



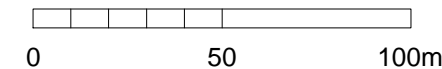
NOTES

All dimensions to be verified on site. Do not scale this drawing.
All discrepancies to be clarified with project Landscape Architect.

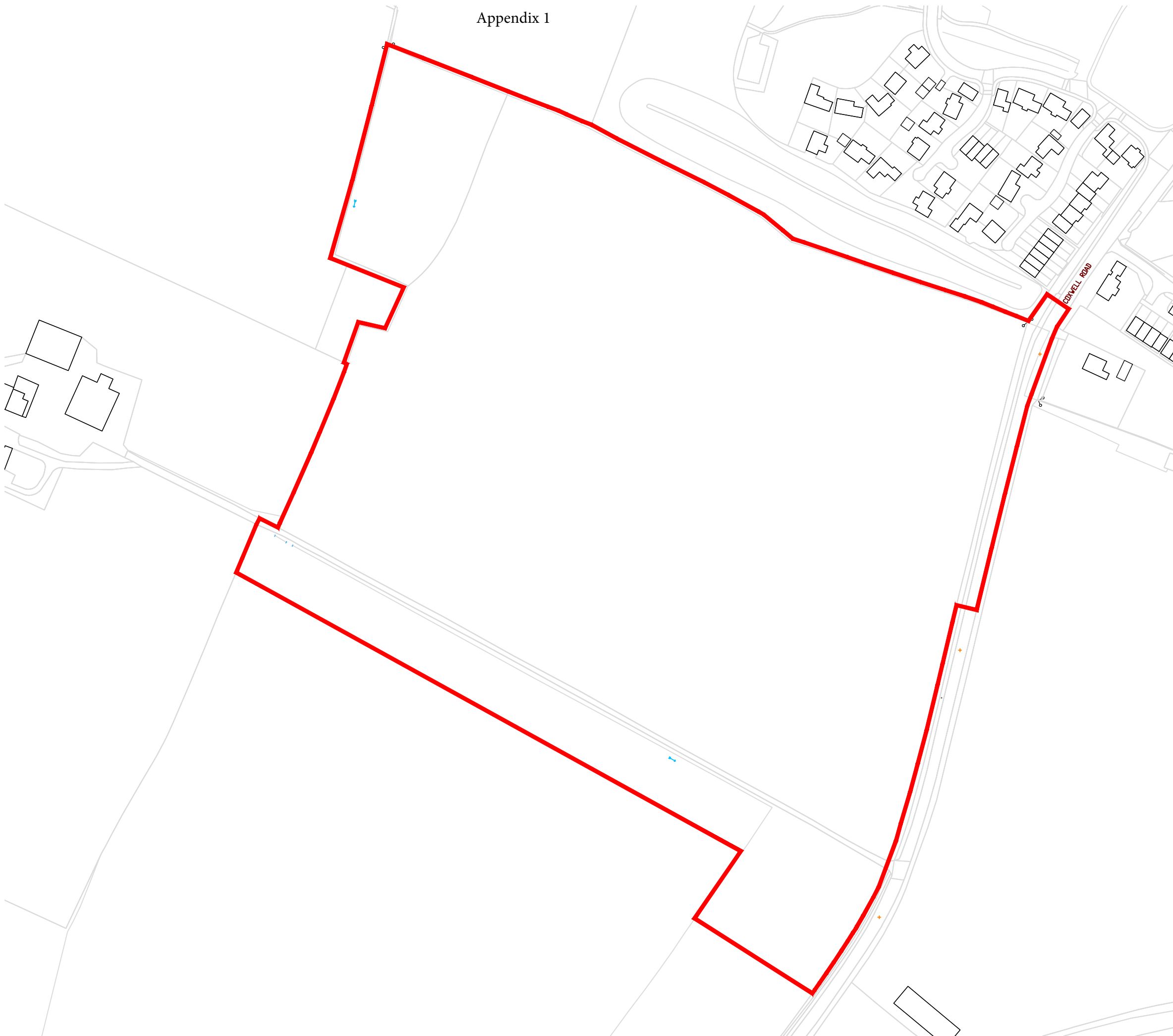
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Scale 1:2000 @ A3



Redline 11.8 Ha



rev	date	description	by
A	06.03.2015	Redline changed at retained farm access	SGL
-	12.02.2015	First issue.	SGL



