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REVISIONS

Rev.	Date	Description

Client:
 Linden Homes
 Mr G J Gregory

Job:
 Proposed Housing
 at the Causeway
 Steventon

Drawing Title:
 Location Plan

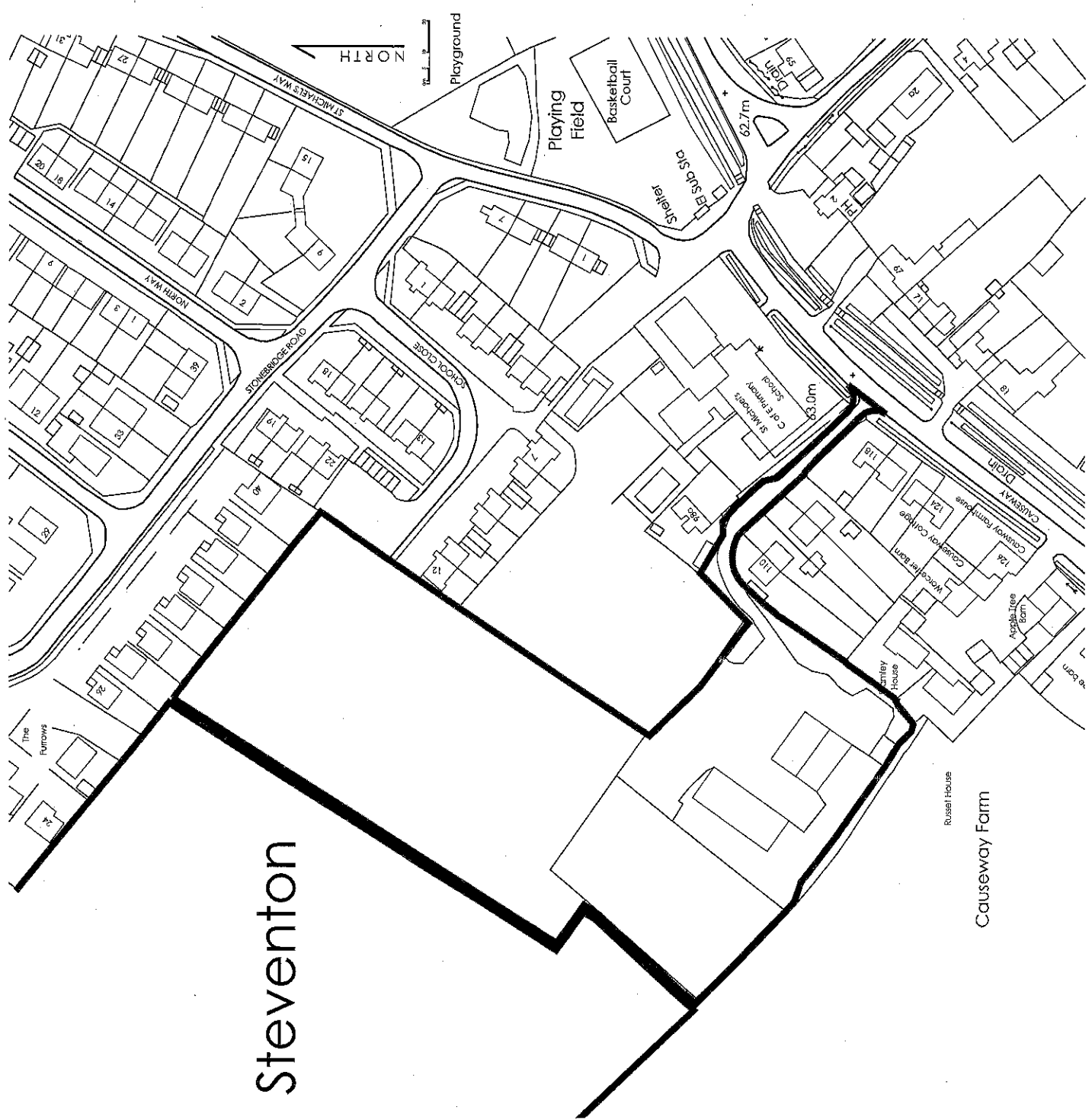
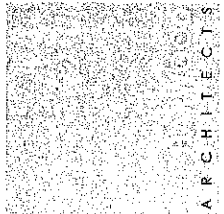
Scale:
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Date: July 2012
Drawn By: SJC
Checked By:

Drawing No: 2496.100
Revision:

PLANNING

The White Elm, Manor Farm, Manor Road
 Stevenage, Herts. SG1 1JG
 T: 01273 763222 F: 01273 763273
 The Meriton House, Harlow Park, Couham,
 Stevenage, Herts. SG1 1JG
 T: 01273 763467 F: 01273 763077
www.jpmarchitects.co.uk



