



Keep Sutton Courtenay Rural



Consultation Response to Planning Applications

P13/V0401/O: Redrow Homes

P13/V0233/FUL: Pye Homes



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INDEX

1. INTRODUCTION	4
2. SUMMARY OF OBJECTIONS	6
2.1 PLANNING CONSIDERATIONS	6
2.2 SUSTAINABILITY	6
2.3 TRAFFIC IMPACT	8
2.4 FLOODING AND DRAINAGE	8
2.5 CULTURAL HERITAGE AND PROTECTION OF TOWNSCAPE AND LANDSCAPE	8
2.6 BIODIVERSITY	9
2.7 BROADBAND SPEEDS	9
3. DETAILED OBJECTIONS	10
3.1 PLANNING CONSIDERATIONS	10
3.2 SUSTAINABILITY	12
3.3 TRAFFIC IMPACT	14
3.3.1 Traffic Speed and Safety	14
3.3.2 Traffic Volume	18
3.3.3 Pedestrian Safety	21
3.4 FLOODING AND DRAINAGE	22
3.4.1 Surface water and groundwater flood risk	22
3.4.2 Foul water flood risk	27
3.4.3 Water pressure	28
3.5 CULTURAL HERITAGE AND PROTECTION OF TOWNSCAPE AND LANDSCAPE	28
3.5.1 Archaeology	28

3.5.2 Townscape	29
3.5.2 Landscape	29
3.6 BIODIVERSITY	30
3.7 BROADBAND SPEEDS	32
4. CONCLUSION	33
5. ACCOMPANYING DOCUMENTS	33
6. APPENDICES	33
APPENDIX A: Sutton Courtenay Parish Land Usage Map, December 2012	34
APPENDIX B: Milton Road Traffic Count, 1995	35
APPENDIX C: Environment Agency Flood Alert Data for Ginge Brook	36
APPENDIX D: Sutton Courtenay Parish Council Correspondence re. Sewage Drainage . .	37
APPENDIX E: Archaeological Sites of Interest in Sutton Courtenay	39

1. INTRODUCTION

In the 1970s, the popular “AA Illustrated Guide to Britain” chose to include the ancient and historic village of Sutton Courtenay as “*one of the most elegant villages on the Thames*”. The village has managed to maintain this character, despite the encroaching commercial developments and the expansion of Didcot. Residential development has taken place, with the percentage of dwellings increasing by approximately 20% in the past 15 years, but this has generally been achieved through infilling within the village and sympathetic housing design.

Even the largest development in recent years, Lady Place, reproduced the existing frontage to the high street of mews cottages. The interior of the existing nineteenth century house was redesigned, rather than demolished, to create apartments and sympathetically designed larger modern houses were placed in the derelict parkland, some way behind the chestnut trees. A further c.160 dwellings on brownfield sites within the village have been approved, using derelict land and designed to be sympathetic with the rest of the village; these will bring the cumulative increase in development of the village to almost 40% since the late 1990s.

By contrast, the two planning applications examined in this report propose to extend the village beyond its existing boundaries through the development of housing estates, which together would total over one hundred dwellings. This has deeply concerned residents as a threat to not only the charm, character and extent of the village, but also the resilience of the infrastructure of the village to cope with such a large development.

In response, Keep Sutton Courtenay Rural (KSCR) was formed in November 2012 to represent the concerns of local residents regarding the current planning applications from Pye Homes (ref. P13/V0233/FUL) and Redrow Homes (ref. P13/V0401/O) as well as potential future large scale developments in the Parish.

Both of the current sites have previously been submitted for planning permission and been refused.

The site currently proposed for development by Pye Homes (ref. P13/V0233/FUL) was refused in 2000 by the Vale of White Horse District Council (VOWHDC) on the grounds that “*the proposed development was on a greenfield site outside the village of Sutton Courtenay*” (ref: SUT/16526), and subsequently at appeal in 2001, on the grounds that the “*dwellings proposed...would not appear as a natural completion to this part of the village but a substantial extension of it into open countryside which do not form an integral part of the settlement.*” (J.G. Roberts, 31st January, 2001).

Proposed development of land accessed from 72 Milton Road in 1981 (ref. P81/V1079/FUL), i.e. the site currently submitted by Redrow Homes (ref. P13/V0401/O), was refused planning permission on the grounds that it conflicted with the then rural settlement policy, in particular the protection of agricultural land from housing development.

This report details the response of Keep Sutton Courtenay Rural to both of the current applications. Our comments relate to both developments; comments relating specifically to either development are clearly indicated within the body of the text. The report is supplemented by a Flood Risk Assessment undertaken by Hydro-GIS as well as a critical appraisal by Capita Symonds of the developers' Transport Statements. These commissioned reports were funded exclusively by donations from many local residents for which we are most grateful.

2. SUMMARY OF OBJECTIONS

2.1 PLANNING CONSIDERATIONS

The existing VOWHDC five year housing supply policy does not identify a need for housing in Sutton Courtenay as sufficient approval within the village for approximately 160 homes has already been given, and the government has recently given guidance that such approvals should be counted into five year housing supply targets unless it is clear that such approvals are unviable. This number is far in excess of the number of dwellings required in Sutton Courtenay by the VOWHDC which means that the village has already made a significant contribution to the VOWHDC five year housing land supply.

In this case, there is no need for the VOWHDC to override saved local policies, particularly GS2 (new building outside built up areas) and NE9 (adverse effects on long open views), which related to both sites.

2.2 SUSTAINABILITY

The proposed developments in Sutton Courtenay are fundamentally unsustainable. Criteria for sustainability identified by the VOWHDC in their letter to KSCR dated 31 January 2013 which are relevant to both sites include:

- 1. Ensuring the availability of high quality services and facilities in rural areas;**
- 2. Reducing the need to travel, improving provisions for walking, cycling and public transport and reducing road congestion;**
- 3. Improving the health and well being of VOWH residents;**
- 4. Improving and protecting the natural environment including biodiversity, water and soil quality;**
- 5. Reducing air, noise and light pollution;**
- 6. Increasing resilience to climate change and flooding;**
- 7. Protect the cultural heritage and provide a high quality townscape and landscape.**

The proposed developments by Pye Homes and Redrow Homes fail to meet the above criteria for the following reasons:

1, 2. There is a lack of availability of high quality services and facilities in Sutton Courtenay: local shops are only small convenience stores, the post office provides only limited services and local leisure facilities are limited to pubs, children's play areas and a recreation ground. There is no GP

surgery within the village and the nearest large hospital is 15 miles away. The village has an inadequate local bus service with low frequency, limited destinations and no evening service. Most people will be reliant on private vehicle use when travelling to work as well as for food shopping and to access leisure services and health care in nearby towns. The nearest railway stations, Appleford and Didcot Parkway, are over 2.5 and 3 miles away respectively and there are no designated cycle pathways within the village. Road congestion will therefore increase as a result of these developments.

3. The health and wellbeing of local residents will be compromised in a number of ways, including (i) an increase in volume of traffic through the village; (ii) a higher risk of accidents from poorly designed new junctions; (iii) further pressure on an already overloaded sewage drainage system resulting in an even greater risk of foul water flooding, (iv) inadequate surface water drainage systems leading to an increased risk of flooding to local properties; (v) existing low water pressure in the village being reduced to an unacceptable level; (vi) reduced broadband speeds which are currently well below the national average; and (vii) disruption to local biodiversity and wildlife through loss of countryside which is rich in wildlife.

4. The increased risk of foul water and surface water flooding and the further erosion of green field land will have a detrimental effect on the natural environment. The loss of agricultural land and the effect of the inadequate drainage systems will disrupt the habitat of many local wildlife species. Run-off from the Pye Homes development in particular may contain oil and detergent contaminants which could enter Ginge Brook and be detrimental to the natural habitat of this waterway.

5. The proposed developments will cause air and noise pollution as a result of an increase in traffic volume and light pollution in an area of the village which is currently unaffected by disruption of natural light.

6. The drainage systems proposed by both developments are unsuited to the hydrology and soil type of the local area and will therefore result in an increased risk of flooding, not only to properties immediately adjacent to the sites, but to a wider area including properties within the vicinity of Ginge Brook.

