

**Objections to Proposed building of up to 95 houses on the boggy ground alongside the A605
and behind St Christopher's Drive and Rowell Way Oundle**

(Submitted Document under Regulation 14 - Public comments on the Draft Oundle Neighbourhood Plan)

Encouraging the building of homes on this wet and noisy field with poor road access out of the town must be deemed socially unacceptable.

We therefore object to this site being included in the Oundle Neighbourhood Plan for the following reasons:-

1) Noise Pollution

The adjacent section of the A605 is a high speed 60mph road.

All other residential developments alongside the A605 are in 40mph controlled areas but more significantly near to roundabouts average road speed is near to 20mph.

Above 30mph the predominant noise from vehicles is tyre noise (App 1). In 2015 the speed limits for trucks on this road increased to 50mph but most drive at 56mph and over. Trucks have a lot of wheels so make a lot of noise.

As a major trunking route between the A1N, Peterborough, the A47 to the East Coast and the A14(M1&M6) and vice versa the A605 is a very busy road and traffic levels will only increase in future years.

On a normal working day and even at weekends the relentless noise is horrendous and only set to get worse.

2) Water Level

Visit the field in winter and spring and it's a bog. The owner has tried to improve the drainage by cutting the surface but the underlying problem is that the land is at the low point in the area and sits

on clay so is the last to dry out. Local home flooding reports (App2) show that there are two significant flood areas on this field with potential surface water depths of up to one metre. When most of the natural surface drainage is removed by roads, high density housing, drives and patios there will be very little natural drainage left.

An attenuation pond has been proposed by the developer. Unlike the village ponds of old this will be a safety hazard. It will have steep sides and restricted curtilage. The result will be the need for a safety fence around this pit which will become an eyesore. It's unlikely that the water authority will take ownership of it and, even if they did, it would be the last on their list for cosmetic maintenance leaving a cash strapped local authority with the bill. The railings will need painting and the pond will need regular de-weeding and dredging. There is nothing aesthetically pleasing about the inclusion of this pond in the development.

3) Access

There is approximately 1km of residential road between the entrance to this development and the closest unimpeded road at the Waitrose roundabout. The Fire and Rescue Service see this as a serious hazard (App 3). Each section of the route has problems:-

- a) The Waitrose roundabout is at capacity, partially because of the proximity to the North Street traffic lights, but generally because it is the principle access to the town from the A605.
- b) Residential parking on East Road - a must for the North Street residents who don't have any on street or residential parking - turns the first part of this road into a single track.
- c) Heavy vehicle access to both the industrial units on East Road, the old recycling centre and the Co-op is very poor often causing long delays and sometimes grid lock.
- d) Laxton Primary School access is particularly heavy twice a day. Most of the children do not live within walking distance so car use is the only sensible choice.

- e) East Road to St Osyths Lane is already at capacity. On road parking is the only option for residents. The road also has blind bends making it difficult to negotiate and is particularly narrow at the South Road entrance.
- f) The first section of Ashton Road has been widened but often vehicles are parked on both sides of the road making it a single track.
- g) From Mason Close onwards Ashton Road always has residential and industrial estate cars parked on it so is single track.
- h) The turn into Sutton Road is very tight due to parked cars and has poor visibility because of a high hedge. Large lorries can only make the turn at an angle and by traversing both sides of the road which is a danger to cars coming down Sutton Road in the opposite direction.
- i) Sutton Road and St Christopher's Drive are frequently restricted by visitor and tradesman's parking.
- j) As the total number of houses served by the Ashton Road junction with East Road will be more than 200 there are requirements from the Fire and Rescue Service for a second entrance
(App_4)

Restricting parking on these roads with yellow lines would be detrimental to the overall town plan. We have very little opportunity to expand the parking spaces available in the town centre so must keep on highway parking wherever possible.

Any widening of Ashton Road would take away the tree barrier between the residential houses and industrial estate. Further, as shown with the first section of the road, widening has to be very significant and then it just increases the number of vehicles parked on the road so it is back to a single track.

4) Sewage

From day one there have been problems with sewage on the current estate with a number of residents experiencing difficulty with its disposal. Any further development would have to take into consideration a significant and costly upgrade to the sewage system to cater for the additional domestic sewage together with additional removal of surface water.

