

P02/W0848/O – Didcot West – October 2002 and June 2004 submission
 Summary of neighbour responses

APPENDIX 5

OBJECTORS	TRAFFIC DISRUPTION	LOSS OF AGRI. LAND ARCHAEOLOGY	AGAINST THE EIP PANEL	POLICY OBJECTION	LOCATION OF PROPOSED SCHOOL	IMPACT ON THE A34	PROCEDURAL OBJECTION
Neighbours in Close Proximity	Increase in traffic on nearby inadequate roads.		Chosen to ignore the recommendation of the EIP regarding the amount and location of the housing development.	Against SODC Adopted Local Plan and OCC Structure Plan.	Concern over proximity of proposed school to Steven Freeman School and relating unsustainable affect of traffic.	The A34 is incapable of coping with the increase in traffic.	S.O.D.C has given the impression that the development is inevitable & the opportunity to object is merely a procedural inconvenience.
	New jctn. On the Milton link road with traffic lights will interrupt traffic flow.	Loss for farming and public amenities regarding the footpaths and wild life.		The 2011 Local Plan in not yet adopted.	Steven Freeman School and relating unsustainable affect of traffic.		Concerns that decision making will be taken from Didcot Town Council Representative and given to S.O.D.C.
	Access on south side of Wantage Rd is sited on a blind corner.	Loss of archaeological site.		Proposed density of dwellings is higher than that recommended by ODPM.	By placing the new primary school directly next to the existing, the infant pop. Will be exposed to increased health risks at times of epidemic illness.		
	Increased congestion, pollution and noise.	House prices will devalue.		The application is counter to the National Guidance 'Making Plans' issued by ODPM (2002).			
	Underground aquifer at risk from contaminations.	Loss of views.		Against PPG1.			
	Increased traffic will increase no. of casualties on the roads.	Fears over increases in crime partly due to increased affordable housing.		Development is out of scale with its surroundings.			
		Increases risk of flooding due to loss of farmland.		Applications should be withdrawn until Local Plan is adopted.			
		Not enough Doctors/dentists/police officers to cope with increase in pop.		SODC should insist that the developers produce an Environmental Statement based upon best professional practice.			
		Overcrowding would have an impact on psychological health.		The flood risk assessment and drainage strategy falls far below good professional practice			
				Against Structure Plan and Vale Adopted Plan.			
Harwell Residents	Inadequate measures for traffic mitigation in Harwell.	Loss of farmland is not in accordance with the principle of sustainable development.	Chosen to ignore the recommendation of the EIP regarding the amount and location of the housing development.	Loss of Green Belt.	Concern over proximity of proposed school to Steven Freeman School and relating unsustainable affect of traffic	Concern over increase in traffic and requirement for new access.	
	Inadequate access to employment at Milton Park for pedestrians and cyclists.	Loss of footpaths and natural resources including wildlife.	Public views have been ignored, making a mockery of democratic process.	A gap of only 0.5 km between Harwell and the proposed development is not in accordance with Policy C6 of the VWHDC.		Health concerns for residents living within 1km downwind side of the A34.	
	Increased traffic will increase no. of casualties on the roads.	Fears that the rural village of Harwell is being merged with Didcot.					
	The absence of the bridge						

	originally proposed is unacceptable. Harm to built environment along the B4493. The village streets will become a commuter route.	Apparent disregard of finds.	The application differs from the EIP	The area should be given protection on the grounds of its cultural & archaeological heritage value. Development is out of scale with its surroundings.	Also fears that there will be a shortage of Dr's to cope with increased population.	Concern over the application process.
Hagbourne Residents	Concern over rat running through West Hagbourne and inadequate traffic mitigation measures & Closure of Broadway Will create unacceptable levels of pollution & noise Poor traffic mitigation measures in Harwell and W. Hagbourne.			Development does not conform with the adopted Vale Local Plan.	Concern that the school is on the wrong side of Didcot.	
Wantage Road Residents in The Vale	Inadequate measures for traffic mitigation in Harwell. Increase in traffic on nearby inadequate roads. Proposed layout is not conducive to a viable commercial bus service. Disruption to emergency vehicles caused by increased traffic. There are no jobs locally for additional 7,000 people so people will be commuting: Virgin Trains have drastically reduced their Services.	Loss of farmland is not in accordance with the principle of sustainable development. Loss of footpaths. Increased risks of flooding due to loss of open fields. Loss of wildlife. Inadequate infrastructure to deal with the development. The affect on the amenity value of the site would not be in the public interest. The loss of Pill Pond will result in the loss of many species including newts. Didcot should be allowed to retain its remaining farming heritage in the form of the last piece of its original field system within the parish boundaries. The development is not in the same layout as adjacent areas of development & is inappropriate to the site & its	Chosen to ignore the recommendation of the EIP regarding the amount and location of the housing development. Development should be reduced at Didcot West with Vauxhall Barracks site making up the short fall.	The application is counter to National Guidance 'Making Plans' issued by ODPM (2002). The proposal fails to support gov. objectives to maintain & enhance the character of the countryside & the distinctiveness of the landscape. The development is against some of the 6 principles of the White Paper for Rural England. Permission should not be granted until the Local Plan is adopted. The structure Plan is out of date.	Concern over proximity of proposed school to Steven Freeman School and relating unsustainable affect of traffic	
Didcot Residents						