7. Culturally, Sutton Courtenay is known for its significant pre-historical and historical heritage (full details of archaeological investigations required of the developers have yet to be put into the public domain). In addition, the village has a range of residential building styles, which create its varied and noted townscape. The house design proposals of both developers are inconsistent with the specific

style of Milton Road and would block both publicly and privately accessible views of downland landscape.

The specific aspects contributing to the lack of sustainability associated with both of the proposed developments are summarised in Sections 2.3 - 2.7 below and described in detail in Section 3.

2.3 TRAFFIC IMPACT

The increase in traffic will have an adverse impact on the village in terms of safety, speed, volume and pollution. Speeding is a real issue in Milton Road with vehicles entering and leaving the village at up to 60mph. The safety of drivers pulling in and out of additional junctions will be compromised by poor visibility and excessive speed. We regard the site of the proposed Pye Homes access road as being particularly dangerous. These developments will also add to the traffic overload suffered at 'pinch points' including Culham Bridge and Milton High Street which are already at full capacity. The developers' assessment of traffic impact locally is unreliable as the traffic related data were collected when there were ongoing gasworks in the village. We plan to undertake an independent assessment of traffic volume and are seeking an extension to the consultation periods for this reason.

2.4 FLOODING AND DRAINAGE

These developments will increase the risk of flooding. The sites provide poor drainage soil which is unsuited to the natural drainage solution proposed by Pye Homes. The proposal of Redrow Homes to pump water into Ginge Brook is a completely unacceptable drainage solution given the recent high number of flood alerts on this waterway. Both developments will result in an increased risk of surface water and groundwater flooding at nearby properties and throughout the village. Also, the sewage drainage system in the village is ancient and over capacity; these developments will undoubtedly lead to a greater risk of foul water flooding.

2.5 CULTURAL HERITAGE AND PROTECTION OF TOWNSCAPE AND LANDSCAPE

Sutton Courtenay is an important area for archaeology, with extensive evidence of settlement from the prehistoric through to the medieval period. A report by 'Oxford Archaeology' carried out for Pye Homes has identified over 100 archaeological or heritage features, all within a radius of one kilometre around the site. No development should be considered north of Milton Road, or elsewhere in the village, unless there has first been a thorough archaeological exploration of the sites concerned.

Existing Milton Road properties predominantly consist of inter-war bungalows, some chalet and mostly detached. The proposal by both developers to construct two and possibly three story closely-spaced dwellings is inconsistent with the design and appearance of existing properties. Further, the intention is to build on greenfield sites, which, given the height of the proposed buildings, will block both publicly and privately accessible views of the downland landscape.

2.6 BIODIVERSITY

Many protected species including bat, fieldfare, kingfisher, red kite, barn owl, adder, stag beetle, many species of butterfly, field cricket, great crested newt, slow worm, grass snake and common toad have been observed on the proposed development sites. In considering the planning applications to build on both fields, the possible short and long-term effects on biodiversity must be very carefully considered and full surveys should be carried out according to the guidelines from Natural England before any decision is made. The risk of destruction of existing wildlife habitats and loss of species would be unacceptable to local residents.

2.7 BROADBAND SPEEDS

Broadband speeds, which are already well below national averages, could be reduced to an unacceptable level. The consequences of this are that local residents who work from home will no longer be able to do so and accessibility to online services and provisions will be severely compromised.

In section 3, we present detailed objections to each the planning applications submitted by Pye Homes and Redrow Homes.

3. DETAILED OBJECTIONS

3.1 PLANNING CONSIDERATIONS

Pye Homes have proposed a development of 34 homes, stating that *"local need for housing....is projected to be around 55 new homes"*. Redrow Homes are proposing outline planning permission for up to 70 homes.

However, the VOWHDC has already given approval for over 160 dwellings on the former Amey Roadstone Ltd (Amey's) (ref. SUT/19470/10-X) and Catholic Church, Hobbyhorse Lane (ref. SUT/19384/1) sites in Sutton Courtenay. The VOWHDC stated in its Five Year Housing Supply Statement (July 2012) that the

"current lack of a five year supply of housing sites in the district is due to the lack of delivery of new housing by developers rather than an under-supply of allocated housing land."

Further, repeated pronouncements in the House of Commons by successive Secretaries of State for Planning, most recently by Nick Boles MP on 4 February 2013 (Hansard), have clearly stated that *"planning permissions that have been granted and are still viable will count towards any local authority's five-year housing supply. They are withdrawn only in exceptional circumstances when it is clear that they can never be fulfilled."*

There is no credible reason to believe that exceptional circumstances apply at either the Amey's or the Catholic Church site. Thus, the approvals for the Amey's and Catholic Church sites are to be counted in the housing target. Therefore, if any planning decision for the Pye Homes site were to be appealed, this Ministerial instruction means that a Planning Inspector would be bound to count in these extant approvals. Indeed, Sutton Courtenay Parish Council has previously received confirmation from Councillor Roger Cox in his role as Cabinet Head of Housing and Planning at the VOWHDC, in his letter dated 25 October 2011, that sufficient sites have been approved in the village.

In addition, the foreword to the VOWHDC draft Local Plan 2029 intends that sufficient housing will be provided (which is already the case in Sutton Courtenay) whilst *"protecting and enhancing local quality of life"*. It is this which is threatened by both of the current applications by Pye Homes and Redrow Homes, as well as the many other residential and industrial planning proposals that are in various stages of speculation for Sutton Courtenay. As no housing need can be established for Sutton Courtenay, the village must be protected by saved policies, such as GS2 and NE9.

Where there have not been prior approvals to the extent already given for Sutton Courtenay, VOWHDC Planning Officers have indicated that decisions may be taken on a site specific basis. However, in Sutton Courtenay's case, given that a considerable contribution to the housing supply has already been provided, it would be reasonable to expect that saved policies GS2 and NE9, which relate to the specific sites considered here, should still stand.

The principle of GS2 for the Pye Homes site was established by consideration of the previous application for this site by the VOWHDC and on appeal in 2001, when a previous but smaller application for 110 Milton Road was made. In this case, permission was refused because "*the proposed development was on a greenfield site outside the village of Sutton Courtenay*" (ref: SUT/16526), reinforced by the Planning Appeal Inspector's statement that the "*dwelling proposed*" (four in number) "*...would not appear as a natural completion to this part of the village but a substantial extension of it into open countryside which do not form an integral part of the settlement.*" (J.G. Roberts, 31st January, 2001).

A previous application (ref. P81/V1079/FUL) was made for access to be provided at 72 Milton Road to develop the agricultural land behind, i.e. the same site currently proposed by development by Redrow Homes. This was turned down because it conflicted with the then rural settlement policy, much of which has been maintained to date, currently as policy GS2, as it would involve loss of agricultural land.

Preservation of rural space in the Parish is now imperative. A number of previous planning approvals, which did, on occasion, override VOWHDC planning policies on the basis of need (e.g. Didcot Power Stations A & B, quarrying and some FCC Environmental operations) have left Sutton Courtenay denuded of a considerable amount of agricultural land, which now accounts for only 19% of the Parish. This is indicated on a map of current Parish land use (see Appendix A).

With respect to NE9, residents of Milton Road and others have a wonderful, uninterrupted view across the Vale downland to Boars Hill. This view can be appreciated from public footpaths in Milton Road.

Neither site has changed since the previously refused applications. The VOWHDC states that GS2 is "*partly consistent with the NPPF*" and, as discussed above, there is no further need for housing approval in the village of Sutton Courtenay. Therefore, there are sufficient and precedented grounds to refuse permission for both of the current applications submitted by Pye Homes and Redrow Homes.

3.2 SUSTAINABILITY

The proposed developments in Sutton Courtenay by Pye Homes and Redrow Homes are fundamentally unsustainable. Both developments fail to meet the key sustainability criteria identified by the VOWHDC (as listed in Section 2.2) as follows:

- 1. Ensuring the availability of high quality services and facilities in rural areas.**
- 2. Reducing the need to travel, improving provisions for walking, cycling and public transport and reducing road congestion.**

There is a lack of availability of high quality services and facilities in Sutton Courtenay. Local facilities are extremely limited; local shops are only convenience type stores and not suitable for weekly shops. Notably, there is no butcher in the village, as incorrectly stated in both the Pye Homes and Redrow Homes applications. Therefore, residents are required to travel to supermarkets elsewhere and given the poor bus service in the area, these trips will more than likely be made by private vehicle. The local leisure facilities are limited to pubs, a couple of play parks and the local recreation ground. Therefore any leisure activities are likely to be undertaken away from the village.

