

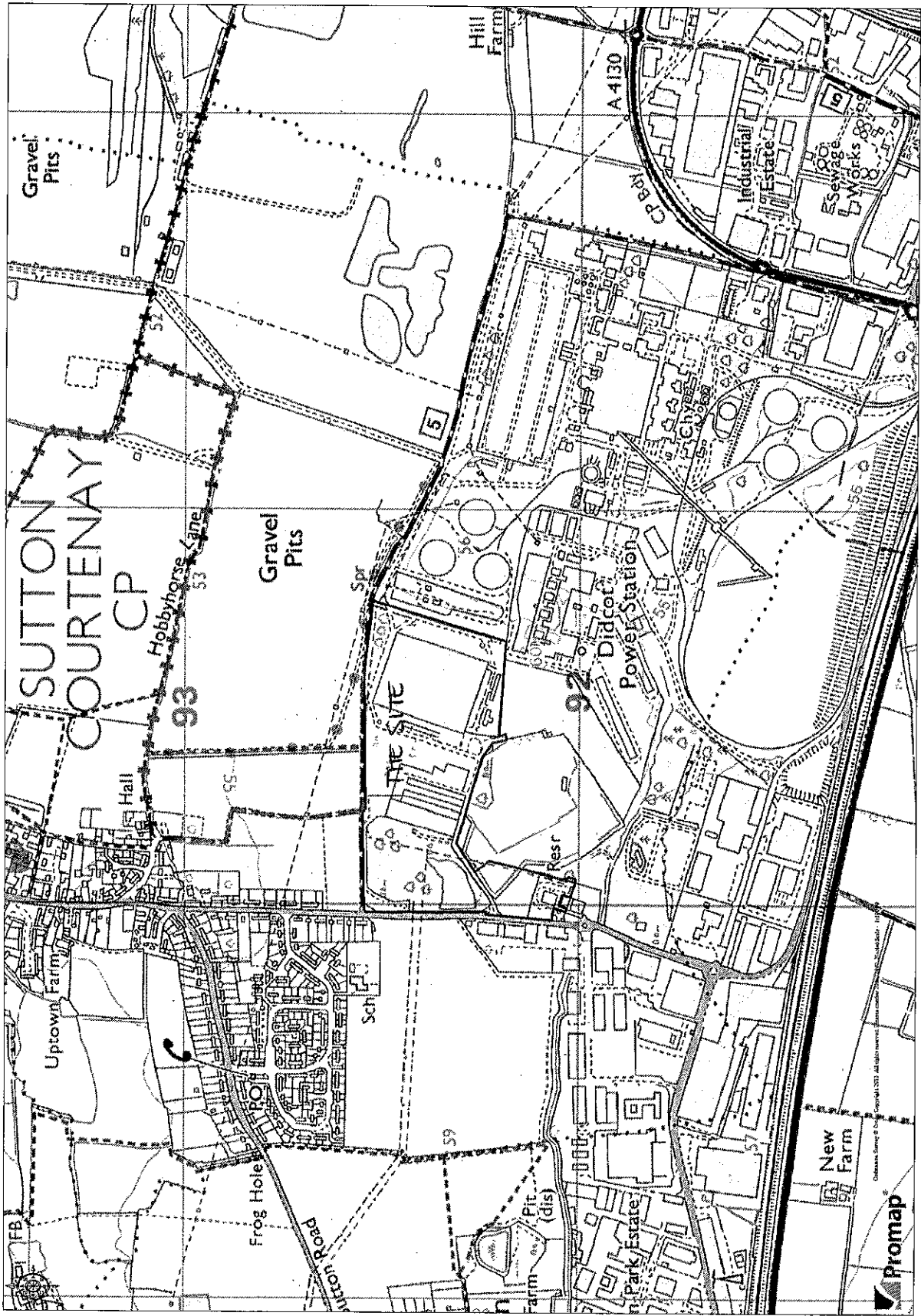
1. To be used in conjunction with the Planning
 2. To be used in conjunction with the Planning
 3. To be used in conjunction with the Planning

Key:
 --- Disputed Site Boundary

Appendix 1

cordcasavilis

PLANNING	
Client	cheetwoods
Project	LAND EAST OF SUTTON COURTENAY STATION, SUTTON COURTENAY
Job Number	277
Drawn By	CORDCASAVILIS
Checked By	CORDCASAVILIS
Scale	AS SHOWN
Date	15/07/21
Sheet	1 of 1



cordesavills

16/2/2012 HAS
17/2/2012 HAS
18/2/2012 HAS
19/2/2012 HAS
20/2/2012 HAS
21/2/2012 HAS
22/2/2012 HAS
23/2/2012 HAS
24/2/2012 HAS
25/2/2012 HAS
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27/2/2012 HAS
28/2/2012 HAS
29/2/2012 HAS
30/2/2012 HAS
31/2/2012 HAS

PLANNING

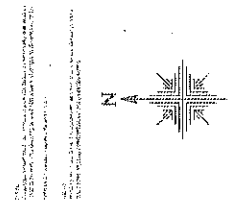
chertwoods

LAND EAST OF SUTTON COURTEWAY
LANE & WEST OF DIDCOT POWER
STATION, SUTTON COURTEWAY
CORDEASAVILLS
ORDNANCE SURVEY

Scale 1:1	Date 18/02/2012	Sheet 2/03/12
Drawn by	Checked by	Rev.
Author	1577-03	05

Key:
Dashed line: application boundary





SCHEDULE OF ACCOMMODATION GFA	
WAREHOUSE	186,038
OFFICES (ADMIN)	5,833
GATEHOUSE	215
TOTAL DEVELOPMENT	192,086

Car Parking (incl. goods)
 HGV Parking (incl. waiting zone)
 Dock Doors
 Level Access Doors
 Haulage Height
 Site Area
 Site Density

75 spaces
 38 spaces
 30 no
 2 no
 100
 9.2ha = 3.30ha
 22.8%

SCHEDULE OF ACCOMMODATION GFA	
WAREHOUSE	89,174
OFFICE (MEZZ)	16,146
OFFICE (GOODS OUT/IN)	6,468
OFFICE (GOODS IN)	3,229
GATEHOUSE	215
TOTAL DEVELOPMENT	112,232

Car Parking (incl. goods)
 HGV Parking (incl. waiting zone)
 Dock Doors
 Level Access Doors
 Haulage Height
 Site Area
 Site Density

