

APPENDIX 1

rga

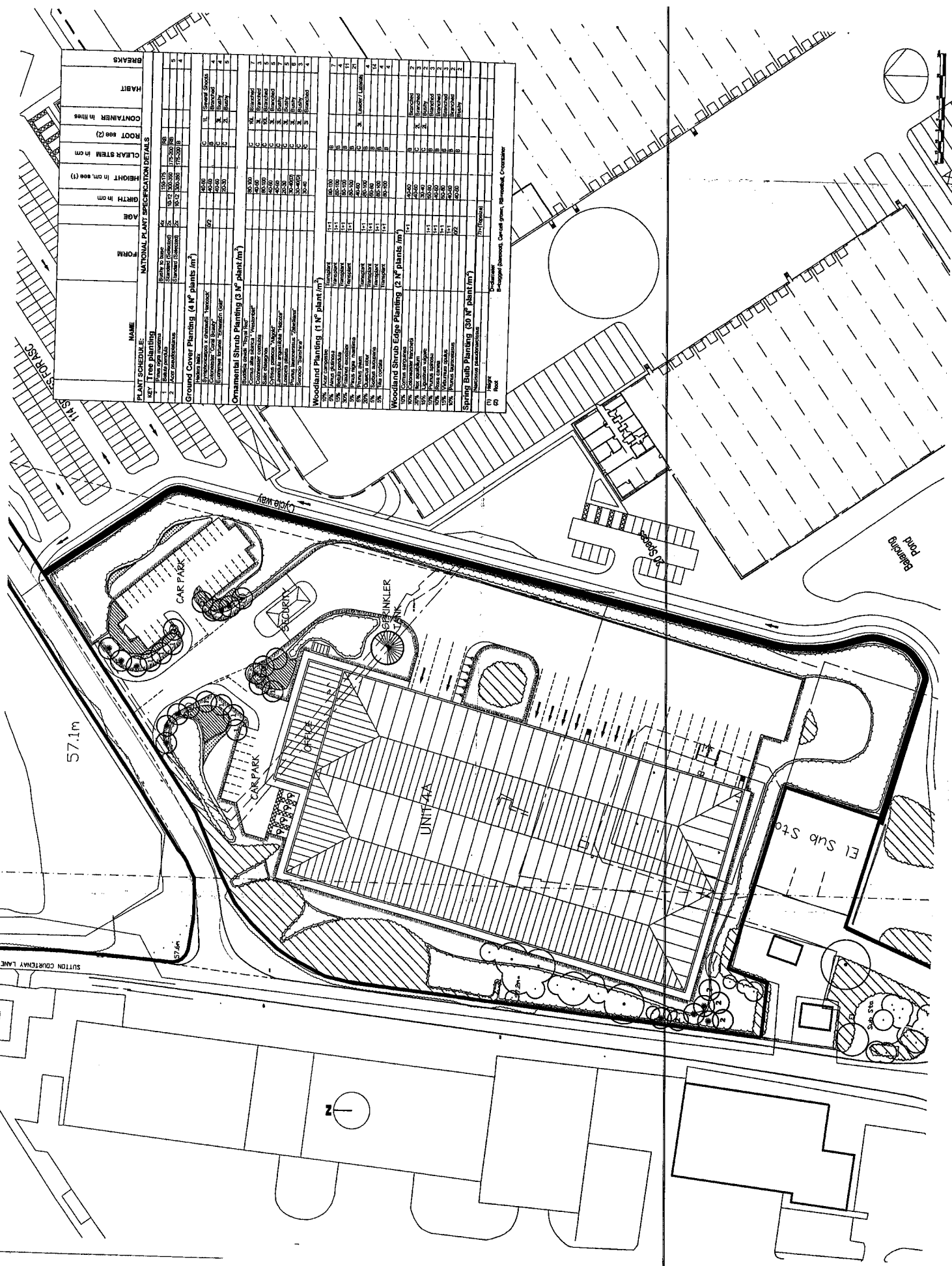
OUTCOT WEST PLOT 4A
LANDSCAPE PLANNING
APPLICATION

STRATEGIC LANDSCAPE PROPOSALS

DATE: 18 March 2005
 DRAWN BY: JTT
 CHECKED BY: JTT

This document is the property of RGA Landscape Architecture. It is not to be used for any other project without the written consent of RGA. It is to be used only for the project and site for which it was prepared. It is not to be used for any other project without the written consent of RGA.