The village has an inadequate local bus service. Local bus services run at an hourly and two hourly frequency, with only one bus in the morning peak. The low frequency of the bus service and limited destinations is unlikely to support travel to work. The nearest railway stations Appleford, is 2.6 miles from the site with no connecting bus service to Sutton Courtenay and provides an infrequent local stopping service. Didcot Parkway, although providing a fast and frequent service to London Paddington and elsewhere, is over 3.0 miles from the site. Given the infrequent bus service and a lack of designated cycle pathways in the village, transportation to/from the station is likely to be by car. These arguments led to a previous application (ref. SUT/19470/10-X) for a development on land at Appleford Road (formally Amey Roadstone Ltd) being deemed unsustainable and recommended for refusal by the Local Highways Authority. Pupils attending secondary schools will be required to travel out of the village. Although in most cases a school bus is provided, others will be taken by parents, which will be by private vehicle and will further add to congestion. The nearest local GP surgery is over two miles from Sutton Courtenay; major hospital services at the John Radcliffe Hospital are fifteen miles away with no direct bus connection from Sutton Courtenay and therefore involve a journey by public transport of up to two hours. Cumulatively, the lack of public transport services and cycle routes, the distance from local railway stations, and need to travel outside the village to access facilities mean that these developments will lead to an increase in road congestion.

3. Improving the health and well being of VOWH residents.

The health and wellbeing of local residents will be compromised in a number of ways. Sutton Courtenay has an existing traffic problem which will be compounded by additional vehicles as a result of new developments. Additional junctions on Milton Road, an already dangerous road where drivers regularly exceed the speed limit, will have an adverse effect on the safety of local residents (the access road proposed by Pye Homes is regarded as particularly dangerous). The ancient village sewage drainage system, which already exceeds capacity, will lead to an increased risk and frequency of foul water flooding at properties throughout the village. The surface water drainage systems proposed by the two developments are inappropriate for the local hydrology and soil type and will lead to an increased risk of flooding to local properties and roads. Water pressure in Sutton Courtenay is already low and approaching capacity; insufficient supply is available for new dwellings and the proposed developments will further reduce water pressure locally. Broadband speeds in Sutton Courtenay are well below the national average and the Sutton Courtenay exchange is not currently scheduled for upgrade by Openreach BT. The proposed developments are likely to further reduce broadband speeds locally and will result in an inadequate broadband service to new dwellings. The proposed dwellings are within clear sight lines of properties in Milton Road, most of which are bungalows or chalet bungalows and it is difficult to see how the loss of privacy will improve the well being of local residents. Finally, the richness of wildlife enjoyed by local residents will be disrupted by the loss of open countryside.

4. Improving and protecting the natural environment including biodiversity, water and soil quality.

The increased risk of foul water and surface water flooding and further erosion of green field land will have a detrimental effect on the natural environment. The loss of agricultural land and the effect of inadequate drainage systems proposed by both developers will disrupt the habitat of many local wildlife species. Surface water run-off, particularly from the inadequate drainage system proposed by Pye Homes, may contain oil and detergent contaminants which could enter Ginge Brook and be detrimental to the natural habitat of this waterway. Water voles in particular will suffer from erosion of river banks and nearby streams as a result of an increased risk of flooding.

5. Reducing air, noise and light pollution.

Sutton Courtenay already has the worst air quality in the county, due mainly to a combination of emissions from traffic on the nearby A34 and the microclimate created by Didcot Power Station. The proposed developments will result in further air and noise pollution from an increase in traffic volume, as well as light pollution in an area of the village which is currently unaffected by disruption of natural light (unlike much of the rest of the village as a result of Milton Park, Didcot Power Station

and other local industrial sites adjacent to the village). With the proposed back-to-back layout of the proposed new dwellings with existing properties, there is a real risk that security lights will cause undue intrusion into existing properties in Milton Road. It should be noted that there are additional concerns regarding possible pollution from a "pit" which exists in the south-eastern corner of the Redrow Homes site, resulting from former gravel extraction in the area, and which older local residents recall was used to throw a variety of waste materials. It is therefore likely that the ground there is unstable and possibly contaminated.

6. Increasing resilience to climate change and flooding.

The drainage systems proposed by both developments are unsuited to the hydrology and soil type of the local area and will therefore result in an increased risk of flooding, not only to properties immediately adjacent to the sites, but to a wider area including properties within the vicinity of Ginge Brook.

7. Protect the cultural heritage and provide a high quality townscape and landscape.

The village has a range of residential building styles. In particular, the existing dwellings in Milton Road are predominantly inter-war bungalows, some chalet, mostly detached, on large plots. Both developers propose to construct two and possibly three story closely-spaced dwellings. This is inconsistent with the current housing stock and will detract from rather than provide a high quality townscape. Further, the intention is to build on greenfield sites, which, given the height of the proposed buildings, will block both publicly and privately accessible views of the downland landscape.

3.3 TRAFFIC IMPACT

3.3.1 Traffic Speed and Safety

Speed is a real issue on Milton Road; many vehicles enter and leave the village travelling at close to 60mph as they enter/exit the national speed limit zone to the west of Milton Road. Historically, Milton Road has a record of accidents and near misses (ITO World, STATS19: <http://map.itoworld.com/road-casualties-uk>). The recorded accidents cluster around an existing T-junction on Milton Road with Bradstocks Way (see Figure 1); this is indicative of the excessive speed of vehicles travelling along Milton Road. We can expect an increase in accidents and near misses as a result of the new fast junction at the end of Milton Road and an additional new junction near Katchside.

In view of our concerns relating to the potential impact of additional traffic and access roads arising from these developments, a report was commissioned from Capita Symonds, funded by donations

from local residents, to undertake an assessment of the Transport Statements provided by both Pye Homes and Redrow Homes. The full report is provided in the accompanying document; key aspects of this report are included below.



Figure 1: Road accidents 2000-2010 (ITO World, STATS19)

Pye Homes

The proposed site of the Pye Homes access road is situated at the edge of the village, just 43 metres away from the national speed limit zone, and on a sharp bend. The danger of this section of the road is highlighted by a near fatal crash outside 100 Milton Road in 1998. In this accident, a Renault 5 was approaching from the west, travelling at extreme speed, when it collided with a BMW520 which was pulling out of the driveway of 110 Milton Road, the exact site of the proposed development access road.

Forward visibility for vehicles approaching from the west is restricted. Given the national speed limit there should be consideration in the visibility splays to the west of approaching vehicles speeds. Pye Homes have proposed setting the boundary wall of 112 Milton Road back by 2 metres to provide a wider verge but the visibility around this bend is extremely poor (Figure 2). A significant bend in the road also exists in the opposite direction (Figure 3). The proposed visibility splay of 2.4m x 43m assumes that all vehicles from the west will have slowed down due to the proposed build out (chicane). Where speed is an issue, it is common to fall back on using the speed limit as the justification for the visibility splays. However, vehicles only start slowing down as they enter the

village, so if there is no vehicle approaching the build out from the village side (which will have priority) then vehicles are likely to continue at speed and only reduce their speed when passing the build out. Therefore the visibility splays need to be increased as they will fall into the 60mph area.



Figure 2: Lack of visibility into Milton Road approaching from the west (national speed limit)



Figure 3: General visibility along Milton Road from the edge of the village

The proposed build out chicane feature is highly problematic in itself. Vehicles traversing the chicane as they enter the village from the west will be on the wrong side of the road for their direction of travel just 20 metres from the proposed junction. This is not conducive to safety. Additionally, drivers coming out of the Pye Homes development turning to the right will have right of way over vehicles coming into the village. Such vehicles, having only just emerged from the access road, could immediately be face to face with a car coming into the village on the wrong side of the road. Such confusion about who has the right of way is a recipe for accidents. In addition, drivers entering the village will be looking for vehicles approaching from the opposite direction on Milton Road, not what is coming out of the Pye Homes access road. This is a very poorly designed solution for provision of an access road placed on a significant bend in the road. As noted in the attached traffic report, no Stage 1 Road Safety Audit has been undertaken on the proposed access arrangements. Such an audit would provide vital information on the safety of the design.