Steventon

Causeway Farm

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REVISIONS

Rev.	Date	Description

Client:
Udden Homes
Mr G.J. Gregory

Job:
Proposed Housing
at The Causeway
Steverton

Drawing Title:
Proposed
Site Plan

Scale:
1:500 @ A1

Date:
Jan 2013
SJC

Drawing No.:
2496.201
M

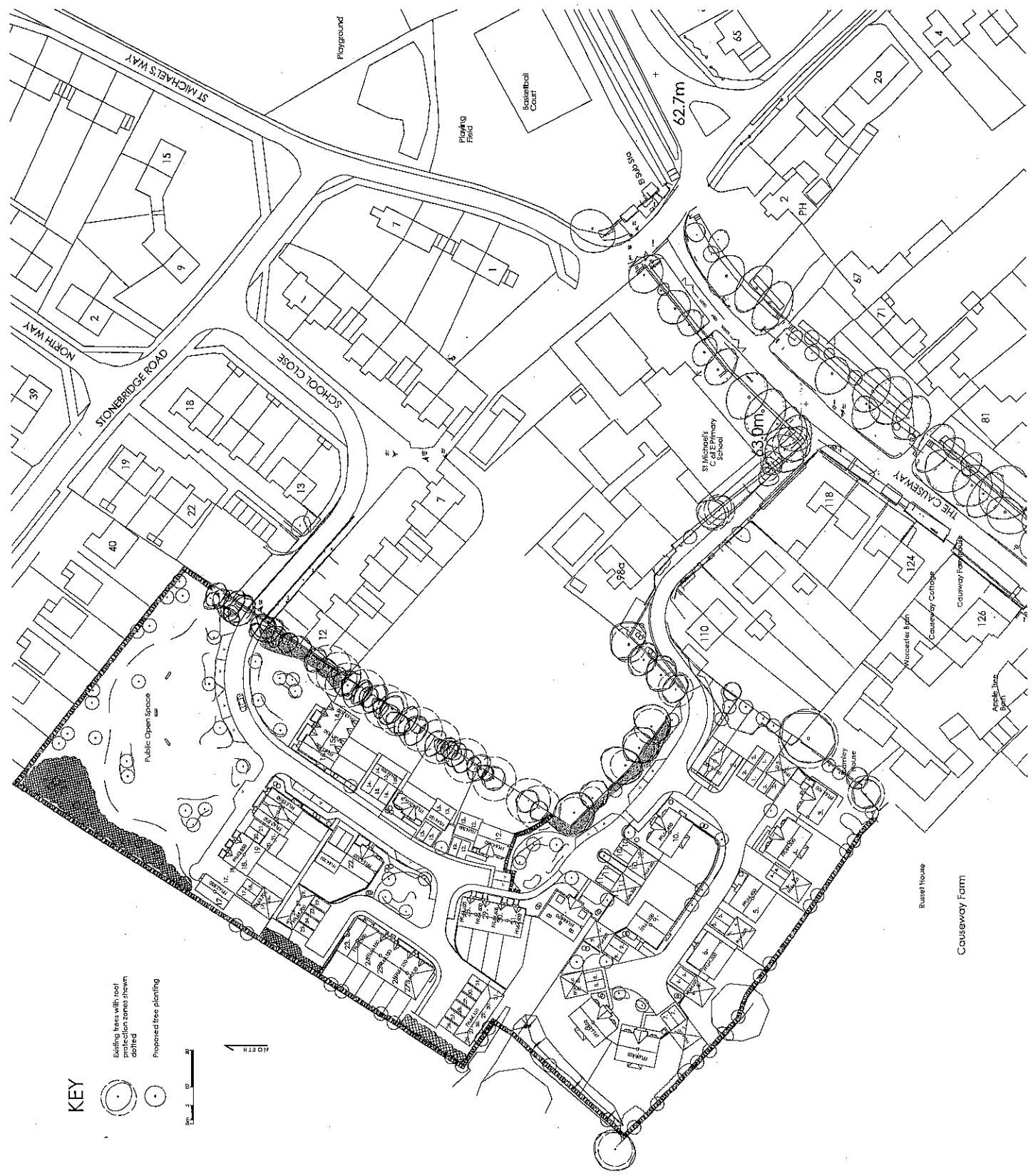
PLANNING

The Planning Department
111, Westgate, York, YO1 1AA
Tel: 01904 623222 Fax: 01904 623270
Email: planning@cityofyork.gov.uk
Website: www.cityofyork.gov.uk/planning