- masterplanning ■
- environmental assessment ■
- landscape design ■
- urban design ■ FPCR Environment and Design Ltd
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client
Welbeck Strategic Land LLP

project
**The Steeds
Faringdon**

drawing title
Redline Plan

scale 1:2000 @ A3 drawn SGL/CPR date March 2015

drawing number **4300-L-01** rev **A**














THE STEEDS

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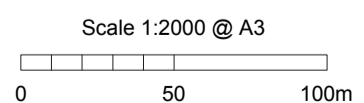
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Fernham Fields approved application P13/V0139/O

-  Red Line 11.8ha.
-  Residential 6.7 Ha. (200 units at 30 dwellings per hectare)
-  Green infrastructure 4.55 Ha, inc: Amenity Greenspace; Natural Greenspace (inc existing and proposed structural planting); Landscape Buffer; Equipped Play Area; and Potential to accommodate SuDS.
-  **1** Primary access 0.3 Ha (inc highway changes to Coxwell Road)
-  **2** Access to Steeds Farm retained
-  On-site footpaths and potential footpath link to Great Coxwell to the south and adjoining application site to the north. (Orange arrow)
-  Existing structural planting
-  Proposed structural planting
-  **3** Area for potential Attenuation Pond: refer to Flood Risk Assessment and Drainage Strategy
-  Proposed play area
-  Future link to adjoining land

J:\4300\4300\2ND APPLICATION\LANDS\Plans\4300-L-03 Illustrative Masterplan revC.indd



Welbeck Strategic Land LLP
The Steeds
Farrington

ILLUSTRATIVE MASTERPLAN

5th October 2015 SGL / CPR
4300-L-03 rev C

1:2000@A3

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Rev	Description	Drn	Chk	Date
B	MINOR AMENDMENTS	CL	SMA	05.03.15
A	RELOCATION OF 30mph SPEED LIMIT ADDED	CL	SMA	25.02.15

REVISIONS			
Preliminary Issue	Submitted for S104		
Planning Issue	Issued for Tender		
Submitted for S38	Issued for Construction		
Submitted for S278	As Built		

DRAWING STATUS

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WELBECK STRATEGIC LAND LIMITED

JOB TITLE
DEVELOPMENT FOR 200 HOMES
LAND WEST OF COXWELL ROAD
FARINGDON

DRAWING TITLE
PROPOSED ACCESS ARRANGEMENTS

DATE	DATE	DRW	CHKD	REV	CHKD
FEB 2015		CL	SMA		
DRAWING NO.	3464.020	REV	B	SCALE	1:1000

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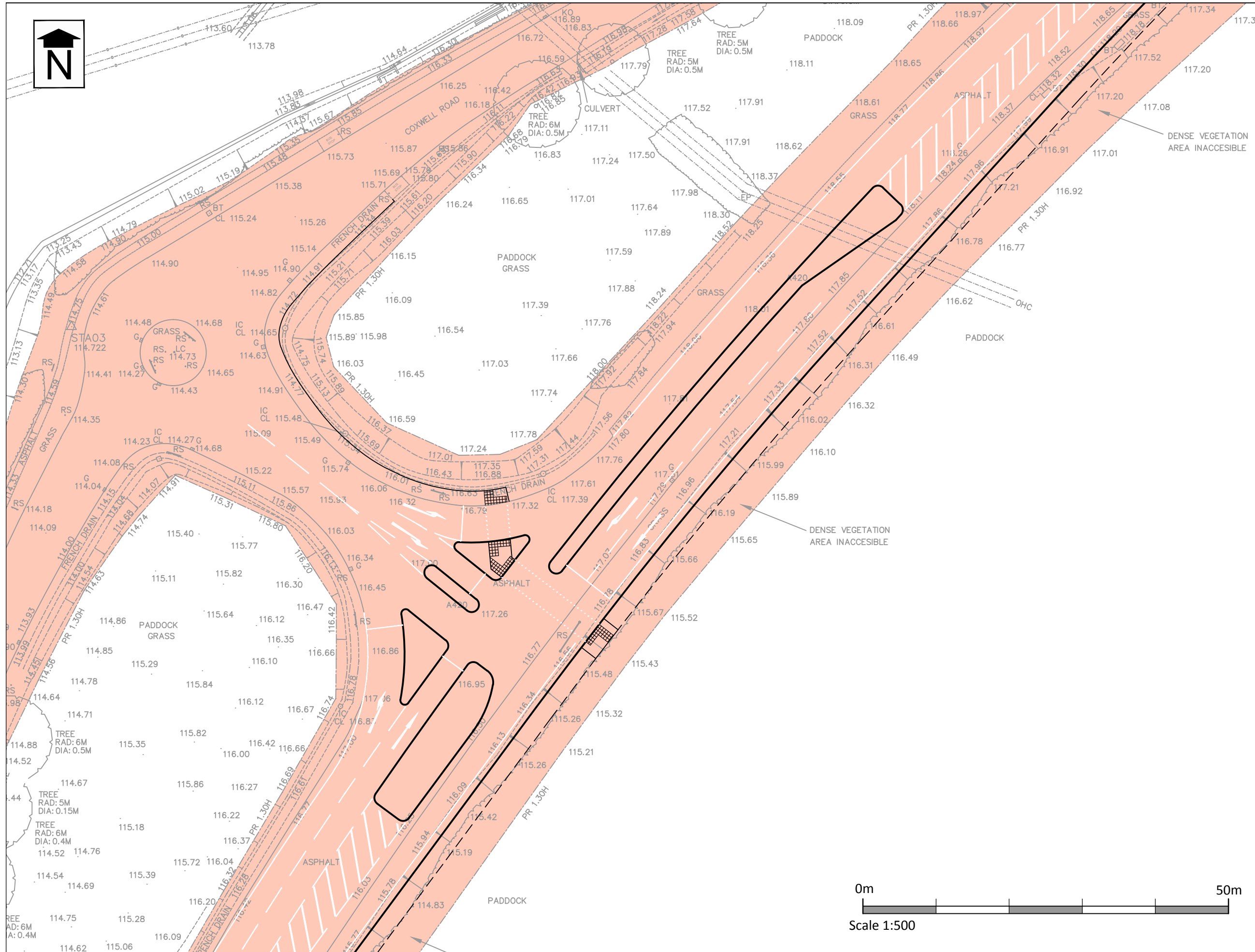
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NOTES