5) Schools

Oundle is a great educational centre of excellence with its public school and state schools. Prince William School and 6th Form Centre is the post 11 educational centre for many towns and villages around. This should be encouraged. Being able to demonstrate that the school has the ability to expand is very important in resisting the temptation to build another school elsewhere. This field without roads and houses on it is capable of becoming a sports field for an expanded Prince William campus. Given access to the A605 from the main school entrance on Herne Road the school could expand into a major centre of excellence for higher education. Locking it in will kill any possibility of this expansion and encourage the development of competitive facilities elsewhere in the district.

6) Oundle's share of ENDC house building.

We can meet our contribution to the ENDC plan without this development. If we do need more houses they should be on dry ground away from the A605 noise and with unimpeded access to the town centre itself and main centres of work in Peterborough, Corby, Kettering etc. The draft Neighbourhood Plan currently allows for well over 50% more houses than required by ENDC.

Conclusion

As members of the community we all have a responsibility to ensure that new residential developments are built in quiet insurable locations and to discourage building on land that we know

will have resale problems in the future. After all the house buyers will be our friends and neighbours. We cannot say to them in the future that we knew their homes were being built on a bog near a noisy road and with poor access and did nothing about it.

In the light of all the above we request that this piece of land is withdrawn from the Oundle Neighbourhood Plan

On behalf of residents of Ashton and Ashton Manor Estate

29 April 2018

Appendices

1, “At low speeds, similar to the speed used for vehicle noise testing, the noise from the engine, gearbox and exhaust will generally predominate over the noise associated with the tyre/road surface. On dry roads and at a constant speed engine noise generally predominates for speeds up to 50km/hr (30 mph). Above this speed tyre noise becomes the dominant source of noise.”**Ref Vehicle Certification Agency**

2, River, Coastal and Surface Water Flood Risk. Crown Copyright

3, “Impact on standards of operational response

On developments where roadside parking is permitted, particularly on residential developments, it can prove difficult for fire appliances to manoeuvre in between parked cars especially where roads are not particularly wide. Where this occurs, it can affect the

Service meeting operational response times. On residential developments a large proportion of the incidents could be 'life risk' and therefore reaching the incident in the quickest time possible is imperative." **Ref Northamptonshire Fire and Rescue Services. June 2015 – v2.0**

4, "On large development schemes over 200 dwellings Northamptonshire Highways require a second point of vehicular access on the basis of historic risks associated with multiple incidents occurring (such as an accident or fire blocking the site access junction, or a second incident occurring within a development which also requires emergency response)". **Ref Northamptonshire Fire and Rescue Services. June 2015 – v2.0**

Comments on Draft Neighbourhood Plan Reg. 14 from Oundle Resident

Comments on Proposed site at back of St Christopher's Drive and Rowell Way

- 1. Support document produced on behalf of residents of Ashton Road and Ashton Estate opposing development at back of St Christopher's Drive and Rowell Way for reasons given in document i.e Noise Pollution, Water levels, Poor Access, Sewage Problems, Schools**
2. What contribution is proposed development at St Christophers Drive making to town as are other sites? So far other sites by proposed Developer of this site have offered nothing except statutory requirements.
3. In Neighbourhood Plan under site details it states that if other sites are not developed the extra 50 houses could be built before 2031. What time frame is give for other site development. This is recipe for developer to ride over 45 initial development and for them to build all 95 at once. This statement should be taken out. It is not in any of the other site plans. Why this one?
4. How can construction traffic avoid going through residential area to the proposed site – not possible (Policy 14 Neighbourhood Plan)
5. This site is particularly close to the town centre and should cater for older people and disabled with up to 18% bungalows. No evidence of this in plan shown by developer.
6. In two sites already developed by this developer scant attention has been paid to character of surrounding development or to high quality and sustainable design or energy efficiency. Looking at developer's plans for this site these issues are not being addressed. The feeling is that developer is purely in it for profit and not the well being of Oundle.

Other comments on Draft Plan

7. Against building more houses than required in ENDC Core Strategy Document. – more than 50%. Why? There is pressure on infrastructure in terms of traffic, parking and services generally. Preference for limiting development. (2020 Vision Consultation)

