

The Parish Council of St. Helen Without

Minutes of the Parish Council Sub Committees Meeting held on Monday 16th September 2019 at Shippon Church Hall

Present: Cllrs. M. Page (in the Chair), C. Parkin, P. Painting, D. Churchouse

In attendance: Anna Clarke (Clerk).

1. Apologies for Absence

Cllrs V. Talbot, R. Bahu, Richard & Catherine Webber, Mr David O'Hara

2. Declarations of Personal or Personal and Prejudicial Interests

None

3. Matters raised by members of the public

None

4. Minutes of the meeting held on 5th August 2019

The minutes were agreed and signed by the Chair.

5. Highways & Amenities Committee (Cllrs Bahu & Parkin)

a) School Safety / speed awareness signs – Materials for posts etc purchased and Andrew Duncan will manufacture for installing in early Oct. Locations have been updated with the two signs that were going to be placed at Cothill, now being placed in Lashford Lane.

b) Traffic Calming Measures – Quote for chicanes is higher than previously estimated and would appear to be too high for the Parish to fund. RB to request an exact quote. RB

c) Overgrown Vegetation – All households have cut back along Faringdon Rd. Overhanging tree branches on Old Faringdon Rd between the junction with Choswell Rd and the RAF gates still need attention. Some are by the army quarters and two are the responsibility of private households. The hedge by the army quarters also need attention as it is encroaching. Thank you letters to be sent to those who have cut down their vegetation. AC

d) Sandleigh Road Playground Repairs

The Clerk to get a quote from Mick Herring for the bench repair, wet pour surface repair and painting. AC

6. Development & Planning Sub Committee (Cllrs Talbot, Painting & Churchouse)

200 Houses, Land North West of Dunmore Road Abingdon Oxfordshire – the noise level reports are based on 2014 figures and are likely to have risen since then in line with the 5% increase in Oxford.

CIL – because the boundary hasn't changed, SHW PC could apply for monies. Money has been earmarked for art.

Cllrs Talbot & Painting attended the Planning Seminar – Mr David Cookson, CIL Planning Officer, to be invited to the December meeting. AC

a) Decision Notices

Ref:	P19/V1124/FUL
Date	31 st May 2019
Description	Demolition on dwelling and erection of one and half storey building to provide 2 x 2 bed flats and 2 x 1 bed flats with forecourt parking.
Address	79 Besselsleigh Road
St Helen Without PC's comments	No objections
Decision	Planning Permission on 6th September 2019

Ref:	P19/V1897/FUL
Date	8 th August 2019
Description	The application of external wall insulation and replacement of dwelling roof tiles to 57 x Ministry of Defence properties at 1-34 Spey Road, Abingdon OX13 6HP and 35-57 Spey Road, Abingdon, OX13 6HR
Address	1-57 Spey Road Abingdon Oxon OX13 6HP
St Helen Without PC's comments	5 th September
Decision	Planning Permission on 26th September 2019

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c) Ongoing applications

a) Ref:	P18/V2180/FUL
Date	18 th September 2018
Description	Development of up to 73 residential dwellings and associated works including design, access, landscaping and open space.
Address	Land to the West of Wootton Road Abingdon
St Helen Without PC's comments	<p>St Helen Without have no objection to this planning application but would like the following comments to be taken into account by the Vale of White Horse when making their decision:</p> <ol style="list-style-type: none"> 1. Concern that there are insufficient car parking spaces allocated to accommodate any visitors therefore cars might well end up blocking access for emergency vehicles, waste disposal lorries etc. 2. Further increased level of traffic exiting on to the already very busy public roads with particular emphasis on ensuring the safety of bicycle users and pedestrians. 3. The very close proximity of the flats to the A34 with resultant noise and air pollution concerns. Efforts to be made to soundproof these buildings where possible. 4. Has any allowance been made for the possible widening of the A34. 5. Relocation of a substantial part of the communal landscaping into the centre of the development as its current very close proximity to the A34 where the air pollution and noise levels might well render it unsafe to children and damaging to the residents health. Also measures to be taken to prevent any pedestrian access on to the very busy major road. 6. Reassurance that sufficient drainage will be incorporated in to the development as the area is known to have flooded. 7. Would prefer the number of homes to be reduced by say 10% with the resultant improvement in the amount of open space in and around the development and thereby enabling increased landscaping.
Decision	Due 20 th December 2019