A number of existing Milton Road residents' driveways are situated directly opposite the proposed development access road and there are also existing drives adjacent to the proposed new road on the northern side of Milton Road. The risk of accident incurred by these residents as they exit their properties by car will be significantly increased as they will have to look in three directions for approaching traffic, some of which will be exiting the development access road only metres away.

A number of key deficiencies in the Pye Homes traffic report have been identified. Firstly, an Automatic Traffic Count (ATC) was undertaken in December 2012. The exact positioning of the ATC on Milton Road is not stated. We believe that this ATC was placed in an inappropriate position to adequately assess traffic, i.e. some distance from the proposed entrance through 110 Milton Road; in fact, we believe that it was placed further up Milton Road beyond Bradstocks Way, giving misleading results with respect to both speed and volume. Furthermore, the report does not provide any vehicle speed data resulting from the ATC. The lack of speed data is highly unusual for an ATC based measurement as it is common practice to measure both speed and volume and it is unclear why these data are not presented. Secondly, the existence of the national speed limit zone to the west of the site, within just 43 metres of the proposed Pye Homes access road, has not been mentioned in the report. Thirdly, the trip generation relating to the industrial unit behind 112 Milton Road and the nature of the associated vehicle trips have not been provided.

Any proposal to relocate the 30mph speed limit further along the road would be unacceptable; the speed limit coincides with the demarcation of the village/parish of Sutton Courtenay and therefore would be out of keeping with the general area.

Redrow Homes

There have been gasworks on Milton Road and Sutton Courtenay High Street for the last five months involving temporary traffic lights and significant traffic disruption. The Redrow Homes traffic data for Milton Road was taken during 4 – 11 December 2012, during the height of the work on Sutton Courtenay High Street. Any data taken during this time period will not be representative of the typical speed and volume levels for Milton Road as many drivers will have been avoiding the area or driving more slowly than usual. Significant housing developments such as this must be based on accurate and timely data and this application should not be considered until Redrow Homes can demonstrate that the quality of the traffic data provided in their application is unbiased and accurate.

The Redrow Homes application contains data on traffic speed. However, the statement in the Redrow Homes supporting documentation that the ATC was "*situated adjacent to the proposed site access position*" is inaccurate. The ATC mentioned was placed at the point on Milton Road where the proposed junction was located according to a previous site design, namely outside 68 Milton Road. The speed data from the ATC outside 68 Milton Road will be misleading compared to the site of 44 Milton Road since number 68 is very close to the junction with Bradstocks Way and many cars will either be accelerating or decelerating to the junction at this point. Thus, average travel speeds would likely be slower in the speed measurement data from outside number 68 provided by Redrow Homes with their current application than at the new proposed junction for cars leaving or joining Milton Road at number 44.

Even with the biased data provided by Redrow Homes, the 85th percentile speeds of 38.2mph westbound and 34.2mph eastbound are in excess of the 30mph signed speed limit. These existing excessive vehicle speeds along Milton Road have not been considered in the application and no mitigating action has been proposed to ensure that speeds will be reduced in future.

3.3.2 Traffic Volume

Sutton Courtenay provides one of a limited number of local routes over the Thames and as such, is already overloaded with excess traffic, particularly at peak times. Local 'pinch points' include Culham Bridge and Milton High Street.

Culham Bridge is a current problem. Within the Amey's development application (ref. SUT/19470/10-X), the Local Highways Agency stated that "*the analysis indicated that the B4016/Abingdon Road*

junction is forecast to operate above capacity at the assumed 2024 design year even without the (Amey) development". Despite this, the Amey's development application was permitted.

Long queues to access the bridge exist in both directions at peak times and will only get worse once development of the Amey's and Catholic Church sites is underway. On a typical day, the waiting time for crossing Culham Bridge is 15-20 minutes. When traffic queues towards Culham extend back into Appleford Road, any cars approaching from the direction of Appleford towards Culham do not have the right of way into Abingdon Road. This results in a hold up of traffic wishing to proceed into Sutton Courtenay village which can result in lengthy queues towards Sutton Courtenay from an easterly direction.

Milton High Street is also a notable 'pinch point'. Cars travelling from Sutton Courtenay towards the A34 have to compete with traffic entering and leaving Milton Park. This means lengthy delays during peak times with vehicles backing up through Milton High Street. Additionally, the lack of parking for houses on Milton High Street means that vehicles parked on the road prevent a free flow of traffic which can cause difficulties when vehicles do not observe their right of way.

Two local planning applications have been recommended for refusal based on traffic grounds. Firstly, the Highways Agency recommended refusal of a proposed development of the Amey's site in Sutton Courtenay (ref. SUT/19470/10-X) as the local road infrastructure was operating above capacity. Secondly, a proposed development off Drayton Road, Abingdon (re. P12/V2266/FUL) was also recently refused, primarily due to traffic reasons, specifically due to the fact that *"the proposal would generate additional traffic movements onto Drayton Road which would lead to greater traffic congestion at a road junction interchanges which are currently at capacity and add to traffic movements to other road junctions which would add to existing unacceptable levels of road congestion within the wider area and the detriment of the free flow of traffic and the safety of road users."* Development within Sutton Courtenay will add traffic to the same junctions judged to be at capacity in this Drayton application.

As stated above, Sutton Courtenay provides one of a limited number of routes across the Thames. As a result, any local traffic disruption can cause a major increase in traffic travelling through Sutton Courtenay to access the bridge at Culham, with traffic queues extending through the High Street and beyond (see Figure 4).

Allied to these congestion issues is the fact that it is planned that Milton Park will expand considerably in the next few years under the recent Local Development Order and so will make the

traffic problems around Sutton Courtenay much worse. There are also plans for a million square foot warehouse at the southern end of the village, with car parking for 600 cars over three shifts.



**Figure 4: Two mile traffic queue towards Culham Bridge
extending past 64 Milton Road, 22 January 2013**

Pye Homes

The traffic report produced on behalf of Pye Homes fails to identify the overall impact of the development. During both of the peak times of the day, the overall increase in trips will be in the region of 10% which, although the overall number of vehicles is low, is still a considerable increase in traffic flow and as such, is likely to have a detrimental impact on local junctions and routes. Whilst the increase in traffic is not likely to have a significant impact on local junctions in terms of their operational capacity, the overall effect on existing points of congestion such as Culham Bridge, Milton Village and the approaches to Abingdon will be affected.

The Transport Statement states that the proposed development is below the threshold for a formal appraisal of the traffic implications of the development. However, given the overall impact of the proposed development and that there is existing congestion within the village during peak hours, particularly at Culham Bridge, it would seem justified that the traffic implications are considered.

Redrow Homes

The Redrow Homes traffic survey was conducted on 14 November 2012, when gasworks were ongoing in the High Street. The developers, whilst they acknowledge that a further survey will be required once the gasworks are complete, they believe this is *“unlikely to have had a major impact on the number of vehicles using this route”*. In fact, the gasworks, which have been ongoing in the High Street since Autumn 2012 and which now also extend the length of Milton Road, have had a major impact on the volume of traffic through the village. Several temporary traffic lights have been in place at various places and times throughout the village and road blockages have prevented traffic flowing freely on both sides of the road. Evidence for the extent of the recent disruption to traffic volume can be taken from a manual traffic count conducted in 1995 as part of a Village Appraisal, in which the average volume of traffic travelling along Milton Road during weekday peak hours was considerably higher than that reported by Redrow Homes in their ATC in November 2012 (see Appendix B).

3.3.3 Pedestrian Safety

Milton Road is already a busy road for pedestrians to cross and a large proportion of cars travel along the road much faster than the 30mph limit, especially where the proposed Pye Homes development access road is located (which is also close to the nearest bus stop). There is no Pelican or Zebra crossing on Milton Road for children or the large number of elderly residents to use. Additional traffic will increase the risks for existing residents crossing the road and any new residents from the proposed development who will tend to cross Milton Road at the point where the danger is greatest, due to the high speeds and confusing junction layout.

