

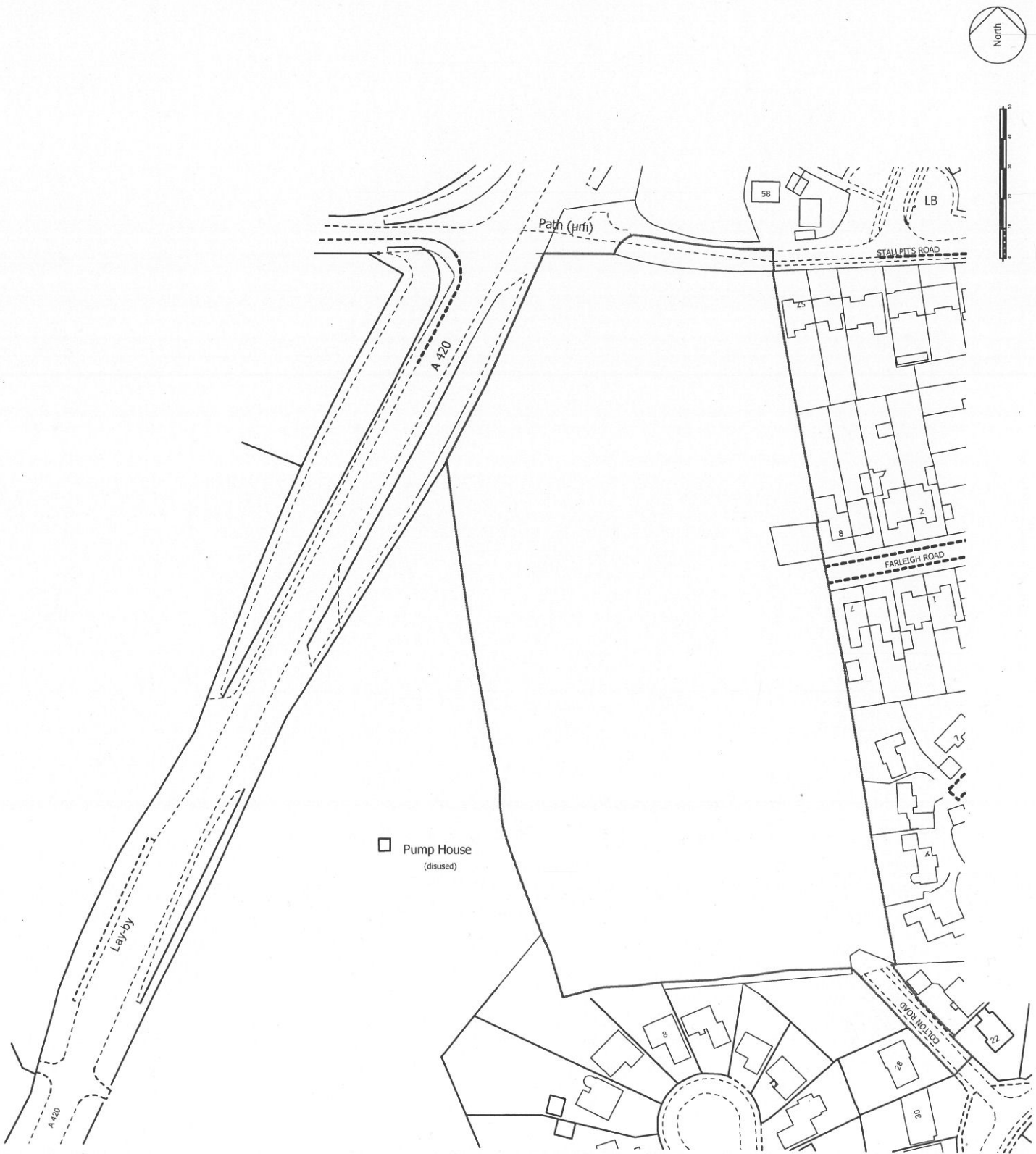


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Project:	A development at Damson Tree Fields Shrivenham
Client:	Manor Oak Homes
Sheet title:	Location Plan
Ref:	7721 002B
Scale:	1:1250 @ A3
Date:	03/07/2012
Drawn:	JR
Checked:	RW