1. Plan based on topographical survey undertaken by Warner Land Surveys Ltd, drawing Number T12/0218/P/0003 Revision 1 dated 01/05/2014.

NOTES

 Assumed highway land based on surveyed physical features.



Rev	Date	Description	Initials
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TO BE READ IN CONJUNCTION WITH ALL WORKING DRAWINGS

Client
Welbeck Strategic Land LLP

Project
The Steeds, Faringdon

Drawing Title
Proposed A420/Coxwell Road Junction Improvements

Drawing No. **W483/02**

Date	November 2015
Scale	1:500 @ A3
Drawn By	KLW
Checked By	AW
E-Mail	awaites@pfapl.com
File Ref.	\\Drawings\W483-02.dwg

Appendix 2

From: [Planning Vale](#)
To: [Planning Registration](#)
Subject: Fw: Planning Applications - Faringdon
Date: 02 September 2015 09:40:17
Importance: High

Business support officer
South Oxfordshire and Vale of White Horse District Council
Tel: 01235 540546

From: Hilary Sherman <hilary@faringdowntowncouncil.gov.uk>
Sent: 01 September 2015 16:31
To: Planning Vale
Subject: FW: Planning Applications - Faringdon

Dear Sirs

Please find detailed below comments made by Faringdon Town Council at its recent meeting in respect of the following planning applications:-

P15/V1644/FUL	Remove existing condensing units and installation	Costcutter Store, Folly View Road, Faringdon	It is unclear as to whether this application supersedes the previous planning application P14/V2410 for which planning permission has been granted and in which the noise level for the plant was determined. In the application now under consideration, the noise limits have been increased following another noise
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			assessment In view of the lack of insufficient information provided, Town Council is unable to make a considered comment.
P15/V1934/O	Erection of up to 200 dwellings together with Green Infrastructure surface water attenuation and a new access from Coxwell Road, Faringdon	The Steeds, Land West of Coxwell Road, Faringdon	<p><u>STRONGLY OBJECT</u></p> <ul style="list-style-type: none"> • Town Council’s objections remain the same as those previously submitted to the VWHDC in regard to The Steeds development. • In addition to those comments, Town Council also objects strongly to shared surfaces and the lack of provision of adequate parking for visitors and multi-occupancy houses. • It is a large cul-de-sac development and there is concern that there is only one access/egress onto Coxwell Road. • The planning application has been completely changed and is now basically a high density housing estate without any commitment, despite initial promises by the developers, to any infrastructural developments through planning obligations or the A420/Coxwell Road junction. The maps do not include the A420 junction any more and Town Council is concerned as to what will happen to the remainder of the site currently indicated as a buffer zone between Faringdon and Gt Coxwell. • There is also inconsistency in the Sustainability Appraisal. It is stated that the site is close to community facilities but in fact the distances quoted are those “as the crow flies” and would actually be longer by road. • It should also be noted that the community consultation referred to in the planning application refers to a consultation held on the original planning application submitted, a

