



- 1.3 The current application site is 7.75ha in total. Over the past two years all the buildings on the site have been removed. They were all used as part of the original works and comprised a variety of substantial, functional industrial buildings of various ages and included a very large chimney which had been a distinctive local feature for many years. The buildings were prominent in views of the site from the east in particular although less so from other views. The chimney was prominent over many miles. None of the buildings was of any architectural merit. Towards the eastern boundary, adjoining one of the chalk pits, is a brick lime kiln built in 1905. It is the sole remaining building on the site. It has a very distinctive shape and although a functional building, officers consider that it is of some interest. The kiln is included on the statutory list of buildings of special architectural and historic interest and is Grade II listed.
- 1.4 The development site has been cleared and some levelling has taken place. It slopes down from the north west towards the Chinnor and Princes Risborough Railway (CPRR) which forms the northern boundary of the site. There is a substantial pile of spoil from the demolished buildings on the site. Otherwise the development site is surrounded by former chalk pits. These are deep, extensive and distinctive.
- 1.5 Access to the site is currently taken from Station Road using a simple priority ‘T’ junction just to the south of a road bridge over the CPRR. This access served the chalk pits and was used by a large numbers of HGV’s when the pits were in active use. It also serves a large parking area which currently serves the CPRR.

**2.0 PROPOSAL**

- 2.1 The application is a hybrid application comprising a part fully detailed application and a part outline application. It proposes, in detail, the provision of a new access onto Station Road using a 14m diameter roundabout and the realignment of Station Road to ensure that there is no straight line through the roundabout. The access would then sweep northwards to eventually join the existing access road. The existing access would be closed and a spur off the new access is proposed to serve a revised car park arrangement for the CPRR.
- 2.2 Detailed permission is also sought for the erection of 178 dwellings served by the new access arrangements, of which 71 (40%) would be affordable. The affordable housing would comprise:

	Number	% of affordable housing
4 bed houses	2	3
3 bed houses	13	18
2 bed houses	29	41
2 bed flats	14	20
1 bed flats	13	18
Total	71	100

In respect of the proposed open market housing the mix would comprise:

	Number	% of open market housing
5 bed houses	4	4
4 bed houses	19	18
3 bed houses	27	25
2 bed houses	48	45
1 bed flats	9	8
Total	107	100

The development is all either two or two and a half stories in height.

The gross density of the housing part of the site is just under 26 dwellings per hectare. This calculation includes a lengthy access forming part of the site. Taking the developable acreage for the housing part of the site the net density is nearer 35 dwellings per hectare.

- 2.3 In addition, the application proposes, in outline, a maximum 60 bed care home and 3 separate office buildings amounting to a maximum of 1555 sq m of floorspace. Although submitted in outline, indicative plans have been submitted to demonstrate the relationship between the housing and employment uses. The care home would be a single block in 2 and 3 stories. The offices would be located between the care home and the CPRR.
- 2.4 The application was accompanied by numerous documents including a Planning Statement, a Design and Access Statement, a Statement of Community Involvement, a Transport Assessment, an Interim Travel Plan, a Drainage Strategy, a Ground Investigation and Remediation Validation report on contamination, a Flood Risk Assessment, a Restoration Management Plan (for the chalk pits which, although outside the application site, is relevant to the present application), an Arboricultural Survey together with an Environmental Impact Assessment which includes a scheme for the renovation of the listed lime kiln.
- 2.5 Amended plans and details have been received as detailed in the application description. The amendments relate to the detailed layout of the housing, revisions to the proposed siting of the residential units and detailed changes to the elevations. In addition, there have been numerous inconsequential changes as a result of consultation responses. Of most relevance is the provision of a noise bund to protect new properties from noise from the CPRR. This needs to not only protect the new properties, but also ensure that it does not reflect noise back towards existing residential property. The screen comprises a variety of materials to achieve the noise reductions to the future occupiers without reflecting the noise back to existing properties. The Council's Environmental Protection team have examined the noise implications and are satisfied that the scheme will attenuate the noise. It will require the precise details to be agreed to ensure the visual amenity of the area is protected.
- 2.6 The application has been submitted following the completion of a Planning Performance Agreement (PPA). These have recently been introduced by Government to assist on large schemes to permit discussions to take place and improve developments without the normal constraint of the normal 8/13/16 week date for determination. The PPA is to control the administrative process and does not in any way infer that a permission will be forthcoming.
- 3.0 **CONSULTATIONS & REPRESENTATIONS**
- 3.1 In respect of the application as originally submitted the following consultation responses were received:

- 3.2 **Chinnor Parish Council:** Object to the scheme and raise the following concerns:
- That a contract with a suitable care home provider has not been secured and the care home may not be provided
  - That a contract has not been confirmed for the long term maintenance of the site
  - The proposal does not aspire to the highest level of energy efficiency
  - Inadequacy of parking provision
  - No parking provision for visitors
  - Lack of information provided regarding the works required to upgrade the sewerage system
  - The pedestrian exit shows no safe means of crossing to the footway to access the village and other options for joining up footways have not been taken
  - Increase in traffic generation
  - No provision for play facilities
- 3.3 **Aston Rowant Parish Council:** Considers the application should be approved.
- 3.4 **SODC Environmental Protection (Noise):** Raised concerns regarding the potential impact of the Chinnor and Princess Risborough Railway (CPRR) on the proposed development.
- 3.5 **SODC Environmental Protection (Air Quality):** Recommends that the developer explores and promotes alternative modes of transport due to the impact that the development may have from increases in vehicles within the local area.
- 3.6 **SODC Environmental Protection (Contaminated Land):** No objection subject to a condition requiring any contamination to be remediated so that the site is suitable for its intended use.
- 3.7 **SODC Economic Development:** Support the retention of the employment land on the site.
- 3.8 **SODC Conservation and Design:** Raised concerns that the design and layout of the development is not of a high standard and does not overcome the previous reason for refusal on design grounds. Commented that standard house types have been incorporated into a layout that is designed around an over-engineered road system.
- 3.9 **Monson (Drainage Consultant):** Commented that Thames Water's comments are important in relation to foul drainage as the proposal may require improvements in the sewerage / sewage treatment capacity in the village. Requested a condition requiring details of the surface water drainage system to be submitted for approval prior to the commencement of development.
- 3.10 **Oxfordshire County Council Developer Funding:** Advised on the level of financial contributions required by the County. (These are contained within the body of the report)
- 3.11 **OCC Ecology:** Object due to the lack of a scheme for the long term management and lack of a financial contribution (beyond aftercare).

Commented that the proposals for landscaping and after use of the non development areas are generally acceptable and they will make a significant contribution to biodiversity and public amenity.

- 3.12 **OCC Highways:** Raised no objection to the proposal from the consideration of the traffic impact on the highway network provided all mitigation measures and contributions are forthcoming. Commented that the Transport Assessment submitted with the application is satisfactory and the additional traffic generation has been demonstrated to have a negligible impact on the operation of the key junctions and highway links within Chinnor. Also confirmed that the car parking and cycle parking for the proposal meets parking standards. (A copy of the full response is **attached**).
- 3.13 **Oxfordshire County Council Strategic Planning:** No objection to the principle of the development provided that appropriate mitigation measures are secured.
- 3.14 **OCC Archaeology:** Commented that there will be no surviving archaeological deposits on site.
- 3.15 **Thames Valley Police:** Raised concern with a footpath and alleyway that runs along the back of gardens.
- 3.16 **Rights of Way Convenor:** Welcome the comprehensive network of urban paths within the urban area and the recreational paths proposed for the IDO land. Raised concern that the pedestrian access from the development to the shops, pubs and other facilities in the village centre would be inadequate. Added that it is a pity that the plans do not include any direct links to the Ridgeway.
- 3.17 **Natural England:** No objection to the proposal, including the impact on the Site of Special Scientific Interest
- 3.18 **Environment Agency:** Object to the application on the basis that the Flood Risk Assessment (FRA) submitted with the application does not provide a suitable basis for assessment to be made of the flood risks arising from the proposed development.
- 3.19 **Thames Water:** Commented that the existing water supply has insufficient capacity to meet the additional demands for the development. Recommend that a condition is attached requiring additional information to determine the magnitude of any additional capacity required in the system and a suitable connection point.
- 3.20 **Campaign to Protect Rural England:** No objection to the principle of the redevelopment of the site. Raised concern about the design and style of the housing, the layout of the streets and local road network; and the impact of lighting.
- 3.21 **Chilterns Conservation Board:** Does not object to the principle of the redevelopment of the site. However, the Board raised objections to the following:
- There is a lack of recognition given to the setting of the site adjacent to the nationally protected Chilterns AONB
  - Lack of renewable energy provision
  - The use of flint shows no relation to the type of flintwork that would be expected in the locality
  - Too greater use of concrete and impermeable surfaces, solid fencing and render
  - The lack of chimneys
- 3.22 **Chinnor and Princes Risborough Railway (CPRR):** No objection to the principle of the development subject to the satisfactory provision for the continuing operation of the railway including the provision of a suitable car park.