Downs Farm	surroundings.												
Steven Freeman School	Vastly increased traffic flow will be hazardous for the school children.												
Zulu Farm													
Commercial (Broadway)	Impact on the Local Trade and Economy Closure of the Broadway mentioned in the Transport Summary Would encourage out-of-town shopping												
Keep Harwell Rural	Inadequate access to employment at Milton Park for pedestrians and cyclists. Harm to built environment along the B4493.	Loss of farmland is not in accordance with the principle of sustainable development Loss of footpaths.	Against Structure Plan and Vale Adopted Plan.	Concern over proximity of proposed school to Steven Freeman School and relating unsustainable affect of traffic	Health concerns for residents living within 1km downwind side of the A34. Concern over increase in traffic and requirement for new access.								
Campaign for a Sustainable Didcot	Concern over impact on existing roads within Didcot near to the site. Increased risk of asthma and lung cancer from diesel particulates.	Loss of agricultural land and archaeology. Loss of footpaths	Application is premature due to SODC Local Plan process. Differences from the Oxfordshire Structure Plan	Concern over proximity of proposed school to Steven Freeman School and relating unsustainable affect of traffic	New access on to A34 is required for villagers.								Concern over impartiality of SODC Officers and Councillors.
Didcot Dev. Agency			Application is premature due to SODC and VOWHDC Local Plans at an early stage. Lack of detail in the application.										
East and West Hagbourne Society	Concern over closing of Broadway.	Agri. Land to the west is higher grade than that to the east.											
Town Planning and Urban Design Consultants	Significant unresolved Highways related issues. Insufficient public transport provision.	Impact on known sites of archaeological importance. Loss of BMV farmland. Impact on North Wessex Downs AONB.	Against policies DID1 & DID2 of South Oxfordshire Local Plan and H7 of Vale Local Plan. Applications are premature in advance of the Local Plans & a development brief for the area.	Concern over proximity of proposed school to Steven Freeman School and relating unsustainable affect of traffic									

					Against advice in PPG1			
Oxford Ornithology Society			Serious loss to local bird and other wildlife populations					
Blewbury Residents								
Didcot Chamber of Commerce	Concerns over the possible closure of the Broadway and the impact on trade and the economic viability of the town. Concerns over the position of shops within the new development: would the neighbourhood be able to support them?, will some units lie empty? are the units big enough? What will be the impact of the proposed "bus gate" on traffic?...will people just have to find alternative local routes?							

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	TRAFFIC DISRUPTION/PUBLIC TRANSPORT	BOUNDARY ISSUES DENSITIES HOUSING DESIGN HOUSING MIX DESIGN	LOSS OF AGRI. LAND ARCHAEOLOGY LOSS OF AMENITY	AGAINST THE EIP PANEL/ POLICY OBJECTION	AIR POLLUTION/ FLOODING	GREENSPACE	SCHOOL/COMMUNITY FACILITIES/ AMENITIES	PROCEDURAL OBJECTION
Objectors								
Harwell Residents	<p>Mitigation measures (including the likely need for a bypass) should be included as firm conditions in the approval.</p> <p>Plans do not address point that Harwell Village's main road is not designed to cope safely with significantly larger traffic volumes. Traffic noise already noticeable to numerous properties on the High Street. Increased traffic will make exiting or entering properties more dangerous. Increased traffic will adversely effect pedestrians because of existing narrow pavements.</p> <p>Transport Assessment unsatisfactory. TA and ES inconsistent in places.</p> <p>Unacceptable traffic impact on Harwell.</p> <p>No assessment of traffic calming on a route used by emergency vehicles.</p> <p>No measures offered for mitigation e.g. by-pass for Harwell</p>	<p>Western boundary differs from that recommended by inspector's report and results in undeveloped pocket of land, and western boundary being much closer to Harwell</p> <p>Developer's proposals for affordable housing do not meet local need specified in local plans.</p>	<p>Informal recreation has not been properly considered. It is not in the public interest to take the area out of recreational use</p> <p>The impact on the locality is unacceptable – the loss of strategic gap between Harwell, West Hagbourne and Didcot</p>	<p>The proposal implies about 700 dwellings in VOWH, this is contrary to OCC Structure plan figure.</p>	<p>Before the planning application is considered, some of the short term pollution issues outlined could be addressed if meaningful on site testing for PAH/PM drift including meteorological variations.</p> <p>It has to be expected that any prevailing wind air pollution aerosol drift of heavy traffic exhaust emissions from the A34, suggests seeking impartial expert medical and scientific guidance. Need to require the site to be monitored for PAH and PM pollution before the planning application is considered. There is not accurate knowledge of what level of pollution could be experienced on this site over a period of time.</p>		<p>Position, size, number of storeys, and means of access for school should be clarified.</p> <p>Secondary school in unsatisfactory location.</p>	

