

NOTES
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REV	AMENDMENT	DATE	DRN
H	Final layout amended	16.02.2014	LB
G	Updated to site comments	16.02.2014	LB
F	Updated to site comments	04.08.2014	LB
E	Updated to site comments	24.08.2014	LB
D	Approved and amendments	29.07.2014	LB
C	Location to site comments	28.07.2014	LB
B	Updated to site comments	16.07.2014	LB
A	Final layout amended	16.07.2014	LB

MCBAIN'S COOPER

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client **dandara**

PROJECT
 LAND TO THE WEST OF STOCKHAM FARMHOUSE
 WANTAGE

DRAWING TITLE
 SITE LAYOUT PLAN (WIDER CONTEXT)

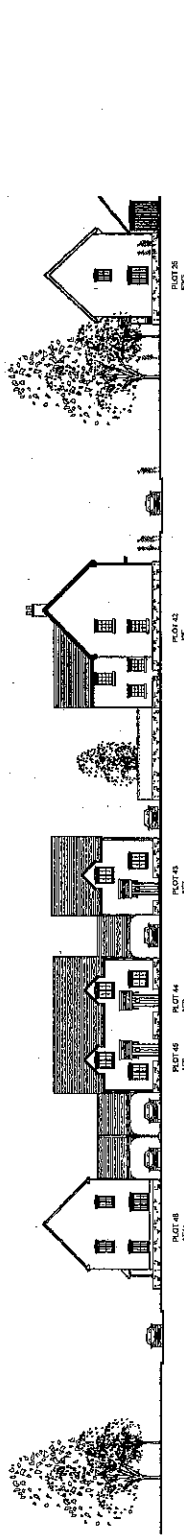
ARCHITECTURE

SCALE	DRAWN BY	CHECKED	DATE
1:1250 @ A1	LB	FOR	JUL '14

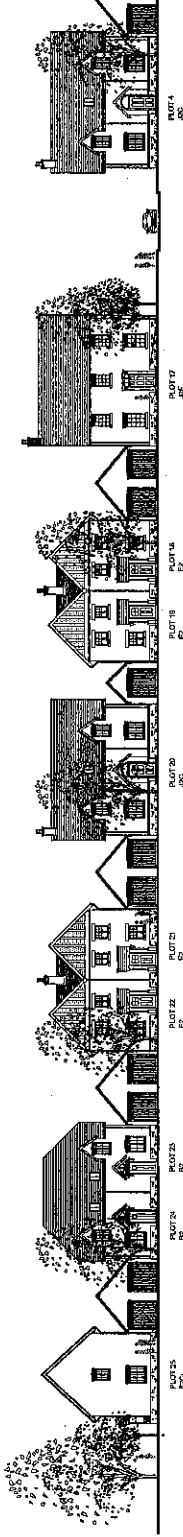
DRAWING NUMBER	REVISION
57520-101	H



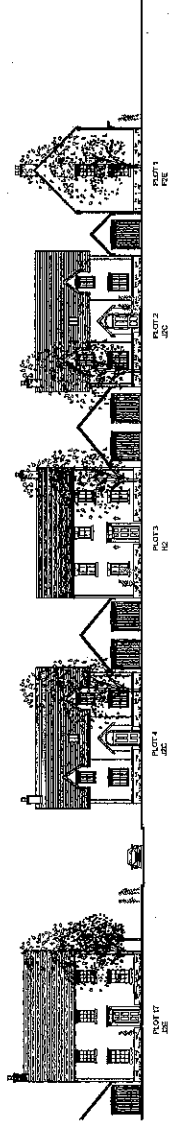
NOTES
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ILLUSTRATIVE STREET SCENE



