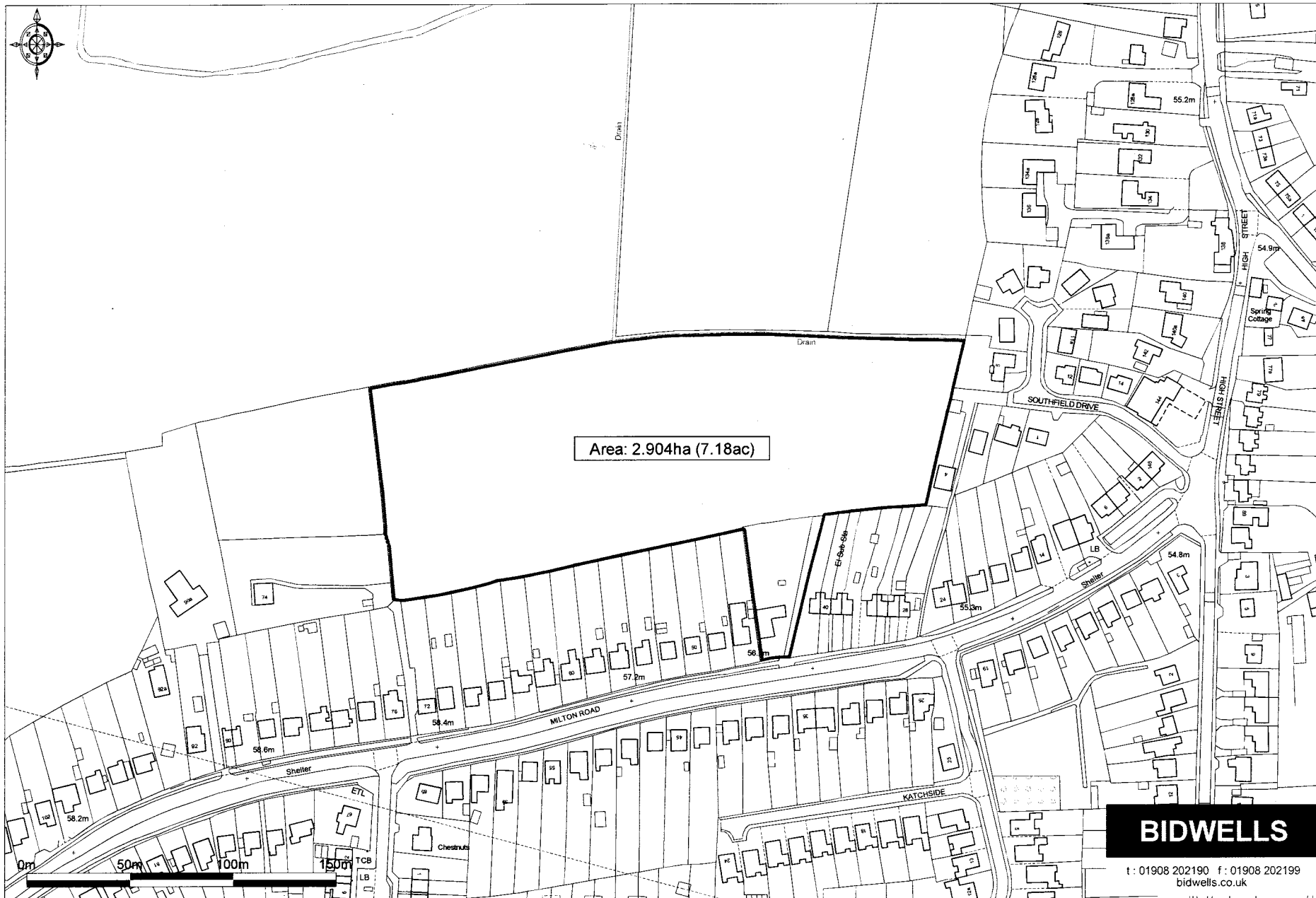


Land North of 28 to 72 Milton Road, Sutton Courtenay, Oxfordshire











P13/V0401/0
APPENDIX 1

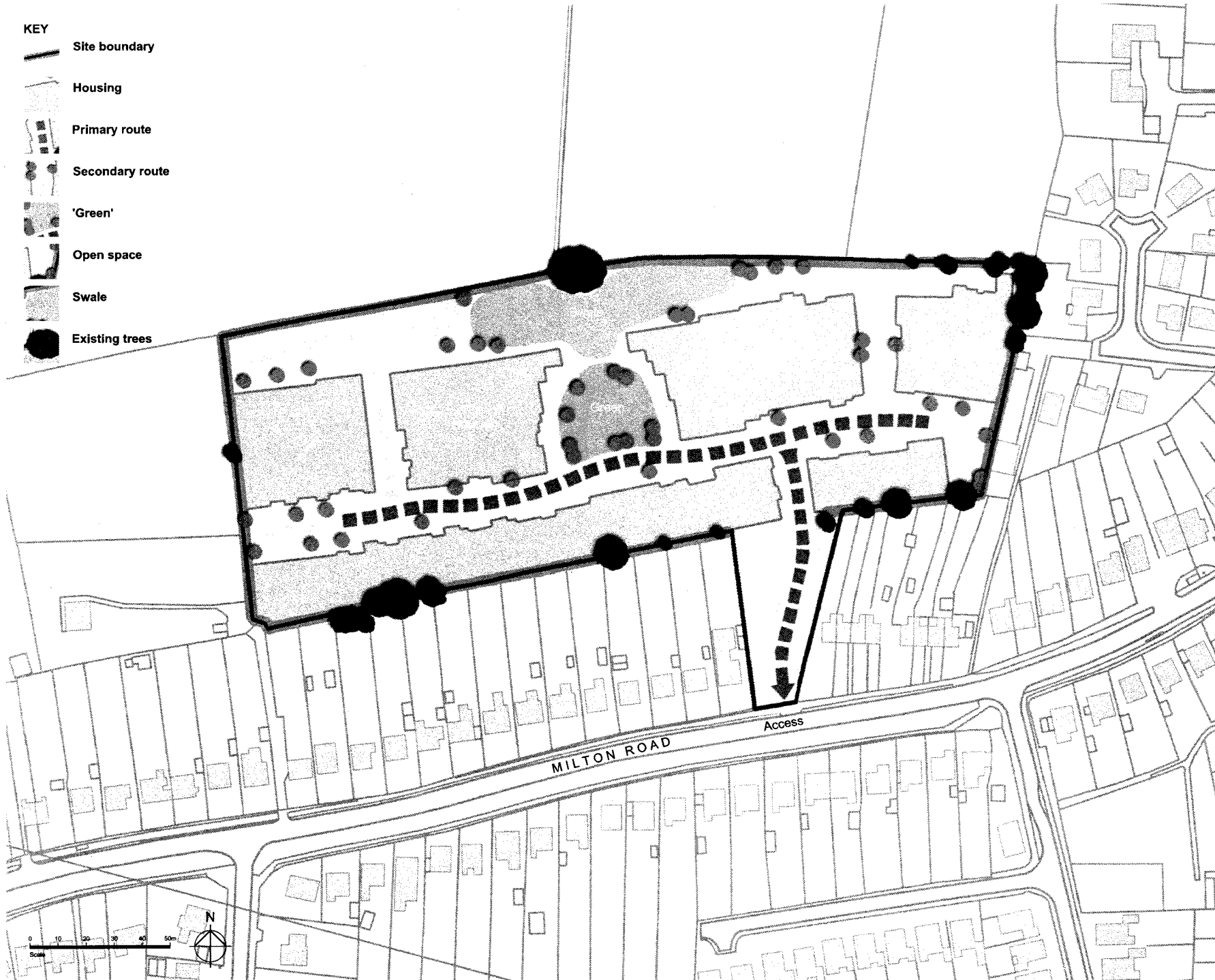


Ordnance Survey © Crown Copyright 2013. All rights reserved. Licence number 100020449. Plotted Scale - 1:2500

Drawing Number: A.43,037a O.S. Ref: SU 4993 SW Date: 28/01/2013

KEY

-  Site boundary
-  Housing
-  Primary route
-  Secondary route
-  'Green'
-  Open space
-  Swale
-  Existing trees



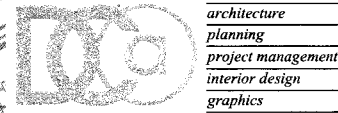
NOTES:

NOTE: NO DIMENSIONS TO BE SCALED FOR CONSTRUCTION. DRAWINGS MAY BE SCALED FOR PLANNING PURPOSES ONLY. ALL DIMENSIONS TO BE CHECKED ON SITE. COPYRIGHT RESERVED.



