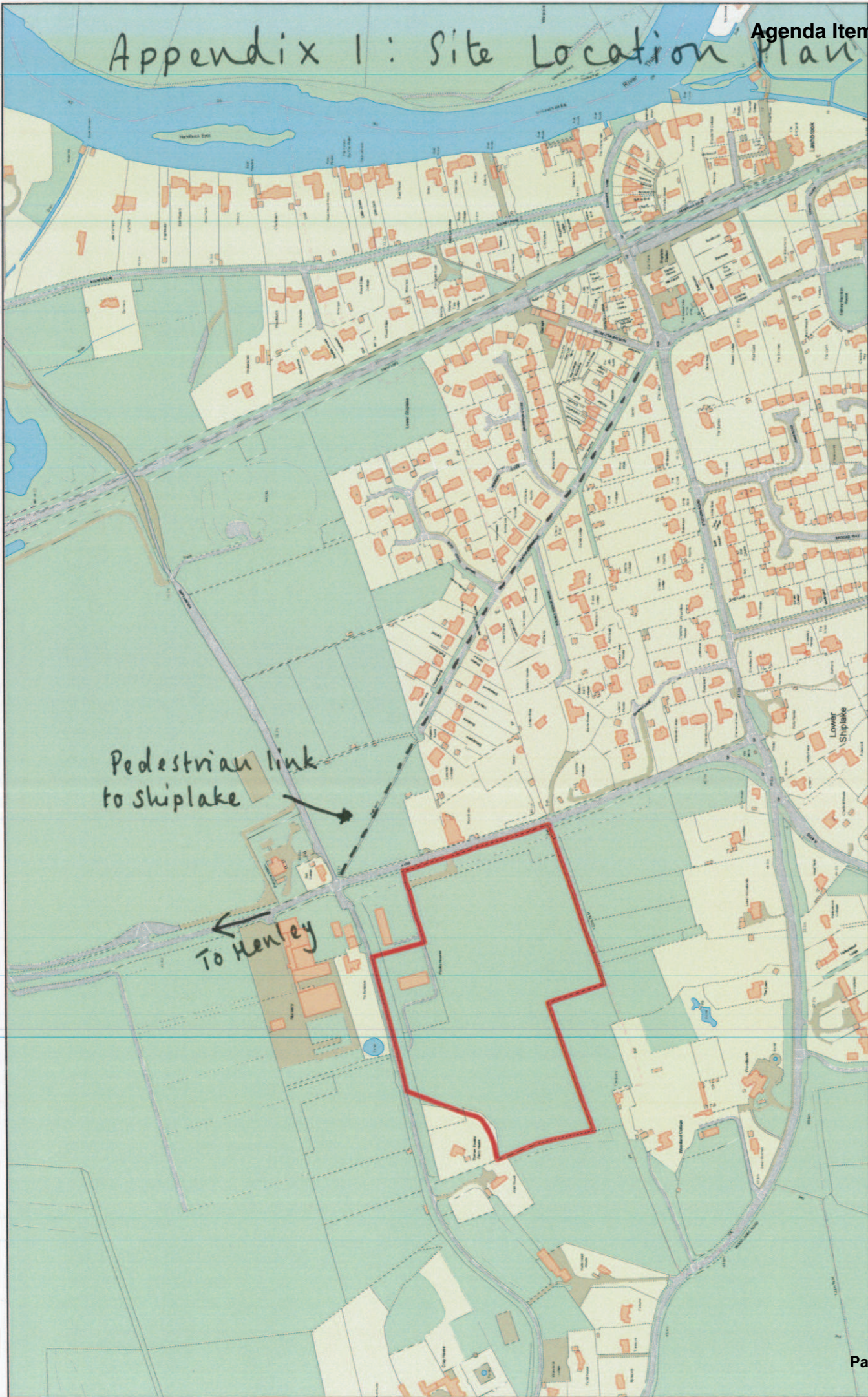
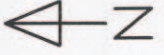