ILLUSTRATIVE STREET SCENE



ILLUSTRATIVE STREET SCENE

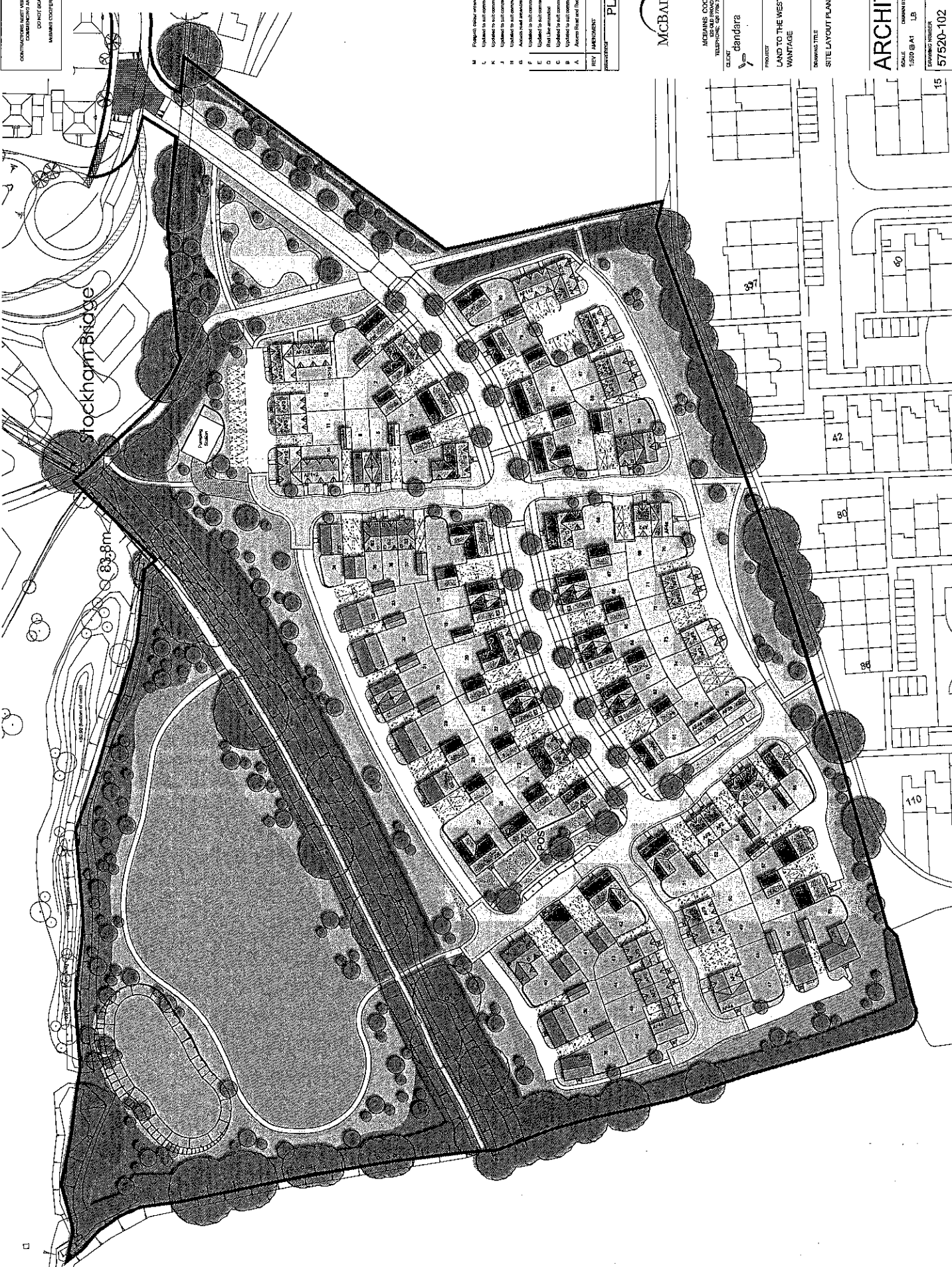
NO	REVISION	DATE	CHKD
1	Approved for sale of the development	18.03.14	CS
2	Approved for planning submissions	27.05.14	LS
3	REVISED		



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 CURRY dardata
 PROJECT LAND TO THE WEST OF STOCKHAM FARMHOUSE WANTAGE
 DRAWING TITLE ILLUSTRATIVE STREET SCENES SECTION 1

ARCHITECTURE	
SCALE 1:200 @ A1	CHECKED DATE
1:400 @ A3	UB PQR JUL '14
DRAWING NUMBER 57520-110	REVISION B

Appendix 2



NOTES
 CONTINUING EXISTING WORK. ALL DIMENSIONS ON SITE BEFORE
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REV	REVISION	DATE	BY	CHKD
M	Project sheet completed	15.02.2014	LB	
L	Updated to last comments	16.02.2014	LB	
K	Updated to last comments	16.02.2014	LB	
J	Updated to last comments	17.02.2014	LB	
I	Updated to last comments	21.02.2014	LB	
H	Approved to last comments	24.02.2014	LB	
G	Approved to last comments	24.02.2014	LB	
F	Approved to last comments	24.02.2014	LB	
E	Approved to last comments	24.02.2014	LB	
D	Approved to last comments	24.02.2014	LB	
C	Approved to last comments	24.02.2014	LB	
B	Approved to last comments	24.02.2014	LB	
A	Approved to last comments	24.02.2014	LB	
	Approved to last comments	24.02.2014	LB	

