

APPLICATION NO.	P17/V0569/FUL
SITE	Land to the south of Challow Road and north of Naldertown, Wantage, OX12 9DJ
PARISH	Wantage
PROPOSAL	Demolition of residential properties known as Aberclare and Cedarholme and the St John's Ambulance hall, and construction of 31 dwellings with parking and amenity space, with vehicular access from Naldertown (as amended by plans received on 14 September 2017 and 13 October 2017). (As per additional drainage plans received 03 November 2017)
WARD MEMBER(S)	Jenny Hannaby Julia Reynolds
APPLICANT OFFICER	Thomas Homes Holly Bates

RECOMMENDATION

It is recommended that authority to grant planning permission is delegated to the head of planning subject to:

- I. A Section 106 legal agreement being entered into in order to secure financial contributions towards local and on-site infrastructure and to secure affordable housing; and
- II. The following conditions (or provision in S106 as appropriate):

Standard

1. Commencement within three years.
2. Approved plans list.

Pre-commencement

3. Details of vehicular accesses including visibility splays.
4. Construction traffic management plan.
5. Method statement for biodiversity enhancements.
6. Archaeology – written scheme of investigation.
7. Details of materials.
8. Details of boundary treatments.
9. Landscaping scheme.
10. Tree and hedge protection plan.
11. Sustainable surface water drainage details.
12. On-site foul water drainage details.

Pre-occupation

13. Details of cycle parking.
14. Travel information packs to be provided.
15. Turning and parking to be provided.

16. Roads to each dwelling to be completed before occupation.
17. Bin storage in accordance with submitted plan.
18. Landscaping scheme – implementation.
19. Archaeology – watching brief and report.

Compliance

20. No surface water discharge to highway.
21. Garage accommodation to be retained for parking purposes only.

1.0 INTRODUCTION AND PROPOSAL

- 1.1 This application comes to planning committee because this is a major application and the Town Council object.
- 1.2 The application refers to land to the south-west of Wantage, within the main built up area, and seeks planning permission for the erection of 31 dwellings on a site within the main built up area of Wantage.
- 1.3 In March 2016, the site has been granted outline consent with all matters apart from access and layout reserved for 31 dwellings (P15/V0979/O).
- 1.4 This application is a full application on the same application site for the same number of dwellings, but with an amended layout and access arrangement from that consented under the outline scheme and with the additional detail provided.
- 1.5 A site location plan is provided below:



- 1.6 The application includes the demolition of two existing dwellings (Aberclare and Cedarholme) and the St John's Ambulance Hall to facilitate the development; making the net gain of dwellings proposed as 29. Public open space, landscaping, parking provision (including visitor parking) and private amenity space is incorporated within the development.

1.7 Five vehicular access points are proposed off of Naldertown to the south of the site – one main point of access into the development and four smaller accesses to serve private driveways or joint driveways to the properties fronting onto Naldertown.

1.8 Extracts from the application plans are **attached** at Appendix one.

2.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

2.1 A summary of the responses received to the amended proposal is below. A full copy of all the comments made can be seen online at www.whitehorsedc.gov.uk

Consultee	Response
Wantage Town Council	Object. <ul style="list-style-type: none"> • Traffic and parking; • Widening of Naldertown • Construction Traffic Management Plan is required; • Position of dropped kerbs should be considered early; • The flat accommodation is not in keeping with the local vernacular; • Access onto A417 should be considered; • Parking levels should be considered with regards to the context of the site.
Oxfordshire County Council – Highways and Transport	No objections subject to conditions: <ul style="list-style-type: none"> • Access details • Construction Traffic Management Plan • Cycle parking • Garage accommodation • Roads complete prior to occupation
Oxfordshire County Council – Archaeology	No objections subject to conditions: <ul style="list-style-type: none"> • Written scheme of investigation; • Reporting
Countryside Officer Vale	No objections, subject to condition: <ul style="list-style-type: none"> • Method statement for biodiversity enhancements
Contaminated Land Officer Vale	No objections.
Environmental Protection Team Vale	No objections.
Housing Team Vale	No objections to percentage and split; would prefer slightly amended mix but accept previous consent is a material consideration.