D	JB	26.04.13	Colours updated.
C	JB	25.04.13	Open space shown to access.
B	JB	20.02.13	Red line boundary updated.
A	JB	19.02.13	Updated following client comments.

REV: BY: DATE: DETAILS:



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PROJECT: **Land North of 28 to 72 Milton Road Sutton Courtenay**
 DRAWING TITLE: **Framework Plan**

SCALE: **1:1250 (A3)** DATE: **Feb 2013** BY: **JB**

ISSUE STATUS: DESIGN B of Q CONSTRUCTION RECORD

DRAWING NO: **12146 (B) 061** REVISION: **D**

P13/100401/0
APPENDIX 2

Gross site area = 2.90 hectares
 Open space area = 'Open Space' + 'Green' = ~ 4,030sq.m.











NOTES:

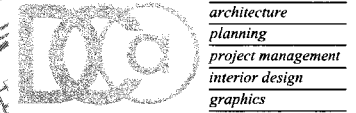
NOTE: NO DIMENSIONS TO BE SCALED FOR CONSTRUCTION. DRAWINGS MAY BE SCALED FOR PLANNING PURPOSES ONLY. ALL DIMENSIONS TO BE CHECKED ON SITE. COPYRIGHT RESERVED.



KEY

-  Reinforced hedgerow planting
-  Housing and gardens
-  'Green'
-  Open space
-  Swale
-  Existing trees
-  New tree planting
-  Potential countryside views

A	JB	26.04.13	Areas added.
REV:	BY:	DATE:	DETAILS:



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PROJECT:
**Land North of
 28 to 72 Milton Road
 Sutton Courtenay**

DRAWING TITLE:
Landscape Strategy Plan

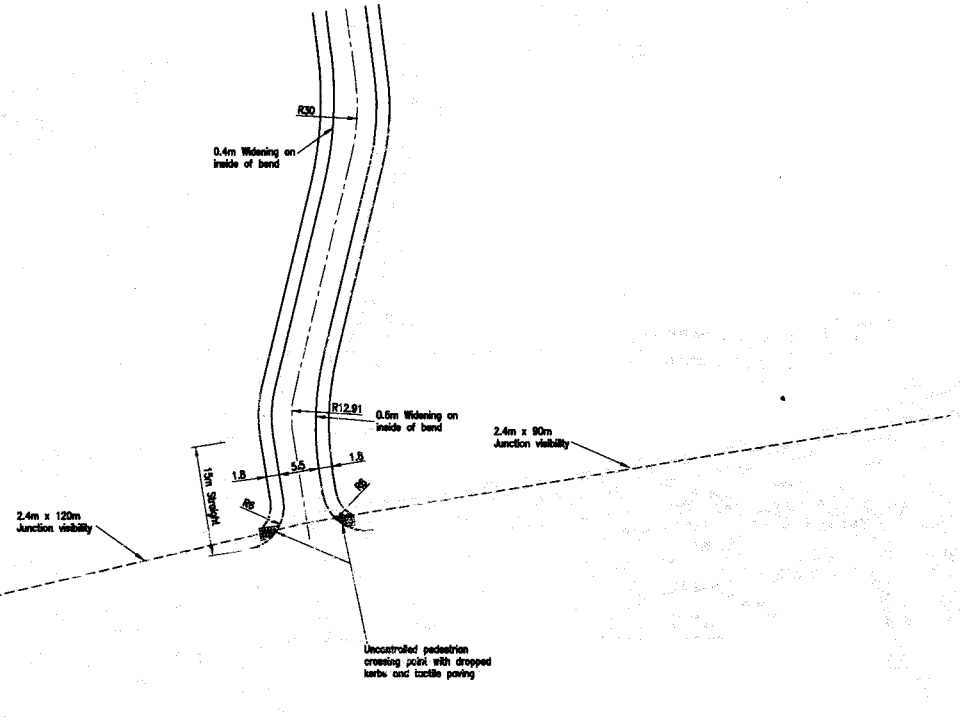
SCALE: **1:1250 (A3)** DATE: **April 2013** BY: **JB**

ISSUE STATUS:
 DESIGN B of Q CONSTRUCTION RECORD

DRAWING NO: **12146 (B) 066** REVISION: **A**

GENERAL NOTES

1. Do not scale this drawing. If in doubt, ask.
2. This drawing is to be read in conjunction with all relevant architect's, engineer's and specialist drawings and specifications.
3. Junction geometry is based on the Oxfordshire Residential Road Design Guide which, at the time of this design was being updated.
4. Drainage and street lighting details to be agreed at detailed design stage.