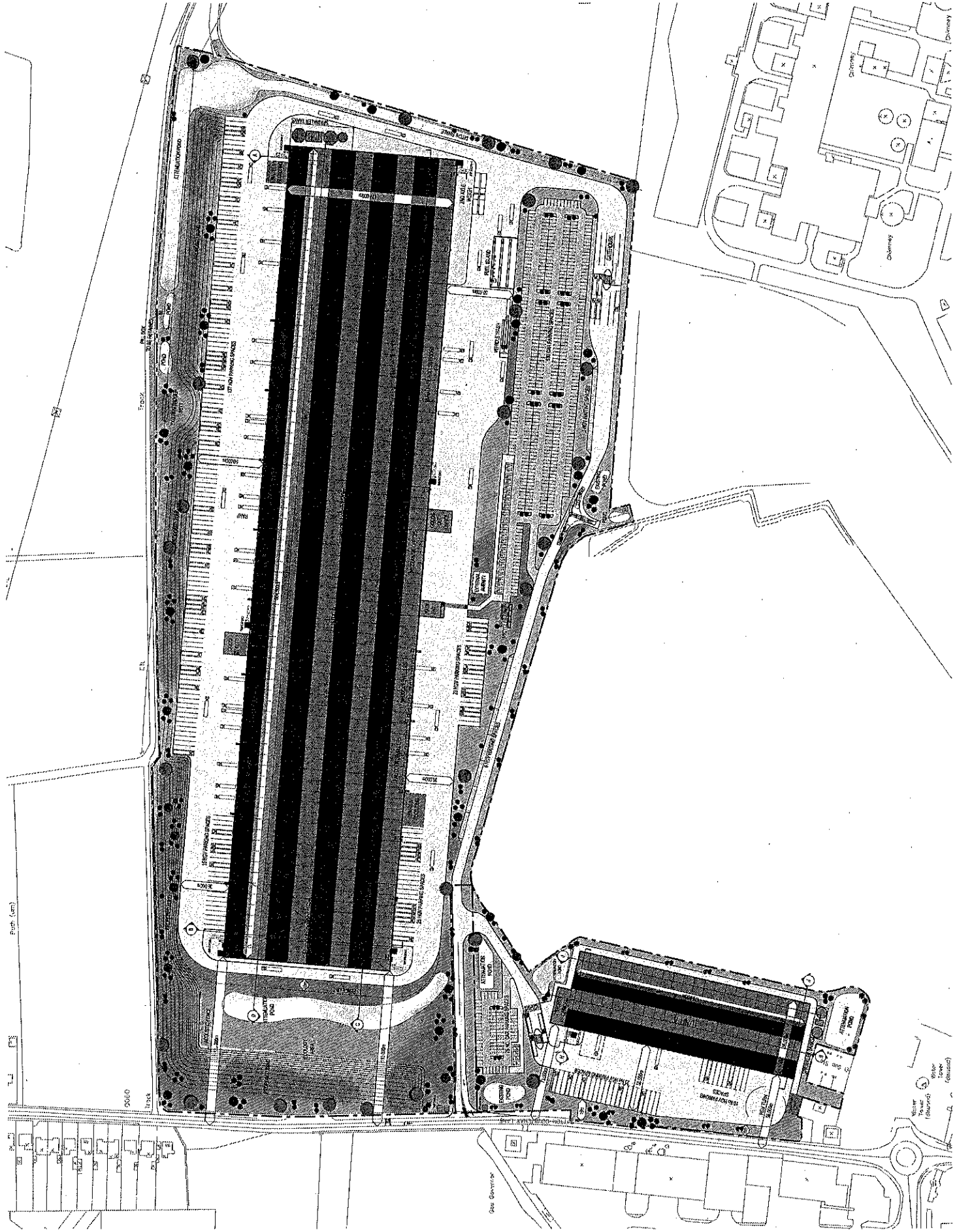
530 spaces
 200 spaces
 86 no
 28 no
 10m & 8.20m
 15.7ha = 2.17ha
 30.55%

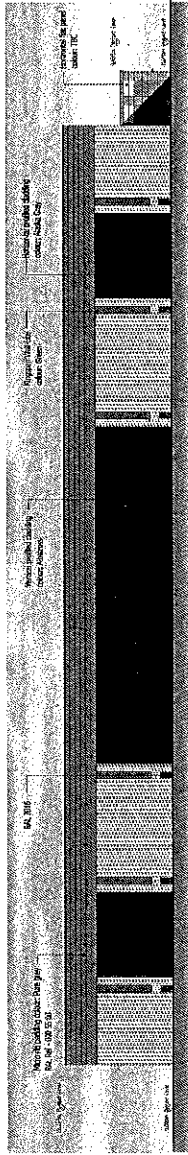
TOTAL DEVELOPMENT	944,209	57,720
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cordesavills

07. External ground level (ASPD) 162,432.15
 08. Above ground level (AGL) 162,432.15
 09. Site of maximum ground level (AGL) 162,432.15
 10. Maximum ground level (AGL) 162,432.15
 11. Maximum ground level (AGL) 162,432.15
 12. Maximum ground level (AGL) 162,432.15
 13. Maximum ground level (AGL) 162,432.15
 14. Maximum ground level (AGL) 162,432.15
 15. Maximum ground level (AGL) 162,432.15
 16. Maximum ground level (AGL) 162,432.15
 17. Maximum ground level (AGL) 162,432.15
 18. Maximum ground level (AGL) 162,432.15
 19. Maximum ground level (AGL) 162,432.15
 20. Maximum ground level (AGL) 162,432.15

PROPOSAL	
ch e r t w o o d s	
PROJECT: 200 NORTH 207 LAND EAST OF SUTTON COURTYNAY LANE & WEST OF DROOCT POWER STATION, SUTTON COURTYNAY CLIENT: CORDER SAMMILLS DRAWING No: Drawing 200-42 PROPOSED SITE LAYOUT DATE: 16/06/2010 SCALE: 1:500 SHEET NO: 3/77-30 REV: 07	