Waste Team Vale	No objections.
Drainage Engineer Vale	No objections, subject to conditions: <ul style="list-style-type: none"> • Drainage details
Forestry Officer Vale	No objections, subject to condition: <ul style="list-style-type: none"> • Tree and hedge protection plan
Landscape Officer Vale	No objections, subject to conditions: <ul style="list-style-type: none"> • Landscaping • Boundary treatments
Conservation Officer Vale	No objections.
Thames Water	No objections to sewerage infrastructure capacity or water infrastructure capacity.
Urban Design Officer Vale	No comments received to amended plans, but Officers consider that the amendments address the key areas of concern raised initially including: <ul style="list-style-type: none"> • Additional landscaping to soften parking areas; • Public realm boundary treatments to be brick walls; • Corner plots should ensure active elevations to both aspects; • Amended design to flat building.
Wantage and Grove Campaign Group	Comments: <ul style="list-style-type: none"> • Garage to plot 12 should be removed to maintain views to Convent; • Pedestrian access and crossing needs to be reinstated; • Access should be onto Challow Road; • Naldertown is very narrow; • On-street parking on Naldertown is removed; • Flats are not in keeping with the character of the area.
Neighbour objections (20)	20 objections have been received from 15 properties. The concerns can be summarised as follows: <ul style="list-style-type: none"> • Increase in traffic congestion on local roads and travel; • Parking pressures on Naldertown would be increased; • The application removes on-street parking provision; • Road condition needs improving; • Dangerous access provision onto Naldertown; • Children use Naldertown to get to school; • The new entrance should be onto Challow Road; • Too little parking provision; • Pedestrian access has been omitted; • Construction phase is very worrying;

	<ul style="list-style-type: none">• Potholes on Ham road need to be addressed;• Impacts on ecology;• Thames Water now have no objections to the development despite no visible works having taken place;• The site has already been cleared;• Layout appears more urban than the previous application;• Public open space is too small;• Development will block views to the convent;• Flats are not in keeping with the character of the area;• Flats will be imposing and block views;• Loss of green space;• Lack of infrastructure;• Schools and medical centres are full;• Reduction in public transport;• Too many houses in Wantage and Grove already;• Bungalows should be provided;• Loss of privacy and overlooking to neighbouring properties;• Effect of development on adjacent listed buildings;
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3.0 **RELEVANT PLANNING HISTORY**

3.1 [P15/V0979/O](#) - Approved (10/03/2016)

Outline planning application with the means of access and layout only to be considered for the demolition of Aberclare, hall (St John Ambulance) and Cedarholme and construction of 31 homes.

[P17/V0642/D](#) – Demolition Consent Granted 29/03/17

Prior notification for demolition of Aberclare (former St Johns Ambulance) and Cedarholme.

3.2 **Pre-application History**

[P14/V2038/PEJ](#) – Response on 22/12/2014

Proposed residential development

3.3 **Screening Opinion requests**

[P14/V1358/SCR](#) – EIA not required 03/07/14

A residential scheme of up to 40 dwellings. Vehicular access would be taken from Naldertown, although the potential for other accesses are being considered.

4.0 **ENVIRONMENTAL IMPACT ASSESSMENT**

4.1 A screening opinion provided in 2014 (for up to 40 dwellings) confirmed that this development would not be EIA development and therefore would not require an Environmental Statement to be submitted.

5.0 **MAIN ISSUES**

5.1 **Main issues**

The main planning considerations for this application are:

- Current housing policy;
- Traffic, parking and highway safety;
- Design and layout;
- Residential amenity;
- Trees, landscaping and open space;
- Heritage assets;
- Ecology and biodiversity;
- Archaeology;
- Affordable housing and housing mix;
- Financial contributions

5.2 **Current housing policy**

The adopted Local Plan 2031 Part 1 focuses housing growth at the market towns and villages and identifies Wantage as the market town in the South-East Vale Sub-Area.

5.3 Core Policy 4 confirms that there is a presumption in favour of sustainable development within the existing built area of market towns, local service centres and larger villages.

5.4 The site is located within the main built up area of Wantage and as such Officers consider that the principle of the application is acceptable, in accordance with CP4 of the adopted Local Plan 2031 Part 1.

5.5 In addition, this site benefits from an extant outline consent for 31 dwellings (P15/V0979/O) and therefore the principle of this level of development has been accepted previously and this consent is extant, although no reserved matters applications have yet to be submitted. Therefore, Officers to attach weight to this.