Appendix 1: Site Location Plan

Agenda Item 7



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Application No. P13/S2184/O

1:5,021 scale

Planning Application P13/S2184/O Thames Farm - Supplementary Response

Further to Shiplake Parish Council's (SPC) earlier response and subsequent confirmation that we could provide a supplementary response, with the benefit of advice from an experienced and respected planning consultant, the application has been reviewed in this context and SPC provides the following supplementary response reflecting the consultant's assessment of the application. For simplicity and ease of reference to our initial submission, not least as much of the consultant's assessment adds to, amplifies and confirms those points underpinning the reasons why the application fails to satisfy planning requirements and should be rejected, we have incorporated and identified those original objections into this supplementary response. This response does not replace the original response, it supplements it.

- 1) The site is excluded as an allocated housing site in the SODC Core Strategic Plan and is outside village settlement limits; as an application for housing adjacent to a smaller village it would be contrary to the recently approved SODC Core Strategy policy CSR1.

We would add that Shiplake (comprised of two individual smaller villages and by no stretch of the imagination could be referred to as a town, as done so in the application) is not identified as a suitable location to accommodate a proportion of the district's strategic housing requirement. Its facilities and services are such that it is deemed suitable for only small scale infill development. The local plan identifies sufficient land elsewhere in sustainable locations to meet the district's needs. If the significant disadvantages of ad hoc developments are to be avoided, the distribution of housing sites should be considered through the local plan. The plan is now well advanced with the housing requirement agreed. The applicant should play their part in that process and if the site is indeed suitable for development, which we believe it is not, then the site will be allocated through due process. In our view there are no positive planning reasons to support this proposal, on sustainable planning grounds, and even the applicant's claim that there is a shortfall in housing supply is erroneous.

There is no sound reasoning why this site should be considered for development in advance of the local plan. The council has demonstrated an available five year land supply and specifically within the rural area and smaller villages, which includes Shiplake, it is currently over supplied.

- 2) It is a Greenfield site and any building development would unacceptably erode the rural character of this corner of the village landscape. Reflective of both the above is the fact that in the recent Community Plan survey of the residents of the two smaller villages of Lower Shiplake and Shiplake Cross, which are most affected by this application, an overwhelming majority of 74% stated that they were strongly against any new housing development beyond the current curtilage of the villages.

We refer to APPENDICES 1 & 2 (also possible to view via this link <http://www.shiplakeparish.org.uk/page4.html>), which shows clear defensible boundaries to the settlements, as recognised in the recently approved SODC Core Strategic Plan. Viewed in conjunction with pt. 5 below there is little doubt that development of this site would set a precedent that would make it difficult to resist widespread additional development to the west on the A4155 and the potential that the physical distinction of the three settlements of Shiplake, Harpsden and Henley, will be lost. The incidence of isolated historic buildings along the A4155 reflects both the natural boundaries of the villages and the acknowledged traffic dangers inherent to traffic access points on the A4155. Safety of residents is a paramount concern of the council, which will be severely compromised by this application.

- 4) A housing increase of some 20% would generate untenable pressure on the amenities of Lower Shiplake as residents of any development here would inevitably be forced to use their cars to drive to the railway station and to the bus stop area used by various school buses at the top of Station Road. There is already totally inadequate car parking space available at the station, which in turn causes severe parking problems in the village and safety concerns particularly for children and the elderly. An increase in traffic of this order would seriously exacerbate the already recognised existing parking problems in these and other areas of the village, thus significantly prejudicing the safety of residents.

As there is no demonstrable need for more housing arising directly from Shiplake villages, as evidenced by the council in its study of housing need, the housing proposed is most likely to be attractive to those simply expressing a desire to live in the villages. There is no reason for them to live there as they are not there for work and this will lead to an increase in non-sustainable commuting - either by road or rail - bringing with it problems of parking and congestion around the station, exacerbated by the distance of the proposed housing for the station itself.

- 5) It would constitute a precedent that would inevitably lead to further development on other Greenfield sites along the A4155, eroding the rural character of the village and leading to its suburbanisation and to further traffic generation and related problems...without solving Henley's fundamental housing needs.