A		Carnageway widened to 5.5m		JP	TR	18.04.13
REV:	AMENDMENTS:	DRN:	CHK:	DATE:		
PROJECT:						
LAND NORTH OF 28 TO 72 MILTON ROAD, SUTTON COURTENAY OXFORDSHIRE						
DRAWING TITLE:						
PRELIMINARY DEVELOPMENT ACCESS LAYOUT						
CLIENT:						
REDROW HOMES SOUTH MIDLANDS						
DRAWING NUMBER:						
20430_03_003						
REVISION:	SHEET SIZE:	DATE:				
A	A2	14.01.13				
DRAWN BY:	CHECKED BY:	SCALE:				
PT	TR	1:500				
MEC		Wellington House Leicester Road Ibstock Leicestershire LE167 6HP T: 01530 264 753 F: 01530 588 116 ibstock@mecc.co.uk www.m-ec.co.uk				

**TECHNICAL NOTE - RESPONSE TO THIRD PARTIES
LAND NORTH OF 28 TO 72 MILTON ROAD, SUTTON COURTENAY
PLANNING APPLICATION REF: P13/V04/01/O
APRIL 2013
OUR REF: AB/TR/NO/20430**

This note has been prepared in response to technical comments made by various third parties in respect of the planning application submitted for a proposed residential development of up to 70 dwellings on land north of 28 to 72 Milton Road, Sutton Courtenay. Reference should be made to the technical documents submitted as part of the planning application or any addendum documents submitted during the planning application.

In respect of each party the headline concerns have been noted and a response is provided. There is an element of duplication between a number of the comments provided, however we have sought to only respond to the point made on one occasion.

The responses provided predominately relate to traffic impact, flood risk and drainage. For information the current status on key matters with Statutory Consultees is outlined below:

Consultee	Comments
Oxfordshire County Council	All matters agreed with the exception of the receipt of revised traffic count data. Current objection to be lifted once data has been made available as part of Transport Assessment addendum.
Environment Agency	No objection
Thames Water	Foul drainage modelling completed and 2 possible improvements options identified.
Vale of White Horse drainage officer	Comments provided seeking clarity on 4 main points. Flood Risk addendum to be provided.

Sutton Courtenay Parish Council

Safety of proposed access location

The main issues raised are:

- Junction spacing
- School buses
- Speeds

The proposed access junction is located approximately 75m away from the Katchside junction on the opposite side of the road. The Oxfordshire County Council Design Guide states a distance of 60m should be provided and therefore this standard is achieved.

It is our understanding from the public consultation event that school buses stop around the Bradstocks Way junction to the west of the site access where formal bus stops are provided. The buses therefore stop over 150m away from the proposed site access junction and therefore will not impede visibility or movement from the access junction. Discussions have also taken place with Oxfordshire County Council in respect of school bus movements and

we have been advised these are arrive and drop off movements only and no buses should be parking on Milton Road. If parking is occurring then bus drivers are failing to act in accordance with their instructions and therefore appropriate action could be taken by the Council to ensure this does not occur.

Good visibility is achievable from the proposed access junction with 2.4 x 90m and 2.4 x 120m outlined on the access design included as part of the Transport Assessment. These standards are set against the requirements outlined in Design Manual for Roads and Bridges (DMRB) rather than Manual for Streets and are therefore considered to be robust. The highest recorded 85th percentile speed is 38.2mph which equates to 62kph and using TD 41/95 visibility splay requirements of between 90m and 120m are required.

The speed data presented in the Transport Assessment is taken from a point further west than the proposed access (closer to Bradstocks Way) and therefore captures speeds closer to the current entry point into the village. It is considered traffic speeds will be higher further west than at the point of the proposed access junction. It is also noted the Pye Homes planning application to the west proposes new gateway traffic calming features when entering into the village which will help to reduce speeds.