The nearest local primary school is situated over 400 metres from each development and it would not be surprising if up to 20% of the trips to this school will be by car (source: Sustrans 2013: <http://www.sustrans.org.uk/assets/files/connect2/guidelines%2016.pdf>). The school entrance itself is on a bend in the road on Bradstocks Way and is a dangerous place for pupils and parents to cross already. Any additional traffic and parking near the school entrance will add to the risks of accident that children, parents and local residents already face and until the entrance to the school is redesigned, car trips to the school are reduced and suitable parking places away from the entrance are found, no further expansion of the school should be considered.

3.4 FLOODING AND DRAINAGE

The flooding and drainage solutions proposed for both development sites will incur an increased risk of surface water, groundwater and foul water flooding to local properties. This is in direct contravention of the NPPF which states that "*inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere*". An assessment of these increased floods risks is given below.

3.4.1 Surface water and groundwater flood risk

An increased risk of both surface water and groundwater flooding to properties both adjacent to the proposed developments and elsewhere in the village is a major concern. In February 2013, funded by donations from a large number of local residents, a report was commissioned from Hydro-GIS, a local Oxfordshire-based hydrology consultancy, to (i) undertake a survey of the area, (ii) appraise the proposed drainage systems of each development, (iii) investigate the local hydrology and (iv) provide an assessment of the risk of flooding associated with these developments. We summarise the findings of this report and our own investigations below; the full report is provided in the accompanying document. It should be noted that there is no provision of surface water sewer drainage systems in Sutton Courtenay.

Although the proposed development sites are situated within Flood Zone 1 according to Environmental Agency (EA) maps, they lie on the flood plain of the River Thames and within the catchment area of Ginge Brook. Importantly, the flood outlines for Ginge Brook indicated by the EA maps are inaccurate and not sufficiently reliable to quantify the risk of flooding required for allowing development or insurance of a property on the site. Furthermore, the flood risk from local smaller ditches flowing from the development sites is not shown by current maps.

A formal assessment of the sites confirmed local knowledge that both sites are poorly drained and surface water ponding is common during the winter or following periods of heavy rain. An analysis of soil in a garden immediately adjacent to the Redrow Homes site suggested the presence of Thames soil which is poorly drained clay and seasonally waterlogged, located close to rivers and overlying impermeable alluvium and clay. Infiltration tests showed the ground to be heavily saturated with a high water table. Measurements of the water level were also undertaken during December and January 2012 by residents in a number of properties adjacent to the site. These revealed a

consistently high level of water (See Figure 5), with a median value of 20 cm and a minimum depth of just 5 cm from 27 measurements taken at 72 Milton Road over a 42 day period.



Figure 5: High water levels in the garden of 64 Milton Road (2 January 2013)



Figure 6: Standing water on land immediately to the west of the Pye Homes site (15 October 2012)

Standing water has been clearly visible for prolonged periods during recent months on both the Pye Homes site (Figure 6) and the Redrow Homes site (Figures 7 and 8). Access to land immediately

adjacent to the Pye Homes site revealed standing water at a depth of 0.2m and many gardens of properties adjacent to the two development sites are frequently waterlogged. Drainage ditches, which flow around the perimeter of both sites, flow into Ginge Brook. These ditches were observed to be overflowing.



Figure 7: Ponding on the northern boundary of the Redrow Homes site (26 November 2012)



Figure 8: Ponding on the south east boundary of the Redrow Homes site (26 December 2012)

Sutton Courtenay is historically susceptible to flooding. The Strategic Flood Risk Assessment for South Oxfordshire and VOWH District Councils lists an occurrence of groundwater flooding in Sutton Courtenay and describes the risk of surface water flooding, directly from heavy rainfall, as medium. Flooding of Ginge Brook occurred in the summer of 2007 and resulted in the flooding of many properties in Sutton Courtenay (see Figure 9).



Figure 9: Flooding at Lower Mill, Ginge Brook in July 2007

Environment Agency records show that there have been 10 Flood Alerts covering a total of 37 days for Ginge Brook between May 2012 and February 2013 (see Appendix C). Although 2012 was an exceptionally wet year, such extreme events will become more likely due to the effects of climate change. It is therefore reasonable to assume that the risk of occurrence of an extreme event similar to the magnitude of that in July 2007 might be considered to be once every 50 or even every 20 years.

Most importantly, the planned developments in Sutton Courtenay within the catchment area will increase the area of impermeable surfaces. Given that Flood Alerts for Ginge Brook can be in force for up to a week, there is a chance that a further rainfall event in this period would cause further rapid surface water runoff from the new urban surfaces into Ginge Brook and cause the Brook to spill out of its bank and flood properties.

A detailed assessment of the site-specific Flood Risk Assessments (FRAs) provided by Pye Homes and Redrow Homes has been undertaken by Hydro-GIS. Of major concern, neither FRA has evaluated sufficiently the impact of the development on the surrounding area, particularly with respect to Ginge Brook. Full details are contained in the accompanying document; key points relating to the site-specific FRAs are as follows:

Pye Homes

- The FRA gives very little detail of the site in terms of the catchment area and characteristics such as climate, topography, geology, soils and land use.
- The proposed drainage system, based on conveying surface runoff through permeable paving to cellular soakaways, is inappropriate for the nature of the soil. Specifically, the total depth of permeable material does not provide a sufficient thickness of aquifer to which excess water could be discharged.
- Simulations are based on the outdated Flood Studies Report of 1975, which was replaced by the Flood Estimation Handbook (FEH) in 1999 which contains a further 20 years of observed data, improved calculation methods and computer modelling software, and is now accepted as the standard approved methodology for testing drainage designs.
- The capacity of the proposed soakaways will be significantly reduced under high groundwater conditions, leading to more rapid surface water runoff into Ginge Brook and the potential to cause flooding to vulnerable properties.

Redrow Homes

- The FRA gives very little detail of the site in terms of the catchment area and characteristics such as climate, topography, geology, soils and land use.
- The infeasibility of a subsurface drainage scheme with soakaways is acknowledged and, a drainage scheme involving transfer of surface water to Ginge Brook via a Swale has been proposed. Whilst the outlet flow of surface water into Ginge Brook is limited, insufficient details have been provided to ascertain whether water will find its way into the river through other channels or mechanisms during flood conditions.
- As with the Pye Homes FRA, simulations are based on the outdated Flood Studies Report of 1975, rather than the FEH 1999 which is the standard approved methodology.
- The FRA claims that pollutants from surface water will be removed once the water reaches the Swale; however this does not create a favourable environment for wildlife.

In summary, both sites lie within the catchment of Ginge Brook and are situated on a low lying floodplain area with poorly drained waterlogged soils. Standing water and nearby ditches have been flooded recently and for prolonged periods of time. Ginge Brook is likely to undergo out of bank flooding every three to four years on average, increasing the risk of flooding to local properties. The frequency of extreme events will increase as a result of climate change, so that an event of similar magnitude to the July 2007 floods may have a return period of 1 in 20 years in the future. Flood Risk Assessments for both developments have serious flaws, particularly in respect to the impacts of the developments on the flows of Ginge Brook and the future risk of flooding to local properties as a consequence.

3.4.2 Foul water flood risk

Sutton Courtenay has an ancient sewage drainage system which already exceeds capacity, as confirmed by Thames Water in their consultation response to both current applications. There have been several occurrences of foul water flooding to local properties in recent years, although many of these have gone unreported as property owners are embarrassed or do not wish to risk devaluing their properties by making this information public. Indeed, Thames Water have acknowledged that reported incidences of foul water flooding may be below the true number. Concerns about the foul water drainage system and the risk of flooding in the village were raised by Sutton Courtenay Parish Council 10 years ago (see Appendix D) as historic and widespread throughout the village. Both developers have proposed new sewage pumping stations. We have major concerns relating to maintenance issues of such pumping stations and the possible consequences of failure, both local to the developments and more widely in the village.

Pye Homes

The Pye Homes application proposes including a sewage pumping station which will then be fed into the existing village drainage system. However, this will join at the end of the system; any assessment by Thames Water of the capacity of the village sewerage system provided to the developers only considers the properties in the immediate vicinity of the development; it does not include the potential impact on properties that are further down the drainage system elsewhere in the village and in fact, Thames Water have stated that there is insufficient capacity in the village drainage system to accommodate either development.

Redrow Homes

Redrow Homes provide very little information about their proposed foul water drainage solution; the report merely assumes that a connection into the foul water sewer to the south of the site will be acceptable. As stated above, Thames Water have stated that there is insufficient capacity in the village drainage system to accommodate either development.