3.23 **The Chiltern Society:** Raised concern that the use of Hill Road as the only vehicle access to and from the site would not be adequate and would adversely affect the local community.

3.24 **Berks, Bucks and Oxon Wildlife Trust:** Raised an objection on the basis that the application does not ensure the long term management of the quarry area.

3.25 **Neighbour representations:**

82 letters of objection. The concerns raised are, in summary:

The layout is not appropriate for a rural development

The access is dangerous

The increase in traffic would cause congestion

The increase in traffic would affect highway safety

Insufficient parking provision

The infrastructure is not sufficient to cope with the additional dwellings (sewer system, schools, doctors surgeries, leisure facilities etc)

The proposal should include a local shop

The village would become a town and lose its identity

Not enough facilities for children in the village

More than one access is necessary for the site as the roads will not cope. A further access should be provided onto the B4009 by Crowell

There is no market for new houses and business units

Potential access problems, noise and disturbance during construction

Increase in residents would increase the crime rate

The previous reasons for refusal remain relevant

The development does not contribute positively to sustainability in Chinnor

The unique site provides an opportunity for a more visionary development

No plan provided for the management and funding of the nature reserve

No parking provided for users of the nature reserve

There has been too much development in Chinnor and it is 'bursting at the seams.'

Impact on views

The site will be very densely populated

The potential for children to drown in the lakes

The proposal fails to achieve a high standard of design

The layout is disappointingly conventional

Bin storage would be inadequate

The proposal would be an overdevelopment and Chinnor would consist of sprawling housing estates and endless roundabouts

13 letters received requesting that the provision of a football pitch is a requirement of the planning consent. The letters commented that Chinnor has a thriving youth football club with limited facilities.

3.26 In respect of the amended plans the following additional comments have been made:

3.27 **Chinnor Parish Council:** continue to object. They consider the proposed pedestrian crossing is dangerous, car parking to the care home is not adequate and traffic congestion on Hill Road.

3.28 **Aston Rowant Parish Council:** No objection.

3.29 **SODC (Housing):** No objection (subject to completion of S106 on affordable housing).

3.30 **SODC (Economic Development):** No objection

- 3.31 **SODC (Countryside Officer):** No objection. He considers the S106 agreement, in terms of the chalk pit restoration, does need robust clauses.
- 3.32 **SODC (Conservation Officer):** No objection subject to various conditions.
- 3.33 **BBOWT:** No objection provided restoration management plan is implemented
- 3.34 **OCC (Archaeologist):** No objection
- 3.35 **OCC (Ecologist):** No objection although negotiations still on going on precise terms of the chalk pit restoration.
- 3.36 **Chilterns Conservation Board:** Objection. They have made detailed comments about the general design, bulk and massing, use of flint, brick bonds, lack of chimneys, dormers and renewable energy.
- 3.37 **Thames Valley Police:** No objection
- 3.38 **Natural England:** No objection.
- 3.39 **Environment Agency:** Maintain an objection.
- 3.40 **Neighbour representations:** 12 further letters of objection. They comment that Code Level 3 is not acceptable as they should do more, traffic issues have not been addressed, there should be an access over the railway and concerns that the roundabout will be more dangerous.