Ref:	P19/V0169/RM
Date	29 th January 2019
Description	Reserved Matters application following Outline Approval P17/V1336/O for residential development for 200 dwellings, together with associated access, landscaping and public open space, infrastructure (utilities) and biodiversities enhancements.
Address	Land North West of Dunmore Road Abingdon Oxfordshire
St Helen Without PC's comments	<p>The Parish of St Helen Without wish to Object to Planning Application P19/V0169/RM</p> <p>St Helens Without Parish Council have reviewed the plans and supporting documents for this Reserved Matters planning application and must express our concerns about the revised proposals now before the Vale. Specific areas of concern are listed below but we are also disappointed in the way the applicants have presented this development to you. The overview paper is written as though there has been considerable work undertaken to the design and development of the site in a sympathetic and colloquial way but when you read the paper it soon becomes clear that this is not the case. What we see is a pre-prepared set of planning statements that have been cut and pasted, then collated to fit this particular development and a local heading put at the top. This then allows the developer to use a range of standard designed houses which can be incorporated onto any site wherever they build regardless of local factors.</p> <p>Page 13 of the paper refers to typical building materials used around Abingdon and some pictures to underscore the examples yet none of the houses now proposed have anything like the same type of features i.e. stone or rendered walls save the red/brown brick. We visited the Developer's site at Grove near Wantage which is currently nearing completion, only to find the houses there are of a similar</p>

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construction to the ones proposed for the 200 here. It is clear that local character has not been taken into consideration at all when drawing up these plans despite the wording at Page 13. This is but one example of many generic statements the developers make throughout this document and thereby the developers can build what they want rather than what is best for the families they hope to attract or the development of Abingdon.

1. Insufficient footpaths around the development for pedestrian safety. This has improved since the previous plan but is still incomplete and you can not walk safely across the site on a footpath. It would also seem that in places the footpath and the cycleway combine which is not ideal.

2. Cycle lanes have improved but in places still appear incomplete and stop randomly.

3. There are only 33 designated parking spaces for visitors (up from 22 on previous plan but still less than the 38 first proposed) to the 200 houses. Once again, they are all still located on the perimeter of the built-up area of the development. There needs to be more spaces and some dedicated to each block of houses. Unless the number of spaces improves there will be parking on the roads, which could well block roads, be dangerous and potentially lead to chaos and friction between residents.

4. Clarification is required that the roads as planned are wide enough (the widest being 5.5m and the narrowest 4.8m) to allow safe passage of two cars passing and also overtaking any cars parked on the road (see 3 above). Access and maneuverability of goods vehicles and emergency vehicles must also be considered.

5. In view of the possible 73 unit housing development on the opposite side of Wootton Road, we would ask that the question of installing traffic lights at the exit of the development be revisited despite the proposed layout having been agreed when outline planning permission was granted.

6. The MUGA which helps promote a community spirit to be sited more centrally i.e. adjacent to the North West corner of the recreation ground and closer the central village green to provide equal access for all residents, rather than in a furthest corner. The current location next to the ring road and its impact on air quality together with its close proximity to the swale we suggest would present a danger to young children. It's present position is somewhat isolated from the majority of the new homes and also vulnerable to use by people not living on the development.

7. Assurance is sought that all tree and shrub planting plans as submitted are fulfilled.

8. LPP1 states that the site layout must be mindful of future expansion of the A34 and should not preclude this. Developers must provide appropriate setbacks from all physical barriers along the boundaries of the site for this purpose. It would not seem the plans now submitted have taken this directive into account.

9. Environmental Health is a highly important and sensitive part of the planning process. We have reservations over the air quality because of the volume of traffic on the A34, B4017, Copenhagen Drive, and Dunmore Road. We believe that no air quality survey has been conducted in the locality or presented to support this application.

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10. Since the last application the Developers have had a noise assessment report updated and provided to support building on this site. Having read this report we are concerned with its findings and some of the assumptions that are made.

- a) Although the report is dated 25 April 2019 it relies on readings taken in June 2014 and June/July 2015. Readings were taken from 3 points on the site but for only 3 hours in the afternoon between 14.55 and 17.52 and one hour in the morning between 08.36 and 09.36. Readings at night were an hour from each point ranging in time from 23.03 to 00.43.
- b) Therefore, all of this report and its conclusions are based on 10 hours of recordings in mid-summer. These readings are justified at para 4.2 because, since the readings, “there have been no significant developments in the immediate vicinity” and “neither have there been found any factors which would alter traffic on the surrounding network by more than a few percent”. Try telling that to people who live locally! Interestingly the report is written by a company based in Brighton which, 4 and 5 years ago, spent a few hours here taking sound readings but conclude that the survey remains fit for purpose. We strongly disagree.
- c) The decibel (dB) levels recorded see table 4.3: summary of noise monitoring results is far higher than is acceptable. The Vale were concerned with noise levels between 60-70dB (para 2,18) yet readings were recorded at above 80dB both at day and night peaking during the morning rush hour at 87dB.
- d) The site is immediately adjacent to and East of the A34; also, at this point the site is below the level of the A34 so it will be greatly affected by constant traffic noise from that road. Sound waves travelling through the air are longitudinal waves with compressions and rarefactions. Sound travels up or down evenly from the source, in this case the A34, however it is a proven scientific fact that typically the noise will be worse for areas below the source.
- e) Nowhere in the report is there any mention of the prevailing wind or temperature both of which will impact on noise levels. The prevailing wind is West to South West so that will magnify the traffic noise to a severe and arguably unacceptable level as it washes over the site.
- f) Nowhere in the report is there mention of the effects of temperature on sound waves. Sound waves move faster in warm air and slower in cold air. So, if the air at the surface is cooler than higher up (which is normal) then the top of the sound wave will be moving faster than the bottom; the wave will tilt and refract back towards the ground. In this case sound would leave the A34, go up into the air then be bent back down to the surface towards the cooler air. This means the noise would be louder and you could here the traffic noise from further away. If the dB recordings in this report had been done in cooler temperatures, they would have been higher than those presented in this report.
- g) We would urge the Vale planning department to be 100% satisfied that all necessary steps have been taken to protect the health and wellbeing of residents before they allow building to commence.

