



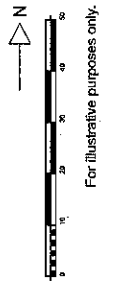
Rural Community Housing Partnership
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Project: A development of Domesday Tree Fields
 Site: Sharnhall
 Client: Home Office
 Street: Star Plan
 Ref: 7781 00400
 Scale: 1:500 @ A1
 Date: 28/1/12
 Drawn: ES
 Checked: RAW

Revision table with columns for Date, Description, and Author.

ACCOMMODATION SCHEDULE

ROUTE TYPE	ROUTE NUMBER	ROUTE LENGTH (m)	ROUTE WIDTH (m)	ROUTE AREA (sqm)	ROUTE PERCENTAGE
1	1	100	10	1000	10%
2	2	200	10	2000	20%
3	3	300	10	3000	30%
4	4	400	10	4000	40%
5	5	500	10	5000	50%
6	6	600	10	6000	60%
7	7	700	10	7000	70%
8	8	800	10	8000	80%
9	9	900	10	9000	90%
10	10	1000	10	10000	100%

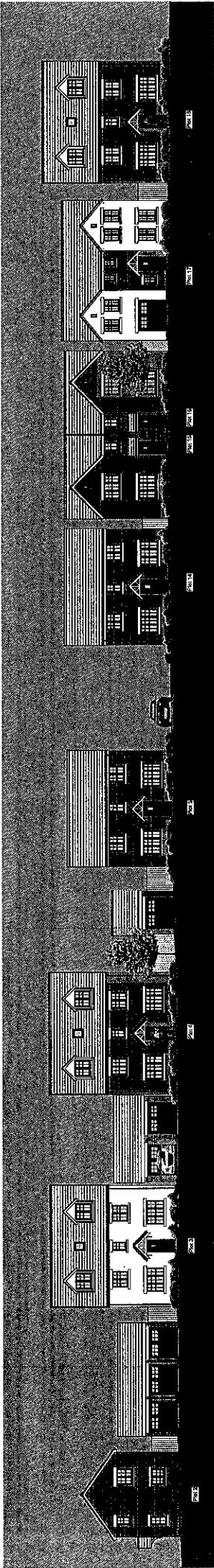


For illustrative purposes only.

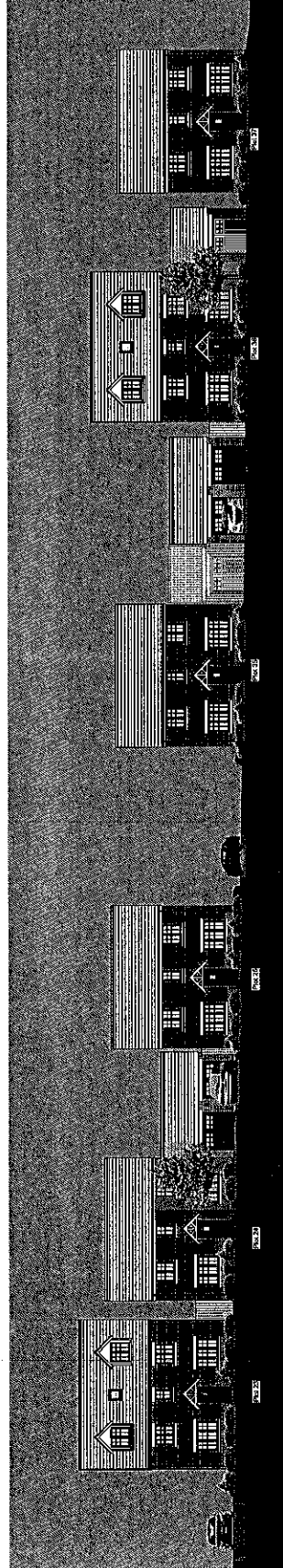
Revised:

Date:

- A Street scene updated to suit 06-03-2015 KHW updated plots.
- B Street scene updated to include 06-03-2015 KHW Plot 2. Wall added between plot 36 and plot 37. Garage locations amended.
- C Minor amendments to materials. 19-03-2015 KHW
- D Triple Garage added to street. 20-03-2015 KHW scene between plots 2-3.
- E Amended to suit site plan. 01-04-2015 RS



Section AA



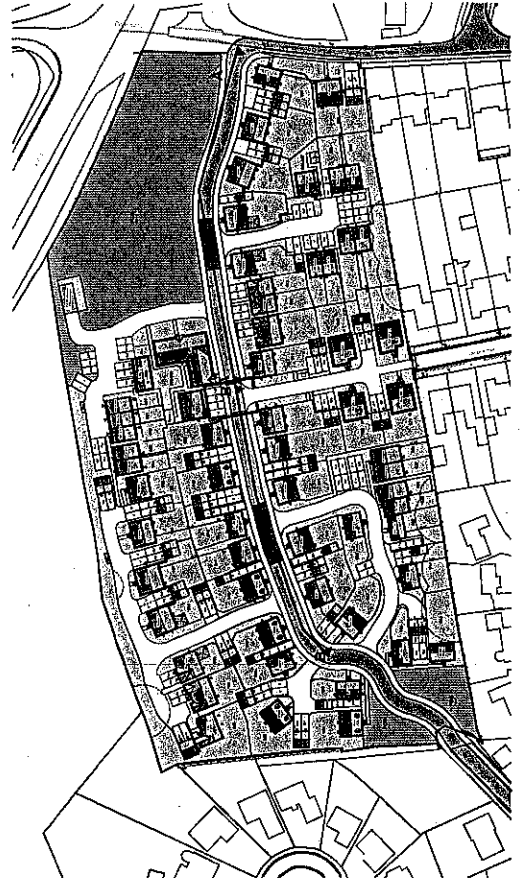
Section BB



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Project:	A development at Damson Tree Fields Shrewsbury
Client:	Manor Oak Homes
Sheet title:	Street Scene
Ref:	7721 008E
Scale:	1:200, 1:250 @ A2
Date:	06-03-2015
Drawn:	KHW
Checked:	RW