#### 4.0 **RELEVANT PLANNING HISTORY**

- 4.1 There have been numerous applications dating back to 1949 relating to the use of the site for mineral extraction and the manufacture of cement and associated activities.
- 4.2 Of most relevance are two applications submitted at the same time by the current applicant in 2007. P07/W1279/O sought outline planning permission for 1 ha of employment use. Planning permission was refused under delegated powers on 8 February 2008 and a copy of the decision notice is **attached**. There was little information about the uses and insufficient thought had been given in the submission to the relationship between the employment uses and the adjoining residential areas. P07/W1280 sought detailed permission for the erection of 160 houses. Planning permission was refused under delegated powers on 8 February 2008 and a copy of the decision notice is **attached**. Again there was concern that the relationship between the employment and residential use was considered inappropriate and there were a number of detailed problems with the layout and design of the properties.
- 4.3 Following the refusals, discussions have taken place with the developer and a Design Review has been undertaken with the South East Regional Design Panel who made comments about the scheme then proposed and about the development of the site in general. Their comments have assisted in informing the current scheme.

#### 5.0 **POLICY & GUIDANCE**

- 5.1 The following are of most relevance in the consideration of the application:  
PPS1, PPS 3, PPS7, PPG13 and PPS24

South Oxfordshire Local Plan Policies G1, G2, G6, C1, C4, C6, C7, C8, CON1, CON5, EP1, EP2, EP3, EP4, EP6, EP8, D1, D2, D3, D4, D5, D6, D7, D8, D10, D1, D12, H2, H7, H8, H9, H14, R1, R2, R4, R6 and RUR11.

Chinnor Cement Works Development Brief. This document sets out a strategy for the development of the Cement Works as is supplementary planning guidance. Copies are available on the web site.

## South Oxfordshire Design Guide

### 6.0 **PLANNING CONSIDERATIONS**

#### 6.1 The main issues in this case are:

- Overall development relative to Policy RUR 11
- Highway issues
- Density/Impact on character of area/AONB
- Housing Mix/Affordable housing
- Sustainability
- Employment Uses
- Drainage
- Play areas/open space
- Public art
- Designing out crime
- Impact on CPRR
- Contamination
- Impact on setting of listed lime kiln
- Restitution of chalk pits
- Infrastructure contributions
- 5 year supply of building land.

#### 6.2 **Overall development relative to Policy RUR11**

The site is subject of a specific policy RUR11, a copy of which, together with the discussion, is **attached** to this report. The policy sets out 8 criteria which must be met in order for the development of the site to be acceptable. These are discussed below: i & ii) relate to the use of the pits. They are outside the area of the current application. However, the applicant has, in parallel with this application, been pursuing an Interim Development Order with the County Council, who are the Council responsible for resolving the restitution of the pits. OCC (Minerals) have now raised no objection to the submitted schemes for the resolution of the pits which will become publicly accessible for informal recreation. A scheme for long term maintenance has been agreed and I am satisfied that the issues can be covered through appropriate clauses in any Section 106 agreement.

iii) relates to the area covered by the industrial buildings. The policy refers to '3.8 ha for housing and 1 hectare of B1 and B2 Employment uses and/or appropriate commercial leisure uses'. I have now checked the area identified in the Local Plan and it would appear that the areas mentioned in the Local Plan were in error. The current application site, other than the land take required for the construction of the new roundabout, is effectively the same as that shown on the Local Plan map. The application proposes housing and employment use. The reason why the employment uses are required by the Local Plan is to ensure that employment opportunities remain in Chinnor, to secure a more sustainable form of development and to assist in reducing travel distances having regard to the loss of the Cement Works as an employer. Although not strictly a B1 or B2 use, the proposed care home would employ a considerable number and variety of staff. In addition, three offices are proposed and in total there is 1 ha of employment use proposed.

iv) requires a mix of employment uses. I consider that the combination of three office buildings and the care home does give a variety of employment opportunities in accordance with that part of the policy.

v) requires 40% affordable housing. The application proposes this and is discussed



further in section 6.7 overleaf.

vi) requires a comprehensive landscaping scheme. The application does include a strategy for landscaping on the site. The noise barrier will require careful treatment but I am satisfied that these matters can now be covered by condition.

vii) requires provision to be made for the CPRR. The application demonstrates that a low loader could access the side of the tracks and a new access and larger car park is also proposed.

viii) relates to appropriate infrastructure contributions and is discussed further in section 6.19 below.