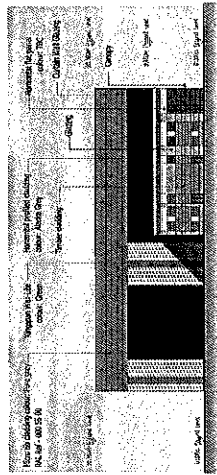




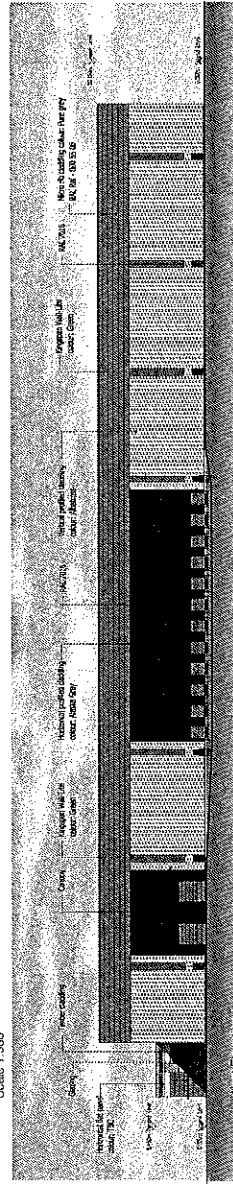
East Elevation
Scale 1:500



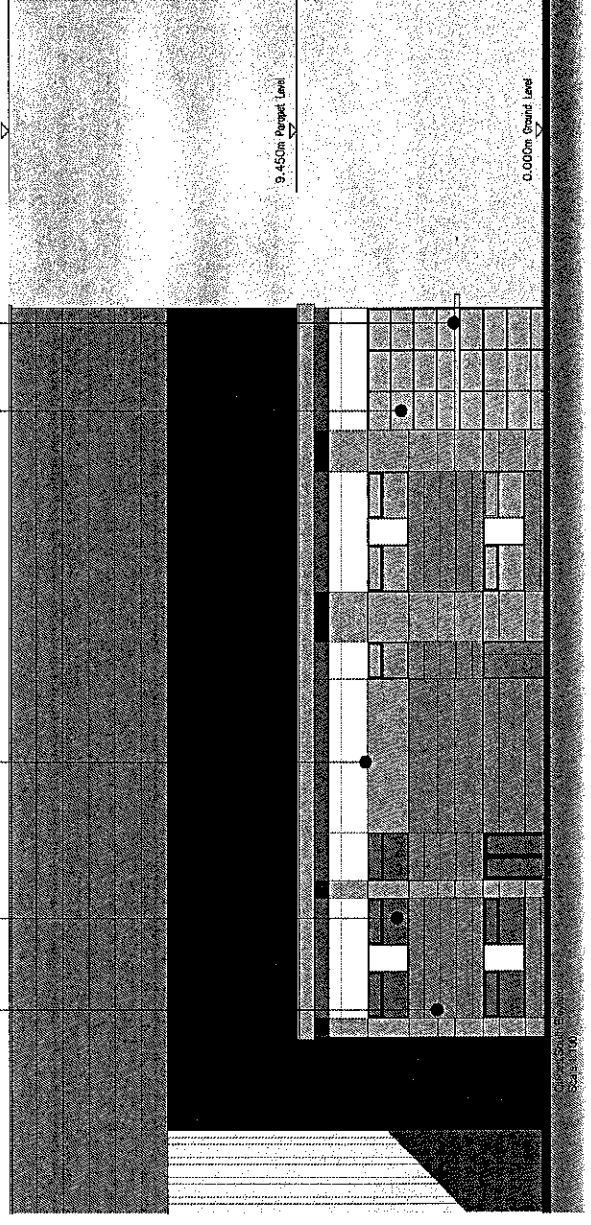
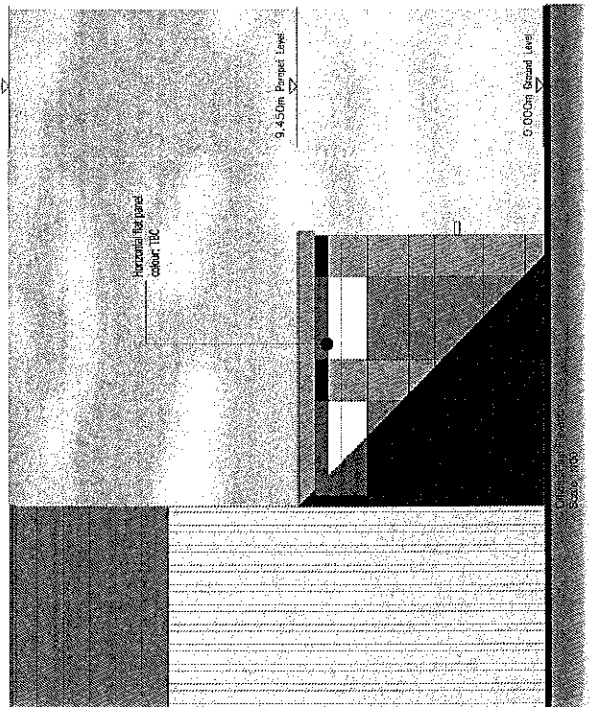
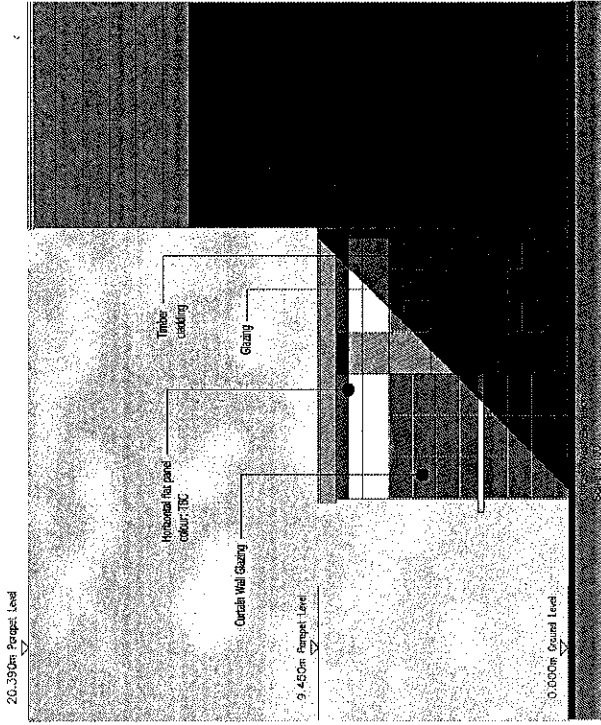
South Elevation
Scale 1:500



North Elevation
Scale 1:500



West Elevation
Scale 1:500



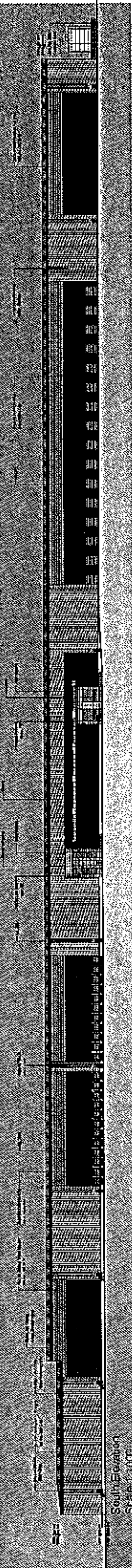
cord easavills

01 Site of work/phase approval
02 Initial design
03 Final design/contract documents
04 Construction/contract documents
05 Construction/contract documents
06 Construction/contract documents
07 Construction/contract documents
08 Construction/contract documents
09 Construction/contract documents
10 Construction/contract documents

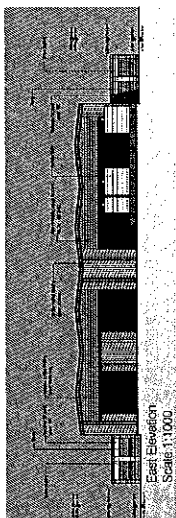
PLANNING

C b e t w o o s

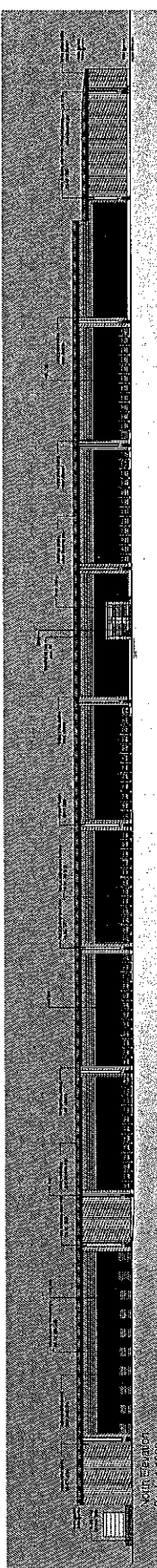
Project	3377
Client	CONDRA SAVILLS
Location	LAND EAST OF SITTON COURTNEY LANE & WEST OF DIDCOCK POWER STATION, SITTON COURTNEY
Scale	1:500
Drawn	KL
Checked	KL
Date	3/3/2015
Issue	05