- KEY**
- EXISTING PLANTING**
- EXISTING WOODLAND REMAINS (ALSO SHOWN OUTSIDE SITE FOR CONTEXT)
 - EXISTING TREES TO BE RETAINED
- PROPOSED PLANTING**
- PHILIS MORA MARITIMA
 - BETULA PENDULA
 - ACER PSEUDOPLATANUS SELECTED STAMAND
 - WOODLAND PLANTING WITH SHRUB EDGE
 - ORNAMENTAL SHRUBPLANTING WITH GROUNDCOVER EDGE
 - GRASS AREAS
 - RULES PLANTING IN GRASS AREAS



PLANT SCHEDULE	NAME	FORM	AGE	HEIGHT in cm	CLEAR STEM in cm	ROOT ZONE (2) in cm	CONTAINER in litres	HABIT	BREAKS
NATIONAL PLANT SPECIFICATION DETAILS									
1	Tree planting	Barrow 2.5m	14	150-175	168	170-200	180		
2	Acier pseudo-platanus	Barrow 2.5m	14	150-175	168	170-200	180		
Ground Cover Planting (4 N° plants/m²)									
1	Phyllanthus	Barrow 2.5m	14	150-175	168	170-200	180		
Ornamental Shrub Planting (3 N° plants/m²)									
1	Phyllanthus	Barrow 2.5m	14	150-175	168	170-200	180		
Woodland Planting (1 N° plant/m²)									
1	Phyllanthus	Barrow 2.5m	14	150-175	168	170-200	180		
Woodland Shrub Edge Planting (2 N° plants/m²)									
1	Phyllanthus	Barrow 2.5m	14	150-175	168	170-200	180		
Spring Bulb Planting (30 N° plants/m²)									
1	Phyllanthus	Barrow 2.5m	14	150-175	168	170-200	180		

947/12063/21-X

notes :

1. DO NOT SCALE THIS DRAWING
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE
3. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS

S47/2003/21-X

rev amendments by date



Burks Green
 Sherwood House,
 111, 113 & 115
 Newark, Nottinghamshire,
 NG24 1QQ
 T +44 (0) 1662 602 700
 F +44 (0) 1662 602 701
 W www.burksgreen.com
 E mail@burksgreen.com

Client

Immegy plc.