### 6.3 Highway issues

Many of the local representations opposing the application relate to the use of Station Road to serve the development. The Development Brief (see section 5.1) suggested that 130 dwellings and 1ha of employment was an appropriate level of development for the site. However, this was on the basis of using the existing priority junction. At that time the County Council, as Highway Authority, considered that was the maximum level of development which could be safely served using the existing access. With the proposed roundabout a fresh examination of the capacity of the site and access has been made. The application was accompanied by a Traffic Impact Assessment which has been carefully examined by OCC. Station Road, between the site and Chinnor, has on street parking to serve a number of frontage properties which do not have on site parking. This can lead to congestion at peak times as the on street parking results in only one lane being open. OCC (Highways), in raising no objection, has had regard to the previous HGV usage of the local road network from the Cement Works and to the percentage increase in the use of Station Road. It should be noted that the Cement Works employed up to 150 staff that accessed the Works every day and at its peak generated an average of 150 HGV movements through Chinnor. In addition, the Highway Authority considers that the development should only take place once a package of measures has been undertaken to improve the existing situation in Hill Road, funded by the developer. **Attached** is a copy of his comments in respect of the original proposal.

6.4 An examination of the local road accident record by the OCC indicates that excessive speed was often contributory factor. The proposed new roundabout will reduce traffic speed in both directions. It has been designed to ensure that traffic will need to slow down to negotiate it and therefore, traffic will have to be slower by the time it reaches the congested part of Station Road. When leaving Chinnor, traffic tends to speed up as it leaves the congested area, despite having to negotiate the present 'blind' bridge over the railway. The existing priority junction therefore, has limited vision to the left when leaving the site. This danger will be removed as part of the development.

6.5 On balance, I consider that the safety improvements resulting from the reduction in speed of traffic caused by the roundabout, the reduction in HGV movements as a result of the closure of the Cement Works and the other improvements to the existing situation in Station Road outweigh the dis-benefits of additional traffic using the local road network.

### 6.6 Density/Impact on character of area/AONB.

The net density of the residential element of the scheme is c35 dwellings per hectare. This compares favourably with Policy H8 in the Local Plan which seeks a minimum density of 30 dwellings per hectare. The application proposes a range of house types and densities across the site providing visual interest and helping to assimilate the development into the area. There are a variety of heights proposed with none of the

residential elements exceeding 3 stories. Some flats are proposed and these are located in key locations to form focal points and add interest in the layout. The application proposes a fairly traditional and well detailed design approach with a variety of character areas through the development. Materials are proposed to be generally brick and tile although the 'entry' building is proposed to be brick and flint. In addition, one of the focal blocks will have Flemish bond brickwork.

Although submitted in outline, the care home generally adjoins housing. It differs in scale to the housing but gives punctuation to the scheme by clearly being different. The offices are then sited between the care home and the railway and should be successfully assimilated into the area generally. These uses have the benefit that they should integrate well into the housing estate whilst still achieving the balance of land uses required by Policy RUR11 and the Development Brief.

**6.7 Housing Mix/Affordable Housing**

The housing mix for both open market and affordable housing elements are set out in section 2.2 above. I am satisfied that the mix proposed is appropriate; given the housing needs in the area and that 40% of the units will be affordable. The council's Housing Services Team raise no objection to the scheme and work is well advanced on the completion of appropriate legal agreements to ensure the provision of affordable housing. The units for affordable housing are pepper potted throughout the scheme. Subject to the completion of appropriate agreements, the council's Housing Enabling Manager raises no objection.