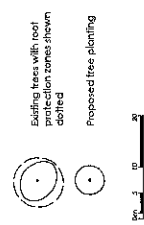


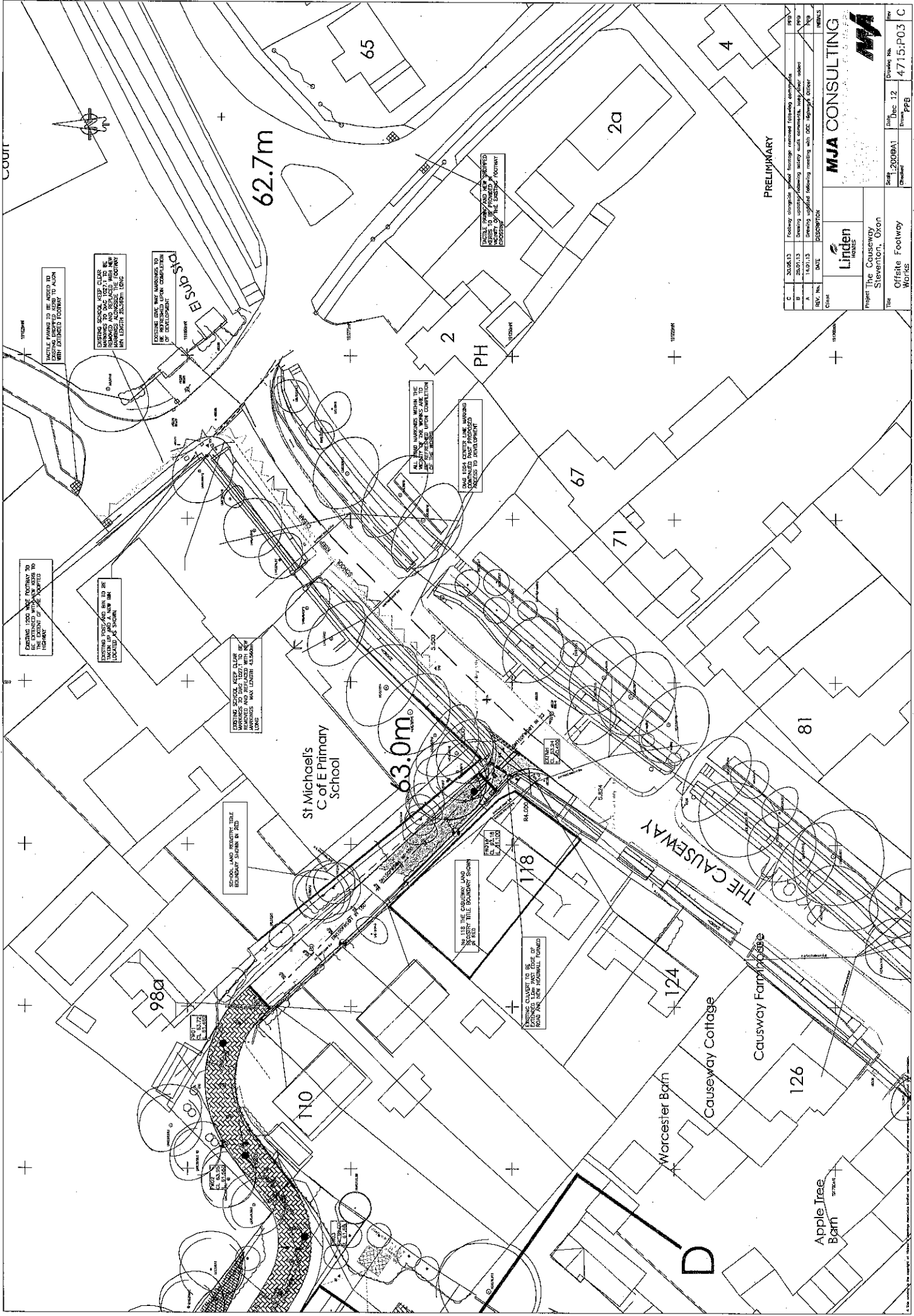
SCHEDULE OF ACCOMMODATION

PRIVATE	
5 NO 2 BED HOUSES	
11 NO 4 BED HOUSES	
1 NO 6 BED HOUSE	
TOTAL 19 UNITS	
AFFORDABLE	
5 NO 3 BED HOUSES	
3 NO 4 BED HOUSES	
1 NO 6 BED HOUSE	
TOTAL 12 UNITS	
TOTAL 31 UNITS	



KEY





PRELIMINARY

REV. No.	DATE	DESCRIPTION
1	20/04/13	Issue for comment
2	20/05/13	Issue for comment
3	14/01/13	Issue for comment
4	14/01/13	Issue for comment
5	14/01/13	Issue for comment
6	14/01/13	Issue for comment
7	14/01/13	Issue for comment
8	14/01/13	Issue for comment
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99	14/01/13	Issue for comment
100	14/01/13	Issue for comment

MJA CONSULTING

Linden Homes

Project: The Causeway
 Stevenston, Oxon

Title: Offsite Footway Works

Scale: 1:2000(A1)

Check: [Signature]

Date: Dec 12

Drawn: PPB

Checked: [Signature]

Project No: 4715-P03 C

COURT

62.7m

63.0m

St Michael's
C of E Primary
School

THE CAUSEWAY

Worcester Barn

Causeway Cottage

Causeway Farmhouse

126

Apple Tree
Barn

D

65

2a

4

2

PH

67

71

81

98a

110

124

118

Apple Tree
Barn



Apple Tree
Barn

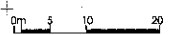
Apple Tree
Barn

Apple Tree
Barn

Apple Tree
Barn

KEY

-  Existing trees with root protection zones shown dotted
-  Proposed tree planting



NORTH ↑



- KEY:**
- Stepped Cavity Tray SOT
 - External Brickwork EXT BRW
 - Tanking T T T
 - Slope on Edge SOE
 - Retaining Wall RET WALL
 - Fall Arrows
 - Proposed Levels
 - Primary Access
 - Secondary Access

Russet House
Causeway Farm

Bramley House

Worcester Barn

Causeway Collage

Causeway Farm Cottage

Apple Tree Barn

St Michael's C of E Primary School

63.0m

THE CAUSEWAY

REV. NO.	DATE	DESCRIPTION	BY
0	20.08.12	Layout updated, levels adjusted to ground	PPB
1	14.03.13	Layout updated, trees added to ground	PPB
2	01.12.12	Ground and house levels adjusted following ground water monitoring	PPB

Client: Linden Hill
Project: The Causeway, Stevenage, Essex
Drawing No: 4715/P02

MJA CONSULTING
MJA CONSULTING
MJA CONSULTING

Scale: 1:2000
Date: Aug 12
Drawing No: 4715/P02

CONTRACT DOCUMENTS
 INCORPORATING THE PROVISIONS OF THE BUILDING
 REGULATIONS AND THE BUILDING ACT 1984
 WHICH ARE REFERRED TO IN THESE DRAWINGS.

REVISIONS

No.	Date	Description

Client:
 Linden Homes
 Mr G.J. Gregory

Job:
 Proposed Housing
 at The Causeway
 Stevenston

Drawing Title:
 Plots 1 & 2

Scale:
 1:100 @ A1

Date:
 Jan 2013

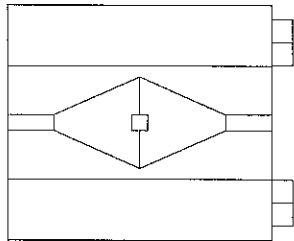
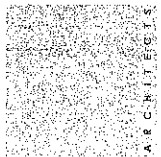
Drawn By:
 Checked
 CMH