Project
Didcot West

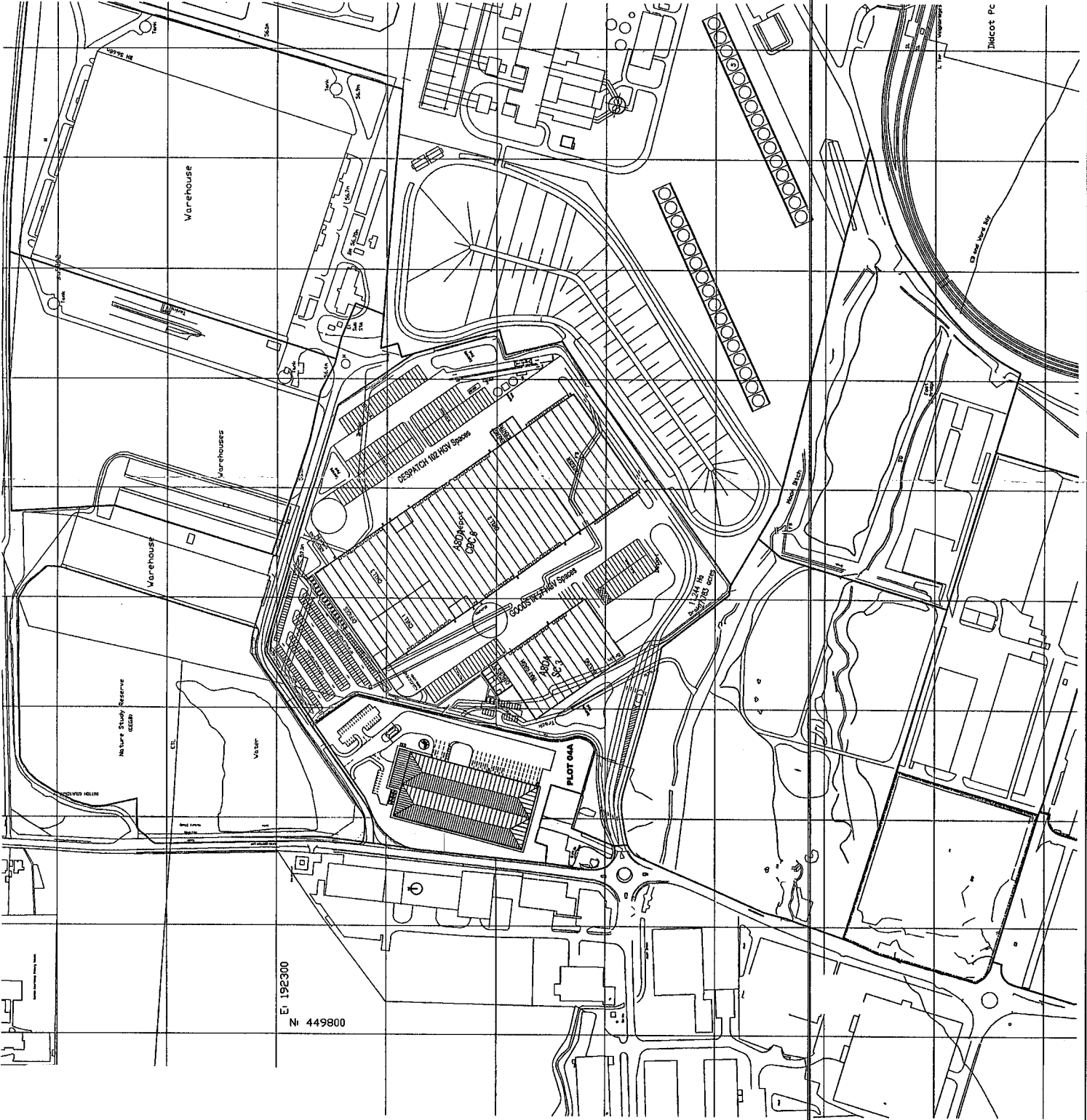
Title
Site Location Plan - Plot 4a

VALE OF WHITE HORSE
 DISTRICT COUNCIL
 11 JUL 2005
 CORPORATE POSTAL
 SERVICES

Drawing Status: Preliminary
 Date Created: 12 July 2005
 Drawing Scale: 1:2500

Revision Number: 14109/A2/S6

Project Leader: DD
 Drawn By: JDC
 Initial Reviewer: DD
 Rec Copy Check:



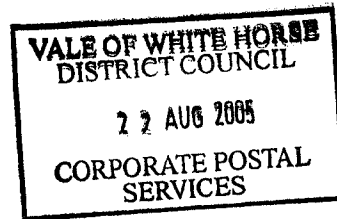
APPENDIX 1

Sutton Courtenay Parish Council

Mrs. L. A. Martin B.A.
Telephone/Fax: Frilford Heath
(01865 391833)

Orchard House,
90 Howard Cornish Road,
Marcham, Abingdon,
Oxfordshire OX13 6PU

Mrs. G. LeCointe,
Planning Services,
Vale of White Horse District Council,
Abbey House,
Abingdon,
Oxon.
OX14 3JN



19th August, 2005

Dear Mrs. LeCointe,

SUT/12063/21-X Erection of building for storage and distribution warehouse (class B8) or employment (class B2) use. Gatehouse and sprinkler tank, formation of access, HGV parking, car parking and structural planting. Land West of Didcot Power Station, Sutton Courtenay Lane, Sutton Courtenay For: RWE nPower Ltd.

The Parish Council strongly objects to further development at this location. The application describes the impact of the proposal as "modest" but being adjacent to the Asda warehouse and other proposed sites for development the area should be looked at as a whole and not in a piecemeal manner.