<p>Hagbourne Residents</p>	<p>Noise and fumes are already excessive for existing traffic. The increase in traffic will make life intolerable for residents of the Hagbournes</p> <p>A relief road between Park Road and the A417 Harwell/Reading Road should be required as part of the planning permission to avoid rat running.</p> <p>Doubt whether a bus gate at the junction with Portway/Park Road will be sufficient to stop cars using the junction.</p> <p>Newbury is a popular destination from Didcot and this has not been included in the modelling. Neither has peak time travel for work from Wantage/Grove.</p>	<p>Solar panels should be installed at build stage and the cost should be borne by the developers.</p> <p>A green space buffer zone of ½ mile should be established between the development and West Hagbourne</p>	<p>What is the rationale behind building the Orchard shopping centre and other development at the eastern end of Didcot and the MDA at the west.</p>	<p>No mention made of provision of allotments</p> <p>Infrastructure, including water, sewage and roads should be constructed before work begins on dwellings</p>			<p>Application submitted over Christmas and little time allowed for examination</p> <p>Consideration of application is premature until inspector's report comes out.</p> <p>Documents too large for viewing on web</p>
<p>Campaign for a Sustainable Didcot</p>	<p>No assessment of the precision of predictions of the traffic modelling on which the developers claims and proposals rely.</p> <p>The two documents contain modelling information for different sets of years and inconsistencies on what mitigating measures are taken into account.</p> <p>Measures that are deemed necessary to mitigate traffic impacts must be agreed and their implementation assured before permission is granted.</p> <p>The proposal for a Harwell by-pass has not yet been modelled to investigate the potential effects on the B4493 road or other roads e.g. A417</p> <p>It is not acceptable traffic increases in the region of 50% on B4493 are seen as inconsequential and/or avoidable by measures such as traffic calming that are mentioned without any evidence of how they would actually work.</p>	<p>Development makes unsustainable use of high quality soils when an alternative site is available.</p> <p>Object to use of farming land when there are adequate brownfield sites elsewhere in Oxfordshire.</p> <p>No changes have been made which</p>	<p>Data for air quality is now insufficient, and original data was not long term. There environmental data is not comprehensive enough to identify potential problems.</p> <p>Serious flooding has already been experienced to properties backing onto proposed development. This</p>	<p>The MDA will cost existing residents views and sever their links with the countryside.</p> <p>Green corridors do not mirror all existing green lanes, some with ancient hedgerows, application</p>	<p>Car parking provision is under level required. More shopping is required in the development</p> <p>Farnoor reservoir already under pressure, however new reservoir unlikely to be in use for another 20 years.</p> <p>No explanation of how foul drainage will be dealt with. Existing sewage works already under pressure</p>	<p>Car parking provision is under level required. More shopping is required in the development</p> <p>Farnoor reservoir already under pressure, however new reservoir unlikely to be in use for another 20 years.</p> <p>No explanation of how foul drainage will be dealt with. Existing sewage works already under pressure</p>	
<p>Neighbours In Close Proximity</p>	<p>Traffic increase</p> <p>The southern end of the development is unlikely to be sustainable and safe. Park Road and West Hagbourne will have a dramatic increase in traffic flow and will not cope.</p> <p>The traffic model is not robust or validated and needs input from the next round of OCC transport strategy for the districts.</p> <p>Traffic calming measures out of date, would be better to use police</p> <p>Traffic figures dubious as still based on figures</p>	<p>Density for housing next to existing edge of Didcot is too high and out of keeping with existing housing.</p> <p>Not clear where 3 storey development will be, should not be near existing housing and not on any higher ground,</p>					