PLANNING
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CLIENT: dandara

PROJECT: LAND TO THE WEST OF STOCKHAM FARMHOUSE
 WANTAGE

DRAWING TITLE: SITE LAYOUT PLAN

ARCHITECTURE

SCALE: 1:500 @ A1
 DRAWN BY: LB
 CHECKED: POR
 DATE: MAR '14

DRAWING NUMBER: 57520-102
 SECTION: M

>>> On 16/10/2014 at 07:34, in message, Bill Falkenau wrote:

Please consider the following comments:

P14/V1810/FUL. Development of land for 90 new homes including private and affordable housing alongside public open space and protection of existing route of Wilts and Berks canal. Land West of Stockham Farmhouse, Wantage (in the parishes of Wantage, East Challow and Grove) for Dandara Ltd. (Deferred from last meeting).

Object. This is overdevelopment. There is concern about the overloading of the single access route from Denchworth Road through to the development. There are concerns that congestion could make it difficult for emergency vehicles to get through to the development. Further applications should not be approved in this area until construction works have been completed at the existing Stockham Farm development to the east. There are concerns about the suitability of land drainage and foul water services in this area.

Bill Falkenau
Clerk to Wantage Town Council
Council Offices
Portway
Wantage
OX12 9BX

APPLICATION WEB COMMENTS FORM**Information available for public inspection and available on our website**

Location : Land West of Stockham Farmhouse Wantage (in the parishes of Wantage, East Challow and Grove) OX12

Proposal : Development of land for 90 new homes including private and affordable housing alongside public open space and protection of existing route of Wilts and Berks canal.

Application Reference : P14/V1810/FUL - 2

Please complete

Your name :	East Challow Parish Council
Your address :	c/o Mrs Julia Evans Moorcroft The Greenway West Hendred Wantage OX12 8RG
Date :	09 October 2014
Response :	Refused

Use the space below for your comments

East Challow Parish Council response to Planning application reference P14/V1810/FUL

East Challow Parish Council objects to this application for the following reasons:

1. Inaccuracies in the details of local facilities available to the proposed development
2. Impact on the sewerage system
3. Impact on the road network

1. Inaccuracies in the details of local facilities available to the proposed development. In the document Framework Residential Travel Plan , reference 4806/FRTP, section 3.3, it states that Wantage town centre is 1km from the site and the Mably Way health centre is 1.2km from the site. However, the health centre is in reality closer to the site than the town centre, so the figures quoted in the document cannot be relied upon. Section 3.4 lists several schools close to the site, but does not state whether they have the capacity to accept new pupils. If they don t this will result in children travelling further afield to attend

school, which will have a further impact on the road network. Section 3.5 states that there are employment opportunities in East Challow, but in fact, employment opportunities in this parish are negligible and decreasing year on year.

2. Impact on sewerage system. The letter from Thames Water in Appendix 1 of the Flood Risk Assessment and Drainage statement states that the development will bring the sewerage system to capacity. East Challow's foul water is pumped through this system and the parish council would like to see clear plans for improvements to the system before planning permission is granted, even though the number of units on the site has been reduced from 600 to 400.

3. Impact on the road network. The traffic assessment, which states in section 7.15 that the proposed development will not lead to any significant impact on the road network, has been based on an out of date traffic survey. Although the document states that the baseline data has been factored up and the results indicate spare capacity at all junctions, this is not the case in reality. The addition of 90 to 180 additional (many homes have at least two cars) cars at peak times will create unacceptable levels of congestion on the main routes into and out of Wantage. It is unrealistic to suggest that a significant proportion of residents of the proposed development will use public transport or will cycle or walk to work, since there is insufficient employment within walking distance and the bus network to the main employment centres is inadequate.