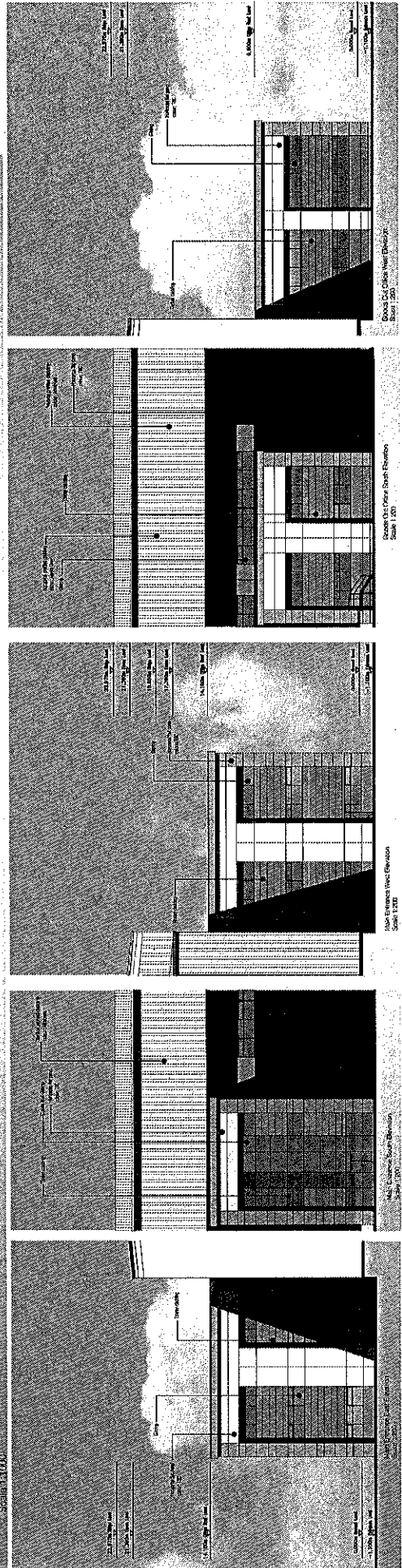
South Elevation
Scale: 1/1000



East Elevation
Scale: 1/1000



North Elevation
Scale: 1/1000



West Elevation
Scale: 1/1000

East Elevation
Scale: 1/1000

South Elevation
Scale: 1/1000

West Elevation
Scale: 1/1000

East Elevation
Scale: 1/1000

South Elevation
Scale: 1/1000

West Elevation
Scale: 1/1000

cordesawills
 ARCHITECTS
 2211 17th St, Suite 100
 Berkeley, CA 94712
 Tel: 415.863.1100
 Fax: 415.863.1101
 www.cordesawills.com

PLANNING

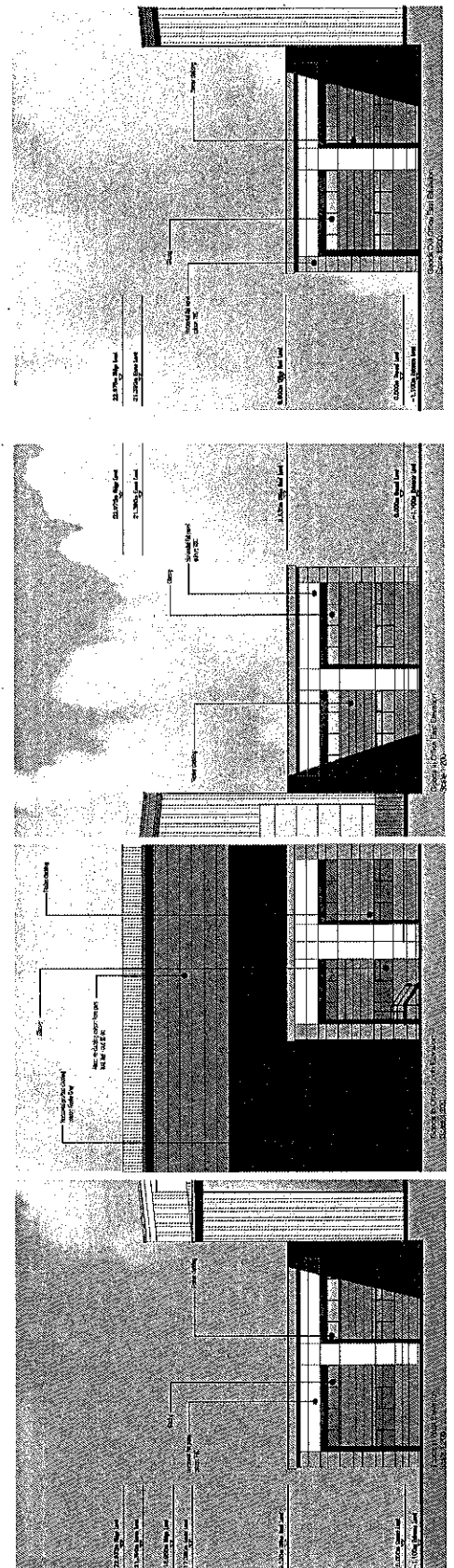
PROJECT: **PROPOSED ELEVATIONS UNIT B**

CLIENT: **STATION, SUTTON COURTNEY**

DATE: **2017.05.14**

DRAWING NO.: **3377.55A**

SCALE: **1/1000**



West Elevation
Scale: 1/1000

East Elevation
Scale: 1/1000

South Elevation
Scale: 1/1000

West Elevation
Scale: 1/1000

East Elevation
Scale: 1/1000

South Elevation
Scale: 1/1000

West Elevation
Scale: 1/1000

Sutton Courtenay Parish Council

Clerk: Mrs. L. A. Martin B.A.

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

Mr. M. Doodles,
Development Control,
Vale of White Horse District Council,
Abbey House,
Abingdon,
Oxon.
OX14 3JE

7th October, 2013

Dear Mr. Doodles,

**P13/V1832/0 Proposed redevelopment of buildings and land to provide new buildings for storage and distribution (class B8) and ancillary facilities, car and lorry parking, service areas, access and landscape
Land to the west of Didcot Power Station, Sutton Courtenay Lane, Sutton Courtenay
For: Diageo Pension Trust**

The Parish Council has strong objections to the proposal to erect such industrial buildings in close proximity to a residential area. It wishes therefore to vehemently oppose the application. The Parish Council recognises the area as one which does have an existing building on part, and an unimplemented extant consent on a small part of the site to the west, but the current consent is for 7952 m². It is proposed not to proceed with the approved building, but to replace it with a much larger building of 11,108 sq.m². In addition to that, a second proposal is to site a warehouse comprising in the region of 100,000 sq. m² on a site which is mostly open and historically has never had buildings on it. Its use in recent decades has been as a campsite and nature reserve, and is not in the Vale of White Horse's Local Plan as an area protected for business use.