No forethought has been given to the local infra-structure. More commercial and private vehicles will be generated causing potential congestion at the roundabouts particularly in conjunction with Milton Park traffic.

The Council is extremely concerned about the potential impact of traffic for the village. There will inevitably be more private cars travelling through the village and with possible shift patterns there will be 24 hours a day traffic movements, particularly thorough Harwell Road and the High Street.

The traffic studies take the morning peak time as 8.00 a.m. - 9.00 a.m. yet delivery lorries such as UPS parcel service leave Milton Park much earlier than this often using Sutton Courtenay Lane. Local people too drive to Didcot railway station to catch trains to London. Sutton Courtenay Lane is extremely busy at times other than "peak hours".

Why have the studies not been projected forward for 10 years to account for traffic raised by other proposals e.g. Didcot transport strategy, proposed 3200 houses at Didcot, 2500 houses at Grove?. In particular, the accumulative effect of the increase

in traffic of all these development proposals should be taken into account. Collectively an increase in traffic has a very significant impact on the road network.

The A34 is reaching its capacity limit, this major route is overloaded and the threat of transference to the minor roads is a very real one. Given the suggestion that the A34 could become a toll road, then the analysis that 37% of car trips will be along the A34 is misleading as local traffic would divert to village roads to avoid any toll.

The village is currently troubled by noise from "reversing beepers" from vehicles and general operating noise from the landfill site. Residents also hear water at the cooling towers as well as traffic on the A34. There would be an unacceptable detrimental effect on the surroundings and amenity of local residents from more lorries. Any noise generated from the site would have a serious effect on the lives of local residents who are currently already troubled by ambient noise from local businesses.

The village Primary School is a noise sensitive development a matter of only metres away. The constant vehicles noise and "reversing beepers" would lead to a deterioration in the quality of the environment and disruption for the school.

The proposed development and its associated activities could have a substantial effect on the complex natural cycles of the wildlife in the adjacent nature reserve. Thousands of primary school children visit the nature reserve as part of their curriculum and are dropped off by coach in Sutton Courtenay Lane. It is not unusual to have a coach and accompanying staff cars parked in Sutton Courtenay Lane.

Children from Sutton Courtenay Primary School walk to the site on a regular basis. The safety of the young children would be very much at risk with large HGVs passing them every few minutes at peak periods. The development presumably would be well lit. Yet bright visually intrusive lights would harm the appearance of the area and would be out of character in the open countryside. The ecological and environmental impact is very significant and not low to moderate as suggested. The effects of pollution have not been addressed. How much would extra traffic contribute to the levels of CO, CO₂, NOX etc at Sutton Courtenay Lane and Milton Interchange?

Sutton Courtenay has experienced problems for some considerable time regarding blocked sewers in Harwell Road/Frilsham Street and High Street. The current public sewage system is inadequate particularly during periods of heavy rainfall when levels rise. For several years now, particularly over Winter time sewers have overflowed in Frilsham Street and High Street and on some occasions has entered the ground floor of properties. Local residents and the Parish Council have been in correspondence with Thames Water, the Vale of White Horse District Council and the local M.P. in an attempt to resolve the problems. Only last week did Thames Water put cameras into the system in an attempt to source the problems experienced. The village sewage system cannot accommodate any more input.

A good proportion of the application site has not been earmarked in the Local Plan for development but is to be retained as an area for landscape enhancement. The

application for the adjacent Asda warehouse was permitted on a site as an exception to policy. That application states that the existing trees and woodland adjoining Sutton Courtenay Lane are to be retained, and consent was granted on that basis. Should the current application be granted consent, then the promises made in the application for the Asda warehouse will be pointless.

Given the tremendous detrimental impact to the area and the close proximity to residential properties this Council would not wish to see both the Asda development and the current proposals and would urge rejection of the application.

Yours sincerely,



L.A. Martin
Clerk to the Council



E7-9

H2-14

E10

E12

MILTON CP

DIDCOT CP

Harwell

WEST HAGBOURNE CP

EAST HA

APPENDIX 3