obtained before Orchard Centre opened.	maintain or improve the countryside	situation is likely to be made worse by development.	should be amended to include this	No guarantee that social infrastructure will be in place when needed.	No attempt to engage local public on design issues involved in process.
Traffic proposals are inadequate for what is needed. It is also confusing as to what is being planned to minimise the impact on the local transport infrastructure.	Proposals for buildings up to 4 storeys high is unacceptable.	There will be a loss of amenity on the site as the new footpaths cannot be used in the same way.	Greenspac on edges of development defeats the object of it. There should be buffers around existing housing.	Plans for allotments are inadequate	No real consultation with the public.
20% traffic growth at Milton Interchange is not acceptable	Development should integrate into present density (less than 20 dwellings/ha).		The MDA will cost existing residents views and sever their links with the countryside.	Primary Health Centre will need to cater for all new residents (doctors and dentists)	Plans should be converted to suitable format for placing on web.
Added traffic will lead to congestion in Harwell, West Hagbourne and at Milton interchange.	Proposals for buildings up to 4 storeys high is unacceptable.		The grassland ridge and furrow area by the link road is home to orchids and other grassland flowers. It should be protected.	Site of secondary so far away that existing residents of Didcot will be forced to use cars, particularly Ladygrove.	Should be further extension to deadline.
Concerns regarding increases in traffic on A34, A4130 and associated junctions.	Development proposed housing density of 30-50 dwelling/ha, 2-3 storeys		Many of the playing fields, local parks and allotments are situated on the outskirts of the development.	Water efficiency of proposal does not use resource wisely	Timescale allowed for responding too short
Does not address the need for a Harwell Bypass ES Traffic does not identify proper impacts and so mitigation is unsound.	Development proposed housing density of 30-50 dwelling/ha, 2-3 storeys immediately adjacent to existing dwellings on Slade Road etc.		They should be more central for access by children.		Timing of consultation over Christmas and New Year makes it very difficult to respond.
Further details on how safe movement from development will work while causing minimum disruption to traffic flow on Wantage Road is needed.	There is no green space between the existing and new properties and the ¾ storey buildings are now located just behind Slade Road – residents have not been considered at all.				
Little consideration given to the vast increase in traffic which will arise from new development.					
Movement network strategy is flawed.					
Need to ensure the feasibility of transport and traffic management generated by the development.					
No reference to off site highway works that will mitigate additional traffic produced.					
Road improvements to Foxhall Road roundabout and Station Road are lacking.					
Walking/cycling/public transport Need to be convinced about likely success of walking and cycling					
No crossing facilities at the A4130 and not provision for cyclists and pedestrians to connect to Manor Bridge footpath					
Significant issues with approach used to pedestrian and cycle use.					
There is an assumption that may ppl will use					