5.6 This is subject to an assessment of material planning considerations, which are discussed in detail below.

5.7 **Traffic, parking and highway safety**

The application is supported by a Transport Statement. Officers fully acknowledge the concerns raised by the local residents regarding the increase in traffic on local roads and on highway and pedestrian/cycle safety, particularly on Naldertown which is a route used by children to get to school. Oxfordshire County Council as local highway authority have carefully reviewed all of the information submitted and have raised no objections on highway grounds, subject to conditions and contributions.

5.8 **Vehicular access**

One main site access and four driveway accesses are proposed as part of the application, which the County Highway Engineer confirms is acceptable and all

accesses are able to achieve acceptable visibility splays. Full engineering details of these accesses is required by condition.

- 5.9 The parking and traffic pressures on Naldertown are well known and the comments from residents on this point are fully acknowledged. The County Highways Engineer has also requested road widening works along Naldertown to 4.1m and the installation of a 1.4m wide footpath to facilitate the development. These works would be carried out under a separate s278 highways agreement and an informative is proposed to be included to this effect, as per the previous outline consent.
- 5.10 **Traffic generation**
The Transport Statement concludes that there would not be a significant impact on the highway network as a result of additional movements from 31 (net gain 29) new dwellings on the site. This is accepted by the County Highways Engineer who has reviewed the application and considers that there will not be a material impact on the operation of the local highway network.
- 5.11 **Parking and turning**
58 parking spaces and 10 additional visitor parking spaces would be provided on the site. This level of parking is considered to be acceptable by the County Highways Engineer and would meet OCC's parking standards.
- 5.12 Amended vehicle tracking plans have been provided by the applicant to demonstrate that an 11.6m long standard refuse vehicle would be able to turn within the site. The County Highways Engineer has reviewed the amended plans and considers them to be acceptable.
- 5.13 **Connectivity and pedestrian/cycle access**
The County Highways Engineer has requested a contribution towards a new pedestrian crossing on Challow Road at the north-west corner of the application site. This application for 31 dwellings (new gain 29) would not in itself generate the full requirement or cost for a new crossing. There is footpath access connecting the development along Naldertown to a public footpath and an existing crossing point further west along Challow Road which would provide access to the primary school to the north, albeit by an indirect route.
- 5.14 The development would have an effect in having additional residents needing to access the primary school in the most safe and convenient way by foot and cycle. National and local planning policy is clear that sustainable methods of transport must be promoted. Given the site's location within the built up area in a sustainable location, walking and cycling links should be provided to support the connectivity credentials of the site.
- 5.15 Therefore Officers support a proportionate contribution towards a new pedestrian crossing. The proportionate cost is requested as £50,000 which is the same as secured under the previous outline consent (P15/V0979/O). This is a contribution towards a mitigation scheme directly required by the development and as such would be sought by S106.

- 5.16 The site layout plan includes space to provide a connection to a future pedestrian crossing. The details of this will be secured by way of the recommended landscaping and boundary treatment conditions.
- 5.17 **Transport, parking and highway safety conclusion**
The concerns of residents regarding the traffic and parking pressures on Naldertown and the local area are fully acknowledged. This site already has an existing outline consent for 31 dwellings, which is a material consideration in the assessment of this application. The County Highways Engineer has thoroughly reviewed this application and considered that the proposed accesses, together with the road widening and footpath works, would be safe for use and that the traffic generated by the development would not result in severe harm, which is the test to be applied under the National Planning Policy Framework (NPPF). The proposal is therefore considered to comply with the requirements of the development plan and the NPPF.
- 5.18 **Design and layout**
The proposed layout is a simple block structure, but with one main access point at the south-east corner of the site and a turning area for cars and large vehicles at the north-western corner of the site. It is a basic and legible layout with the majority of the development fronting on the main access road, or Naldertown.
- 5.19 The dwellings fronting onto Naldertown form pairs of semi-detached properties with a staggered building line, providing suitable enclosure to the street but with slightly different set-back distances to provide variation for the street scene. Small parking courts providing parking for the dwellings would be suitably landscaped to provide a softer appearance to the street. This approach is acceptable in aiming to reduce on street parking from the development and incorporate a positive landscaped appearance to Naldertown.
- 5.20 A building containing 7 flats is also proposed for the frontage of the site to Naldertown. Officers acknowledge that residents have concerns with this aspect of the proposal as they do not consider it to be in keeping with the character and appearance of the local area.
- 5.21 However, the flat building has been designed to be compatible with the design approach of the dwellings on the site. It would be no higher than the dwellings surrounding it and would be built in complementary materials to assimilate within the development. While it would be an overall larger building than those around it in terms of footprint, it has been designed in two main elements joined by subservient links, which breaks the mass of the building up and helps to integrate it into the street scene.
- 5.22 The flat building has been designed carefully, and amended in response to the urban design officer's comments. Officers therefore consider that it would not appear overly prominent or out of place within the street scene.
- 5.23 Development is set back from Challow Road to the north of the site, so as to retain the significant tree and hedge planting along this boundary and therefore