Drawing No:
 2496.202

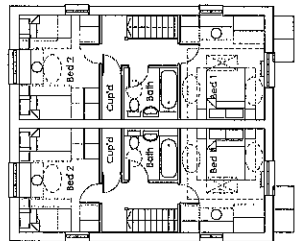
Revision:
 A

PRELIMINARY

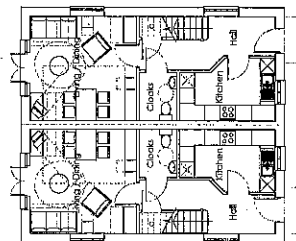
The Practice: Architects, Planners and
 Surveyors, Chartered, C.A.R.C. Regd
 1411257/15322 E.I.T.S. 15370
 The Practice: Surveyors, Chartered
 141229/15067 E.I.T.S.P. 15077
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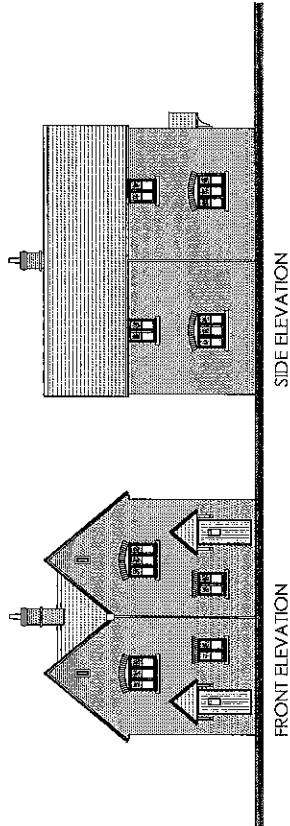
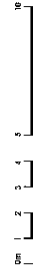
ROOF PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN



FRONT ELEVATION

SIDE ELEVATION



REAR ELEVATION

SIDE ELEVATION

PLOTS 1 and 2

A. R. C. H. I. T. E. C. T. S.

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REVISIONS

Rev.	Date	Description

Client:
 Linden Homes
 Mr G.J Gregory

Job:
 Proposed Housing
 at The Causeway
 Stevenlon

Drawing Title:
 Plots 4 & 10

Scale:
 1:100 @ A1

Date:
 Jan 2013

Drawn By:
 CMH

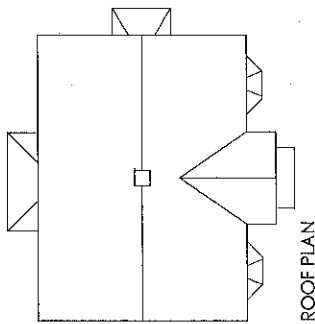
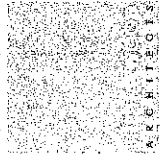
Checked By:
 B

Drawing No:
 2496.208

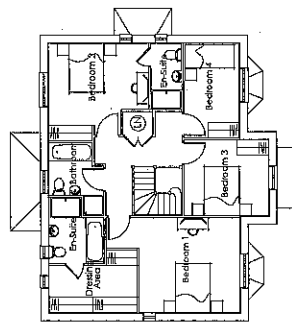
Revision:
 B

PLANNING

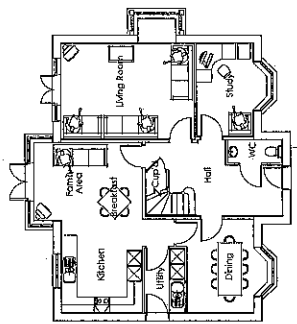
The Architects' Address: Linden Homes, 10, Woodlands, Causeway, Stevenlon, Co. Wick, Ireland. Tel: 01274 74221. Fax: 01274 74225.
 The Architects' Name: Linden Homes, Causeway, Stevenlon, Co. Wick, Ireland. Tel: 01274 74221. Fax: 01274 74225.
 The Architects' Website: www.lindenhomes.com



ROOF PLAN



FIRST FLOOR PLAN

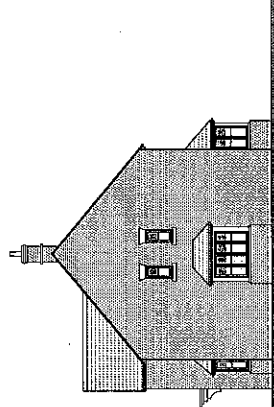


GROUND FLOOR PLAN

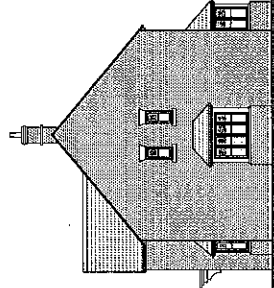


PLOTS 4 and 10

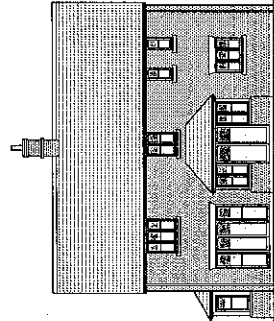
Note living room bay omitted on P4



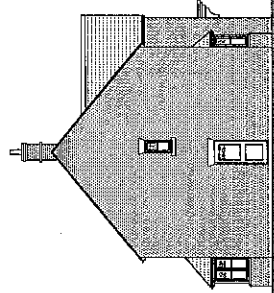
FRONT ELEVATION
 PLOT 10



SIDE ELEVATION
 Bay window on P10 only



REAR ELEVATION



SIDE ELEVATION

CONTRACT NO. 10/00000000
 PROJECT NO. 10/00000000
 DRAWING NO. 10/00000000

REVISIONS

No.	Date	Description
A	10/00/13	Checked P.O.
B	10/00/13	Revised drawing
D	10/00/13	Approved for

Client:
 Linden Homes
 Mr G.J. Gregory

Job:
 Proposed Housing
 at The Causeway
 Stevenston

Drawing Title:
 Plots 23-27

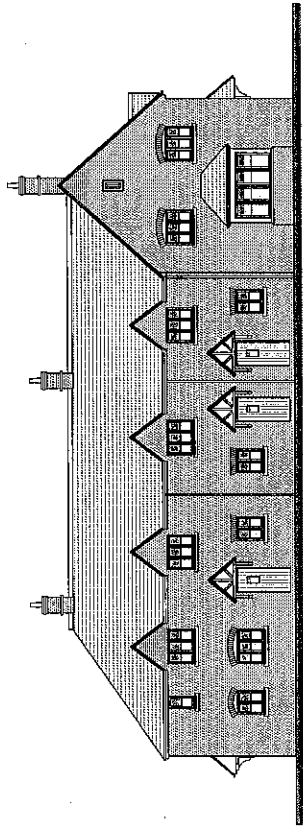
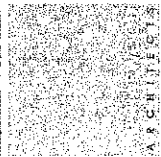
Scale:
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Date:
 20/01/13
 Checked
 CWH