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Revision:	Date:
A Site boundary amended	BS 18/02/13
B North arrow amended	BS 08/03/13



Revision: Date:

A	Access to unit number	BS	28/11/12
B	Access to unit number	BS	28/11/12
C	Access to unit number	BS	28/11/12
D	Access to unit number	BS	28/11/12
E	Access to unit number	BS	28/11/12
F	Access to unit number	BS	28/11/12
G	Access to unit number	BS	28/11/12
H	Access to unit number	BS	28/11/12
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AY	Access to unit number	BS	28/11/12
AZ	Access to unit number	BS	28/11/12

Schedule of Accommodation

Affordable Homes (40%) *

Shireham Type A - 1 Bed - Flat	no.	3
Shireham Type B - 1 Bed - Flat	no.	5
Shireham Type C - 2 Bed	no.	8
Shireham Type D - 3 Bed	no.	5
Shireham Type E - 4 Bed	no.	3
Total	no.	27

Private Homes

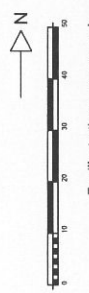
Shireham Type F - 2 Bed	no.	4
Shireham Type G - 3 Bed	no.	5
Shireham Type H - 3 Bed	no.	10
Shireham Type I - 3 Bed	no.	2
Shireham Type J - 3 Bed	no.	2
Shireham Type K - 4 Bed	no.	3
Shireham Type L - 4 Bed	no.	6
Shireham Type M - 4 Bed	no.	3
Shireham Type N - 4 Bed	no.	3
Shireham Type O - 2 Bed - Bungalow	no.	4
Total	no.	41

Total units 68



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Project: A development of 68 units at Shireham
 Client: Manor Oak Homes
 Sheet Title: Site Plan
 Ref: 7721_03MAG
 Scale: 1:500 @ A1
 Date: 28/11/12
 Drawn: BS
 Checked: RAW



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Shrivenham Parish Council – 18th April 2013

Shrivenham Parish Council strongly objects to this application for the following reasons:-

- The waste water infrastructure in shrivenham is at capacity. Thames Water has expressed their concerns in a letter included in the supporting documentation. The current sewerage system that was installed more than 40 years ago is inadequate resulting in some residents experiencing raw sewage backing up onto their properties.
- The Council is concerned with surface water drainage. There is a constant stream of water that flows along the Townsend Road past Swan Hill that appears to originate from a spring on the site of the proposed development. This is particularly dangerous during cold weather when the stream of water freezes on the carriageway.
- The proposed entrance to the site is on a spur of Colton Road. It is necessary for visitors to these houses to park on the road. We do not feel that the road is of sufficient width to accommodate the number of vehicles that this development will generate. When vehicles are parked on the entrance road heavy goods vehicles will be unable to pass unless they mount the pavement.
- The Colton Road spur is on a bend. Visibility will be an issue. The school coach parks close to this spur and the increase in traffic and lack of visibility is potentially dangerous.
- The proposed access onto Stallpits Road is also hazardous as it is of insufficient width to support vehicles and pedestrians.
- As the proposed development is 900m from the village centre, residents will be more likely to use their cars. This will exacerbate the parking problems in the High Street which has become an unofficial park and ride.
- This development will be of no benefit to the village. It is suggested that 19 of these dwellings will be of 4 or 5 bedrooms; well over 50% of the homes in shrivenham have 4 + bedrooms. There is not the need for any more.
- The outline plan shows affordable housing, with triple glazed windows and an internal ventilation system, being used as a buffer against the noise from the A420. This is totally unacceptable.
- Shrivenham Primary School does not have room for expansion.
- The Defence Academy with its 5000 staff and personnel regularly use the facilities in Shrivenham as do the residents in all the surrounding villages. The applications that have been approved in Watchfield and Ashbury will impact heavily on our village. It is a misconception that further development will bring additional shops to the village. As the High Street is mainly residential there is nowhere for additional shops to go. Further development in Shrivenham is not sustainable.