the verdant character to Challow Road in this location. The 15% public open space is also located within the north-eastern corner of the site alongside Challow Road.

- 5.24 The site includes a varied mix of detached, semi-detached, terrace and flat house types along with a mix of garages and on-plot parking either in front or properties or to the side. A simple form of two storey rectangular dwellings with pitches roofs is the predominant form, with buildings located on corners having been designed to provide active frontages to both facades. This approach is consistent with the council's adopted Design Guide SPD 2015.
- 5.25 The material palette consists of predominantly traditional red-orange brickwork and plain clay tiles to reflect the local vernacular, with areas of dark stained weatherboarding and blue-black roofing slates to provide a contrast.
- 5.26 The density of the development would be approximately 32 dwellings per hectare (dph). This complies with adopted Local Plan Policy CP23 which requires a minimum density of 30 dph. It encourages higher densities in certain areas, for example where it would make the optimum use of land or where there are good linkages to services and facilities.
- 5.27 While this site is only marginally above the minimum, Officers consider it to be a suitable balance of making effective use of the land, and taking into consideration the character and density patterns of the surrounding area.
- 5.28 In conclusion, Officers consider that the development would make efficient use of the land and would assimilate into its surroundings given the design, scale, layout, materials and landscaping proposed.
- 5.29 **Residential amenity**
The proposed distances between the new dwellings and the existing properties to the east, south and west are all in excess of the requirements set out in the council's Design Guide SPD 2015. This sets out a recommendation to ensure 21m between upper floor facing habitable room windows and 12m between upper floor habitable room windows and flank elevations. The proposed layout is therefore not considered to have any harmful effects on the amenities of the neighbouring properties in terms of overlooking, dominance or overshadowing.
- 5.30 Concerns from residents have been received regarding the impact of the development on Framlands, the grade II listed building to the west which is used as a residential care home for older people. These concerns have been carefully considered.
- 5.31 The dwelling closest to Framlands on plot 27 would have no upper floor side facing windows and as such no overlooking or loss of privacy would occur. This area of the development has been re-designed in the submission of the amended plans and the relationship is now improved in terms of privacy and amenity.

5.32 There would be temporary disruption to neighbouring residents during the construction phase of the development, as there would be with any development. Under planning legislation, this is not a reason to refuse development because these effects would be temporary.

5.33 However, a construction traffic management plan would assist in mitigating against these temporary effects in setting out certain parameters for the construction phase, for example delivery times and wheel washing. This has been requested by the County Highways Engineer and Officers recommend that the condition is included.

5.34 **Historic environment**

The site is adjacent to the Grade II listed St. Marys convent and chapel on the north side of Challow Road. Framland, to the west of the site, is also Grade II listed. Officers acknowledge concerns raised by residents regarding a loss of a view to the convent.

5.35 Loss of a private view is not a material planning consideration. However, the layout of the site has been designed to take into account sight lines to and from the convent. The buildings lining the access road from Naldertown are set back to allow a view cone to and from the convent; the plans have been amended during the application process to take into account the conservation officer's initial comments.

5.36 After reviewing the amended plans, the conservation officer raises no objection to the proposal. Officers therefore consider that the proposal would be sympathetic to the setting of the adjacent listed buildings, including the convent and Framlands.

5.37 **Flood risk and drainage**

The applicant has submitted a Flood Risk Assessment (FRA) and a drainage layout in support of the application. Additional information has also been supplied during the application process. They have been considered by the County, as Lead Local Flood Authority, and by the Council's Drainage officer. No objections are raised on drainage issues subject to conditions.