<p>bicycles, or buses/trains. This is unrealistic.</p> <p>Unclear how the pedestrian/cycleway from the proposed new development through Pill Pond area will join Wantage Road.</p> <p>Impact on schools New secondary school is inappropriate in this location due to amount of traffic it will generate and subsequent problems on surrounding area. Should be north of Ladygrove</p> <p>One of proposed bus routes seems to be via road into Stephen Freeman school and express concern re: safety of school children. Already rat running on Slade Road and Brasenose Road.</p> <p>Noise and fumes are already excessive for existing traffic. The increase in traffic will make life intolerable for residents of the Hagbournes</p> <p>A relief road between Park Road and the A417 Harwell/Reading Road should be required as part of the planning permission to avoid rat running.</p>	<p>What is the rationale behind building the Orchard shopping centre and other development at the eastern end of Didcot and the MDA at the west.</p>	<p>Infrastructure, including water, sewage and roads should be constructed before work begins on dwellings</p>	<p>It is not clear where the secondary school buildings would be located and how many storeys they would have, means of access needs to be made clear.</p> <p>Police and emergency services need to be consulted.</p> <p>Health care facilities not given sufficient attention.</p>	
<p>Hagbourne Residents</p>	<p>A green space buffer zone of ½ mile should be established between the development and West Hagbourne</p>	<p>Objection to distribution of dwellings between SODC and VOWH – too many in VOWH</p> <p>Until plans are adopted still have previous objections of prematurity, pre-empting local plan public inquiry, unwillingness of SODC to move part of allocation and/or secondary school location.</p>	<p>District Councils should require actual measurements of key pollutants on the GWP site before the planning application is determined to demonstrate that their assumptions are valid.</p> <p>Noise attenuation matters should be clarified.</p>	
<p>Keep Harwell Rural</p>	<p>Boundary differs considerably from that considered by Inspector – inward bulge leaves pocket of undeveloped land and outward bulge brings western boundary nearer to Harwell and is more visible. Reserve allocation of 12 hectare field should be conditioned in any permission.</p> <p>The development should meet determined local needs for affordable housing.</p>	<p>Maintain objection to loss of best most versatile agricultural land as there is an alternative site on low quality land</p> <p>More details needed about how archaeological features are going to be protected or preserved</p>	<p>Objection to distribution of dwellings between SODC and VOWH – too many in VOWH</p> <p>Until plans are adopted still have previous objections of prematurity, pre-empting local plan public inquiry, unwillingness of SODC to move part of allocation and/or secondary school location.</p>	
<p>There should be a clearer and quantitative indication of the reliability of the forecasts of the Transport Assessment.</p> <p>Mitigation options for Harwell, including possible by-pass routes, must be included in the modelling to examine their influence on the impact of GWP on traffic on key local roads, including through other villages and western Didcot.</p> <p>Mitigation measures, including those in Harwell, other villages and western Didcot, once tested and accepted, must be included in the planning development, or be firm conditions in the planning approval.</p> <p>The implications of the routing of construction traffic should be clearer.</p> <p>The nature and role of the spine road should be scrutinised in the light of the joint inspectors report.</p> <p>Measure to overcome the obstacles to non-car modes of transport must be an absolute requirement imposed on the developers, to ensure that the claims in the Travel Plan are</p>	<p>Objection to distribution of dwellings between SODC and VOWH – too many in VOWH</p> <p>Until plans are adopted still have previous objections of prematurity, pre-empting local plan public inquiry, unwillingness of SODC to move part of allocation and/or secondary school location.</p>	<p>Objection to distribution of dwellings between SODC and VOWH – too many in VOWH</p> <p>Until plans are adopted still have previous objections of prematurity, pre-empting local plan public inquiry, unwillingness of SODC to move part of allocation and/or secondary school location.</p>	<p>District Councils should require actual measurements of key pollutants on the GWP site before the planning application is determined to demonstrate that their assumptions are valid.</p> <p>Noise attenuation matters should be clarified.</p>	

<p>Wantage Road Residents In The Vale</p>	<p>realised in practice.</p>	<p>Layout of development needs to be explained to public and reactions need to be reflected in plans.</p>						
	<p>The spine road corridor and tertiary road at the southern gateway will lead to the flooding of surrounding villages with extra traffic that cannot be accommodated</p>	<p>New plans do not follow the advice of the inspector with regard to the western boundary</p>						

Appendix 4

SUMMARY OF CONSULTATIONS AND REPRESENTATIONS

The full responses can be viewed online www.southoxon.gov.uk under Planning reference P02/W0848/O or at South Oxfordshire District Council Offices.

TOWN/PARISH COUNCILS

Didcot Town Council – Object: Main objections: Inadequate infrastructure proposals; lack of sufficient improvements to current road network; underestimation of traffic flows in and out of Didcot; safety concerns as result of increased traffic; Drainage measures could be insufficient due to weather conditions when survey carried out; pooling of surface water onto public open spaces and school sites raises safety concerns; inadequate energy conservation proposals; primary school provision has been underestimated; lack of information on provision of affordable homes; management/maintenance concerns on location of open space; arrangement and provision of sports pitches; lack of evidence to support application particularly in relation to infrastructure

West Hagbourne Parish Council - Object: Revised plans do not show clear southern boundary to development area – rural gap must be protected, please to see allotments on south side of GWP, no provision made for increase in burials; design content: design references are not applicable, 3+ storey buildings, scrutiny of design officer should be applied to every building. Transport assessment underplays impact on WH and surrounding parishes, need adequate road and infrastructure – including a relief road from GWP spine road to A417, WH seeks a reduction in through traffic volume now, omissions in modelling; access to Portway and Park Road. Travel plan targets. ES does not acknowledge WH Conservation Area, main sewer; denies impact of traffic flows, air quality concerns, landscape impact omissions and inaccuracies; GWP likely to impact drainage adversely; The ECRM is uses technical jargon.

