





# Accommodation Schedule

- 2 No 2 Bed Cottages
- 5 No. 3 Bed Houses
- 2 No. 4 Bed Houses



NOTES:  
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REVISIONS		
Rev.	Date	Description

Client:  
Mr R Womersley-Smith

Job:  
Land to Rear of Orchard Way, Harwell

Drawing Title:  
Illustrative Masterplan

Scale:  
1:500 @A3  
Date: Nov 14 Drawn By: JKJ Checked: SRJ

Drawing No: 2867.100 Revision:

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## Harwell Parish Council response to P14/V2286/O Orchard Way

### Objects

This application is difficult to review because it does not define how many houses are being proposed.

It is understood (needs OCC Highways to review and comment) that the junction and the access road is over engineered for access to a small number of houses. Hence there is a suspicion that this application is a “Trojan horse” and a subsequent application will open the way to a larger number of houses. This suspicion is encouraged by reference to the site HARW08 reviewed as part of the SHLAA.

If permission is granted it should be on the basis that access is only to this site with a stipulated maximum number of dwellings, and that the layout should prohibit the extension of any road on the site to land to the west of the site.

Provision of the junction to provide the means of access will involve the loss of several parking spaces. The surveys and observations in the Transport Statement are based on “favourable” time samples. A more rigorous analysis is required to demonstrate that any cars routinely parked cars can be displaced and moved to alternative locations. Analysis is also required of the number of vehicles using Orchard Way to drop-off and collection children from the Primary School. The Transport Statement does not provide sufficient data to assess the possible implications for congestion and child safety.

The junction and the loss of parking provision will have an immediate impact on the adjacent properties, #29 - #37. Most appear to have off-street parking with the exception of #33. Careful consideration must be given to the impact of the proposal on access and parking provision for #33.

### S106 / Planning mitigation

There are several community projects in the village which will provide benefit to the residents of this proposal, without which the proposal would not provide a viable and sustainable community for its residents.

Details will be provided if it is likely that this application will be approved in its current form without provision of more details of possible housing numbers.

## Harwell Parish Council response to P14/V2286/O Orchard Way

### Revised, following submission of indicative plans

#### PC still Objects

This application is still difficult to review because, although an outline of housing layout has been submitted, this is only an indicative plan and may be subject to change at a future stage, and the suspicion remains that this application is a “Trojan horse” and a subsequent application will open the way to a larger number of houses. This suspicion is encouraged by reference to the site HARW08 reviewed as part of the SHLAA.

The indicative plans did not allow for any affordable housing, which is contrary to Vale policy.

If permission is granted it should be on the basis that access is only to this site with a stipulated maximum number of dwellings, and that the layout should prohibit the extension of any road on the site to land to the west of the site.

Provision of the junction to provide the means of access will involve the loss of several parking spaces. The surveys and observations in the Transport Statement are based on “favourable” time samples. A more rigorous analysis is required to demonstrate that any cars routinely parked can be displaced and moved to alternative locations. Analysis is also required of the number of vehicles using Orchard Way to drop-off and collection children from the Primary School. The Transport Statement does not provide sufficient data to assess the possible implications for congestion and child safety.

One survey, done by a neighbour to define a more realistic level of traffic during the peak hours of 0800-0900, highlights the large amount of pedestrian traffic going to the School.

The junction and the loss of parking provision will have an immediate impact on the adjacent properties, #29 - #37, and on those opposite #26-#30. Most odd numbers appear to have off-street parking with the exception of #33. Careful consideration must be given to the impact of the proposal on access and parking provision for #33, and on the parking spaces immediately opposite the proposed access road.

Investigation is also needed to review the status of the informal right of way used at the rear of the application site to provide a route through from the Primary School to the Recreation Ground. PC requests that the eventual layout takes this *de facto* right of way into account and continues to provide suitable access to the Recreation Ground for pedestrians.

PC also wishes to point out that the developer’s agent stated to the PC that the Vale itself owns the land which provides the access to the site. If the Vale sells that land it should take into account the impact that the development will have on its immediate neighbours and ensure that it sells for a price that can be used for the benefit of the immediate community. This is especially important if the site comes forward with less than ten houses, the threshold for S106 contributions.

### **S106 / Planning mitigation**

There are several community projects in the village which will provide benefit to the residents of this proposal, without which the proposal would not provide a viable and sustainable community for its residents.

Details will be provided if it is likely that this application will be approved in its current form without provision of more details of possible housing numbers.