**6.8 Sustainability.**

The applicant has submitted a pre-assessment which demonstrates that the dwellings will achieve Code Level 3 in the Code for Sustainable Homes, in accordance with the advice set out in the council's Design Guide. They have investigated other means of achieving energy efficiency but they have been rejected by virtue of the costs involved which would be presently untenable. Code Level 3 is the recognised standard required at present and the scheme will achieve this. There will be solar/pv panels in appropriate locations. The outline elements of the scheme would need to comply with BREEAM ratings of 'very good' or 'excellent' and should form part of any reserved matters submission.

**6.9** The employment uses are submitted in outline and therefore do not contain any detailed proposals for energy efficiency. However, any reserved matters application will have to comply with the relevant provisions at the time of submission.

**6.10 Employment Uses**

The application proposes 1 ha of employment use in the middle of the site. The Development Brief suggests that the employment use should be at the south western end of the site served by an access which would run alongside the railway. In this way, the employment use, which could have contained B2 uses, would have been properly segregated from the residential uses. However, it would have resulted in a very long (well over 200m) featureless access with little opportunity for any amelioration, with HGV's passing along the backs of many residential properties. Some basic research conducted by the applicant suggested that there was little demand for B2 uses in Chinnor but that there is a demand for care homes. This need has also been identified across the district. Care homes, as opposed to sheltered accommodation, employ a range of people from nursing care to administration. Experience shows that they probably employ as many people per square metre as a 'normal' factory. Such a use has the benefit that it is capable of being integrated into a residential area better than B2 uses and can act as a feature. Hence the care home represents an appropriate way of providing the employment use required by policy. The application also proposes

three B1 use buildings which are of a size which are likely to be more readily assimilated into the area and less likely to result in problems which a B2 use could create. The applicant has suggested that appropriate clauses in a Section 106 agreement will ensure that the employment uses are provided as part of the overall development of the site. In view of the above I consider that the aims of the Development Brief have been met in respect of employment uses.

**6.11 Drainage**

Foul Water. The Parish Council have expressed concern that there is a problem in respect of foul drainage. The issue has been raised with Thames Water who has confirmed that there is sufficient capacity at the local sewage works to accommodate the likely additional flows from the development. The question of water supply has also been examined and it has been concluded, following a Flow & Pressure Investigation commissioned by the developer, that an adequate water supply can be achieved by laying an enlarged water main from Oakley Road. This matter can be covered by condition.

Surface Water

Additional work has been undertaken by the developer in respect of the flood risk assessment. At the time of preparing this report, the Environment Agency are continuing to maintain an objection. Their concern is that any new development should incorporate Sustainable Urban Drainage Systems (SUDS). Although as presently shown many such principles have been incorporated, the totality of the scheme has not satisfied the EA. In this case, I am satisfied that there will be an engineering solution to this and consider that it is safe to grant planning permission subject to a condition requiring full details of the surface water drainage to be agreed prior to commencement of any other development to incorporate SUDS in the scheme.

**6.12 Play areas/open space.**

On a development of this size, a Locally Equipped Area for Play (LEAP) would normally be expected. The application does not propose a LEAP. However, the chalk pits are to be remediated and made available for public access. The Section 106 agreement can include a sum of money specifically for the provision of a play area adjacent to the developed area, together with a commuted sum for its maintenance. Similarly, open space is not specifically provided on site because of the proximity of the 75 ha of chalk pit. I consider that the remaining chalk pits are adequate for play and open space and thus generally comply with policies R2 and R6 of the local plan.

**6.13 Public Art.**

The developer has agreed a sum in excess of £40 000 to be paid. Discussions are still on going as to how best to use the money.

**6.14 Designing out crime.**

The revised layout has been designed having regard to the original comments made by the Police and their Crime Prevention Design Advisor who now raises no objection to the development.

**6.16 Contamination.**

Reports on contamination have been prepared and they demonstrate that, on the development site itself, there is limited contamination from the former industrial use. However, it is capable of remediation and can be covered by condition.