Shrivenham Parish Council's Response to the Amended Plans for Application P13/V0399/0, Development of up to 73 Homes on Land off Colton Road.

Due to the number of planning applications that have been submitted for developments within Shrivenham, it is extremely important that these applications are looked at collectively in order to see the full impact these developments will have on our community

Shrivenham Parish Council agrees with the recommendation submitted by the officer for Health and Housing, Environmental Protection Team, that the application be refused.

The application is contrary to Paragraph 109 of the NPPF "being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability"

The Parish Council are of the opinion that the noise levels generated by the A420 are too high to even consider this site suitable for development. The Noise Impact Assessment has highlighted **"the need for acoustic glazing for certain plots in order to control internal noise levels within habitable rooms to the required level"**. It also states that **"several plots will require alternative ventilation to opening windows"**. This is totally unacceptable.

Shrivenham is a village and residents choose to live here because of the quality of life it affords. Being unable to open a window or enjoy the garden due to excess noise reduces this quality of life and should not be deemed acceptable in a village setting.

The officer for Health and Housing has commented that due to the predicted noise levels in external living areas (gardens, patios etc.) taller fences, up to 2.3m, will be required on all plots. The development would resemble a prison and would have a negative impact on the character of the village.

With regard to the amended plans, it appears that six homes (five of which are two stories) are to abut the fence of 7 Farleigh Road. As the gardens of these five homes are only 12m in length, number 7 Farleigh Road will be considerably overlooked.

It also appears that 16 of the proposed homes will have four or more bedrooms. Shrivenham has no need for houses of this scale. The Housing Needs Survey that was carried out in 2011 showed that over 50% of our residents live in homes with four or more bedrooms. What are required are smaller more affordable homes and yet only four two bedroom homes are proposed for private sale.

This application is a clear example of monetary gain taking precedence over quality of life.

The Parish Council also shares the concerns raised by Oxfordshire County Council regarding the proposed entrances to the site and feel that the lane at the North of the site is of insufficient width to support a road and necessary footpath.

As the site is located some way from the village amenities, it would be a misconception to assume that residents will walk.

Shrivenham already experiences problems with parking in the High Street. Cars and delivery vehicles regularly park on double yellow lines on both sides of the highway which causes congestion. Vehicles have also taken to parking in the side streets, which tend to be narrow, severely restricting access for emergency vehicles.

The applicant makes reference to village hierarchy and the fact that in the emerging Local Plan, published in March 2013, Shrivenham is ranked as the joint 2nd most sustainable village in the district. The Parish Council maintain that the District Council's study is flawed as the Defence Academy with its 5000 staff, personnel and their families have not been taken into consideration. The Defence Academy has a huge impact on our village and its residential dwellings are statistically ignored. Its staff and families use our amenities as do the residents of all the surrounding villages, and whilst they are welcomed, the strain it places on our infrastructure needs to be recognised. The applications that have been approved in Shrivenham and Watchfield will impact heavily on our village. It is a misconception that further development will bring additional shops and services to our village. As the High Street is mainly residential there is nowhere for additional shops to go.

The comments submitted in the Parish Council's previous response still stand; however, Thames Water has recognised issues regarding the capacity of the foul sewers and the sewage treatment works. The pipework that was installed in Shrivenham approximately 40 years ago was never intended to take the volume of waste that it carries today. The use of onsite pumps has proved to be inadequate. What is required is a complete upgrade to our sewage network and any suggestion that our existing pipework could cope with the additional 69 homes that are proposed would be negligent. Sewage from the villages of Ashbury, Idstone and Longcot flows through Shrivenham. Many of our residents suffer from raw sewage backing up into their properties and those in the Sandhill/Stallpits Road area experience low water pressure. To date no evidence from Thames Water has been put forward to alleviate our concerns.