Consequently we consider this development proposal to be fundamentally unsustainable on the dimensions of social and environmental factors, for reasons of key transport, safety and infrastructural issues.

See earlier points referred specifically in point 2. Related considerations within the other objections as are obvious.

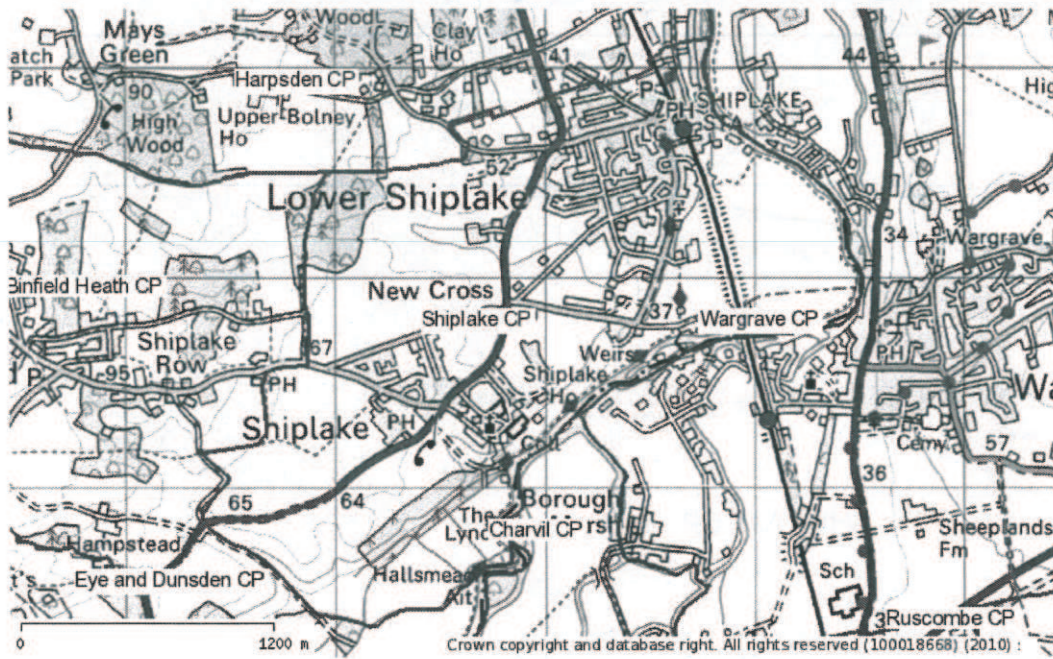
Other Major Considerations:

Whilst the application comprises a significant amount of information in support of the application, the submission fails significantly to justify development of this site in advance of the consideration of alternatives in meeting any shortfall in housing supply.

From the information submitted, we note that there is much presentation of the principles of the National Planning Policy Framework indicating where, in general, the Government believes development might be acceptable. Further, information is offered on findings from surveys of the site, such as ecology and landscape. However, despite these submissions, there is no justification provided by the applicant demonstrating why this site should be developed in the light of these comments. Implying compliance with principles of the NPPF is not of itself sufficient evidence to indicate that a site is suitable for development. Neither is the fact that the site may be devoid of any significant ecological interest or that development may not be viewed from certain directions.

Sustainable development is all about a balanced response to social, economic and environmental considerations; a balance, which this proposal fails to demonstrate. The supporting material, while strong on rhetoric provides such limited detail that it is not possible for the local planning authority to have any confidence in the proposal. Recurrent use of the words "could" and "may" underline the tenuous nature of many of the claims made throughout the supporting material. The applicant's approach offers no certainty whatsoever to the community and planning authority as to what development might take place and clearly demonstrates that the impact assessment of a development upon this site and upon all relevant planning issues has not been undertaken in any proper manner. An example is the proposals of a travel plan for the housing development, most likely to be used by commuters, which is farcical.

APPENDIX 1



Appendix 3 : Illustrative Layout Agenda Item 7



Illustrative masterplan
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Appendix 4 : TPO Coverage

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