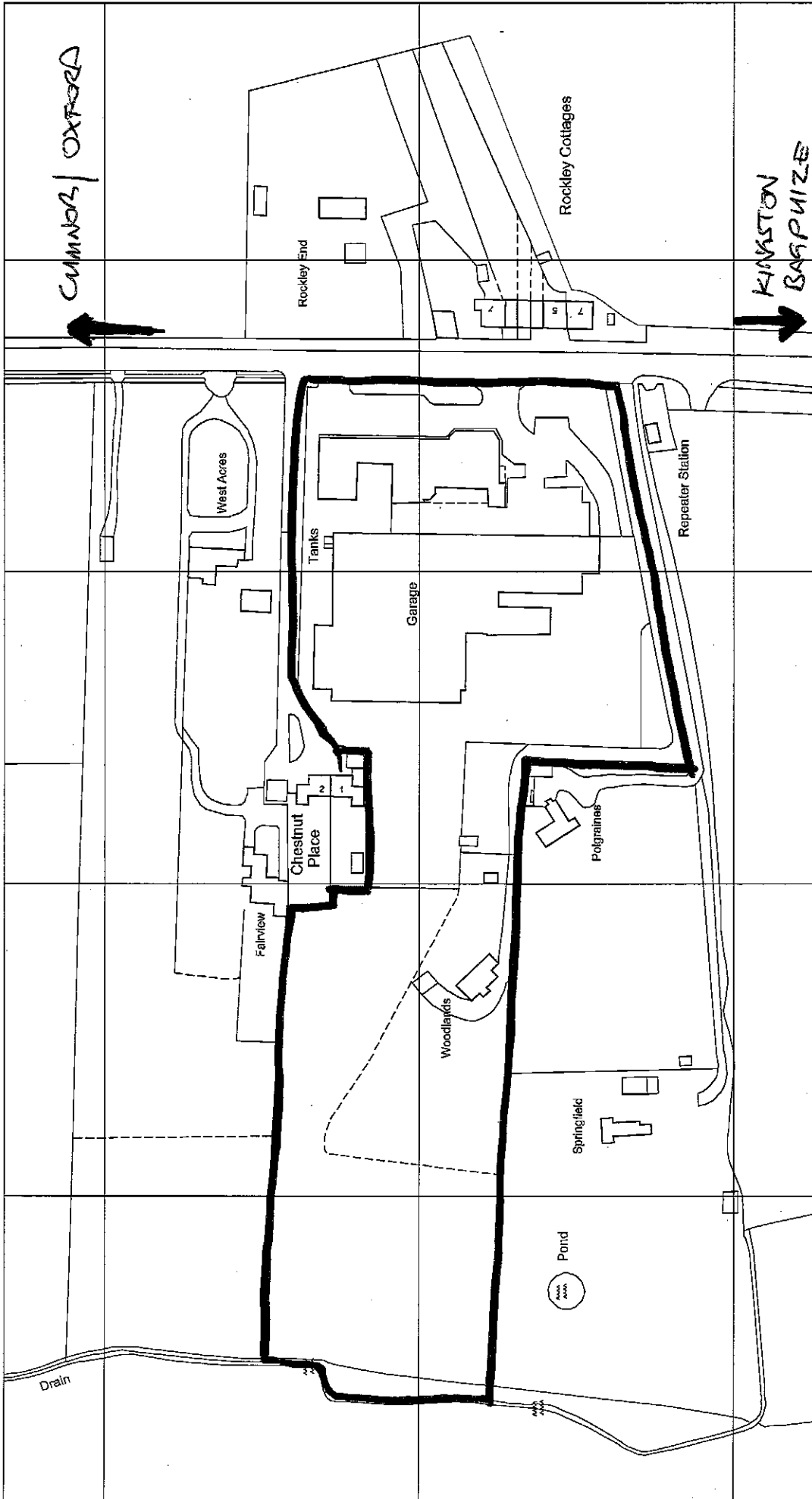
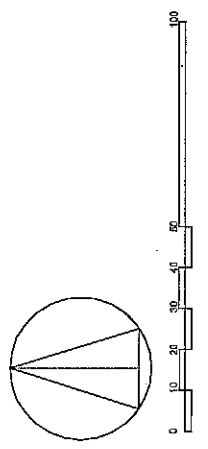
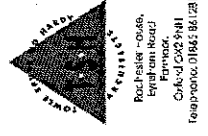