The local doctor's surgery serves Shrivenham and all the surrounding villages including the families of the Defence Academy personnel. There is no scope for expansion; therefore, they have to consider reducing its boundary. This will mean that many of its patients will have to make alternative arrangements. **These reductions of service are not compliant with Saved Policy DC8 & we draw your attention to NPPF paragraph 14 "Where new development does not secure or provide the necessary social and physical infrastructure and services within a reasonable timeframe, the potential adverse impacts of development may 'significantly and demonstrably outweigh the benefits'"**

Concerns have been raised regarding capacity at the local primary and secondary schools. Oxfordshire County council have made it clear that Shrivenham Primary School does not have the space to expand beyond a single form intake and Faringdon Community College is due to expand to allow for the additional homes

that are being built in Faringdon. The number of potential developments in the surrounding area will mean that additional spaces beyond those anticipated will be required. The alternative, King Alfred's, has its own problems dealing with the influx of homes in the Wantage area.

It must also be stressed that the proposed eastern expansion of 8000 homes which is located less than a mile from Shrivenham will have a major impact on our village. Since this application has been submitted the Western Vale Villages Consortium has commissioned its own independent traffic survey of the A420. This has shown that the A420 is at capacity and that significant works are required before any further applications can be considered. A copy of this report is attached.

In conclusion

This application is of no local benefit to the village of Shrivenham. Permissions for 67 homes have already been granted and in our opinion no overriding local need or special circumstances exist, including the present lack of 5 year land supply, to warrant any departure from the planning policies of the Local Planning Authority.

Land off Colton Road Planning Application No. P13/V0399/O

A number of residents have contacted us regarding the above planning application. Many of the residents directly affected by this proposal have submitted their comments through the consultation process. However, residents from other areas of the village have also expressed their concerns to us.

The objections are common in nature and have been highlighted by those who have responded to the consultation including the Parish Council.

Shrivenham as you know has recently had two applications approved and these together with this one and the possibility of more in the pipeline are giving rise to considerable concerns and significant potential strain on the existing infrastructure of the village.

It should be remembered that Shrivenham provides the infrastructure to all other local villages and the Defence Academy. With Watchfield having some 220 homes + care facilities for some 67+ people and the residents of the Gypsy site together with the additional 36 homes approved in Ashbury the impact is obvious.

In addition some 8,000 homes are to be built to the east of Swindon and these homes will also impact on Shrivenham. This is because the Local Plan proposals from Swindon Borough Council indicate that there will be around 2,600 homes in and around South Marston which is the nearest village to Shrivenham and many of the existing residents of this village use Shrivenham rather than going into Swindon.

It is agreed that the use of the High Street is good for the economy but there is limited parking and it would be difficult to find any land suitable to provide additional parking close enough to the amenities.

Bearing in mind the cumulative effects from other approved developments in the local area we would urge the Planning Committee to consider very carefully the impact of this particular application on the village of Shrivenham and we list below the main concerns.

- Drainage and Sewage
- Highway Issues including further strain on the A420
- School(s) Primary and Secondary
- Health Care
- Parking
- The site is a significant distance from infrastructure and therefore use of cars will be necessary which will have a knock on to the existing parking problem
- The proposal is for far too many large houses. There are many four and five bedroom houses already in the village
- The proposed location of affordable blocks of flats and their use as a buffer to the A420 is not acceptable. Indeed the Vale policy is for affordable homes to be pepper-potted in any development.

* Where are the employment opportunities? The Defence Academy is under review bearing in mind the impact of military cuts. There are limited jobs at the Shrivenham Hundred Business Park and Swindon is currently undergoing the worst

unemployment situation ever. Honda has recently announced 800 redundancies and many other employers are either not taking on staff or indeed moving to other locations.

We believe there are serious questions over this speculative application regarding sustainability and deliverability and therefore the application should be refused.