11. The Parish Council would have hoped and expected in a development of up to 200 houses that a small number of single storey properties should have been included to provide homes for those who have difficulty now and in the future in using stairs etc.

12. The proposed housing layout is condensed within the centre of the site with only one area of green space included amongst the planned 200 properties. All other open green space is on the perimeter. Therefore, the PC would like to see the number of proposed houses reduced to enable the inclusion of continuous footpaths throughout the whole site thereby allowing safe pedestrian passage by residents without the need of having to walk in the road. Wider roads throughout the site together with more visitor parking allocation and additional open green spaces incorporated within the built-up area of the development. In addition, by reducing the number of proposed houses, some of the planned homes currently with very small gardens would be able to benefit from an increase in their outdoor space. We are also mindful that there is a proposal for 73 properties on an adjacent site and in LPP1 the VWHDC stated that about 200 dwellings should be built across

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	both sites; this reinforces our view that the number of homes on this site should be reduced.
Decision	Due 20 th September 2019 (No decision issued)

Ref:	P19/V1626/HH
Date	22 nd July 2019
Description	Proposed single storey extension to rear of property. Remodelling of roof space and internal alterations.(as amended by drawing received 1 October 2019).
Address	5 Lansdowne Road Dry Sandford Abingdon Oxfordshire OX13 6EA
St Helen Without PC's comments	No Objection
Decision	21 st October 2019

Ref:	P19/V2274/FUL
Date	25 th September 2019
Description	Demolition of existing dwelling & annex. Erection of 2no dwellings.
Address	80 Barrow Road, Shippon
St Helen Without PC's comments	No Objection but wish the following comments to be taken into account: 1. We would encourage the developer to consider a more traditional grey roofing material i.e. grey slate similar to that used on the roofs of the Old Vicarage and Coach House which are located on the opposite side of Barrow Road. 2. We understand that in the past there was a small pond, which was fed by a natural stream, in the area where the proposed hard standing for car parking is to be located. Reassurance is required that sufficient drainage arrangements will be made to prevent the likelihood of any flooding of this area in the future.
Decision	15 th November 2019

Ref:	P19/V1998/RM
Date	2 nd September 2019
Description	Reserved Matters Application (Appearance, Landscaping, Layout, Scale) - Residential development for erection of 425 dwellings within 3 phases of the North Abingdon Development: Western Parcel Area A & B and Central Parcel Area A. Associated landscaping and infrastructure works together with additional details as required by conditions attached to outline planning permission (Ref: P17/V0050/O)
Address	Land North of Dunmore Road Abingdon OX14 1PU
St Helen Without PC's comments	
Decision	20 th November 2019

Ref:	P19/V2165/HH
Date	12 th September 2019
Description	Proposed detached 3 bay garage
Address	9 Cothill, Abingdon
St Helen Without PC's comments	No objection
Decision	31 st October 2019

Ref:	P19/V2203/FUL
Date	19 th September 2019
Description	The development consists in the erection of a new overflow carpark at St Helen and St Katharine School, Church Farm, Abingdon. The provision of the car park would provide extra space in order to solve any issues with parking when the School runs events. (Amended plans to include access from site to public highway received on 30 September 2019)
Address	Barn At Church Farm Faringdon Road Abingdon OX13 6LL
St Helen Without PC's comments	No Objection but wish the following comments to be taken into account: 1. We have no objection as per this application stating it is for overflow parking for school events, however we would not wish to see this additional car parking facility being used on a regular and/or daily basis and would request reassurances to this end.

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	2. Where possible we would like to request that some new trees and shrubs are planted around the perimeter of the proposed car parking area.
Decision	14 th November 2019

7).Cllrs reports and items for future agendas

None

8).Date of next meeting

It was confirmed that the next meeting of the Sub Committees will be held at 7.00 p.m. on Monday 4th November 2019 at Dry Sandford Primary School.

There being no further business the Chair closed the meeting at 7.30.p.m.

Signed.....Date.....

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