**6.17 Impact on setting of listed lime kiln.**

The lime kiln is a most unusual shape. There had previously been 4 such kilns but 3 were demolished some considerable time ago. The previous layout had used the lime kiln as a focal point. However, following the Design Review (see 4.3 above), it was concluded that it would be better to achieve a layout where glimpses of the kiln are afforded. The layout has been altered around the kiln and a 'square' of housing provided with the kiln in the middle. I consider that its setting has been satisfactorily protected. Work is continuing on a scheme for its long term maintenance and is required to form part of the Section 106 agreement to ensure it remains. As to its long term use, nothing has yet been agreed. It is a difficult to envisage another use without adversely affecting its character. It is possible that it is made safe and then access to the building itself restricted in a similar fashion to the kiln at Nettlebed.

**6.18 Restitution of the chalk pits.**

The chalk pits are outside the application site. However, Policy RUR11 requires them to be considered comprehensively. The County Council are the authority responsible for ensuring the restitution of the pits through the IDO process. Discussions are on going with the County Council but general agreement has been reached. The pits will be made safe and then access will be given to the public for informal recreation with paths, information boards etc. Long term maintenance is likely to then pass to the local wildlife trust with payment of appropriate monies for maintenance.

**6.19 Infrastructure contributions.**

The development will put additional strain on local infrastructure and in order to mitigate this impact a range of financial contributions and other matters have been agreed in principle with the various parties. They include the following:

Oxfordshire County Council:

Contributions towards the following have been sought:

- Education, primary, secondary and special needs,
- Libraries, both for the housing and the care home,
- Waste management,
- County Museum resource centre,
- Social and Health care,
- Extra care housing,
- Highway contributions for off site highway and public rights of way improvements (deferred payments can only be accepted if supported by a bond or other acceptable security) and
- Public transport (which would be used to fund a bus service into the site and extra buses to Thame).

In addition, the County Council are seeking to control the restoration of the pits through the IDO process which would include a condition for maintenance for a period of 5 years. The S 106 legal agreement must include a requirement for longer term maintenance. Also, there will be a requirement for an agreement under Section 278 of the Highways Acts to cover the improvements to the highway network. They consider that the requirement to enter the S278 agreement should be incorporated into the Section 106 agreement.

South Oxfordshire District Council.

Contributions towards the following have been sought:

- Police,
- Community Centres and halls,
- Recreation and Sport (*The Parish Council advised that there is a shortage of land*

*within Chinnor for sports pitches and no land currently available. This is confirmed in the PPG17 study. The developer has suggested that land can be made available within the pits area for a football pitch. This has been shown on the submitted drawings although is outside the application site. The County Ecologist and District's Countryside Officer are satisfied that, in the location shown, there would be no nature conservation issues. In discussion it has been suggested that the payment under this heading should be reduced by the notional value of the land assuming it is given over to an appropriate organisation such as the Parish Council, at nil cost. However, such usage would require a further planning permission for the use of the land. At this stage it cannot be certain that planning permission would be forthcoming. Much will depend on the details and level of development proposed at the time the land comes forward. In an effort to assist, the developer has shown an indicative access to the land to which the County Ecologist has objected on nature conservation grounds. Access to the land should be negotiated once the details are known ),*

- Play Space,
- Allotments/cemeteries (*The precise amounts and delivery are still being negotiated although the principle has been agreed*),
- Waste and recycling,
- Public art and
- Street naming.
- Phasing of employment and care home.

In addition we are seeking 40% affordable housing and a management plan for the long term maintenance of the lime kiln. Finally there also needs to be agreement to ensure the employment uses (both the offices and the care home) are provided prior to the occupation of all the residential units.

**6.20 5 year supply of building land.**

This site is referred to in Policy H2 (sites identified for housing) of the Local Plan as an allocated site and is therefore a fundamental part of the council's housing delivery strategy.

**6.21 Conditions.**

If the application is approved there will need to be a variety of conditions to ensure that there is appropriate phasing strategy to secure the proper development of the site. As the proposal is a hybrid application there are some conditions which relate to only to the detailed part of the application and others to the reserved matters part.