Councillors Simon Howell and Elaine Ware
Shrivenham Ward

2 May 2013

Laura Hudson - P13/V0399/O Land off Colton Road Shrivenham Oxfordshire

From: "Patey, John - Environment & Economy" <...>
To: "Martin Andrews" <...>
Date: 11/12/2013 1:14 PM
Subject: P13/V0399/O Land off Colton Road Shrivenham Oxfordshire
CC: "Laura Hudson" <...>

Martin

You have telephoned me requesting my further comments regarding the issues of access to this site, as eluded to in your email below.

The highway authority has twice commented in respect of the proposals for access to this site, firstly, following consultation on the submitted application and, secondly, in response to amended proposals.

Two access points are proposed to the site. The primary means of access is to be from Colton Road. The Site Plan continues to indicate, as before, a double 'S' configuration in the alignment of the Minor Access Road from the point of access to the site, in an attempt to create traffic calming. The highway authority has objected to this proposal on the ground that it is unlikely to provide adequate speed restraint, particularly for small vehicles and motorcycles, and is considered to be unsatisfactory. This remains, and will remain, the highway authority's view.

However, while you have acknowledged this concern you have commented to me that the access road alignment is a Reserved Matter which will be addressed at full application stage. Therefore, on this basis, I confirm that the proposed point of access from Colton Road is acceptable in principle and the reason for objection is withdrawn.

A secondary access is proposed from Stallpits Road. You have confirmed that Stallpits Road is dedicated as highway land up to the A420 and that this secondary access will be provided with a carriageway width of 4.8m and a 1.5m footway on the southern side. Between Sand Hill and No. 57 Stallpits Road the road has a carriageway width of 4.1m with a 1.2-1.5m wide footway provided on the southern side of the carriageway. You have confirmed that this section of Stallpits Road will be widened, on the south, to 4.8m wide carriageway with a 1.5m wide footway. Again, this is acceptable to the highway authority and on this basis the reason for objection is withdrawn.

I have copied this email to the Planning Officer, Laura Hudson, as this constitutes my additional formal comments on the proposals.

Regards.

John

John Patey
Temporary Development Control (Transport) Officer

From: Martin Andrews [r
Sent: 05 November 2013 11:05
To: Patey, John - Environment & Economy
Cc:
Subject: Q6320PP: Colton Road, Shrivenham

Planning Ref: P13/V0399/O

John,

With reference to your objection to the above development dated 29th October 2013 and our conversation we understand that your two reasons for objection are:

1. The double S configuration near the Colton Road access; and
2. The status of Stallpits Road.

We understand that the remaining items are informatives and that these items that can be addressed at detailed design stage. We therefore address this two items:

1. The 'double S' configuration has a centre line radius of 13.55m. This is in line with the requirements of OCC design guide i.e. less than 13.6m, therefore the 'double S' configuration offers adequate speed restraint. However, the whole aspect of speed control on the site can be addressed during the detailed planning application / design. If during detailed design it is felt that the 'double S' configuration does not provide adequate speed restraint vertical deflection could be incorporated in the form of a raised table where the Minor Access Road joins the Access Lane between plots 31 and 32.
2. As per my email of 25th May 2013, Stallpits Road is dedicated as highway land up to the A420. The extent of highway land is shown on the attached highway plan. I have highlighted the highway land in orange for ease of reference. The Stallpits Road access is secondary to the Colton Road access and will be provided with a carriageway width of 4.8m and a 1.5m footway on the southern side as shown on the submitted development layout plan 7721-004AQ. For ease of reference I enclose JPP drawing, ref Q6320PP-TA08, with dimensions.

Between Sand Hill Road and No. 57 Stallpits Road the road has a carriageway width of 4.1m with a 1.2-1.5m wide footway provided on the southern side of the carriageway. This will be widened on the south to 4.8m wide carriageway with a 1.5m wide footway to Shire Hill. This widening is shown on the attached drawing ref Q6320PP-TA08.

We trust the above meets with your approval and that you are now in a position to remove your objection to the proposed development. Please call me to discuss is necessary.

Regards,
Martin Andrews
MEng (Hons)
Project Engineer

jpp
consulting
Civil & Structural Engineers

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