The Parish Council was most concerned to note that the address of the application site was land west of Didcot Power Station, Didcot, and not Sutton Courtenay Lane, Sutton Courtenay which is where the proposed development is to take place. The postal address of the adjacent environmental study centre is Sutton Courtenay, Abingdon. The address of the new development would be the same should consent be granted.

Traffic

1. The traffic survey presented with the application does not cover traffic movements to the north. Point 1.3 of the Transport Assessment states that following correspondence and meetings with representatives of the highway authority, the report covers the parameters of the study which had been broadly agreed. The transport report which is supposed to determine the transport effects of the development omits a study of traffic movements to/from the north. The

assessment and studies provided with the application have attempted to show the effect for other roads, A34/M4, M3 and M40, but there has not been any attempt to study the impact for Sutton Courtenay for siting such a warehouse in the village. It focuses on HGV movements to the South, but fails to recognise that with approximately 3000 employees at the site, and over 600 car parking spaces, there are bound to be vehicles travelling through Sutton Courtenay village. The Parish Council would suggest that all vehicular routes to the site should be assessed, and the study area, although apparently agreed with the County Council, is inadequate. Therefore, the Parish Council requests that the Transport Assessment is carried out again covering the village and Culham Bridge as the current assessment is not fit for purpose.

2. It is suggested that all vehicles will turn left, It is a common fact that at other locations e.g. Didcot B power station entrance, that vehicles consistently ignore the road configuration and turn right despite the layout being geared to turn left. The Council is extremely concerned therefore about the potential impact of traffic for the village. The applicant is unable to provide satisfactory assurances that there will be no traffic through the village generated by the proposed development.

Any planning conditions to restrict traffic through the village will be unenforceable as appears to be the case with restricting traffic through MEPC. Whilst the proposal suggests that there will be shift patterns of working, the Parish Council assumes that with overtime patterns the departure times of the staff will be extended. With extended shift patterns the Council can foresee 24 hours a day traffic movements in Sutton Courtenay, particularly through the Harwell Road and High Street.

3. The Power station roundabout is at capacity. This fact is recognised in the report, yet the proposal directs traffic in that direction. At peak periods the roundabout cannot accommodate more traffic. This is acknowledged, but it is deemed not sufficient a problem to undertake any work as part of this application proposal. Traffic at peak time regularly queues along Milton Road to the power station roundabout. 15% of staff are office based and work standard office hours, so will add to the existing congestion not only at this roundabout but to the existing congestion at Culham bridge as well.

4. There is a weight limit of 7.5 tonnes through Sutton Courtenay. This is often ignored especially by foreign drivers who are unfamiliar with the area. The Parish Council is not convinced that the village will not be affected by HGVs.

5. The transport assessment takes no account of LGV movements as opposed to HGVs, yet vehicles larger than cars, for which a category C licence is required could well be in use as part of the development proposals. Again, there could well be impact on Sutton Courtenay village.

Travel Plan

6. Point 3.2.10 admits that there are no bus services which run by the development. The bus stops are several hundred metres away and are served by day time buses only. Employee origins should be considered. Given 24 hour a day working, employees will be arriving by car. This is not sustainable. There appears to be a misconception of people walking, cycling and using public transport. There is no public transport to fit in with shift patterns. The travel plan indicates that each warehouse, should they be occupied by different businesses,

will have to undertake its own travel plan. As the tenants of the buildings are unknown, the information given, other than the 24 hour a day working, could change. The impact on the village and its historic settlement and conservation area could be far worse. Without knowing who the tenants will be, the trip generation numbers, not only for employees getting to work, but for all vehicular movements, are meaningless.

Cumulative Impact Assessment

7. The Council believes that the methodology used for the cumulative impact assessment of the traffic is flawed. The traffic at the roundabouts in question and for which they have carried out the cumulative impact assessments have had significant increases in traffic in recent years owing to Asda and other developments. That has already had a significant impact on, for example journey times (let alone the environmental pollution). The methodology used to calculate the cumulative impact simply calculates the percentage increase due to the warehouse development.

The Council understands that this maybe the accepted practice within the industry but it will eventually lead to the conclusion that when several of these developments have been approved and the cumulative vehicle count reaches some absurdly high number then there will be no added impact from any subsequent development as the percentage increase due to any new development will be only a minor perturbation on the absurdly high baseline count of vehicles.

The Council believes that the experience of residents who have commuted along that route for several years now should be given more weight - a journey to Didcot station from the village used to take under 10 minutes 20 years ago, this has increased to over 30 minutes at peak times and now at any time of day one can be sure of following slow cumbersome lorries all the way to Didcot. This warehouse will completely choke the exit out of the village from Harwell Road.

Residents living on side roads can sometimes wait for up to 10 minutes to come out of the side roads and join the main traffic which itself is backed up for about a mile. At the northern end of the village this is already an everyday occurrence at peak times - with the construction of the warehouse and its 24 hour operation and the attendant 5000 vehicles (routing agreements do not apply to employee traffic and overseas drivers whose Satnavs urge them on in to the village) we are now looking at gridlocked village between the hours of 7.30am and 9.30am and then again from 4.30pm to 7.00 pm - this is a totally unacceptable situation.

The survey results should be projected forward 10 years to account for traffic generated by other proposals eg. housing expansion at Didcot and housing at Grove who residents could well travel to the Milton Park area. Cumulative impact of traffic from all these development proposals should be taken into account. Collectively an increase in traffic has a very significant impact on the road network. In order to protect the village, the Parish Council would insist, should the application ever be granted consent, that any routing agreement should include LGVs as well as HGVs. The developer has indicated verbally to the Parish Council they would consider an agreement covering LGV as well as HGV movements.

Impact for School

Children from Sutton Courtenay Primary School walk to the Sutton Courtenay Environmental Study Centre on a regular basis. The safety of the young children would be very much at risk

with large HGVs passing them every few minutes. In addition 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.

The school, being located just over 100m away from the site will experience a deterioration in the quality of its environs. The traffic noise and noise from loading/unloading and effects of increased pollution will all have a detrimental effect on the school and pupils and will impact on the health and education of the children. (see annexe 1 – plan showing school in relation to the proposed development).

Air Quality

Point 1.4 of the air quality assessment states that the vehicle movements will increase emissions for pollutants to air and will increase pollution concentrations close to affected roads in the area. Yet the receptors studied are not in the residential Sutton Courtenay Lane, or any part of the village, where there is a high volume of vehicle movements, but at points along the A4130 now where near the village. There is an acceptance, in the report of the largest impact being at the mobile home park near the entrance to the power station. This site is no closer to HGV/LGV/car vehicular movements, than is the residential area of Sutton Courtenay, and the primary school. Logically it follows there must be impact on the village being closer but this is not modelled. The village of Sutton Courtenay and areas to the north of the site should not be ignored in the study, particularly with a potential for 3000 employees, many of whom could be travelling through Sutton Courtenay.