5.38 Thames Water has also considered the proposal and they have raised no objection regarding water infrastructure capacity or sewerage infrastructure capacity. They have requested that informatives be included with regards to foul water pumping and water pressure; these will be included for information on any permission granted.

5.39 **Ecology**

The application is supported by an Ecological Assessment. Surveys have been carried out and demonstrate that there are no important habitats or significant populations of protected species on the site.

5.40 Policy CP46 of the adopted Local Plan 2031 Part 1 requires that developments to deliver a no net loss for biodiversity. The council's countryside officer has no

objections to the development subject to a condition requiring a method statement for biodiversity enhancements to be submitted. Officers support this and it is included in this report.

5.41 **Archaeology**

The application site is on the edge of the historic core of Wantage. Oxfordshire County Council’s Archaeology officer has reviewed the application and has no objections subject to conditions requiring a staged programme of archaeological investigation to be undertaken in advance of any development. Officers support this and the conditions are included in this report.

5.42 **Affordable housing and housing mix**

The development provides 35% affordable housing in accordance with adopted Policy CP24 of the adopted Local Plan 2031 Part 1. A 75:25 split for affordable rented and shared ownership is also proposed, complying with policy.

5.43 35% of the proposed dwellings would equate to 10.1 affordable dwellings. The applicant has chosen to provide 11 dwellings on site rather than pay the residual contribution for the ‘part’ unit. The provision is therefore the same at the extant outline consent (P15/V0979/O):

Rent – 8 units:

- 3 x 1 bed units
- 3 x 2 bed units
- 2 x 3 bed units

Shared ownership – 3 units:

- 1 x 2 bed unit
- 2 x 3 bed units

5.44 While this is not the most preferred mix of units to the affordable housing team (who would prefer to see a higher proportion of dwellings and maisonettes rather than flats), they have confirmed that they do not consider the proposed mix would hinder securing a registered provider and that as this mix has been accepted and consented previously, that they have no objections given this fallback position.

5.45 The market housing mix proposed is as follows:

	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
	0	3	10	7
% proposed	0	15%	50%	35%
% SHMA	5.9%	21.7%	42.6%	29.8%

5.46 This represents an under provision of 1 and 2 bedroom homes. It does however provide more 2 bedrooms than the previous outline consent and a less 3 bedrooms.

5.47 The SHMA contains estimated figures. Paragraph 7.35 of the SHMA states: “...we do not strongly believe that such prescriptive figures should be included in the plan making process and that the “market” is to some degree a better judge of what is the most appropriate profile of homes to deliver at any point in time.”

5.48 The mix is not significantly different from the SHMA estimates. Officers consider that the proposed mix is a suitable approach to the site taking into account the specific site context, including dwelling types and density in the surrounding area.

5.49 **Financial contribution requests**

This application will be subject to the Community Infrastructure Levy (CIL). With the exception of the affordable housing, the new build floor space is CIL liable at a rate of £85 per sq m in this case. The building to be demolished on the site will also be deducted from the total CIL charge, in line with the regulations. The money collected through CIL can be pooled with other contributions from other development sites to fund a wide range of off-site infrastructure to support growth, including schools, community, leisure, recreation, sport and health facilities.

5.50 For obligations not secured by CIL, the NPPF advises that planning obligations should only be sought where they meet all of the following tests in paragraph 204:

- I. Necessary to make the development acceptable in planning terms;
- II. Directly related to the development; and
- III. Fairly and reasonably related in scale and kind to the development.

5.51 Policy CP7 of the adopted Local Plan 2031 Part 1 provides that development will only be permitted where the necessary physical infrastructure and service requirements to support the development can be secured. This can be either through S106 or CIL.

5.52 The following developer contributions are considered fair and proportionate. A realistic and flexible approach in accordance with national policy has been adopted. These should be secured through a section 106 agreement (subject to index linking):

District Council	Amount (£)
Waste bins	£5,270
Street naming	£402
Monitoring	£790
Total	£6,462

Oxfordshire County Council	Amount (£)
Bus service improvements	£26,272.50

A417 Challow Road Crossing in vicinity of the site	£50,000
Monitoring	£TBC
Total	£76,272.50
Total	£82,734.50
Total per dwelling	£2,688.90

5.53 **Conditions**

The recommended conditions are considered to be reasonable, necessary and related to the development in all respects. Some condition requirements may more appropriate to be covered within the S106 legal agreement, but will be secured either by condition or legal agreement.