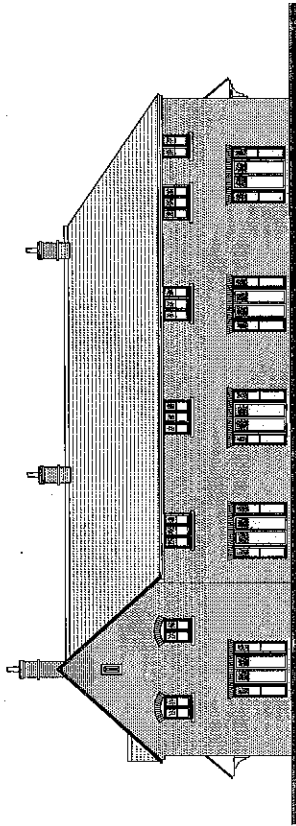
Revision:
 24/06/216
 D

PLANNING

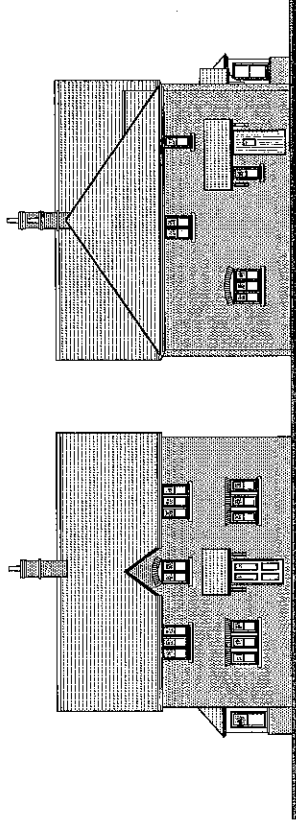
The above plan was prepared in accordance with the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1967 and the Planning (Listed Buildings and Conservation Areas) Regulations 1990.
 The plan is submitted for approval under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1967.
 The plan is submitted for approval under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1967.



FRONT ELEVATION

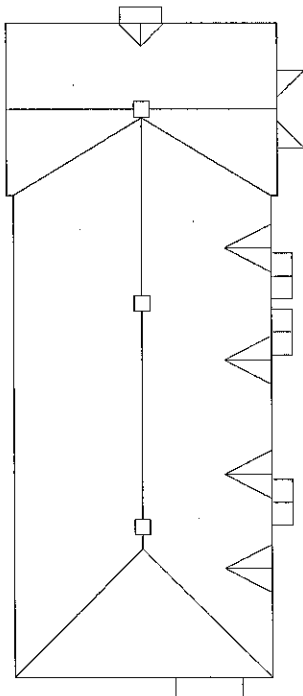


REAR ELEVATION

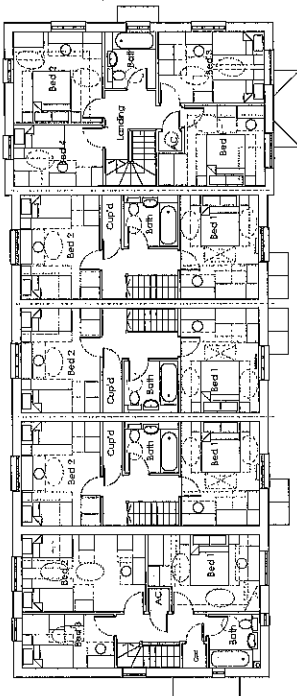


SIDE ELEVATION

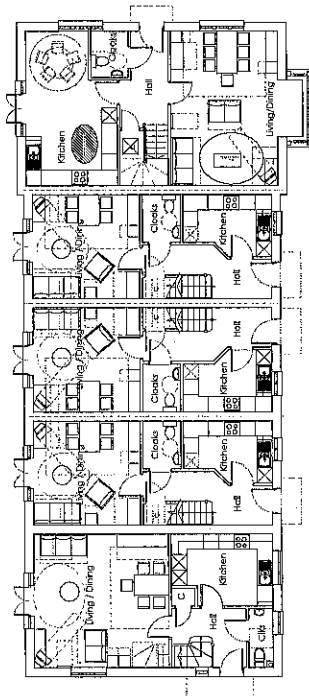
SIDE ELEVATION



ROOF PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN



COMPASS/INTERSPEC
 ARCHITECTS
 1000 WEST 10TH AVENUE, SUITE 100
 DENVER, COLORADO 80202
 (303) 733-1100
 WWW.COMPASSARCHITECTS.COM

REVISIONS

No.	Date	Description

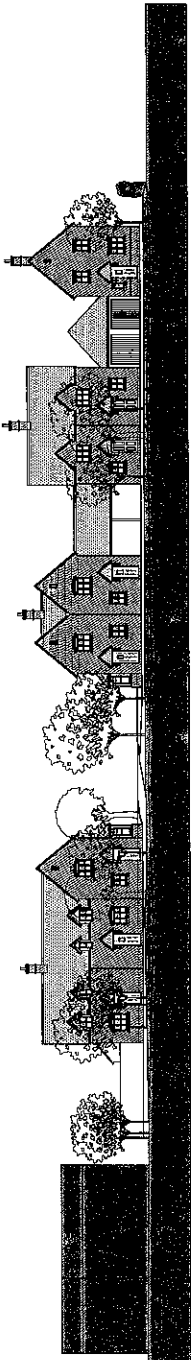
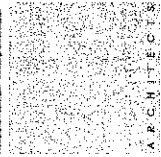
Client:
 Linden Homes
 Mr. G.J. Gregory