Design and Impact

The design and access statement gives no artist's impression of the impact on views. A warehouse some 28 m high is proposed within 50 m of housing, and directly opposite a scheduled ancient monument. Locating a structure of this height so close to residential homes is inconsistent with the Vale of White Horse District Council's conditions on the Milton Park LDO. The Milton Park LDO expressly prohibits buildings immediately adjacent to the village and only permits progressively taller building the further you move away from the residential area. If this warehouse were permitted it would be perverse and not consistent with the previous planning decision for the LDO.

The building is some 700m long or twice the length of the empire state building laid on its side. The design and scale of the development does not respect the character and appearance of the area, most of which is open space and campsite, or agriculture field. Trees and bunding would not provide a screen between the external walls of the proposed building and the adjacent highway. The proposal results in the loss of an open space corner. There is a significant dominant and overshadowing impact from the sheer size and height of the building, on the housing in Harwell Road and the southern part of Sutton Courtenay.

Visualisations that have been done, show the Didcot "A" cooling towers and chimney in place. This is clearly misleading, as these will be demolished in 2014. Annexe 2 which is to scale shows the warehouse in relation to a bungalow in Harwell Road, and the cooling towers. The visualisations too are based on trees having grown for 20 years. This is disingenuous and create a false impression of the current situation, and of what the future position will be. Using Forestry Commission data and taking an Ash Tree as an exemplar it can be shown it would take 112 years for a tree to growth to a height sufficient to screen this building.

The Local Development Order applicable to the western side of Sutton Courtenay Lane, had an area excluded from it, although still part of the enterprise zone, in order to protect the setting of the scheduled monument. Also this was to ensure a separation between the LDO area and the residential areas of Sutton Courtenay and to mitigate visual amenity impact. Building heights too were restricted to control visual impact. A limit of 12m was placed on any building closest to Kelaart's field south of Sutton Courtenay Primary School.

Acoustic Impact

The acoustic report is risible. It argues that the impact is negligible because noise levels will fall below harmful dB levels. In practice, the real difference is the reversing beepers 24 hours a day. There are several today, but with around 1400 additional lorry movements a day, much closer to the village, there will be regular annoying noise levels that will destroy sleep for residents at night and destroy daytime enjoyment of gardens.

Drainage

Sutton Courtenay has experienced problems for some considerable time regarding blocked sewers in Harwell Road, Frilsham Street and the High Street. The current public sewerage system is inadequate, particularly during periods of heavy rainfall when levels rise. For several years now, often over Winter time, the sewers have overflowed in the village, and on some occasions effluent 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. The Parish Council therefore objects to any foul water connection to the village system.

Effect on local biodiversity

The proposed development and its associated activities will have a substantial effect on the complex natural cycles of the wildlife in the area, and the loss of trees and general habitat will have a significant impact for the birds, badgers and great crested newts on the site. In addition any water runoff from such an enormous building is likely to go into Moor ditch, thereby causing problems down stream.

Socio-Economic

The socio economic statement glosses over the fact that there is effectively full employment in the area, and that the existing small businesses that occupy part of the site with 200 employees will be lost. There is reference to the loss of 5000 jobs at the power station when that closed, but the people employed there have been re-employed elsewhere. They are not waiting for a new warehouse to open. If employment prospects are considered so important, then consideration should be given to building in an area such as Swindon where there is greater demonstrable need.

Coalescence

This development if permitted would remove the last open space separating the village of Sutton Courtenay from the industrially developed areas of the Power Station site and Milton Park which in turn is contiguous with the built up area of Didcot. In effect Sutton Courtenay would lose the last open gap between itself and Didcot. The NPPF for planning provides for protection against coalescence and the Parish Council objects to this application on those grounds.

Conclusion

The proposal breaches policy DC5. The road network cannot accommodate the traffic from the development without causing safety, congestion or environmental problems. Also it does not conform with Core Policy 29 as there is no bus service.

Core Policy 24 states that new employment development will be supported on unallocated sites provided that the proposals will not cause unacceptable harm to the amenities of nearby residents and occupiers. Also that that scale, nature, and appearance of the employment does not harm the character of the area and respects the landscape character. In rural areas the preference is for the re-use, conversion or adaptation of suitable existing buildings. The site in question is not part of Didcot "A" site, nor is all of it part of an existing employment site, but is immediately adjacent to a residential area. The proposal is contrary to the new core policy 24 in that it causes harm to the amenities of residents and does not respect the local landscape character.

An application for alterations to a bungalow diagonally opposite the site only 53m away, was refused not only in 2010, but also in 2011, as changing a hip roof to a gable, and also having a flat roof would be visually intrusive in the street scene and at odds with the general character of Harwell Road and therefore contrary to policies DC1 and NE9. The warehouse proposal has significantly more impact and should equally be refused.

The planning inspector, recently disallowed an appeal for development at Peewit Farm, Sutton Courtenay on the grounds that the buildings would be closer to the road, and it would extend the built up area further into the open countryside, and the proposal would not offer any benefits to the existing rural landscape, nor protect the valued landscape of the lowland Vale as required by policy NE9

The Parish Council recognises that part of the area in question, the existing S shed, is allocated for employment and accepts the small business uses that are not visible and are well set back from Sutton Courtenay Lane. However the Council regards the proposal of the warehousing some 93 feet tall next to the Lane, as an increased concentration of industrial facilities at an inappropriate location identified as "open land" in planning policies and which is close to a concentrated residential population, and would therefore urge refusal of the application.