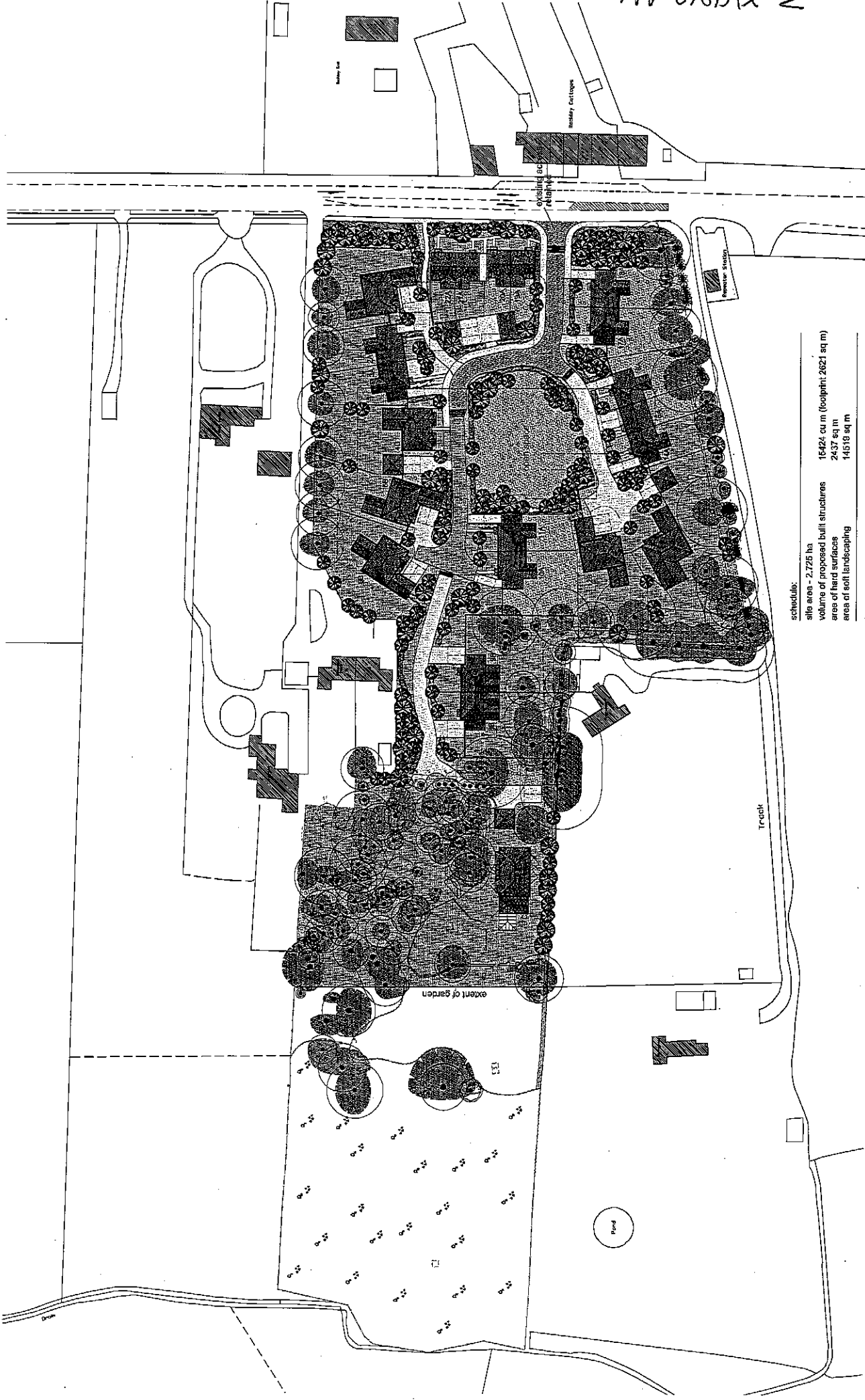
APPENDIX 1



Hartwell's site, Farington Road Cumnor	Aug 2012 1:1250@A3 2010011
Site location plan	P01



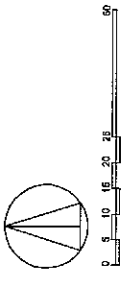
APPENDIX 2



schedule:

site area - 2.725 ha	16424 cu m (footprint 2621 sq m)
volume of proposed built structures	2437 sq m
area of hard surfaces	14518 sq m
area of soft landscaping	
13 no. 3 bedroom houses (A)	
6 no. 4 bedroom houses (B)	
3 no. 5 bedroom houses (C)	
60 car spaces provided	

- trees to be retained
- proposed tree planting



Aug 2012	1:500@A1	2010011	P02d
Hertwells site, Fairlington Road			
Cummor			
For illustrative purposes only			
Site layout - proposed			