			<p>completely different plan to the one currently seeking planning permission.</p> <ul style="list-style-type: none"> The 65 bus no longer runs.
P15/V1858/FUL	<p>Erection of two dwellings on land associated with 20 Market Place, with access via Regent Mews. Demolition of section of wall to gain access into site (resubmission)</p>	<p>Linden House, 20 Market Place, Faringdon</p>	<p>OBJECT on the following basis :</p> <ul style="list-style-type: none"> It is overdevelopment of the site; The buildings proposed are in a conservation area; There is no up-to-date Ecological Survey; It is an important site in terms of biodiversity which needs to be taken into consideration; Important archaeology site; Tree survey is over 2 years old. The design and layout of the proposal would be harmful to views of the site from surrounding heritage buildings, in particular Astley House and the grade I listed Faringdon House;

Hilary Sherman – Deputy Town Clerk
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APPLICATION WEB COMMENTS FORM

Information available for public inspection and available on our website

Location : The Steeds Land West of Coxwell Road Faringdon SN7 7NN

Proposal : The erection of up to 200 dwellings together with Green Infrastructure, surface water attenuation and a new access from Coxwell Road

Application Reference : P15/V1934/O - 1

Please complete

Your name :	Great Coxwell Parish Council
Your address :	c/o Mrs Joanne King, The Old Post Office Great Coxwell Faringdon SN7
Date :	16 September 2015
Response :	Objects

Use the space below for your comments

Great Coxwell Parish Council 14/09/15

Submission on Planning Application P15/V1934/O
The Steeds, Land West of Coxwell Road, Faringdon SN7 7NN

Introduction

We understand that the above application is to be considered alongside Planning Proposal P13/V1102/O. Our responses of July 2013 (prepared by Richard Anstis) and of 23 June 2015 still apply to that proposal.

We are now responding to the alternative Planning Proposal dated 12 August 2015. We have examined the proposals in conjunction with Great Coxwell's Neighbourhood Plan, made on 15th July 2015 (hereafter referred to as GCNP).

Great Coxwell object to this

Block Plan

Structural Woodland. We welcome the creation of structural woodland already designated. We note that a green strip is to be provided along the southern boundary of the development site in the Green Buffer area. It is not shown

however as encircling the balancing pond. This strip needs to meet the requirements of Structural Woodland as described below. Where developments encroach on the Green Buffer, developers should provide on the edge of their development a Green Interface with the surrounding countryside (GCNP Policy EDQ1 p. 25).

Spaces shown in Green. We expect that the areas coloured in greens will include native woodland and wildflower areas, as stated in Report for Great Coxwell Parish Council. The Steeds Development: Cost Estimates and Specifications for Landscape Matters, Ann Berkeley, March 2014.

Please note re all four site boundaries: The interface should follow the length of the boundary between any development and the Green Buffer, should be of varying widths, but a minimum of 20m wide and should provide vegetation planting such as native hedgerow trees, small copses and community orchard areas (GCNP EDQ1 pp 25/6).

Hedgerows and Footpaths. We wish the Plan to be amended to retain the hedgerows and trees lining both sides of Coxwell Road. Wherever entry points and access roads for the development require removal, we wish these to be reinstated appropriately. The Block Plan in respect of the roadside footpath seems to differ from the County Council's documented response dated 25.6.15, which states on p 6: The highway authority requires that the existing footway along the north-western side of Coxwell Road would be retained, that it would link with the proposed footway system within the site and that in the vicinity of the Coxwell Road/A420 junction where the configuration of the highway would be changed, the new arrangement would ensure that the existing Coxwell Road footway route would remain continuous. The Parish Council supports the retention of the existing path alongside the existing hedgerow as far as possible.

Cycle paths. The Green Interface may incorporate footpaths and cycle paths running between Faringdon and Great Coxwell (GCNP Policy EDQ1 p 26). It is not acceptable for cyclists, including schoolchildren travelling at rush hour, to use Coxwell Road. There is an opportunity for a cycle path to be included as part of the development, but this would require the owner of the land to the south to provide a link to the village (as shown on plan). If new residential streets are required they must be designed with an equal emphasis on all modes of transport, ie pedestrians and cyclists as well as vehicles Support proposals to introduce a safe and appropriate pedestrian and cycle path to the north-east of the village, to better connect the village to the services and facilities in Faringdon, accessible in accordance with Oxfordshire County Council's Rights of Way Management Plan (GCNP Policy CL1 p24).