East Hagbourne Parish Council - Object: Holding objection to surface water drainage proposals until further monitoring has taken place. Concerns: the strategic gap between Didcot and Coscote be maintained in perpetuity; Attenuation features need to be enlarged so as not to aggravate existing flooding; Amount of traffic allowed onto Park Road from development should be limited; All GWP traffic schemes should be assessed within fully validated traffic model of OCC. If traffic increases in the village conservation area exceeds 10% between 2003-2012 then alleviation scheme must be provided. Disagree with ES traffic assessment. Parish Council unlikely to seek transfer of public amenity land. No provision for burial of the dead.

Support: proposals for access for construction traffic; illustrative phasing of development, if changes, parish/town councils should be consulted

Harwell Parish Council - Object: Increase in number of dwellings in Harwell; the western boundary does not reflect the LPI Inspectors recommendations; the northerly centre is unnecessary and if deleted would permit a more even spread of housing; increase in traffic; no reference to Harwell bypass; need for Milton interchange improvements; late phasing of schools putting pressure on existing primary school; proposed haul trail appears to cross and use claimed footpath; need to prevent travellers; will affordable housing within Harwell parish be available to those on VOWHDC register; no reference to railway bridge works; need for facilities for existing and proposed residents of Harwell; need for “security by design”; oval open

space could become central attraction for Harwell parish; the nature and role of the spine road should be re-examined in light of LPI report; confirmation that environmental and air quality tests for GWP address radioactivity; no mention of medical and social services; confirmation that parish boundaries are noted for detailed stages to avoid dwellings straddling boundary.

Brightwell-cum-Sotwell Parish Council – Support in general terms: GWP must be fully integrated with the town; more road connections would facilitate this. No indication of the nature of the A4130 junction. A bypass for Harwell is an essential part of the development.

Chilton Parish Council - Objects: if development will increase the amount of traffic over Hagbourne Hill. Concerns: No mention of Harwell bypass in travel plan; consider that bus gate may not work; there should be measures to discourage through traffic from using Hagbourne Hill and the roads over Hagbourne Hill should be designated as Quiet Lanes; should be peak hours shuttle service to serve Harwell IBC; concerns regarding removal of rainwater from GWP.

Drayton Parish Council - Object: No detail on access points, increased traffic congestion on A4130 and A34, phasing needs consideration, effect on water voles. Traffic mitigation measures not described

Long Wittenham Parish Council - Support housing development but are concerned about the traffic section of the environmental statement and the traffic model that has been used. Would like the need for both mitigation measures and traffic calming measures to be considered very carefully in relation to local villages

Milton Parish Council - Object: On grounds of traffic congestion and access; the Environmental Statement is misleading on traffic and there are no footprint plans.

Sutton Courtenay Parish Council - Concerns: traffic impact on A34, A4130 and Sutton Courtenay, impact on historic settlements/ conservation areas/ villages. Checks needed as to the capacity of Didcot sewage works.

Upton Parish Council - Concern: Transport Assessment fails and is misleading in focusing on GWP main proposals and not the maximum development scenario. The claim that forecast traffic increases are inconsequential is not backed by evidence. Therefore feel that current application should be refused until firmer, and demonstrably credible solutions can be proposed, tested, accepted and realistically executed before development takes place.

EXTERNAL CONSULTEES

SEERA (South East Regional Assembly) – No objection. District Council's need to be satisfied that the timing of the release of the site is appropriate and a flood risk assessment has been undertaken. The following should be secured via condition/legal agreement: appropriate phasing and delivery of infrastructure and facilities; protection and enhancement of biodiversity; level of affordable housing reflects local need; package of transport infrastructure improvements; use of sustainable construction techniques and energy and water efficiency measures.

OCC Structure Plan Authority - Supports the principle of residential development; Seeking contributions for improvements to the highway network and key junctions, and other transport measures, education facilities at primary and secondary level,

waste management, social and community facilities, library services, and fire and rescue services. However, raises holding objection as unsure that the necessary infrastructure to mitigate the impacts of development can be secured through legal agreement.

OCC Highways Authority – Oxfordshire County Council as the local highway authority originally submitted a holding objection until the impacts and mitigation measures had been evaluated and agreement had been reached with the applicants on the nature and extent of the mitigation measures required. Following extensive discussions and negotiations with the applicants, that holding objection has now been lifted. The County Council, therefore, now raises no highways objections to the proposed development, subject to the completion of the required Section 278 and Section 106 Agreements. The Section 278 Agreement will ensure that the 4 principal off-site highway works are fully funded and carried out by the applicants, and the Section 106 Agreement will secure financial contributions towards the cost of other off-site highway works (i.e. DidITS Phase 2 works, including the Harwell bypass) and improving public transport links between the site and major local destinations.