3.4.3 Water pressure

Many local residents experience very low water pressure. It is therefore of major concern that Thames Water also report that "*the existing water supply infrastructure has insufficient capacity to meet the additional demands of the proposed development*".

3.5 CULTURAL HERITAGE AND PROTECTION OF TOWNSCAPE AND LANDSCAPE

3.5.1 Archaeology

Sutton Courtenay is an important area for archaeology, with extensive evidence of settlement from the prehistoric through to the medieval period. Indeed, the Channel 4 series "*Time Team*" has undertaken a number of archaeological investigations in Sutton Courtenay.

Pye Homes

A report by Oxford Archaeology for Pye Homes identified over 100 archaeological or heritage features, all within a radius of one kilometre around the Pye Homes site. Particular points of interest include a Roman farmhouse or villa, two Anglo-Saxon cemeteries at Milton and at the site of Didcot Power Station, and scheduled monuments on the north-west border of the parish and south of Sutton Courtenay Primary School. The scheduled monument to the north-west of the parish is especially rich in Anglo-Saxon remains, including one of the largest Anglo-Saxon halls (possibly royal) in the country, & a village settlement. Of particular note, the map shows that there is a circular cropmark within the Pye Homes site which requires further investigation (see Appendix E).

No development should be considered north of Milton Road, or elsewhere in the village, unless there has first been a thorough archaeological exploration of the sites concerned.

So far, Oxford Archaeology has undertaken only a desk-based assessment for Pye Homes, and the County Archaeologist has requested further investigation, i.e. a geophysical survey and trial-trenching. These have not yet been done, and until a report on these investigations is available in the public domain, no decision can be taken about this site.

Redrow Homes

A desk-based assessment and geophysical survey report are available for the Redrow Homes site, but a report on the trial trenching (undertaken by John Moore Heritage Services from 6 to 8 March 2013) is still awaited. This is essential, as it is understood that some archaeological evidence has been identified on this site. Again, no decision should be taken on this site before a full consideration of the archaeological implications.

The village has a range of residential building styles. In Milton Road, existing dwellings are predominantly inter-war bungalows, some chalet, mostly detached, on large plots. The proposal by both developers to construct two and possibly three story closely-spaced dwellings is inconsistent with this and will detract from rather than provide a high quality townscape. Further, the intention is to build on greenfield sites, which, given the height of the proposed buildings, will block both publicly and privately accessible views of the downland landscape.

3.5.2 Townscape

The housing style of Milton Road will be compromised by the development proposals. Despite publishing examples of various views of housing in Sutton Courtenay and pictures of their stock housing designs, the developers have failed to show appreciation of the dominant building type in Milton Road or produce a convincing argument as to why their standard designs, which they would intend to import to the area, are coherent with the current townscape of the area. Instead, they propose to construct dwellings which draw on their existing portfolios of two and three storey housing estate designs. These are inconsistent with the predominant building type along the north side of Milton Road, of early twentieth century bungalows. The grafting of crowded-together two or three storey buildings onto the generally lower roof elevations and more spacious existing plots lacks design merit and is not “high quality townscape”.

3.5.3 Landscape

Extensive Vale downland views are afforded from both current properties in Milton Road and, at various viewpoints, the public footpath adjacent to the road. Two or three storey buildings developed, as proposed, behind the current properties on the north side of Milton Road would not only destroy the current private enjoyment of these views from properties, but also publicly accessible views. These developments, rather than preserving high quality landscape, would diminish it and only offer, in place, small housing estate “greens”.

3.6 BIODIVERSITY

The Wildlife and Countryside Act (1981) protects many species observed by residents to inhabit the proposed development sites and are included on the Protected Species List: bat, fieldfare, kingfisher, red kite, barn owl, adder, stag beetle, many species of butterfly, field cricket, great crested newt, slow worm, grass snake and common toad (this list is by no means exhaustive and does not include the meadow flowers which grow on this green field). The Act provides for “*the protection of places animals use for shelter and protection*” as well as “*disturbance to an animal occupying such a place*”.



Figure 10: Deer observed on Redrow Homes site, 16 March 2013

Development activities with the ensuing noise from heavy machinery, dust, human activity and light will undoubtedly have a significant impact on these protected species over a considerable period of time, and measures to mitigate these effects would have to be very extensive to cover every aspect of the life cycle of every species.

Furthermore, Natural England’s guidelines to Planning Authorities give detailed guidance on the most effective types of survey which have to be taken on a species by species basis. However, no group can be assessed in isolation, and inter-dependence between protected and non-protected species has to be recognised. In considering the planning applications to build on both fields, the possible

short and long-term effects on biodiversity must be very carefully considered. The risk of destruction of existing wildlife habitats and loss of species would be unacceptable.

The animals listed above should be studied at different times of the year (and day in the case of bats) to ascertain breeding, feeding, resting and hibernation habits and this must be undertaken at the application stage. It is by no means a speedy process, but it is imperative that everything is done to comply with good practice guidelines. Mitigation measures indicate that, in the first instance, avoiding disturbance should be the first consideration.

A bat roost was identified on the Redrow Homes site by the developers' Outline Ecological Appraisal and all types of bat have European Protected Species status. Surveys must assess the impact that any disturbance from development will have on foraging, breeding and hibernation particularly as bats use different roosts at different times of the year to maximise the benefit of warmth and humidity. Natural England's guidelines for Planning Authorities state that light should be avoided near known roosts as it may prevent the bats from leaving their roost and impact on the time available for foraging and feeding.

Natural England's Standing Advice on Great Crested Newts states that they inhabit temporary ponds as well as more permanent water features and its clay base makes this water-logged site ideal for these, and other, amphibians.

Drainage from the proposed development will impact on water voles in Ginge Brook. They burrow deep into the bank and a sudden surge of water from the development's drainage system will overwhelm their habitat risking the loss of these delightful animals from our village.

Natural England has requested more information on bat activity. With so many species in decline in recent years, consideration must be given to the wisdom of building a housing estate on a green field site where no specific need has been identified, especially when the National Framework Policy recognises that *"our natural environment is essential to our wellbeing"*.

There is a responsibility to ensure that the current temporary Government Policy on housing does not override the need to retain and conserve green field habitats for future generations to enjoy, and Sutton Courtenay has lost too many of these in recent years to industrial, commercial and residential development.

3.7 BROADBAND SPEEDS

Broadband speeds in Sutton Courtenay are well below the national average and the Sutton Courtenay exchange is not currently scheduled for upgrade by Openreach BT in the foreseeable future. Additional users of broadband from the proposed developments will further reduce speeds to an unacceptable level. The consequences of this are that local residents who work from home may no longer be able to do so. Furthermore, accessibility to online services and provisions, including social benefits, electronic banking, internet shopping and entertainment (downloads) will be severely compromised.

4. CONCLUSION

The developments proposed by Pye Homes and Redrow Homes conflict with saved planning policies which stand because there is no housing need in Sutton Courtenay and because the village has already contributed significantly to the VOWHDC five year housing supply target. Furthermore, these developments are unsustainable against VOWHDC sustainability criteria and unacceptable at every level. We have the clear and widespread support of the village in our objections to these proposals.

There is considerable evidence that these planning applications should be refused on the grounds of a fundamental lack of local need for housing and sustainability as well as adverse impacts regarding traffic, flood risk, archaeology, biodiversity, broadband speeds and light and noise pollution.