Traffic counts

Paragraph 7.5 of the Transport Assessment acknowledges the fact that traffic counts were undertaken at a point when road works were being undertaken in the local area. Revised counts and assessments are to be completed once these works have been lifted and these counts along with revised capacity assessment will be submitted as part of the planning application in an addendum to the Transport Assessment.

Culham Bridge

Concerns regarding the capacity of Culham Bridge are noted however as part of the scoping works undertaken with Oxfordshire County Council to determine the extent of the Transport Assessment there was no request for our transport work to consider impact at this location.

The Transport Assessment, which was prepared for 80 dwellings, shows the proposed development will generate a maximum of 20 vehicles north bound from the High Street/Milton Road roundabout. Even if all flows went to Culham Bridge, which is unlikely, this would result in a maximum of 1 vehicle every 3 minutes which will not result in a significant impact at this location and will not materially alter the existing situation. The level of impact is below the 30-two trips identified with in the DfT guidance on Transport Assessment which states any development creating less than 30 two-way trips during the peak periods will not cause any significant junction capacity issues and consequently no junction assessments are required.

On that basis the impact cannot be considered 'severe' against Paragraph 32 of the NPPF.

Foul drainage capacity

Hydraulic foul modelling has been commissioned through Thames Water so that the issues of foul drainage capacity can be considered further.

Thames Water are responsible for foul drainage in the local area and have a duty and responsibility under the Water Industry Act 1991 (and other policies) to not only provide foul drainage services but to ensure they responsibly manage the environment in terms of pollution, flooding etc. As third parties we are reliant upon the information provided by the Water Authority in respect of their system which they will have far greater knowledge and information on.

A report has been prepared by Thames Water and will be submitted as part of the Flood Risk addendum report. The Thames Water document confirms infrastructure upgrades are required to the system to accommodate flows from the proposed development and 2 scheme options have been identified.

Under the Water Industry Act 1991 it is the responsibility of Thames Water to implement improvements as required to facilitate the development. On that basis Thames Water and not the developer will implement the improvement works to the enable development to come forward.

Ginge Brook

Flooding from the Ginge Brook is acknowledged in our Flood Risk Assessment and the flood risk from the Brook is evident on the Environment Agency flood maps which are included within our report.

However the proposed development is not diverting flows to the Brook as the land is already falling in that direction and therefore the surface water drainage strategy will mimic existing drainage conditions. The SuDS features (pond and swale) provided as part of the proposed development will ensure all surface water flows are attenuated and discharged at a reduced rate into the watercourse and in the higher storm events this would result in a reduction of over 60% in the rate of flow from the site and providing betterment to the flows in the watercourse.

Please note the Environment Agency have not objected to the proposed development and the drainage strategy for the site is provided in accordance with best practice guidance.

Capita Symonds Report

Responses are given to the main comments outlined in Section 3.0 of this report.

Sustainability

An hourly bus service serving an essentially rural location is considered to be sufficient to help encourage modal shift and enable travel choice. The provision of greater development in a location may result in greater patronage numbers and the Highway Authority may take the view further bus services are required in the future however this will be based on demand and the size of the population. However this has not been requested separately to the wider infrastructure payment outlined the Highway Authorities response to the application and therefore the existing provision is considered suitable to serve the proposed development.

The bus service does operate within the peak periods providing opportunities to access employment however other sustainable transport provision is available including cycling and car sharing which will be promoted as part of the Travel Plan.

We feel the provision of a secondary school bus service does not highlight a lack of public transport provision within the village as the service is provided in line with National Guidance where Local authorities are required to provide free home to school transport for children based on the following criteria

- are between 5 and 16 years old
- are attending their nearest suitable school
- live further away from the school than the statutory walking distances (2 miles for pupils under 8, and 3 miles for those aged 8 plus)

The bus service does provide access to Didcot Parkway station however the Capita Symonds report fails to acknowledge the fact that Didcot Parkway is also accessible through cycling

with routes available as shown on Figure 1 within the Transport Assessment. On that basis sustainable transport modes to the station are available. The Travel Plan will also promote car sharing which can used to reduce single occupancy trips from the development.

Traffic impact

This report fails to acknowledge the fact that the scope of works within this report has been agreed with Oxfordshire County Council and the Highways Agency and therefore junction assessments have been undertaken accordingly and within the area requested.

