

EAST CHALLOW NEIGHBOURHOOD PLAN DRAFT POLICIES

APRIL 2018

Category	Draft Policy Title	Purpose	Draft Policy – policies are <u>not final</u> and subject to amendment
Rural Setting	Green Gap	<ul style="list-style-type: none"> To prevent the coalescence of the Wantage and East Challow settlements To retain the historical character of East Challow as a separate settlement 	Unallocated development will not be permitted on sites HELAA EACH03, 06, 05 in order to preserve East Challow’s historic character as a separate settlement.
	Protection of the Open Countryside	<ul style="list-style-type: none"> To preserve and enhance the open countryside around the village as a recreational resource and for its intrinsic beauty and tranquility To preserve long-distance views from the countryside to the village in recognition of the historic character of EC as a separate settlement To allow better access to the countryside and the canal from the village by foot and cycle to increase opportunities for passive recreation 	<p>New development will only be permitted where:</p> <ol style="list-style-type: none"> No strategic views are blocked or adversely impacted. A proportionate contribution is made by developers to improve access to the countryside and safeguard and enhance the green corridors, such as improvement to the footpath network, reinstatement of views, improvements to feeling of tranquility, etc. It does not introduce urban features, noise, or additional traffic such that the intrinsic value of the countryside is diminished or to the detriment of feelings of openness and tranquility from footpaths.
	Local Green Space	<ul style="list-style-type: none"> To retain the character of the village by proposing a number of important green spaces in the parish to be protected from development by designation as Local Green Spaces 	<p>The Neighbourhood Plan designates Local Green Spaces in the following locations, as shown in the Local Green Spaces Evidence Base:</p> <ol style="list-style-type: none"> HELAA¹ reference EACH02 HELAA reference EACH18- 8.36 hectares agricultural land. Parcel of land between Hedgehill Road and A417 road. Wide grassed verges alongside Goodlake House and opposite side of A417 road.

¹ HELAA sites are those identified by Vale of the White Horse DC which could potentially contribute towards the future supply of housing and employment land.

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			The above sites are designated as Local Green Spaces where development will only be allowed under very special circumstances.
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Environment & Biodiversity	The Low Carbon Transition	<ul style="list-style-type: none"> • To acknowledge the climate emergency facing the planet and to play an enabling, proactive role in assisting the low carbon transition by encouraging the use of electric vehicles and by ensuring that new development allows more local residents to work from and access services from home. 	<ul style="list-style-type: none"> • Proposals for new houses should provide superfast broadband and charging points for electric vehicles • A development that requires the provision of parking should ensure that two spaces, in addition to allocated spaces, are provided with vehicle charging points • All new houses should be fitted with photovoltaic panels • Vehicle charging points for existing dwellings will be encouraged • New developments to retain existing trees where possible. For each tree removed one new tree to be planted
	Biodiversity & Green Corridors	<ul style="list-style-type: none"> • To maintain and enhance the existing green corridors and their relationship with the natural environment • To promote critical environmental awareness within the existing village and among new developments as necessary • To require 'net gain' in biodiversity and green infrastructure from new developments, considering existing and proposed green corridors and known protected species 	<ul style="list-style-type: none"> • Development proposals should seek to maintain and enhance the connectivity of all existing and proposed green corridors wherever possible. • Proposals for development on or adjacent to existing and proposed green corridors, must maintain and if possible enhance the function of the corridor. Planning applications for new dwellings must clearly demonstrate how they have incorporated appropriate measures to secure the connectivity of the corridor • Development proposals should seek to enhance biodiversity wherever possible. On sites where protected species have been observed/recorded, developments should plan for the protection and, where possible, enhancement of existing habitats, both during and after construction.
Infrastructure & Facilities	Community Facilities	<ul style="list-style-type: none"> • To ensure that new development contributes sufficiently to ensure that new residents have access to the same quality of community infrastructure as present. • To secure the long-term benefit of a range of facilities that are important to the local community 	<ul style="list-style-type: none"> • Proposals should make proportionate provision to improve and enhance existing community infrastructure • Proposals involving loss of land or buildings in community use which, in terms of their location, physical characteristics and accessibility, are considered suitable to meet identified community needs will not be permitted unless: adequate, appropriate, alternative provision sufficient to accommodate the loss is included as part of the proposal, or; sufficient convenient provision is already available elsewhere

	Community Infrastructure Levy (CIL)	<ul style="list-style-type: none"> To prioritise use of any funding from development for specific costed, feasible community projects, e.g. community transport, traffic calming and footway/ cycle path improvements 	Community Infrastructure Levy contributions from development will be used for the benefit of the community, including the priority projects listed in Appendix X.
	Public Rights of Way (PROWs) & Footways	<ul style="list-style-type: none"> To improve and expand existing footways, and/or upgrade to cycle routes To improve both life quality and social interaction 	The protection and enhancement of public rights of way and access; and the provision of new public rights of way and access that link into existing routes, will be supported.
Traffic & Roads	Parking	<ul style="list-style-type: none"> To avoid increase in traffic congestion and traffic hazards in the village centre due to on-street parking To ensure that pavements and village streets are accessible to pedestrians To remove on-street parking in areas which reinforce the rural character of the village 	<ul style="list-style-type: none"> Developments will be permitted where their full parking needs can be met off-street. The provision of additional short-term off-street parking will be welcomed. Sizeable future developments should include parking provision for villagers generally. The size of standard parking bays should meet the needs of modern vehicles.
	HGV Traffic	<ul style="list-style-type: none"> To reduce the negative amenity impact of lorry traffic on the A417 through East Challow To avoid increases of lorry through-movements on the A417 through the village 	<ul style="list-style-type: none"> A future traffic plan must be generated that will remove or reduce the noise, vibration, dust and air pollution from the built-up area, and most particularly reduce NO2 levels. Proposals that generate significant levels of lorry movements that are likely to pass through East Challow should contain provisions to minimise the amenity impacts on local residents. Lorry routing agreements will be encouraged where this can reduce the use of the A417 through East Challow.
	The Western Relief Road	<ul style="list-style-type: none"> To offer locally-contextualised support for the proposed Western Relief Road policy in the Local Plan. 	Transport Assessments and Statements prepared under Development Plan Policy 17 should fully consider all impact of the Wantage Western Link Road on the amenity of residents of East Challow in accordance with Core Policy 37. East Challow PC should be formally consulted on the scope for the Transport Assessments and Statements.