5. ACCOMPANYING DOCUMENTS

1. Flood Risk Assessment (Hydro -GIS)
2. Traffic Assessment (Capita-Symonds)

6. APPENDICES

APPENDIX A: Sutton Courtenay Parish Land Usage Map, December 2012

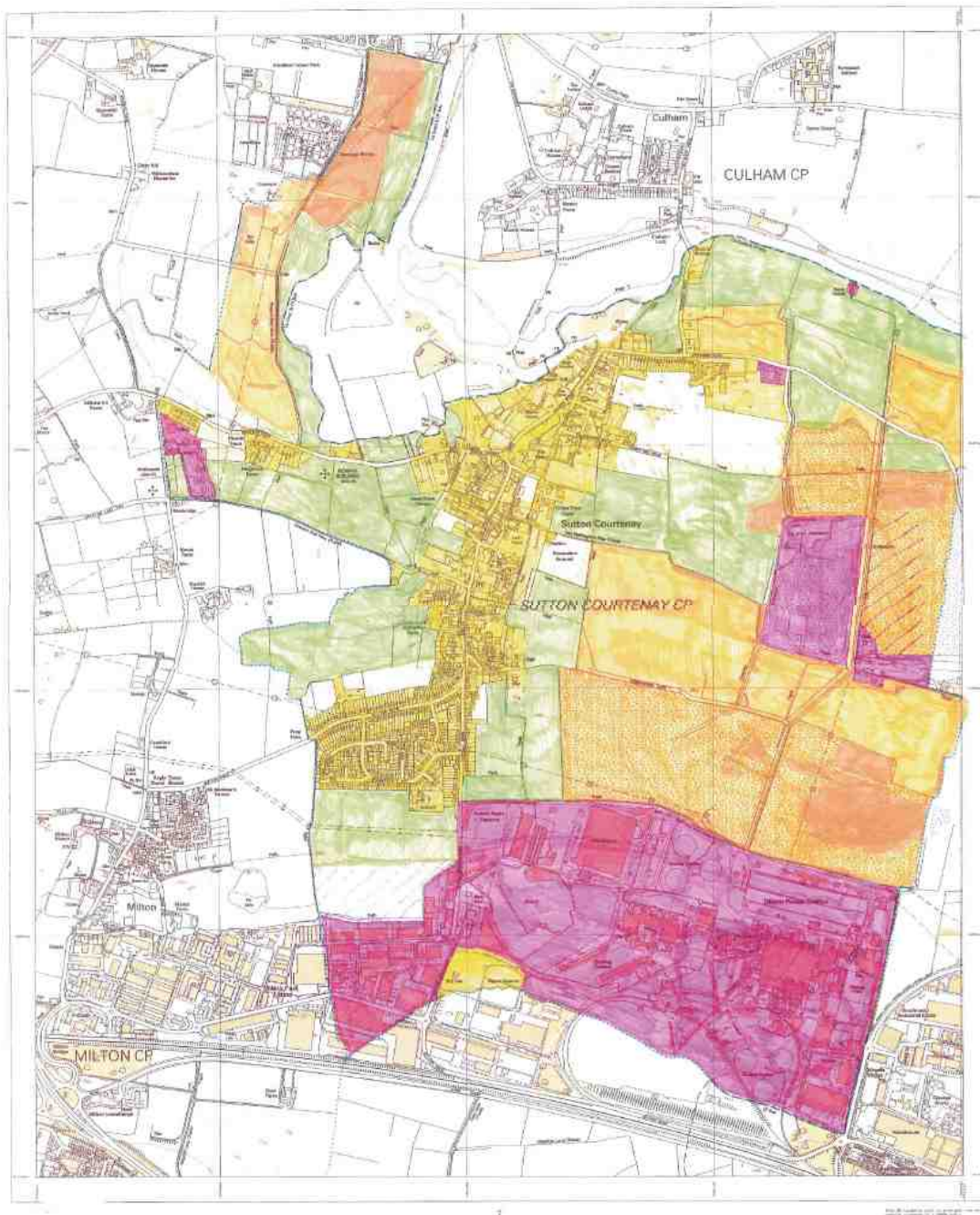
APPENDIX B: Milton Road Traffic Count, 1995

APPENDIX C: Environment Agency Flood Alert Data for Ginge Brook

APPENDIX D: Sutton Courtenay Parish Council Correspondence re. Sewage Drainage

APPENDIX E: Archaeological Sites of Interest in Sutton Courtenay

APPENDIX A: Sutton Courtenay Parish Land Usage Map, December 2012



Housing and associated use: 20%

Minerals and waste disposal: 32%

Commercial and industrial: 29%

Agriculture: 19%

APPENDIX B: Milton Road Traffic Count, 1995 (A Village Appraisal)

during the school term, and as can be observed from the volume of traffic at peak periods, volunteers risked asphyxiation from exhaust fumes to count the vehicles!

Two busy periods were surveyed, together with a less busy period in the middle of the day:

Road	Time	Carry/ small vans		Lorries/ large vans etc		Total
		in	out	in	out	
Milton Rd.	7.30-9am	183	182	4	7	376
	12-2pm	163	107	3	4	277
	4-6.30pm	248	238	7	9	502
Drayton Rd.	7.30-9am	465	167	15	7	654
	12-2pm	201	203	25	25	454
	4-6.30pm	334	613	19	45	1011
Harwell Rd.	7.30-9am	202	335	22	26	585
	12-2pm	242	230	21	36	529
	4-6.30pm	522	347	35	29	933
High Street	7.30-9am	312	324	11	16	663
	12-2pm	286	298	26	17	627
	4-6.30pm	463	493	26	18	1000
Appletford Road/Church Street	7.30-9am	370	707	14	30	1121
	12-2pm	360	300	40	39	739
	4-6.30pm	892	573	39	43	1547

18

In May 1995, the Department of Transport carried out a random survey of traffic on the road between Sutton Courtenay and Milton. This count was done over a 12 hour period during which time there were 1131 vehicle movements, including 32 heavy goods vehicles and 17 buses and coaches.

Whilst our survey cannot be regarded as definitive, the large volume of traffic travelling through the village must give rise to concern both in terms of safety and the pollution it causes. We were unable to give an accurate assessment of the tonnage of lorries etc. travelling through the village, but there seems to be a large number of such vehicles despite the height and weight restrictions which are supposed to operate in the High Street. The figures seem to confirm that more traffic is diverting to the Drayton Road to avoid the humps which is of concern to the people living along that road. If you were on the Appletford Road during a peak period in the early evening, 752 vehicles would pass you in an hour - an average of a vehicle every 5 seconds.

One of the recent innovations has been the traffic calming scheme installed in the High Street. In October 1991 the proposed scheme was displayed in the Village Hall. Over 100 people attended and 64 written comments were submitted. Sixty-nine people were in favour of the scheme, 7 supported it with reservations over some aspects of it and 8 were opposed to it. Among other comments made about traffic in general in the village were - serious concern for motorists turning at the Cross Trees junction; a strong call for the scheme to be extended to Harwell Road; concern that the scheme might impede agricultural traffic and emergency services; and good support for the proposed mini-roundabout.

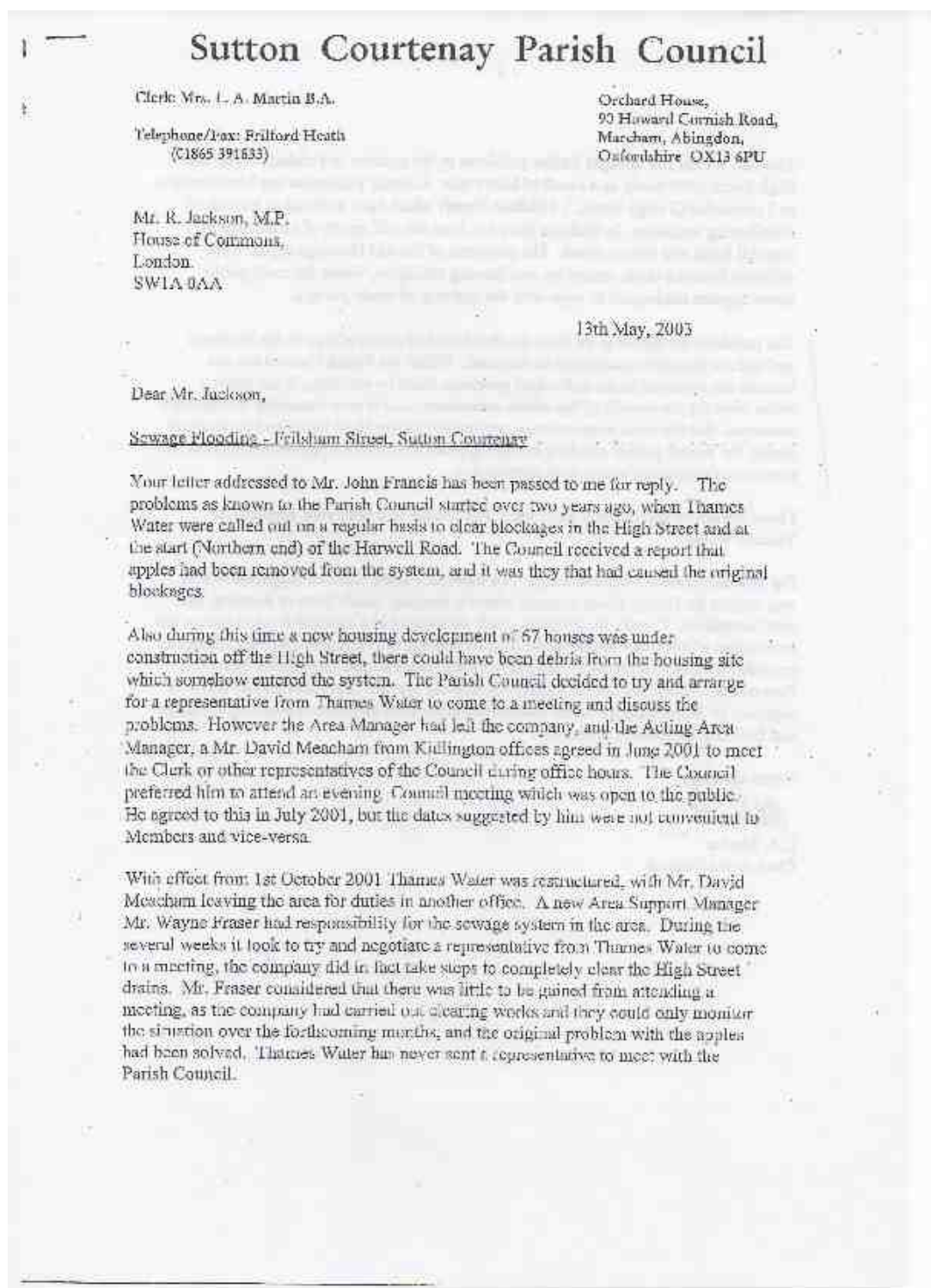
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APPENDIX C: Environment Agency Flood Alert Data for Ginge Brook, May 2012 - February 2013