The assessments show that all junctions with the exception of the High Street/Milton Parkway junction operate well within capacity and on that basis the development is entitled to use the available capacity in line with national guidance. Consideration is not given to the Pye Homes development within our Transport Assessment as at the time of writing the report no application had been submitted. It is also noted this development is not committed and therefore benefits from no planning status. This development is only 34 dwellings and therefore based on the capacity results presented in the Transport Assessment will not result in any significant change to the results.

In respect of the High Street/Milton Parkway junction it is acknowledged this is over capacity however the proposed development only has a 0.6% impact at this junction. It is our view this impact cannot be considered 'severe' in line with Paragraph 32 of the NPPF and therefore no mitigation measures are proposed.

Mitigation

The proposed uncontrolled pedestrian crossing is considered more than sufficient for this location to aid crossing of Milton Road. Based on the guidance outlined Local Transport Note (LTN) 1/95 a zebra crossing is not considered suitable as 85th percentile speeds are above 35mph and a signalised crossing is unlikely to be suitable as the LTN guidance states the following:

'Caution should be exercised where pedestrian flows are generally light or light for long periods of the date. Drivers who become accustomed to not being stopped at the crossing may begin to ignore its existence, with dangerous consequences'.

If considered necessary Oxfordshire County Council could request at the detailed design stage that a formal pedestrian crossing study is undertaken to confirm the type of crossing to be provided through the Section 278 Agreement.

The report seeks to dismiss the provision of a Travel Plan for the proposed development due to an apparent lack of public transport provision. However the report fails to consider the fact that public transport provision is still nonetheless available and the proposed development is located within close proximity of local amenities, employment and a train station which could be accessed by other modes such as walking, cycling and car sharing. We would suggest the provision of a travel plan as part of the development proposals to help encourage sustainable modes of transport should be seen as a positive and not simply dismissed.

The proposals outline no mitigation measures to the highway network as none are considered to be required as the development is not considered to have a 'severe' impact. All junctions within the study area except one operate within capacity and the development only has a minor impact at the junction over capacity as noted above.

Hydro-GIS Ltd Report

In response to the main points outlined on Page 19 of the report the following responses are provided below:

Lack of hydrological and historical information

The principle aim of a site specific Flood Risk Assessment is to assess the flood risk to the proposed development and to ensure the flood risk from the proposed development is managed. The NPPF states site specific flood risk assessment shows:

‘...identify and assess the risks of all forms of flooding to and from the development and demonstrate how these flood risks will be managed so that the development remains safe throughout its lifetime, taking climate change into account’.

It is considered our report gives suitable consideration to these points whilst outlining an understanding of the wider hydrological issues.

Storage calculations

The storage calculations have been determined using the approved Environment Agency and CIRIA methodology and is therefore considered to be sufficiently robust despite the comments outlined in this report.

As the report outlines a strategy design the calculations determine the maximum volume required to store the 1 in 100 year + 30% climate change storm event to show how adequate storage can be provided with the development area. At the detailed design stage a more refined drainage solution will be devised that considers the storage of new sewer networks etc. All flows from the site are attenuated to QBar for all storm events.

The drainage strategy will be conditioned to any planning permission requiring a more detailed design to be prepared prior to commencement of the scheme. These are standard requirements and practice.

Rainfall data

The Flood Risk Assessment makes use of FSR data rather than FEH and it should be noted the Environment Agency have not objected to the use of this data.

A comparison has been made against FEH data and this shows that whilst there is a variance in rainfall amounts no additional storage capacity is required on site as the SuDS features provide sufficient storage. A Flood Risk Assessment addendum has been prepared to clarify this matter.

Development flows into Ginge Brook

This report acknowledges that flows from the proposed development will have little impact on the watercourse. The Flood Risk Assessment clearly outlines the betterment in Greenfield runoff rates as a result of the proposed development and therefore we feel suitable evidence is provided that the development will manage flood risk. It is not considered further detailed hydraulic modelling of the watercourse is necessary.

The development will be designed so that all surface water flows either via sewer or overland flows discharge into the SuDS feature on the northern boundary and this will be controlled through the detailed design of the site.

Construction

Matters relating to construction will be considered as part of any construction management plan which will be conditioned to any planning permission and will need to be submitted ahead of commencement on site.