Highways Agency - We have background comments on the Model for the Transport Assessment. The developer is applying for A34 slip road alterations; these improvements are to cope with the increased traffic. Improvements to local junctions will need to be approved by OCC. Given OCC's transport aims and the pressure on roads in the area I assume OCC will request the incorporation of further measures in the Travel Plan. I end our recommendation of refusal and instead substitute our Direction of Conditions on any permission.

OCC – Archaeology – no objections subject to conditions – happy for an archaeological management strategy to be combined into an environmental management brief with ecology.

Environment Agency – No objection to scheme. Need to ensure a comprehensive maintenance plan is in place. Pleased to see commitment to sustainable use of energy and water.

English Nature - The proposals are unlikely to have any adverse effects on sites designated for nature conservation importance. EN strongly supports the use of SUDS and welcome the targets for BREEAM and Ecohomes. EN supports the habitat creation and enhancement proposals; the Environmental Management Brief is unclear how the management will be resourced and by who. The Surveys undertaken in respect of protected species are acceptable and the recommendations in the Es satisfactory.

Thames Valley Police Crime Prevention Advisor - Recommends that a condition is attached requiring that all residential development achieves Secure by Design – it is mandatory for all affordable housing. Expresses concern about rear courtyard parking - lack of lighting and difficulties of surveillance encourage vehicle related crime. Pleased to see that facilities will be provided for teenagers – the details will need further consideration. Is willing to be included in future design discussions.

Thames Water - Thames Water requires phasing to ensure suitable sewage infrastructure is in place to serve the new development, imposed either by condition or section 106 agreement. The developer will need to fund impact studies.

CPRE and Oxford Fieldpaths Society - Object to: diversion of claimed path along western edge of Vauxhall Barracks and proposal to divert sections of footpath to follow spine road and parts of Wantage Road.

Welcome most parts of proposals for public rights of way network and suggest - additional rights of way should be dedicated as public rights of way; create a bridleway alongside the perimeter cycle track with a link along claimed footpath to Cow Lane; wherever possible eliminate the need for sections of path to be routed alongside roads.

Countryside Agency – No formal representations to make. Suggest that more detail is required within Environmental Statement on matters such as building design and materials

South West Oxfordshire PCT - Require 4 GP surgery with space for health visitors and district nurses and possibly dental surgery. Pharmacy needs to be included as part of development.

Sport England – Welcomes the potential range of sport and recreational provision proposed within this development but is aware that a number of issues are still to be agreed. It is Sport England's view that the application, as it stands, does not adequately cater for the demand for sport and recreational provision that will be generated by the development and that the application does not appear to fully embrace the government's sporting objections by providing enhanced opportunities for participation in sport and active recreation.

On site provision - Concerns regarding the amount of pitch space proposed, the type of pitches, and the proposed layout, shape and orientation of the principal area of playing field land. The MUGAs proposed should be additional to the playing space, rather than part of it, and Sport England are unclear as to how the need for a 2nd MUGA would be monitored. Sport England question the approach taken by the applicant to differentiate between the levels of maintenance for the various types of provision and consider that there should be no differentiation.

Off site provision – welcomes the applicant's acceptance of the sports facility calculator in calculating the demand that is likely to be generated by the development for swimming pool and sports provision (detailed comments see full response).

Sustrans - Support overall concepts presented.

Concerned about lack of strategic plan for walking and cycling routes which are fully integrated into existing and proposed routes in the surrounding area. In particular would like a high quality route connecting district centre with Cow Lane bridge and key routes into the town. Needs strategic network for everyday journeys, some routes too indirect and lacking continuity. Important that walking/cycling routes are overlooked by residential properties. Foxhall Road/Broadway roundabout is a key junction and crossing points needed to facilitate pedestrian access, including link between Glyn Ave and Ernest Road, which is an important route to St Birinus School. Changes to Power Station roundabout should improve conditions for walking and cycling. Other links to Cow Lane will be needed

Didcot Chamber of Commerce - Concern about provision and position of possible shops within new development - urge that distribution of houses is spread evenly throughout the site; concerns regarding bus gates; concerns about traffic flow along Wantage Road; secondary school should be located closer to existing town

National Grid - no objections – no affect on National Grid's high voltage electricity transmission plant and equipment. Also checked for gas pipelines.