8. There is distinct feeling in town that extra houses are being suggested so that contributions from developers can fund cycleway/pathway.
9. **Oundle Town Design Statement and Policies. Any of the sites that are included in Final Neighbourhood Plan should be included in zones marked in this Statement – currently they are not and this could leave developer ignoring design requirements in this statement**
10. OTC are attempting to retain Fletton Fields as an open space – what plans have they for this. It needs a clarification as to what it is to be used for. It has been open for some time but hardly used.
11. Nothing in Plan mentions working with Ashton Parish Council to resolve the biggest issue of the poor appearance at entrance to town from A605, namely the derelict Riverside Pub, It should not be accepted that this cannot be resolved. There should be plan to do so.
12. Likewise no mention of working with Barnwell Parish to further development of Oundle Marina site into a leisure centre with connection to Town Centre. This could be major attraction for town and should not be left to die on the vine. Needs concerted plan to get it up and running.
13. Again no mention of working with Barnwell Parish Council to enhance Barnwell Country Park - our largest public green space near to the town.
14. Actual numbers of 15-19 year olds if took out public school would be quite low and would increase no. of older age group – these are people who would be affected by over development as they have cars etc. Need to cater for them. Relatively affluent therefore need for better housing, also need for housing for retirees e.g, bungalows and smaller 3 bedroom houses.. Lots of social housing is not helping current Oundle residents People come from outside and work outside creating more traffic.

N. Edwards

16/04/2018

Nadine C Edwards
31 St Christophers Drive
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NEIGHBOURHOOD PLAN

Further to the Public Meeting at the Victoria Hall on Monday 16th April 2018, my views/ comments are below

My comments are twofold: firstly, generally relating to infrastructure & services impacted by the Plan & secondly as these effect me specifically

(1) It appears we are expected to adopt the Plan without knowing what considerations have been given to the overall impact on the town relating to infrastructure & services, parking problems, schools, medical services, traffic etc. We were told at the meeting that these issues would all follow statutory regulations, planning laws etc implemented by the relevant public bodies. I am sceptical that these will always be acceptable to most of the town residents. This was obviously the feelings of most of the town people at the meeting.

(2) My second comment follows from above & is an example of how the statutory bodies do NOT carry out their duties to the benefit of everyone.

I live at Warren Bridge, alongside the Lyveden Brook. The Brook is currently used as a conduit for the disposal of all the surface water discharged by properties along Benefield & Stoke Doyle Roads. Since about 1988, homes & gardens at Warren Bridge have fairly regularly experienced flooding, especially after prolonged rainfall. My garden was flooded twice in the first week of April this year

When it was proposed to develop land off the Benefield Road between Clifton Drive & the golf course, I wrote to East Northants D C expressing my concern that should surface water be allowed to discharge into the Lyveden Brook, the problem of flooding at Warren Bridge would be greatly exacerbated. Their reply was that all drainage would be as per regulations, if necessary pipework would be oversized to store rainfall before discharge into the Brook. Whether this happened I do not know but I do know from 50 years of experience in the building industry as a Chartered Surveyor, oversizing of surface water drains is only a short term solution to reduce flash flooding. During prolonged periods of persistent rain the drains simply fill up in no time & will overflow into the Brook. My concerns were simply dismissed.

It is likely that without restrictions placed upon them, the developers of Sites 11, 12, 15N (& possibly elsewhere) of the Plan, will want to discharge surface water directly into the Lyveden Brook as it is now.

Unless assurances are given by the Town Council & other relevant Authorities that measures will be adopted to prevent further flooding at Warren Bridge, I will have to vote against the Plan in the upcoming Referendum.

John Seaman
12 Warren Bridge
Oundle
PE8 4DQ
01832 272700

CUNDRLE NEIGHBOURHOOD PLAN

Please put your comments or questions here:

My comments are attached

If you would like a response please leave your contact details below:

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Neighbourhood Plan Meeting, 16 April 2019

We agree with the many speakers at the meeting who welcomed the opportunity to comment on the plan and in general seemed to accept that the number of houses proposed was a tolerable compromise between the government minimum target and the developers much higher aspirations..

Many of the speakers commented on the unsuitability of the present infra structure to sustain the increase in population without severe problems developing. In particular the following were mentioned:

- 1: The burden on the doctors' surgery (this was thought to be straining to cope at the moment) and the limited capacity of the only NHS dentist.
2. The narrowness of the roads which would not be able to cope with the extra cars brought in by the new occupants and the difficulty of parking in the town centre.
3. The damage which heavy lorries bringing in building material would cause to our already poor roads.
4. The problems caused by school buses (a new access road to Prince William School is urgently needed to free access and avoid hazard to children)
5. The difficulty of access for emergency services

In particular we would like to emphasise that any new building should not increase the surface water drain-off into Lyveden Brook. This overflows in heavy rainfall and has caused flooding to houses in Warren Bridge.

We agree with the comments made and would like them to be considered by those responsible for amending the Plan. Planning consent for new building should require action to address the problems arising from the development.