Job:
 Proposed Housing
 at The Causeway
 Stevenson

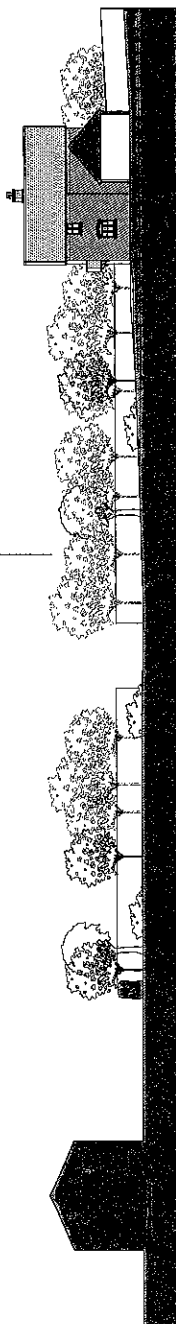
Drawing Title:
 Site Sections

Scale:
 1:200 @ A1
 Drawn By: JJ/ED
 Date: Jan. 2013
 Drawing No.: 2496-220
 Revision: C

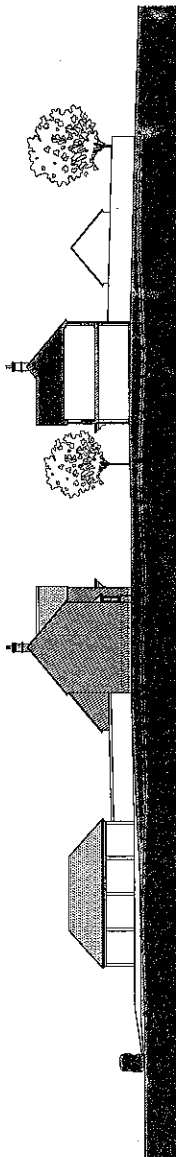
PLANNING
 The above plan, section, elevation, and other views are the property of the Architect and are not to be used for any other project without the written consent of the Architect.
 A. P. C. H. I. T. E. C. S.



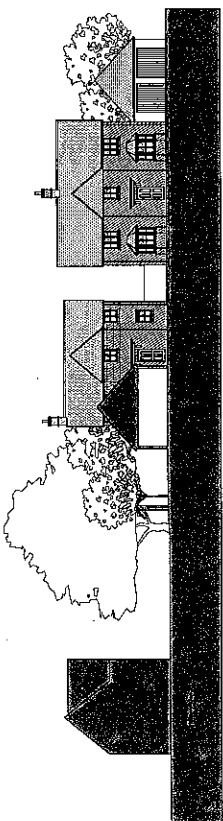
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 SECTION A-A



Datum 60.00 -
 SECTION B-B



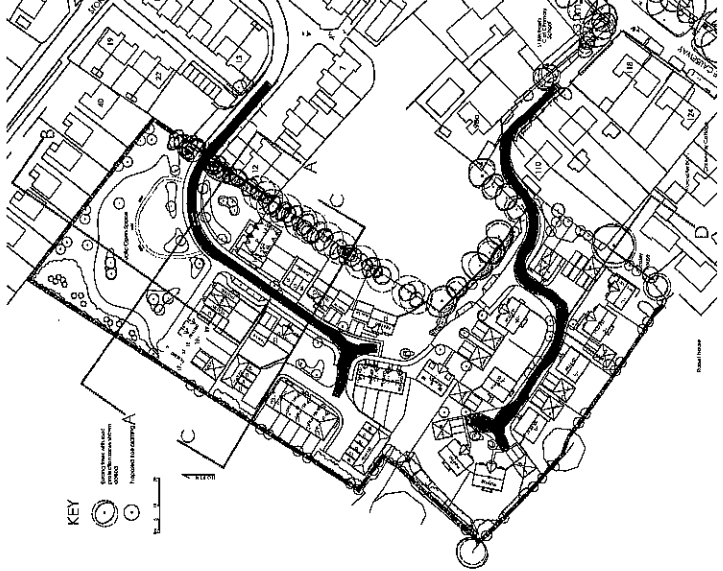
Datum 60.00 -
 SECTION C-C



Datum 60.00 -
 SECTION D-D



NOTE: EXISTING LEVELS SHOWN DOTTED.
 ALL LEVELS ARE PROVISIONAL



Design and Access Statement

The style of any buildings should be red brick or rendered to fit with the character of Steventon. The proposed mix of house size does not provide attainable purchase for residents of the village, 12 four plus bed houses is excessive. The needs are for one two and three bed roomed houses in a price range that would be possible for individuals or investors to purchase.

Code for Sustainable Homes Strategy

This commits Linden Homes to "monitor, report and set targets" (Table 8 p11), to minimise construction site impacts not to actually meet them. This is of concern because of the already congested nature of School Close, which will be used as the main access for construction traffic.

The Ecological credit section depends on the Ecological survey that is dealt with separately below.

Phase 1 Ecological Survey

This relies on a single visit to the site on 16 August 2012. It is therefore, incomplete for example, no mention is made of the Red Kite population that use the area for foraging and have shown nest behaviours associated with some of the mature trees on the site, nor the significant nesting site for House Martins in School Close. It does identify possible hazards to foraging badgers that will need to be mitigated (p21), the risk to foraging bats from site lighting (p22) and nesting birds if works are carried out in the bird breeding season (March to August inclusive) (p22). We would like a firm commitment for Linden Homes that these will be undertaken should any works start on the site. Further assessments are needed to take into account seasonal and transient species, especially of birds.

Flood assessment

We object to the application for the building of 32 houses on land off The Causeway in Steventon as the proposal is contrary to the National Planning Policy that states that any new development should not exacerbate flood risk elsewhere.

2.5 in the Transport Statement acknowledges that " .. the flood plain to the north-east adjoins the cul de sac know as School Close " which is the preferred access route to the site in the plan.

The application documents make no reference to the extensive flooding that occurred in the village in 2007 despite the fact that several properties near to the proposed site were flooded at that time.

The risk of flooding in neighbouring properties is increased in two particular areas.