6.0 **CONCLUSION**

- 6.1 This application has been assessed on its merits, against the requirements of the adopted Local Plan 2031 Part 1, saved policies of the adopted Local Plan 2011 and the National Planning Policy Framework.
- 6.2 The application will provide an economic and social role through construction employment, increased investing in the local economy and providing additional market and affordable housing. This application will made contributions towards local infrastructure, through S106 and CIL.
- 6.3 There is limited harm identified in an under provision of one and two bed units when compared to the SHMA estimates. This must be weighed against the economic, social and environmental benefits of the scheme.
- 6.4 There are no technical objections to the proposal, subject to appropriate conditions.
- 6.5 Overall and in the planning balance, the benefits of the scheme particularly in providing housing towards the District's planned sustainable growth and provision of contributions towards local infrastructure which will have local and wider benefits, are considered to outweigh the limited harm that has been identified. Consequently, the application is recommended for approval subjection to conditions and the completion of a S106 legal agreement.

The following planning policies have been taken into account:

Vale of White Horse Local Plan 2031 Core Policies

- CP01 - Presumption in Favour of Sustainable Development
- CP02 - Cooperation on Unmet Housing Need for Oxfordshire
- CP03 - Settlement Hierarchy
- CP04 - Meeting Our Housing Needs
- CP05 - Housing Supply Ring-Fence
- CP07 - Providing Supporting Infrastructure and Services
- CP15 - Spatial Strategy for South East Vale Sub-Area

- CP22 - Housing Mix
- CP23 - Housing Density
- CP24 - Affordable Housing
- CP33 - Promoting Sustainable Transport and Accessibility
- CP35 - Promoting Public Transport, Cycling and Walking
- CP36 - Electronic communications
- CP37 - Design and Local Distinctiveness
- CP38 - Design Strategies for Strategic and Major Development Sites
- CP39 - The Historic Environment
- CP42 - Flood Risk
- CP43 - Natural Resources
- CP44 - Landscape
- CP45 - Green Infrastructure
- CP46 - Conservation and Improvement of Biodiversity
- CP47 - Delivery and Contingency

Saved Policies of the Vale of White Horse Local Plan 2011

- DC3 - Design Against Crime
- DC5 - Access
- DC6 - Landscaping
- DC7 - Waste Collection and Recycling
- DC9 - The Impact of Development on Neighbouring Uses
- DC10 - The Effect of Neighbouring or Previous Uses on New Development
- DC12 - Water Quality and Resources
- H23 - Open Space in New Housing Development
- HE4 - Development and Setting of Listed Buildings
- HE10 - Archaeology

Emerging Vale of White Horse Local Plan 2031 Part 2

A publication draft of this Local Plan has been produced and is presently subject to consultation (the consultation period expired on 22 November). Following consultation it is intended to submit the Local Plan 2031 Part 2 for Examination. Its policies currently hold limited weight but those relevant to this application are considered to be:

- DP2 – Space Standards
- DP16 – Access
- DP17 – Transport Assessments and Travel Plans
- DP23 – Impact of Development on Amenity
- DP24 – Effect of Neighbouring or Previous Uses on New Developments
- DP25 – Noise pollution
- DP27 – Land Affected by Contamination
- DP28 – Waste Collection and Recycling
- DP33 – Open Space
- DP36 – Heritage Assets
- DP38 – Listed Buildings
- DP39 – Archaeology and Scheduled Monuments

Neighbourhood Plan

Wantage Town Council are working on a neighbourhood plan. In 2016, the independent examiner inspecting the Wantage Neighbourhood Plan recommended that the plan shouldn't proceed to a referendum. A revised neighbourhood plan has yet to be submitted. Accordingly at this time, no weight can be given to this plan.

Vale of White Horse Design Guide 2015 SPD

National Planning Policy Framework

National Planning Practice Guidance

Equality Act 2010 (Section 149)

Due regard has been paid to the equalities act, specifically in relation to safe and convenient access for all, including the elderly and school children. Adequate and safe pavements alongside the development boundary on Naldertown are to be provided, as well as provision of an opening from the site to a future pedestrian crossing.

Human Rights Act 1998

Other relevant legislation:

- The Conservation of Habitats and Species Regulations 2010
- Section 85 of the Countryside and Rights of Way Act 2000

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