Normally, matters such as landscaping and materials are agreed prior to the commencement of any other works. In this case, the construction of the development could take a number of years. I also consider it essential to ensure that the new roundabout and the closure of the existing access should be undertaken prior to any other construction works as the revised access offers a much safer access to the site. The roundabout and access could take up to 6 months to complete given the engineering works which are involved. I therefore consider a phasing plan should be agreed which would include details of the timing of compliance with the normal pre-commencement conditions.

7.0 **CONCLUSION**

- 7.1 The development plan allocates the site for residential development. Planning policies also require the provision of infrastructure, facilities and services to mitigate the impacts and serve the development. These would be delivered as part of the scheme and the development complies with the requirements of the site allocation policies to deliver a comprehensive and balanced scheme. The development would contribute a significant proportion of the housing supply in the area, in accordance with national, regional and local planning policy.

The environmental statement submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 identifies a range of impacts and proposes measures for mitigation. The mitigation measures are to be secured by a planning agreement or planning condition as appropriate.

A principal impact from the development of concern to local people is the likely effect of the development on traffic. New highway infrastructure works, a revised access plus the provision of enhanced public transport facilities will satisfactorily mitigate the expected increase in traffic to the surrounding area, particularly having regard to the previous use of the site.

The development will provide much needed housing and adverse impacts will be mitigated to an acceptable extent. The development therefore accords with the development plan, and there are no material considerations that solely or cumulatively outweigh this.

8.0 **RECOMMENDATION**

- 8.1 **That, subject to the applicants completing a Section 106 agreement (generally) in accordance with the Heads of Terms set out in section 6.19 above, the decision to grant planning permission be delegated to the Head of Planning, subject to the following summarised conditions:**

**In respect of the full application for 178 residential units, means of access, car parking, landscaping, amenity areas, service infrastructure and alterations to the railway car park**

- 1 Commencing Date 3 years**
- 2 Submission of a phasing strategy (to include a schedule of submission for condition discharge, the completion of agreements to ensure highways are adopted or adoptable at the appropriate time, proper provision of railway car park, a stage 2 road safety audit)**
- 3 Samples of all materials to be submitted in accordance with the phasing strategy**
- 4 Scheme for waste disposal**
- 5 All dwellings to meet minimum Code Level 3**
- 6 Landscaping scheme to include the acoustic wall prior to first occupation of any dwelling.**
- 7 Scheme for foul drainage**
- 8 Surface water scheme to be agreed prior to any works**
- 9 Construct new roundabout and access prior to any other works.**
- 10 Close existing access within one week of first use of roundabout. Details of closure to be agreed prior to commencement of works.**
- 11 Construct estate roads to specification prior to occupation**
- 12 Estate road construction to be agreed prior to construction to include access for buses and bus stops.**

- 13 **Submission and approval of a construction travel plan.**
- 14 **No occupation until a scheme for footpath improvement to Station Road and Hill Road has been implemented.**
- 15 **Residential travel plan to be agreed and then implemented prior to occupation as set out in phasing strategy.**
- 16 **Contamination investigation**
- 17 **Contamination remediation if required.**
- 18 **Restrict working on site 8 till 6 Monday to Friday and 8 till 12 on Saturday.**
- 19 **Undertake works set out in the water flow report, prior to first occupation.**
- 20 **Provide fire hydrants in accordance with details to be agreed.**
- 21 **That notwithstanding any indication given on the plan, no permission is given for the construction of a vehicular access to the ‘car parking for the sports pitch’ shown on drawing 69/1639/200 Rev K.**
- 22 **That a scheme for noise attenuation in the residential units adjoining the existing railway shall be agreed prior to the commencement of the construction of those dwellings (generally in accordance with acoustic report and additional acoustic information dated 14 October).**

**And in respect of the outline application for the care home and offices, that outline planning permission be granted subject to the following conditions:**

- 1 **Outline application with reserved matters being external appearance and landscaping.**
- 2 **Submission of reserved matters**
- 3 **Commencement within 3 years**
- 4 **No development until access alterations**
- 5 **That the reserved matters application shall include details of energy and water conservation measures.**

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