1. The borehole reports show that the impervious clay gets nearer to the surface as the site nears Stonebridge Road and so the extra run-off from the proposed housing and pavements will endanger those houses. The fields near these houses are currently under water for a large part of the year.
2. The sewers from the proposed site will connect to the pumping station in Milton Lane, Steventon. This pumping station is already overloaded and working in excess of capacity, which means that it often has to be emptied by convoys of tankers. The inability of this station to cope with present flows has caused at least one house in the village to be flooded by effluent.

The high winter groundwater levels mean that the proposed soak away drainage proposed does not meet the Sustainable Drainage (SUDs) criteria so it is likely to overflow increasing surface run-off. This additional runoff, combined with reduced area for the part of the site prone to flooding, will increase flooding depths and hazards to existing properties.

The proposals in the application seek to address any risk to the new properties by designating the part of the green field site in flood risk Zone 2 as public open space. There is no adequate provision for the maintenance of this area; neither the Vale DC nor the Parish Council are willing or able to be responsible for its maintenance so responsibility would need to be taken and guaranteed in perpetuity by the developers directly.

Response to the Transport Statement

The Transport Statement correctly portrays Steventon as a village well served by Public Transport and with easy access to Milton Park and Didcot Railway, making it an attractive place to live.

It concludes this specific site to 'have reasonable access to nearby amenities' and that the proposed development 'is acceptable in traffic and transport terms which should not constitute any grounds for refusal of planning permission'

The Parish Council **strongly disagrees** with this conclusion, as this development is totally dependent upon using roads that, at times are dangerously overused already, namely, the junction between the Causeway and St Michaels Way.

Using calculations from nationally derived data, paragraph 8.3 predicts that a maximum of 12 vehicle journeys will be generated between the two access points in any one hour. This would seem a very conservative estimate from 31 houses with an average of two vehicles per household.

However, regardless of the exact amount of additional traffic that would be generated, the effect of any increase should be considered in light of the existing traffic currently using these junctions at peak times.

Section 6 of the statement completely ignores the current usage, thus the Parish Council has recently conducted their own Traffic survey and the results are shown below:

Steventon Traffic Survey 14th November 2012

	Morning		Afternoon		TOTAL
	Arrivals	Departures	Arrivals	Departures	
Cars	72	59	64	60	255
Commercials	22	17	9	15	63
Cycles	4	1	3	2	10
Pedestrians	36	19	50	59	164

Movements recorded between 8.10 -9.10 & 15.00-16.00

Including Causeway North, Causeway South & St Michaels Way

From which it clearly be seen that during a two hour period on a normal working day, the combination of commuters, school parents, village residents & businesses create a total of 328 vehicle movements: nearly 3 every minute. This is in addition to the heavy pedestrian flow, the majority of which will be young children.

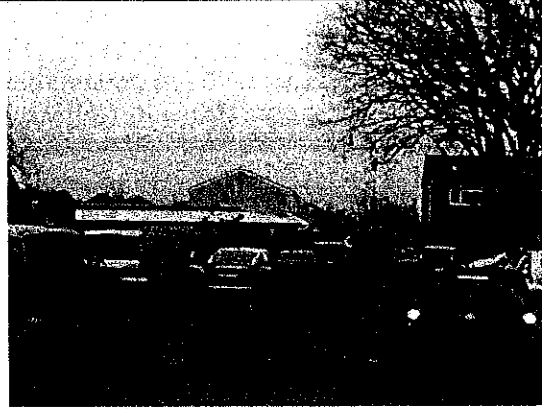
The fact that more accidents have not be recorded is testament to the fact that this junction is renowned locally for being hazardous and as such is normally approached with extreme caution by locals, though not, in the case of new visitors and delivery lorries. It is not just the additional traffic flow in this immediate vicinity that concerns the Parish Council; it is also the effect on the residents of nearby streets. The photos shown below demonstrate the effect of School parents' parking in St Michaels Way, Stonebridge Road and School Close. In particular School Close, which is currently a quiet cul-de-sac, but gets transformed into a large car park twice a day. To use this road to service the proposed development would have a further detrimental effect.

OCC Highways needs to seriously consider real time data collected on site as above, and that collected in May 2013 by local residents, and prioritise this over the theoretical modeling based on generalised data in the Transport Statement submitted by Linden Homes.

'Parents' Parking on Wednesday 14th November



Causeway South, parking beside the School



School Car Park



Parking in St Michaels Way



Parking in Stonebridge Road



Parking in Lower School Close



Parking in Upper School Close

**Linden Homes proposed residential development at Causeway Farm Steventon
Response to the Transport Statement**

The developers' proposed mitigation of some of the problems that they have identified is as follows:

7. St Michaels Way 'Introduce parking restrictions between The Causeway and School Close' This is a ridiculous and impractical solution; how would it be enforced and where

would the traffic go? Along Stonebridge Road and into the proposed development one would presume, neither of which would be acceptable.

Another improvement suggested by the developers is a lay-by opposite the School entrance, this serves as an example of how little research and consultation has been conducted by the developers and their consultants, given that the Causeway is a listed and therefore protected structure, prohibiting any such alteration.

Other items of concern are:

Causeway access: Paragraph 5.5 states that *'the access will remain in private ownership, but will benefit from improvements to the existing access'* from which it can be concluded that the developers are unwilling or unable to purchase this land and so ensure access in the future and that improvements i.e. widening the road are reliant on the agreement of the 5 adjacent households most affected by this development.

Bin collections: The new houses are accessed via a private road and bin lorries can only use it if they have an indemnity from all the residents they service, therefore they would have to collect them from the public highway i.e. Causeway resulting in a large group of bins having to be assembled at the junction of the private road and the Causeway, hindering access and presenting a further traffic hazard every week.

Construction Traffic: It is stated elsewhere in the Site Waste Management Plan 2.2 Procurement, that *'Just in time' deliveries are arranged to reduce storage and material losses* So not only, will all deliveries have to be made via School Close as the Causeway access is so narrow to be impossible, but that deliveries will be smaller and more frequent. This will cause more disruption to the residents of School Close & Stonebridge Road and maybe chaotic if they occur in the peak periods and builders merchant vehicles need to navigate through the Parents parking as illustrated in the photos above.