Yours sincerely,


Linda Martin
Clerk Sutton Courtenay Parish Council



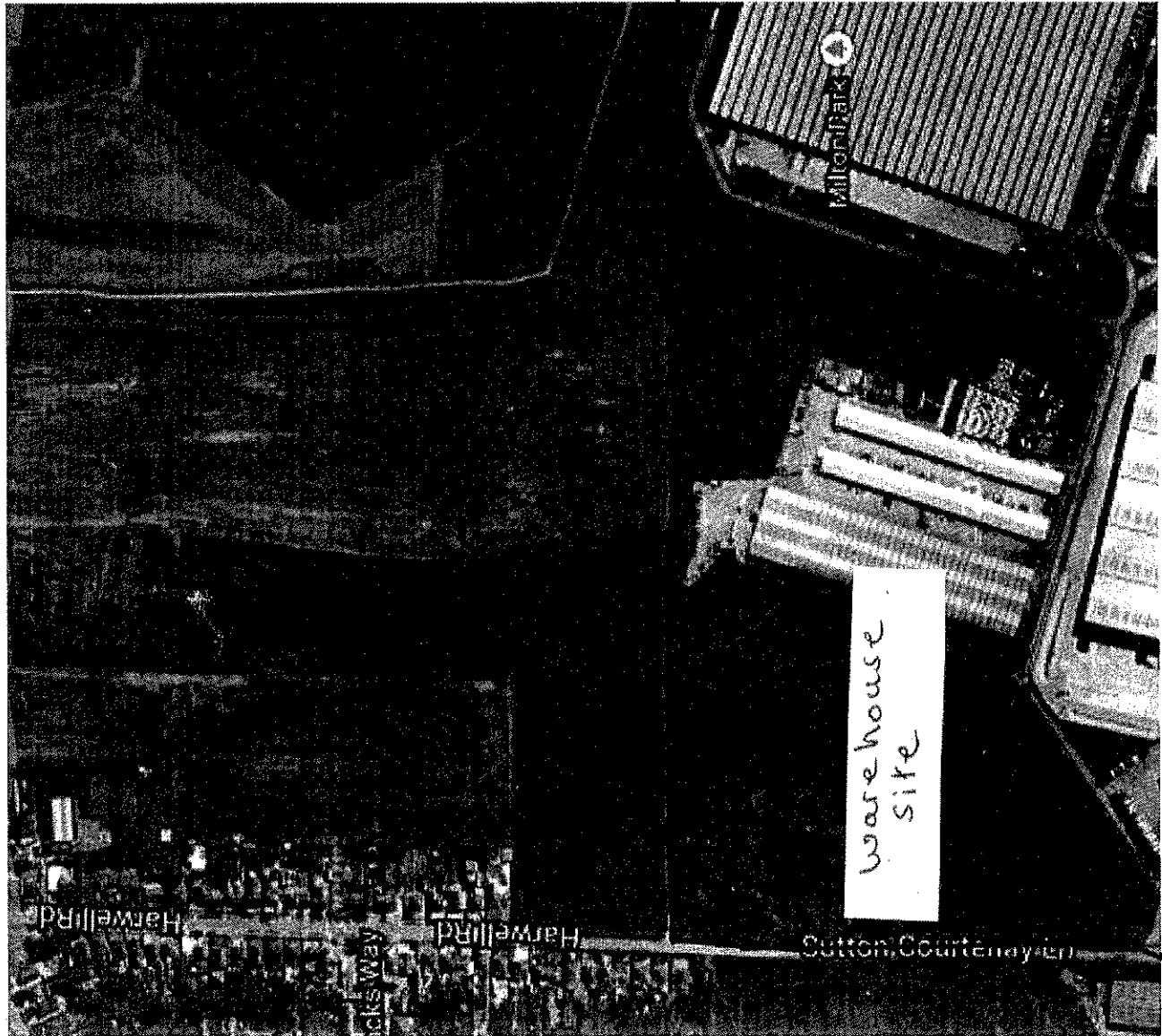
PROPOSAL

ASDA

TYPICAL HARWELL RD
BUNGALOW

Annexe 2

Annexe 1



M. Doodles
1

12 FEB 2014

Sutton Courtenay Parish Council

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

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

Mr. M. Doodles,
Development Control,
Vale of White Horse District Council,
Abbey House,
Abingdon,
Oxon.
OX14 3JE

7th February, 2014

Dear Mr. Doodles,

**P13/V1832/0 Proposed redevelopment of buildings and land to provide new buildings for storage and distribution (class B8) and ancillary facilities, car and lorry parking, service areas, access and landscape
Land to the west of Didcot Power Station, Sutton Courtenay Lane, Sutton Courtenay
For: Diageo Pension Trust**

The Parish Council notes the amendments made to the application, particularly the proposed reduction in height and distance from the boundary, together with an increase in landscaping on the north and western boundaries. However, the changes made do not alleviate the Council's concerns as the vast majority of points previously made remain valid and the Parish Council therefore maintains its strong objections to erecting industrial buildings in close proximity to a residential area.

The address is still shown as Didcot, yet the site is in Sutton Courtenay. Although the site does have an existing building on part of it and an extant consent on another area, the site is one which is mostly open and historically has never had buildings on it. Its use in recent decades has been as a campsite and nature reserve, and is not in the Vale of White Horse District Council's Local Plan as an area protected for business use.

It is noted that a routeing agreement is proposed and Acceleris, agents for the applicants have advised that LGVs are to be included. It is suggested that 24 hour turning counts will be in place and that if HGVs and LGVs turn right, then a Traffic Order will be sought from the County Council so that enforcement can take place. There is currently a 7.5 tonne weight limit through the Harwell Road and High Street in Sutton Courtenay which seems unenforceable. The only organisations able to enforce the regulations are Trading Standards or the Police. It is impossible for the Police or County Council staff to constantly monitor traffic flows in order to take action against offenders. Also if there is a breach of routeing agreement, then enforcement is by the contractual parties only and there is no real penalty that results from a vehicle travelling along an incorrect road.

Should the District Council be minded to grant consent, then the Parish Council would ask that it is involved as a consultee in any draft routing agreement, so it has a chance to have sight of what is proposed and is given an opportunity to comment on any proposals.

The Parish Council is extremely concerned about the impact of traffic on the village, as it is a common fact that at other locations e.g. Didcot B power station entrance, that vehicles consistently ignore the road configuration and turn right despite the layout being geared to turn left.

Whilst the proposal suggests that there will be shift patterns of working, the Parish Council assumes that with overtime patterns the departure times of the staff will be extended. With extended shift patterns the Council can foresee 24 hours a day traffic movements in Sutton Courtenay, particularly through the Harwell Road and High Street.

The Power station roundabout is at capacity. This fact is recognised in the report, yet the proposal directs traffic in that direction. At peak periods the roundabout cannot accommodate more traffic. This is acknowledged, but it is deemed not sufficient a problem to undertake any work as part of this application proposal. Traffic at peak time regularly queues along Milton Road to the power station roundabout. 15% of staff are office based and work standard office hours, so will add to the existing congestion not only at this roundabout but to the existing congestion at Culham bridge as well.

Travel Plan

Point 3.2.10 admits that there are no bus services which run by the development. The bus stops are several hundred metres away and are served by day time buses only. Employee origins should be considered. Given 24 hour a day working, employees will be arriving by car. This is not sustainable. There appears to be a misconception of people walking, cycling and using public transport. There is no public transport to fit in with shift patterns. Indeed the No. 32 bus service no longer runs through Sutton Courtenay and has been replaced this year by an X1 service which follows a different route.

The travel plan indicates that each warehouse, should they be occupied by different businesses, will have to undertake its own travel plan. As the tenants of the buildings are unknown, the information given, other than the 24 hour a day working, could change. The impact on the village and its historic settlement and conservation area could be far worse. Without knowing who the tenants will be, the trip generation numbers, not only for employees getting to work, but for all vehicular movements, are meaningless.

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added impact from any subsequent development as the percentage increase due to any new development will be only a minor perturbation on the absurdly high baseline count of vehicles.

The Council believes that the experience of residents who have commuted along that route for several years now should be given more weight - a journey to Didcot station from the village used to take under 10 minutes 20 years ago, this has increased to over 30 minutes at peak times and now at any time of day one can be sure of following slow cumbersome lorries all the way to Didcot. This warehouse will completely choke the exit out of the village from Harwell Road.

Residents living on side roads can sometimes wait for up to 10 minutes to come out of the side roads and join the main traffic which itself is backed up for about a mile. At the northern end of the village this is already an everyday occurrence at peak times - with the construction of the warehouse and its 24 hour operation and the attendant 5000 vehicles (routing agreements do not apply to employee traffic and overseas drivers whose Satnavs urge them on in to the village) we are now looking at gridlocked village between the hours of 7.30am and 9.30am and then again from 4.30pm to 7.00 pm - this is a totally unacceptable situation.