As residents of Warren Bridge whose boundary with Miller's Field is Lyveden Brook we wish to make the observation that this is the only open and uncultivated green space at this end of the town which is open to the public (by courtesy of the owners). Also, if this area were to be built on, it would result in Benefield road being entirely built up from its beginning by the Catholic Church to the derestriction signs beyond the present last housing. This is to the detriment of the entrance to the town from that direction, as well as being a loss of 'breathing space' to the many people who use that part of the road. New houses have already been recently built along the same side of Benefield Road, so yet another approach to the town will become out of character with the ancient town that lies within. We strongly support the proposal to retain part of the site as a wildlife area: there is a considerable amount of wildlife here and we hope that the transition to a smaller area will cause the least possible disturbance to the plants, mammals, birds, etc., which live there.

John and Janet Biggs

Michael Thompson
5, Sutton Road ~ Oundle ~ Northants. PE8 4HT
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February 14th 2018

Nadine Edwards
31 St Christopher's Drive
Oundle

Dear Nadine

Proposed building on land adjacent to St.Christopher's Drive

I am unable to attend the special meeting on Feb 24th., but my comments are as follows :

1. There are more than enough houses in Oundle already, especially since the addition of the Creed Road and Herne Road developments.
Car parks are full, and the main thoroughfares are congested.
Doctors and dentists patient lists are full.
2. Since there will be no access to the proposed site from the A 605, all traffic will have to come through Ashton Road, and Sutton Road, which is already a busy thoroughfare.
3. During construction, presumably all the works traffic would also have to come through this estate, adding noise and disruption.
4. I seriously doubt whether the drainage system, already in difficulty , could cope with more effluent.

I look forward to hearing what others have to say.

Kind regards


M.B.Thompson

From: Jen Brice <jen@brice22.com>
To: Nadine Edwards <nadinedwards@aol.com>
Subject: Special Meeting at Fletton House, 24th February
Date: Sun, 11 Feb 2018 11:25

Hello Nadine,

Many thanks for your notice about the meeting, which unfortunately we can't attend. We've been to the previous meetings about the proposed development and lodged our concerns both verbally and by putting a note in the box provided. However, we still want to repeat our concerns in the hope that constantly dripping water will erode away the stone and appreciate your offer to pass on our views at the meeting. So here they are:-

Access to the development via Ashton Road which is already experiencing problems mainly because of randomly parked cars by residents and their visitors plus any van deliveries or workmen's vans. In addition people using the gym and Nene House seem to prefer leaving their vehicles in Ashton Road (especially at the junction of Sutton Road !) instead of using designated car parking that has to be accessed from the A605.

We'd like to know - is this site intended to support improvements to the infrastructure of the town? If so, how?

Given that the Neighbourhood Plan is looking at more allocation of land in Oundle than is required by County policies, many of the other sites are better both in terms of access and site environment (noise from A605), therefore it should be excluded as a housing allocation in the Neighbourhood Plan. The previous application was refused and nothing has changed since then.

Those are our main concerns, Nadine and if we think of anything else we'll let you know. In the meantime please accept our thanks for your involvement and giving us a chance to lodge our views (again!).

With best wishes
Jen & Mel Brice
22 St Christopher's Drive, Oundle



Lorna Knight <lornak43@gmail.com>

Oundle's new housing estate

Lorna Knight <lornak43@gmail.com>

18 February 2018 at 11:37

To: nadineedwards@aol.com

Dear Nadine,

I am new to Oundle having recently just moved to 27 St Christopher's drive with my 2 young sons aged 9 and 4yrs. I am in receipt of the information about the proposed development as an extension behind the Drive. My children go to school at the Laxton Junior school. I came to Oundle so that they could be close to the school. I work outside of Oundle as a GP . Coming here was a big decision but it was the best decision that I made as it has made a huge difference to the children's quality of life. They are rested and do not have to wake up at 6am to come to school. There is a great sense of, community spirit and the people here are really friendly and polite. It is a privilege to be here and a blessing to be here. The streets are safe for the children and there is a playarea where they can go to and parks where they can go to. I get a sense that they can enjoy an idyllic livelihood that most children who live in inner cities do not get.