Design

It is not appropriate to suggest that the granting of Outline Planning Permission for the Fernham Fields development sets a precedent for the Steeds (as stated in Amendment to Planning Proposal P13/V1102/O). David Rothery, then Major Applications Officer, VWHDC stated: I would ask that given the site location on the periphery of the town, a careful approach is taken for the design and

appearance of the proposed housing contemplated, with a more bespoke approach taken rather than an off-the-peg house design with an exterior treatment utilising local materials (Pre-Application Advice 28.9.2012). We request a height restriction on the development of buildings no higher than 2 storeys to fit in with good practice on edge of town developments especially since this is a sensitive site in an area where development will have a high impact on the landscape Vale Landscape architect 11 July 2013. We are concerned by the Landscape Architect's comments that class this site as having medium/high capacity for the following reasons: In 2008 this site was judged as HIGH landscape sensitivity, LOW building capacity and LOW building robustness, but the correct status has not been transferred over to the 2014 report. The 2014 report shows all the bandings from the 2008 survey as MODERATE which has led to the false landscape capacity conclusion as being MEDIUM/HIGH as in Landscape officers report last week. We are seeking clarification from the officer in charge.

It is important that both developments take heed of the GCNP Part 2 (Design Statement) with regard to materials for those properties facing toward Great Coxwell parish, as well as for the other core requirements, eg surface drainage and external lighting. Street lighting should be avoided, to continue to enjoy moonlight and starlight (GCNP 2, Policy NDS 4 p 16). While we understand that the residents of a new development may feel they require some external artificial lighting, this should be kept to a minimum, in the interests of (1) their appreciation of their rural environment, (2) the avoidance of lighting leakage into the village, into the sky and onto National Trust land including the Great Barn, and (3) energy conservation.

Pedestrian level lighting, where it is required, is considerably less intense than full carriageway lighting and low level lighting can often be designed for sensitive areas. (John Patey, Environment and Economy, Oxfordshire County Council, 15.7.15).

Parking areas should be surfaced using porous materials; tarmac and concrete are inappropriate. The use of hedges and walls as screening materials is preferred (GCNP Part 2, Policy NDS7 p 20).

We note the comments of the Urban Design Statement from the Vale Urban Design Officer dated 10th September 2015. This document has been written without reference to the adopted Great Coxwell Neighbourhood Plan and Neighbourhood Design Statement. For example, land within the adopted Green Buffer south of the hashed area, for which see Map 5 p. 27 of the Plan, is described as potential development land and a linked urban street layout suggested for if this land is developed; while suggested guidance for materials to be used for housing is taken from what exists in Faringdon rather than the parish this development lies in and looks towards Great Coxwell. We strongly object to this document, which needs to be amended possibly following a working meeting with Great Coxwell representatives.

Highways

In the Great Coxwell Neighbourhood Plan it is stated on p.17, Main comments raised by local people include: Improve the junction between the village and the A420 with an eye to safety noise reduction and low-carbon lighting, while

ensuring that access arrangements facilitate traffic flow . The proposed A420 access shown in the amended plan is unsafe, as it is inadequate for the greatly increased traffic flow that will result from the traffic from an ever enlarging Faringdon and development all along the A420.

In its response of 13th September 2015 to this amended planning proposal, Oxfordshire County Council has stated:

The highway authority wishes to place a holding objection pending further information and clarification regarding discrepancies in the submitted junction data

It has been established that the current layout cannot cope with the existing levels of traffic (Table 3.4: PICADY Results 0 A420/Coxwell Road Baseline Scenario (2013)). It is the strong preference of the highway authority to secure the roundabout junction offered in previous applications . In previous transport assessments, the applicant has recognised the roundabout is a much needed improvement which is required to accommodate development in the area. Clarity is required on this change of position. We strongly support OCC Highway s comments.

Land to the south of the proposed development

We welcome the developer s respect for the integrity of the Green Buffer in this application; but we would like clarification of the status of the land to the south, no longer included for housing in the proposal. This land could become the essential Green Buffer between Great Coxwell and coalesce with Faringdon. We ask for a commitment to planting round the periphery of The Steeds and a commitment by the planning department to preserve the field between our two settlements (possible gift or purchase of this land by a local authority or trust as was suggested by the developer in 2013).

We would like to work with the developer to produce a development that will be welcomed by the Faringdon and Great Coxwell communities at large as well as the new residents themselves.

Great Coxwell Parish Council 16.9.15