Local Residents

Concerns are raised in respect of flooding within Sutton Courtenay and the effect of surface water flows on the Ginge Brook. It is considered these points have been addressed above.

We do not dispute flooding has/does occur with the village however the proposed development will not make matters worse.

Concerns regarding traffic impact are noted however the development does not have a significant impact on the local highway network and appropriate contributions have been requested by Oxfordshire County Council towards infrastructure provision.

Keep Sutton Courtenay Rural

This document would appear to summarise a number of the comments outlined above however we have sought to respond to key points accordingly:

Sustainability

- The bus service does provide access to key amenities including areas of employment and bus and train station. The hourly frequency does provide sufficient accessibility and 2 buses are noted around the AM peak period (07.09 and 08.14) and PM peak period (16.46, 17.46, 18.46 and 19.36).
- The Sutrans cycle route maps shown in the Transport Assessment shows a good level of cycle accessibility in the local area with on road and traffic free routes available to Didcote and Abingdon.
- The primary school is located well within walking distance of the site. The development proposals recommend the provision of a pedestrian crossing on Milton Road.

Safety and Traffic Impact

- Recorded Personal Injury Accident data contained in the Transport Assessment and as provided by Oxfordshire County Council for the last 5 years shows no major accident issues in the local area. It should be noted that damage only accidents and/or near misses do not form part of the assessment as accident analysis and prevention only consider injury accidents and whether the provision of the proposed development would have a detrimental impact.
- The Transport Assessment acknowledges the fact counts were undertaken during a period of road works and revised counts will be undertaken and presented within an addendum report.
- The ATC was undertaken in the previously proposed position for site access. We disagree with the comments made about the speed data in respect of its proximity to Bradstocks Way as we would expect speeds to be higher in this location as it is closer to the edge of the village where vehicle speeds are likely to be higher due to the imminent change in speed limit. Speed results also present the highest 15% rather than the average and therefore the analysis ignores the majority of the lower speed data and higher speeds will be representative of passing flows rather than turning movements. Notwithstanding the above the access can achieve suitable visibility splays.
- On the basis of the argument presented above, the introduction of the proposed site access will influence and reduce speeds along Milton Road due to the fact vehicles will be entering and egressing from the site. This can also be said for the Pye Homes development should this come forward which in any event introduces a new traffic calming feature on entry to the village. It is therefore considered the proposed development will alter the speed characteristics of Milton Road providing betterment.

- As discussed above the development does not generate significant flows to Culham Bridge and this location does not form part of the agreed assessment area.

Flood Risk and Drainage

- The site is located in Flood Zone 1 and therefore all land uses are acceptable.
- The Flood Risk Assessment does give a detailed assessment of the site and the surrounding hydrology to assess the impact on the site and the impact of the proposed development on surrounding areas. This work has been undertaken in line with the requirements of the NPPF.
- The surface water drainage strategy has been provided in accordance with best practice guidance and this includes the provision of treatment trains in line with CIRIA guidance.
- The proposed development will mimic existing drainage patterns and suitable storage is provided on site so that discharge rates are limited from the proposed development and significant betterment can be realised.
- Foul drainage modelling has been undertaken by Thames Water and improvements are proposed to the system in order to accommodate the development proposals. This information is contained in an addendum report.

Water Pressure

- The services report issued as part of the planning application confirms upgrades to the system are required and monies will be payable by Redrow Homes.

Broadband

- This is not considered to be a material reason to refuse development. BT have a statutory obligation to provide telecommunications services and therefore if upgrades are required they will undertake the necessary works.

P13/V0401/0

APPENDIX 3

APPLICATION WEB COMMENTS FORM

Information available for public inspection and available on our website

Location : Milton Road Sutton Courtenay OX14 4BT

Proposal : Demolition of no. 44 Milton Road to create access, residential development of site for up to 70 dwellings, including vehicular access, pedestrian and cycle links, public open space, landscaping and drainage

Application Reference : P13/V0401/O - 1

Please complete

Your name :	Sutton Courtenay Parish Council
Your address :	ORCHARD HOUSE 90 HOWARD CORNISH ROAD MARCHAM ABINGDON OX13 6PU
Date :	21 May 2013
Response :	Refused

Use the space below for your comments

The Parish Council has considered the amendments to the application and continues to object to the application on the same grounds as previously:

1. At a meeting of the Vale of White Horse District Council held on 20th February, 2013, the Parish Council presented a land use survey of the parish. Over 60% of the land in the parish was in use for commercial/industrial/mineral and waste operations. Only 19% of land remained for agricultural use. The parish is being squeezed by uses that are harmful to both the health and well being of the community. During the Council's strategic housing land availability assessment last year, the Vale of White Horse District Council, through a written reply from Cllr. Cox, to a question on housing allocations to 2025 specifically gave firm assurances that the village would not have to accept further land allocations for housing beyond existing commitments. Those commitments are 140 houses at the Amey site in Appleford Road, and 15 houses on the Catholic Church site in Hobbyhorse Lane. These more than meet the housing requirements for Sutton Courtenay. The village has had more than its fair share of development commitments.

In response to the presentation to the Vale of White Horse District Council on 20th February, Cllr. Cox gave cause for hope in his response letter. Cllr. Cox

accepted the obligation to fully recognise the need to retain the identity and character of Sutton Courtenay from unacceptable and harmful development. Previously, when several sites within the parish were considered as part of the screening options, it was concluded that there was no need for further development. The development is outside of the existing developed footprint of the village and therefore beyond its boundary. The plan shown to the Vale of White Horse District Council on 20th February showed just 19% agricultural land remaining in what is a rural parish. The proposal represents an incursion into the remaining available agricultural land.

2. The Parish Council would question the safety of the access point into the site. It is located close to the Katchside turning, and there would be reduced visibility owing to school buses which stop and collect and deliver children from schools. The Council believes that good visibility would be difficult to achieve. The statistics lodged with the application, confirm speeding in this section of Milton Road.

3. The Parish Council believes the statistics given regarding traffic flows are not accurate. At the time the traffic counter was installed, Southern Gas Networks were replacing gas pipes in the village. The roads affected were Church Street, High Street, Frilsham Street, Harwell Road and Milton Road. There have been reduced traffic flows in the village for a considerable number of weeks. Drivers found alternative routes to avoid the traffic lights that were in operation, and the consequent delays that followed. The route through the village is normally used frequently by drivers gaining access to the A415. The Culham bridge is at capacity for peak time traffic, and there is increasing frustration at periods with queuing back over several hundred metres into the High Street. Even with the statistics provided, the evidence is that at the 85th percentile, traffic travels at 38 mph within the 30 mph limit.

4. The current foul water and sewerage system in the parish is at capacity. Properties in Frilsham Street and High Street have suffered surcharging with sewage on more than one occasion entering the property. Thames Water utilities have fitted an active drainage device to one property in an attempt to prevent sewage leaking from a manhole. The experience of this Council is that Thames Water regularly clears blockages in the system and has to jet the main pipe network. No consideration has been given in the application to the accumulative effect and the problems that the development would cause in the sewerage system elsewhere in the parish. Thames Water itself has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Given another application for 34 dwellings only a short distance away from this site, then the accumulative effect on the village's overloaded foul water system is paramount.

5. The proposal is for surface water to drain into Ginge Brook, yet in times of heavy rainfall and rising waters in the Thames, the flow of water into the River Thames is controlled by the operation of sluices from Ginge Brook. This results in more water in the Ginge which consequently results in flooding. Brook Street (B4016) has had to be closed by the County Council in times past when Ginge Brook has overflowed its banks causing flooding in the village. In 2007

properties in The Nursery were flooded out when the Ginge overflowed. In fact one or more access roads to the village were closed, this, and the previous Winter for a number of days. Traffic movements were restricted for over a week.

The Parish Council is greatly concerned that diverting surface water in the direction of the Ginge would only exacerbate the local flooding problems given the known high water table, equally diverting, surface water into the foul water system which is at capacity would only cause even more surcharging in the system.

Given the proposed development is outside of the built up area of the village, and the access is at the entry point to the village where there is known speeding, the Parish Council believes the proposal is contrary to existing policies NE9 which seeks to resist development which would have an adverse impact on the landscape of the Lowland Vale, particularly on the long open views across the area, and also DC5 which requires development to have safe and convenient access from the adjoining highway network for all modes of transport.

In addition the Council would point out that the application should no management strategy for the public open space areas. The Parish Council has been approached in this regard but has agreed that it would not wish to take this on.

The Parish Council would urge refusal of the application.