I also draw so much strength from being able to have "me time" just looking out of the window and seeing the birds outside my kitchen window and also seeing squirrels running over the fence in my back garden. I feel always that the Spirit of God reminding me that He loves me and everything will be fine. I am always reminded of this verse:" Look at the birds: they do not plant seeds, gather a harvest and put it in barns; yet your Father in heaven takes *care* of them! yet *God* feeds them. How much more valuable are you than the birds! *Treasury of Scripture*. Behold the fowls of the air: for they sow not, neither do they reap, nor gather ... Matthew 6:26

Please accept my apologies for not being able to attend the meeting but I just wanted to use this platform to express my views. They may not be reflective of the norm but I desperately do not want the natural habitat altered by the new buildings. If this ecosystem is disturbed , it will take away what is central to the countryside. I lead a very stressful life and coming home helps me to rest my mind to be able to rise up the next day.

Life has got so many challenges for me being a single parent raising 2 young sons. I am apprehensive what effect an increase of the population would have on the already stretched resources especially in the NHS. Would the only surgery cope with the increase in housing and would the primary school be able to accomodate the increased numbers of young families moving to the area? Have the increased projected population factored in that there is only one state primary schools here in Oundle? What effect would it have on overall health and wellbeing to the population here.?. I draw on from learnings to move on and learn from past mistakes. What about access for people living in St Christophers drive to Ashton drive with all the building lorries that will be in the way? I do hope that whatever happens that this proposed build does not materialize

Many thanks
Dr Lorna Knight

**Comments from Resident on Ashton Estate re. proposal in Oundle Draft
Neighbourhood Plan reg. 14 to build up to 95 houses at Back of St
Christopher's Drive and Rowell Way.**

This is to confirm that I fully endorse the document produced on behalf of residents which gives sound reasons as to why this site should be taken out of the draft plan.

Accessibility is a major problem

The proposal of having at least another 140 cars streaming through the current estate along a fairly narrow road is quite daunting.

Ashton Road is becoming like a car park . Cars from the industrial estate and gym are parking in this road as car parks and on street parking is full on the industrial estate. Shoppers parking frequently make this into a one way street which is a dangerous situation particularly for ambulances and Fire Services.

16/04/2018

B. Buttle

B. Buttle
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Oundle,
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Tel: 01832 275191

Emma Baker

From: Lisa Allan
Sent: 23 April 2018 12:08
To: Emma Baker
Subject: FW: neighbourhood plan

From: Zudin puthuchearly [mailto:zudinp@btinternet.com]
Sent: 21 April 2018 20:15
To: Emma Baker <Emma@oundle.gov.uk>
Cc: Admin <Admin@oundle.gov.uk>
Subject: neighbourhood plan

Dear Sir or Madam,

I write with some concern following the neighbourhood plan meeting and the description of the future work planned for the expansion of Oundle. While I accept and agree with the vision that the Government has for us of expansion, I am unclear as to why we plan to exceed the required number of new houses, especially as several of these estates will significantly change the town heritage.

Firstly, the traffic infrastructure of the Benefield road will not sustain the expected increase in use, without increasing numbers of pedestrian crossings or an extension of the 20mile per hour limit. Oundle is a town where cycling and walking is normal- our daughter scooters and cycles to school, as do most of her friends. The benefield rd is already suffering, with increasing traffic and speeding. Some of the development plans will increase traffic congestion, which is not in keeping with the oundle vision. Specifically:

1. the Herne road development will increased traffic both outside Prince William school (which is already suffering) and the benefield rd- the bridge into Oundle from the A605 is not able to take large vehicles and trucks, nor can the centre of oundle with its 7.5 tonne weight limit
2. A similar scenario occurs with the access to the cemetery off Stoke Doyle Road, the stoke Doyle Bridge further limiting access.

This will therefore lead to ALL building traffic to access these site from the benefield road- with all the traffic safety and congestion issues that accompany them. The increased presence of large trucks will prevent children cycling along the road to school, leading to increased car usage, exacerbating the problem.

Secondly I note that there is no provision for youth activity and leisure facilities in the plan or these housing developments. It is all well and good to say that there will close work with the Oundle School- but this effectively localises sport to one area, and increases the need for cars- again this is not in keeping with the Oundle vision.

Lastly there has been a clear increase in crime in Oundle and surrounding villages. Oundle suffers from falling between two counties as regards police cover, and our police station is often unmanned. What provision do we have to change this, in keeping with the sense of safety that we have currently? It would be naïve to think that we can expand population without an increase in crime, without increasing the police presence.

I would be grateful if these points could be highlighted to the Mayor and Council. I would be happy to expand on these further.

Yours faithfully
Dr Zudin Puthuchearly