In conclusion, it is clear that this proposed development is **not** acceptable in traffic and transport terms and the facts above constitute grounds for **refusal** of planning permission'

Local policies and plans

The Steventon Parish Plan is currently under revision but because of the increasing pressure to provide sites for housing development the Parish Plan revision working group identified six possible areas for housing development and a consultation exercise with all residents was held in May 2012. This site was one of the six included in this consultation and due to the many negative responses the working group recommended that this site (Site 6) should not be considered as suitable for development. The Parish Council adopted the recommendations of the working group.

Previously the Vale DC had set 55 as the target for new build in Steventon. The recently approved permission for the development off Barnet Road fulfils that contribution to new housing provision in the Vale. This application represents a disproportionate increase in new build within the village envelope with its attendant increased strain on village infrastructure and facilities

Planning Vale - P13/V0692/FUL - Hendreds Ward Councillor representation

P13/V0692/FUL

From: Mike Murray [REDACTED]
 To: Planning Vale <planning@whitehorsedc.gov.uk>, "stuart.walker@southandval...
 Date: 12/05/2013 17:25
 Subject: P13/V0692/FUL - Hendreds Ward Councillor representation
 CC: [REDACTED]

Dear Stuart - representation ref 34998

Please note my representation ahead of the close of the consultation period (15/5/13) for the application for 31 houses at Land at Causeway Farm, The Causeway, Steventon OX13 6SQ

I object to the application under the following grounds

Flood Risk. - The development will increase the risk of flooding from surface water run off to nearby property. No infiltration testing has been carried out. Due to the high water table a SUDS system may not perform satisfactorily. Surface water flood mitigation is a fundamental constraint to the development of this site, and should be presented in detail at this stage, not dealt with as a reserved matter.

The Environment agency in their consultation response of 24/4/13 state that they raise no objection as the proposed housing is to be built in flood zone 1. They advise however that in order for the development to be acceptable in flood risk terms "surface water run off should not increase flood risk to the development or third parties". Further the VOWH SFRA states that development proposals in FZ1 should consider "Their potential to increase flood risk elsewhere through the addition of hard surfaces and the effect of the new development on surface water runoff." The emerging VOWH Local Plan Part 1 also states in its Core Policy 12 that "the sequential approach will be strictly adhered to" and also that "development appropriately takes into account all potential aspects of flooding". Further the technical Guidance to the NPPF states that "The flood zones...are the starting point for this sequential approach". The PPS25 / NPPF flood zone definitions relate to the probability of river or sea flooding, not from surface water or ground water.

Steventon is a low lying village which suffered very badly in the 2007 flood event. One of the areas that suffered the worst was nearby Stonebridge Road, with several residents received emergency funding support from the Vale and forced to live for many months in static caravans in their gardens whilst post flooding remedial work was carried out to their properties.

Steventon is a settlement which in 2009 had 428 properties in flood zones 2 and 3, and a Medium risk of surface water flooding (source' SODC / VOWH SFRA 2009). It is a village with a very high water table, with the many ditches and streams filled in most winters, and extensive ponding occurring across the village, including this site. It is therefore a settlement that is extremely vulnerable to flooding, and any increase to the risk of flooding in this village should be avoided.

This high water table means that infiltration rates in the village are very low in winter, and that holes and ditches quickly fill. This is supported by photographs of the site submitted to the LPA by residents of the site this winter showing not only standing water on surface (which might, as the applicants FRA contends, be due to compacted surface) but also in the newly dug archaeological ditches. An infiltration test on an appropriate number of trial pits should be carried out during a winter season.

This high water table means that a SUDS solution would probably not achieve its design performance as it would in the winter season be filled to capacity. Increased run off due to the development would therefore not be mitigated through this solution. The application proposes the use of an Aquacell Celular storage solution to each plot fed from Permavoid collection units situated in the permeable surfaced internal roadways. These can be wrapped in either a impermeable or

permeable membrane. If a permeable membrane is used, then the high water table levels will fill the cells from the bottom, removing their flood storage capacity. If this is avoided by the use of an impermeable membrane, then it is not clear how a reliable and robust solution for filling the system in times of flood and emptying it thereafter would operate. The implication is that the SUDS solution would fail to perform, and so it is important that this matter is considered in detail at this stage.

There are other sites in Steventon, and elsewhere in the south east of the Vale that have been promoted for housing development that pose less of a danger or increased flood risk to the village, and should be considered ahead of this site in sequential preference terms.

Other matters

- Safe access by foot - the proposed access route to the Causeway will represent the desire line for pedestrians from the site and should contain a footpath, or another safe solution to allow safe mixed use. Insufficient detail is provided in this regard
- Impact on settings of listed buildings. - The development adjoins the Grade 2 listed school, and should demonstrate that it has had regard to its setting. Further the proposed highway works to the Causeway in from of the school present an unacceptable level of urbanisation, and detract from the setting of the Grade 2 listed Causeway, and of the range of 5 Grade 2 listed buildings arranged directly opposite the proposed works. Any footpath constructed should demonstrate materially improved consideration to the setting of these buildings, and in particular should not include a post and rail fence.
- The Vale has encountered significant practical difficulty in obtaining indemnity forms for waste collection vehicles to pass over private roads. Any access from the Causeway should be adopted by SCC. If this is not obtainable, then the s.106 agreement should place a restriction on the title of the land that required all future purchasers of plots to enter into such an indemnity, and also itself obtains such an indemnity from the current landowner. Failure in this regard would lead to the waste contractor refusing to access the properties, and lead to the placing of waste bins on the Causeway itself, to the detriment of highway safety.
- If the application is consented a s.106 agreement should contain the correct proportionate contribution to fund the increase in demand on school places, and contribute to the funding of a new classroom at St Michaels primary school.

Yours sincerely

Mike Murray