The survey results should be projected forward 10 years to account for traffic generated by other proposals eg. housing expansion at Didcot and housing at Grove who residents could well travel to the Milton Park area. Cumulative impact of traffic from all these development proposals should be taken into account. Collectively an increase in traffic has a very significant impact on the road network. In order to protect the village, the Parish Council would insist, should the application ever be granted consent, that any routing agreement should include LGVs as well as HGVs.

Impact for School

Children from Sutton Courtenay Primary School walk to the Sutton Courtenay Environmental Study Centre on a regular basis. The safety of the young children would be very much at risk with large HGVs passing them every few minutes. In addition 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.

The school, being located just over 100m away from the site will experience a deterioration in the quality of its environs. The traffic noise and noise from loading/unloading and effects of increased pollution will all have a detrimental effect on the school and pupils and will impact on the health and education of the children.

Air Quality

Even though there is likely to be slightly fewer vehicle movements owing to the reduction in size of the warehouse, point 1.4 of the air quality assessment states that the vehicle movements will increase emissions for pollutants to air and will increase pollution concentrations close to affected roads in the area. Yet the receptors studied are not in the residential Sutton Courtenay Lane, or any part of the village, where there is a high volume of vehicle movements, but at points along the A4130 now where near the village. There is an acceptance, in the report of the largest impact being at the mobile home park near the entrance to the power station. This site is no closer to HGV/LGV/car vehicular movements, than is the residential area of Sutton Courtenay, and the primary school. Logically it follows there must be impact on the village being closer but this is not modelled. The village of Sutton Courtenay and areas to the north of

the site should not be ignored in the study, particularly with a potential for 3000 employees, many of whom could be travelling through Sutton Courtenay.

Design and Impact

Even though the height has been reduced and the building is set slightly further back into the site, the proposal is still a very tall warehouse within 50 m of housing, and directly opposite a scheduled ancient monument. Locating a structure of this height so close to residential homes is inconsistent with the Vale of White Horse District Council's conditions on the Milton Park LDO. The Milton Park LDO expressly prohibits buildings immediately adjacent to the village and only permits progressively taller building the further you move away from the residential area. If this warehouse were permitted it would be perverse and not consistent with the previous planning decision for the LDO.

The design and scale of the development does not respect the character and appearance of the area, most of which is open space and campsite, or agriculture field. Trees and bunding would not provide a screen between the external walls of the proposed building and the adjacent highway. The proposal results in the loss of an open space corner. There is a significant dominant and overshadowing impact from the sheer size and height of the building, on the housing in Harwell Road and the southern part of Sutton Courtenay.

The proposal is to construct a bund/graduated land area on the boundary to the north. Currently bunding has taken place on the landfill site and with current weather conditions and heavy rain, together with inadequate drainage, the water run off is considerable, and has resulted in water penetrating surrounding land. The Parish Council therefore has good reason to have concerns about how the public footpath to the north of the proposed warehouse site will be affected, and fears that this could become impassable.

The Local Development Order applicable to the western side of Sutton Courtenay Lane, had an area excluded from it, although still part of the enterprise zone, in order to protect the setting of the scheduled monument. Also this was to ensure a separation between the LDO area and the residential areas of Sutton Courtenay and to mitigate visual amenity impact. Building heights too were restricted to control visual impact. A limit of 12m was placed on any building closest to Kelaart's field south of Sutton Courtenay Primary School. Yet the current proposal is considerably higher than this.

Acoustic Impact

The acoustic report is risible. It argues that the impact is negligible because noise levels will fall below harmful dB levels. In practice, the real difference is the reversing beepers 24 hours a day. There are several today, but with over 1000 additional lorry movements a day, much closer to the village, there will be regular annoying noise levels that will destroy sleep for residents at night and destroy daytime enjoyment of gardens.

Drainage

Sutton Courtenay has experienced problems for some considerable time regarding blocked sewers in Harwell Road, Frilsham Street and the High Street. The current public sewerage system is inadequate, particularly during periods of heavy rainfall when levels rise. For several years now, often over Winter time, the sewers have overflowed in the village, and on some occasions effluent 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. The Parish Council therefore

objects to any foul water connection to the village system. Thames Water currently has tankers at the pumping station in Church Street trying to remove excess water and is experiencing hydraulic overload.

Effect on local biodiversity

The proposed development and its associated activities will have a substantial effect on the complex natural cycles of the wildlife in the area, and the loss of trees and general habitat will have a significant impact for the birds, badgers and great crested newts on the site. In addition any water runoff from such an enormous building is likely to go into Moor ditch, thereby causing problems down stream.

Socio-Economic

The socio economic statement glosses over the fact that there is effectively full employment in the area, and that the existing small businesses that occupy part of the site with 200 employees will be lost. There is reference to the loss of 5000 jobs at the power station when that closed, but the people employed there have been re-employed elsewhere. They are not waiting for a new warehouse to open. If employment prospects are considered so important, then consideration should be given to building in an area such as Swindon where there is greater demonstrable need.

Coalescence

This development if permitted would remove the last open space separating the village of Sutton Courtenay from the industrially developed areas of the Power Station site and Milton Park which in turn is contiguous with the built up area of Didcot. In effect Sutton Courtenay would lose the last open gap between itself and Didcot. The NPPF for planning provides for protection against coalescence and the Parish Council objects to this application on those grounds.

Conclusion

The proposal breaches policy DC5. The road network cannot accommodate the traffic from the development without causing safety, congestion or environmental problems. Also it does not confirm with Core Policy 29 as there is no bus service.

Core Policy 24 states that new employment development will be supported on unallocated sites provided that the proposals will not cause unacceptable harm to the amenities of nearby residents and occupiers. Also that that scale, nature, and appearance of the employment does not harm the character of the area and respects the landscape character. In rural areas the preference is for the re-use, conversion or adaptation of suitable existing buildings. The site in question is not part of Didcot "A" site, nor is all of it part of an existing employment site, but is immediately adjacent to a residential area. The proposal is contrary to the new core policy 24 in that it causes harm to the amenities of residents and does not respect the local landscape character.

An application for alterations to a bungalow diagonally opposite the site only 53m away, was refused not only in 2010, but also in 2011, as changing a hip roof to a gable, and also having a flat roof would be visually intrusive in the street scene and at odds with the general character of Harwell Road and therefore contrary to policies DC1 and NE9. The warehouse proposal has significantly more impact and should equally be refused.

The planning inspector, recently disallowed an appeal for development at Peewit Farm, Sutton Courtenay on the grounds that the buildings would be closer to the road, and it would extend the built up area further into the open countryside, and the proposal would not offer any benefits to the existing rural landscape, nor protect the valued landscape of the lowland Vale as required by policy NE9

The Parish Council recognises that part of the area in question, the existing S shed, is allocated for employment and accepts the small business uses that are not visible and are well set back from Sutton Courtenay Lane. However the Council regards the proposal of the warehousing at this locality, as an increased concentration of industrial facilities at an inappropriate location identified as "open land" in planning policies and which is close to a concentrated residential population, and would therefore urge refusal of the application.

Yours sincerely,

Linda Martin
Clerk Sutton Courtenay Parish Council