Message	Day	Month	Year	Total Days
Remove Flood Alert	2	February	2013	2
Flood Alert Issue	1	February	2013	
Remove Flood Alert	30	January	2013	5
Flood Alert Issue	26	January	2013	
Remove Flood Alert	1	January	2013	9
Flood Alert Issue	24	December	2012	
Remove Flood Alert	23	December	2012	5
Flood Alert Issue	19	December	2012	
Remove Flood Alert	27	November	2012	3
Flood Alert Issue	25	November	2012	
Remove Flood Alert	23	November	2012	4
Flood Alert Issue	20	November	2012	
Remove Flood Alert	2	November	2012	3
Flood Alert Issue	31	October	2012	
Remove Flood Alert	19	October	2012	2
Flood Alert Issue	18	October	2012	
Remove Flood Alert	12	June	2012	2
Flood Alert Issue	11	June	2012	
Remove Flood Alert	2	May	2012	2
Flood Alert Issue	1	May	2012	

(contains Environment Agency information © Environment Agency and database right).

APPENDIX D: Sutton Courtenay Parish Council Correspondence re. Sewage Drainage Problems



This last Winter has brought further problems in the systems in Frilsham Street and High Street particularly as a result of heavy rain. Council's attention has been brought to 3 properties (2 High Street, 1 Frilsham Street) which have suffered as a result of overflowing manholes. In addition there has been the odd report of a blockage in Harwell Road and Milton Road. The problems of the odd blockage appear to be different from the those caused by overflowing manholes, where the main public sewer appears inadequate to cope with the quantity of waste put in it.

The problems do appear to be from the Southern end of the village to the Northern end and are therefore reasonably widespread. Whilst the Parish Council has not become too involved in the individual problems faced by residents, it has taken a wider view for the benefit of the whole community, and is now becoming increasingly concerned that the main sewer system, particularly in the High Street and particularly during the Winter period of heavy rainfall appears inadequate to serve the needs of the numbers of properties which now connect to it.

I hope the above information goes some way to help you with your approach to Thames Water.

For your information I enclose a copy of a letter to a Local Council magazine which was written by Tadley Town Council which is situated South West of Reading, just into Hampshire. Clearly the problem needs addressing at a national level to ensure the installation of adequate sewers at the time of housing development. Sewers which can provide for increased rainfall, changing weather patterns, and for planned increased flow owing to other properties connecting into the system. This presumably could be achieved by legislation for Local Authorities at the time of granting planning consents and Building Regulation approval.

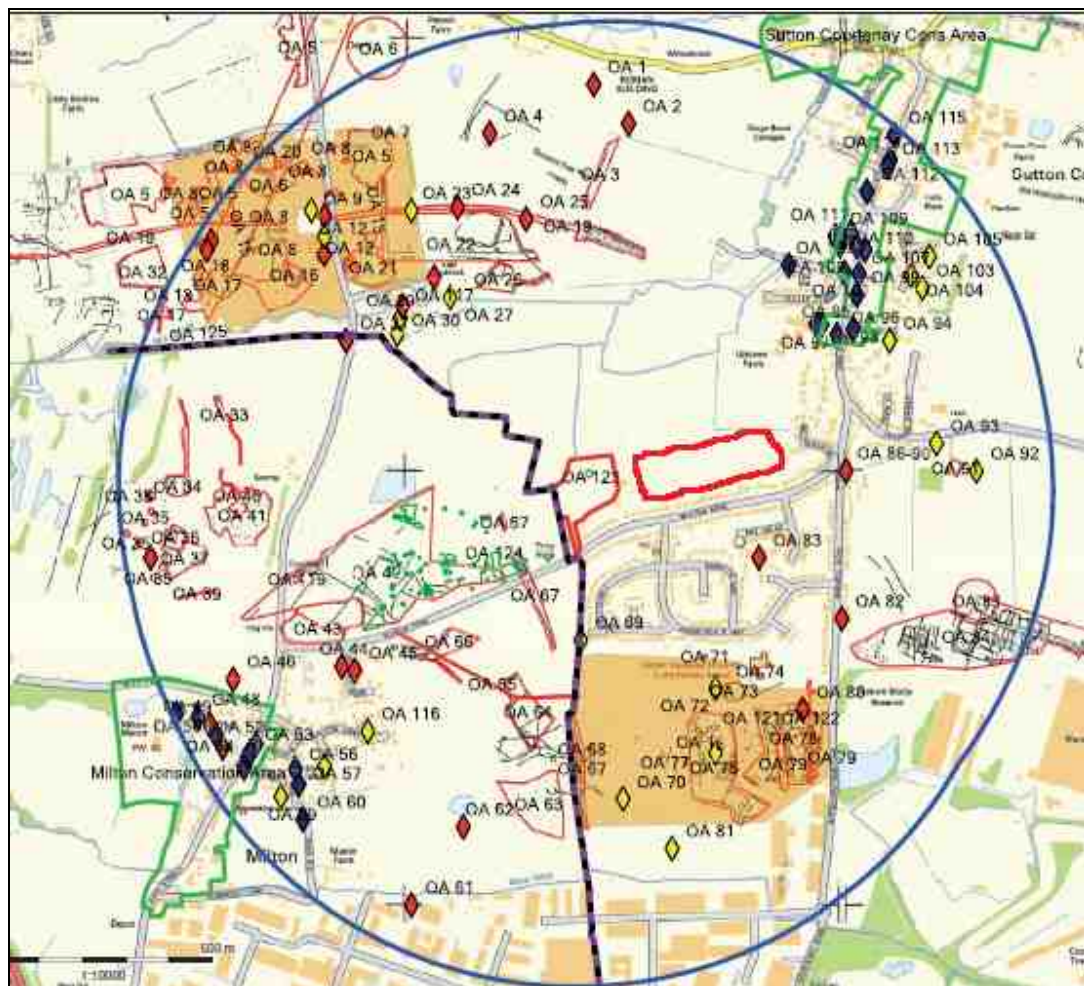
Yours sincerely,



L.A. Martin
Clerk to the Council

APPENDIX E: Archaeological Sites of Interest in Sutton Courtenay

Extracted from Oxford Archaeology report, January 2013 (Issue 1, OA Job No. 5535, Figure 2: Heritage Assets within Study Area) submitted in support of Pye Homes application P13/V0233/FUL)



◆ archaeological points of interest; ◆ listed buildings.