Planning Application for Stockham Park Farm Development - Phase 3
(P14/V1810/FUL)

We urge you to reject this application for the following reasons:

The transport plan is based on reducing the dependence on cars and encouraging the use of public transport and bicycles. Employment is mostly at least 8 miles away at Harwell Oxford and Milton Park or further away in Abingdon, Swindon, Oxford, or London all of which require a commute which is likely to depend on a car. Retail facilities are 800m away in the centre of Wantage. Even the nearest bus stop is nearly 200m away and this is only served by the hourly local service. Commuter buses (if and when they exist) only use the Denchworth Road which according to the correspondence from Ms Clay in Appendix 2 of the Transport Assessment "Our development currently sits approx 500m-600m from the bus stops on Denchworth road. I am hopeful that the additional 200m above the threshold catchment for new developments from bus stops will not be seen as a deterrent from using the services in view of the services being a attractive alternative to driving."

As the Urban Design Officer stated for phase 2: "The housing is likely to be a relatively car dependant, particularly as Wantage town centre and local shopping facilities in Grove are well beyond the desirable 400m walkable neighbourhood. Access and movement are fundamental urban design qualities that contribute towards the creation of a vibrant, safe and successful place. As the site not well located in relation to existing or proposed facilities and does not integrate with surrounding development, the quality of this development proposal will be effectively limited. Given the number of allocated and consented sites in the Wantage/Grove area, it is questionable whether this site is also required for residential development."

It is noted that the traffic generation assumptions used in the Transport Assessment are based on TRICS a widely used national database allowing average trip rates to be generated from survey data.

Notwithstanding that the good practice guidance for TRICS1 does not overstate the case for matching regional datasets, recognising the greater importance of other location factors, it does appear anomalous that none of the traffic surveys from private housing estates used to calculate the average trip rates are from the south-east. It is also of concern that many of the survey sources are from larger locations where employment and frequent public transport is common. These factors seem most likely to suppress trip generation.

It seems reasonable to assume that despite the adherence to a Travel Plan and measures to promote sustainable travel that car ownership rates in the new developments at Stockham Park would be more likely to reflect the surrounding area than the national average. The average two vehicle ownership per household in Vale of White Horse district was 1.5 with 34.7% of households with access to 2 or more vehicles compared to the national average of 1.16 and 24.7% respectively (2011 Census). This would suggest that the peak 2-way movements in the morning of AM peak hour of 50 two way trips and during the PM peak of 49 two way trips is under-estimated.

Furthermore the Transport Assessment relied on by the developers in in error in that it bases calculations on the usage of the southern end of Denchworth Road on the junction with Ham Road, Challow Road and Denchworth Road being a three way mini-roundabout and the junction with Ham Road, Mill Street and Denchworth Road also being a three way mini-roundabout. It talks about these junctions being close to or at capacity. As this is actually a four way dumb-bell double mini-roundabout with less than 2 car lengths in between as can be seen from the image. Using a different road arrangement does not millitate a high degree of confidence in the results that will later simulate future conditions.

Recent studies by the County Council Highways department suggest that approximately 5000 cars use this part of Denchworth Road each day and with an additional 380 homes accessing this road this has to add at least 10-15% to that total.

The existing traffic calming along the Denchworth Road consists of three mini roundabouts and one pedestrian crossing. The road is part of the A417 trunk road from Reading to Swindon and on this stretch has a special needs school and 100m away an additional primary school. Pavements are not wide enough to contain both pedestrians and cyclists and do not continue along both sides of the road from the Mably Way roundabout to the Mill Street junction. Much is made of the effects of the Sustainable Towns Programme but no evidence exists of any funding by Oxfordshire in any transport improvements in Wantage. The addition of roads through developments does not improve the overall sustainability of the town but simply reduces the unsustainability of an individual development.

Wantage is not a "medium-sized, relatively free-standing town" similar to those used in the Smarter Choice Programme. It is heavily reliant on access to the station at Didcot and major employment centres at Harwell, Milton Park, Oxford, Swindon and Reading. All of these areas are at least 10km away and difficult to access by any means other than private car. Cycle routes are not continuous or well maintained and bus routes are limited and not frequent. Even pavements do not exist on several roads in Wantage. The report makes much of improving bus services but recent experience in the town is that buses are becoming less frequent and taking longer. We believe that any statement in the application which suggests that car usage will reduce is optimistic in the least and should not be relied on as part of the sustainability assessment of this development.

Regards

Julie Mabberley
Campaign Manager

Wantage and Grove Campaign Group