CONSULTATION WITH CUMNOR PARISH COUNCIL

Application reference:	P13/V0446/O	Officer:	Martin Deans
Application type:	Major	Amended plans:	
Address:	Land west of Faringdon Road, Cumnor, Oxford OX2 9RE		
Proposal:	<i>Erection of up to 22 dwellings with associated car parking and landscaping following demolition of existing buildings.</i>		

CUMNOR PARISH COUNCIL:

1. **FULLY SUPPORTS** this application for the following reasons:
2. has **NO OBJECTIONS** to this application.
3. has **NO OBJECTIONS** to this application but wish the following comments to be taken into account:
4. **OBJECTS** to this application for the following reasons:

Having given the matter careful thought, Cumnor Parish Council has decided to **OBJECT** to this application and the proposal to redevelop an existing brownfield site for residential purposes.

Housing on this site is inappropriate as it lies within the Oxford Green Belt. For a change to residential use, developers have to show clear advantages. It is acknowledged that the proposal would result in a reduction in built volume of approximately 30%, a clear advantage. However to claim that the proposal would result in lower traffic levels than the existing use is fanciful at best. The A420 carries an average of 21,000 vehicles per day. Any change to this volume from altering the site from business use to a residential development of up to 22 dwellings would be marginal. It is not even clear that there would be any significant change to the number of vehicles entering and leaving the site.

The site is, because of its remoteness from facilities such as shops, schools and leisure facilities, one of the most unsustainable in the parish of Cumnor. The proposal from officers at the Vale that there should be 40% affordable housing makes it yet more unsustainable as it implies a lower level of car ownership and an increased dependence on public transport. The nearest bus-stop is a 10 minute walk away at the Greyhound. Currently one or two of the residents of Rockley walk along the A420 to catch buses in Cumnor to get to work but they comment that at the best of times this feels hazardous and unpleasant because of the weight and speed of traffic and in wet weather it is dreadful because of the amount of spray from passing lorries. It would be utterly

impossible at present for children to get to school, for example, except by being driven there. No parent could allow a child to walk or cycle along this straight, fast section of the A420 to schools in Cumnor. No mother could push a pram along the pavement to the few facilities that there are in the village of Cumnor without feeling profoundly unsafe.

Council also has profound concerns about the health implications of allowing a significant housing development so close to such a busy road. The houses fronting the A420 are very close to it and would suffer serious noise pollution. In addition there are the probable long-term health implications of having new housing so close to the fumes and particulate matter emanating from the exhausts of such a heavy volume of traffic. No new housing should be located so close to such a busy road.

The addition of up to 22 houses would change the character of Rockley. The area behind the site is described as having 'fantastic' wildlife. Council is concerned about the effects of loss of darkness and increased lighting at night on the local glow-worm population.

The dwelling most affected by this proposal would be Polgraines. Council fully supports the submission made by its residents, Barbara Payne and Peter Day. Polgraines would be most affected by plots 12B, 13C, 8B and 9B, made worse by the fact that the land falls away sharply. In the event that the development is approved Council requests that there should be substantial planting along the boundary between the site and Polgraines for screening purposes.

In the event that the Vale is minded to grant planning permission, Council requests that certain conditions be imposed:

1. A full assessment of the A420 in the vicinity of Rockley with a view to making it safer for residents to enter and exit their properties. Improvements might include a turning lane, a central island and a reduction of the speed limit to 40 mph, or even 30 mph. In asking for this condition, Council is mindful that this stretch of road is probably the most dangerous in Cumnor Parish. Thus on the short single carriageway section of the A420 between Spring Farm and the Hartwell site there were, during the past 10 complete years, 2003-2012, 10 injury accidents. If one goes back a little further to 1996, the total number of accidents on this short stretch of road until the end of 2012 was a staggering 29. A single fatal accident involving a motorcyclist (a doctor) occurred in 1997.
2. Bus-stops/bus-shelters at Rockley with bays for buses to pull into. This would markedly improve the sustainability of the site as buses to Faringdon and Wantage pass through Rockley up to four times hourly.
3. Sewage: it seems likely that the nearest mains sewer is located across the fields at Henwood or in Appleton and that it would be prohibitively expensive to connect to it. In the event that the developers find themselves having to put in a sewage treatment plant, possibly in the woods at the far end of the site, it would enable the whole scheme to be more acceptable to local residents if all the properties in Rockley were, as a Condition of Approval, connected to the new treatment plant.

Signed by T Brock.....
Clerk to Cumnor Parish Council

Dated 23 April 2013