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Plan 1:1250

Shrivenham Parish Council's Response to Planning Application P14/V2757/FUL,
Land off Colton Road

Due to the number of planning applications that have been submitted and granted 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 **strongly objects** to the above application for the following reasons;

This site is located in the West of Shrivenham and does not form part of the strategic site, to the North of the Village, included in the emerging Local Plan. As the Vale has made provision for sufficient homes to meet the previous shortfall as well as the projected need, development of this site is not acceptable and unnecessary.

Road Noise

Noise from the A420 plays a pivotal role in the layout of this development. The noise study that has been submitted was carried out in November 2012 **prior** to the resurfacing of that stretch of the road. In August 2014 the original SMA (stone mastic asphalt) surface was removed and replaced with HRA (hot rolled asphalt). According to the Road Surface Treatments Association, amongst many others, the original SMA produces a quieter surface. As a result of the resurfacing works, the noise study submitted is outdated and therefore **invalid** and a new study should be carried out prior to the application being decided.

The OCC Highways response has been submitted by an officer with no knowledge of the above.

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"

Tenure and Layout

The Design and Access Statement indicates the provision of four 5 bedroom homes. This is misleading as there are in fact at least 29. The plans for the 4 bedroom homes show the inclusion of a first floor office, which happens to be the same size

as the average third bedroom. The same is true for the 2 and 3 bedroom properties. The Parish Council is concerned that this is a ploy to enable maximum financial gain whilst avoiding the payment of additional s106 monies. Evidence of this can be seen by looking at the plans for the "Hatfield" home. It is listed in the Design and Access statement as a 3 bedroom home and yet the plans show it as a 2 bedroom home with an office.

The applicant claims that **"the provision of housing on this site is compatible with the residential character of the surroundings."** Nowhere in Shrivenham can you find blocks of flats such as those proposed in this application. The scale and position are not acceptable particularly as their purpose is to **"help reduce the amount of noise projected across the site from the A420."** Since when did it become acceptable to use affordable housing a noise buffer?

This is contrary to NPPF P.19 "identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand" & also at odds with NPPF P.9 "Plans and decisions need to take local circumstances into account." It also contradicts Core Policy 2 in the emerging Local Plan which establishes settlement hierarchy stating "Development in these locations will be limited to providing for local needs"

Flats should be restricted to blocks of four, designed to resemble two semi-detached homes.

Access

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.

A good example of this is the spur road on Station Road leading to Townsend Road. At 5 metres, this road is the same width as the proposed access road. This has raised some serious road safety issues and the attached photograph shows the result of vehicles trying to pass one another.

Sewage and Drainage

The Parish Council believe that the ground permeability has been seriously overestimated.

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 National Planning Policy Framework requires that new developments do not exacerbate flood risks to the development site and to offsite parties and land, which means there is a need to control drainage and runoff to ensure there are no increases in overland flow as a result of the development.

In the applicants previous outline application, Thames Water had requested a Network Impact Study be carried out. This does not appear to have taken place as there is no reference to one on this or the previous application.

Thames Water agrees that there is insufficient capacity within the network to support this application. There is no evidence to support the proposal to install a holding tank to allow sewage to be gradually released into the system. Residents already experience sewage backing up onto their properties; therefore no decision should be taken regarding this application until an Impact Study has been submitted.

Transport

At 900 metres, the development is located some distance from the local amenities which will inevitably lead to some residents using cars to access the shops and school.

Shrivenham already experiences problems with parking which will be exacerbated should this application be approved.

Point 5.3 of the Transport Statement illustrates the travel to work data, obtained by the 2011 census and shows that only 2% of the village population travel to work by bus. Contrary to the statements within the Local Plan, Shrivenham has very limited employment opportunities.

The Defence Academy, being a military establishment, offers employment for people with specialised academic qualifications. Other roles are taken up by existing contract employees whose roles have been terminated elsewhere.

The Shrivenham Hundred Business Park consists of mainly sole traders and storage units which reduces any employment opportunities for local residents.

There is very limited scope for increasing employment in Shrivenham and as with many rural communities; the majority of our residents are forced to travel to work elsewhere.

With this in mind, point 4.3.1 of the Transport Statement; **“The proposed development therefore offers significant opportunities for residents to travel to and from work by bicycle”** becomes inaccurate and irrelevant.

Due to its rural location, residents of Shrivenham rely on their cars to get to and from their workplace. These vehicles will only add to the known capacity issues on the A420.

Conclusion

This application does not form part of the strategic site for Shrivenham allocated within the emerging Local Plan

It offers no benefit to the village and it is clear from the plans that it has been designed to offer maximum financial gain at the detriment of quality of life.

The applicant has apparently submitted a number of plans, each trying to make 68 homes fit the site within the “acceptable” noise area. An up to date noise study of the A420, taking into consideration the noisier road surface, will probably reduce that area even further.

It should also not be forgotten that the proposed Eastern expansion of 8000 homes which is located less than a mile from our boundary will have a major impact on our village.