Monson – No objection subject to condition requiring attenuation areas to be constructed before, or at same time as contributing phases. Surface water drainage measures have been amended and EA has lifted their objection.

CABE – Accept residential development in this location in principle. Considers that means of access shown are acceptable. Concerns regarding configuration of masterplan which needs to be revisited if the new neighbourhood is to fulfil its full potential.

INTERNAL CONSULTEES

Landscape Consultant – information in application not detailed enough to enable comprehension of planting strategy and assimilation of the development. Those components expressed within the design statement should have been incorporated into the landscape strategy. More detail is needed to assess landscape strategy. The proposed development will impact the landscape adversely and advise that advance structure planting is programmed into phasing strategy. Advance planting is fundamental to the assimilation of this proposal. Suggest a condition should be imposed to secure this.

Conservation / Design Officer –

Conservation– the neighbourhood centre and strategic public open space are too close and would harm the setting of the listed building, unsure that exotic fruiting trees and shrubs would be appropriate to setting of listed building; areas immediately adjacent to the Down Farm boundaries should be semi-rural.

Design– perimeter blocks do not accord with examples of local settlements or with the general approach set out in the design statement; large area in front of secondary school needs to be carefully treated; suggest empty ducts could be installed within houses and under roadways when constructed to enable CHP in the future.

Leisure and Economic Development – support comments by Sport England. There should be a minimum of 10.8 hectares of land for pitch sports. The oval shape of the main sports pitch needs to be reconsidered to make best use of space. MUGA should be sited near to allocated playing pitches. There must be a minimum of an eight team changing room.

Countryside Officer - Generally satisfied with proposals. However concerns remain regarding: (i) extent of and maintenance regime for rough grassland – if developed as proposed could result in unsightly areas full of litter and developing scrub; (ii) plans for protection of wildlife habitats during construction period should be included in EMB; (iii) restricted access to Pill Pond is not realistic; (iv) woodland planting around Pill Pond is too extensive.

Forestry Officer- No objections subject to conditions to protect those trees which are subject to Tree Preservation Orders.

Environmental Health – construction - Hours of work need to be confirmed by applicant and also be conditioned. A scheme for protecting residential properties and all other sensitive receptors from the effects of dust needs to be included in the CoCP (as stated in ES). Code of construction practice does not currently contain any specific information about the mitigation measures that shall be implemented to manage and control the impacts of the development. The CoCP should be developed

in liaison and agreed with LPA prior to commencement, and should be conditioned as such.

Environmental Health – noise and vibration

Certain parts of development will suffer from noise that may exceed desirable levels. The developer has not given detailed information at this outline stage and a condition is necessary to regulate this. This also applies to neighbourhood developments other than housing. Increase in noise on Lydalls Road is of moderate significance. Minor increases predicted for several other roads. No mitigation is suggested for this. Noise measurement and monitoring needs to be conditioned.

Environmental Health – air quality

Concerns regarding the negative impact of the development on air quality in Didcot - consider that the assessment carried out by the applicants is inadequate. There is a possibility that the cumulative effects of this, and/or other developments may contribute to the designation of part of Didcot as an AQMA (Air Quality Management Area). It is possible, that without the development, the Council will still have to designate part of Didcot as an AQMA as levels of nitrogen dioxide are already high on parts of Lower Broadway. However the development will exacerbate the current situation and result in raised levels of nitrogen dioxide.

Environmental Health – general

Concerned that the travel plan submitted provides little inducement for residents to abandon their cars in favour of other options. Suggests that the existing travel plan be expanded to include additional measures which will facilitate the use of alternative means of transport. There is potential for lighting nuisance from some buildings on the development and so details should be approved before commencement of particular schemes.

Environmental Health – contaminated land

Recommend that the development is subject to a desk study in accordance with requirements of PPS23 and if contamination has potential to be present, further investigations and any necessary remediation should be carried out. Ground conditions should also be inspected during excavations.

Sustainable Development Officer - The whole development should meet at least the very good Ecohomes standard (or equivalent) in operation at the time of construction. Non residential buildings meet very good BREEAM standard. Point scores for energy and materials are not less than 75% and 60% respectively. That at least 10% of the expected energy demand of the development is met from on site renewable energy sources. That the developers commit to developing a strategy for the use of reclaimed materials, and that home zone style layouts be incorporated into residential layouts.

Public Amenities: Waste/management – No objections but sets requirements for community recycling facilities, and management responsibilities for open space, amenity areas, street cleansing of road and public footpath network, road maintenance, grass cutting, litter bins etc