

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Vale of White Horse

Application no: P15/V1504/FUL-2

Proposal: Residential development to provide 204 dwellings with associated highway works, open space and infrastructure improvements

Location: Land North of Grove Road Harwell OX14

Purpose of document

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a strategic localities response and technical team response(s). Where local member have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

District: Vale of White Horse

Application no: P15/V1504/FUL-2

Proposal: Residential development to provide 204 dwellings with associated highway works, open space and infrastructure improvements

Location: Land North of Grove Road Harwell OX14

Strategic Comments

Comments:

Transport objection

The proposal to develop this site for around 200 houses is in accordance with the draft allocation in the Vale of White Horse Submitted Local Plan Part 1.

In our original response dated 11 August 2015 we noted the need for further discussions in relation to the significant works needed on Grove Road and its junctions. The additional information has been received but the solutions are not adequate and this has resulted in a Transport objection. We recommend further discussion.

Updated requests for s106 contributions are provided in the Education and Property comments, in respect of the proposal now for 204 houses rather than the 203 previously proposed, and referring to updated and recalculated figures.

Officer's Name: Lynette Hughes

Officer's Title: Senior Planning Officer

Date: 17 December 2015

District: Vale of White Horse

Application no: P15/V1504/FUL-2

Proposal: Residential development to provide 204 dwellings with associated highway works, open space and infrastructure improvements

Location: Land North of Grove Road Harwell OX14

Transport

Recommendation:

Objection

The highway authority's previous Transport Response to this application was made on 6 August 2015. At that time the authority recommended No Objection to the proposals but subject to Conditions and Informatives. Reference was made, inter alia, to the discussions that were proceeding with regards to the necessary treatment of Grove Road and in particular the narrow section at its eastern end. The authority commented that this was a fundamental matter that was still the subject of concern and a final agreement on the appropriate measures to be implemented was yet to be reached.

The highway authority finds that appropriate measures have not been proposed and the authority's concern, which relates to highway safety, remains. It therefore considers it necessary to raise an **Objection** to the proposals.

Key issues:

The highway authority's previous response set out other key issues and gave details of the Legal Agreements and Conditions that it considered would be necessary. It also set out by way of Informatives a number of other measures that it considered to be required.

The comments made previously by the highway authority (dated 6 August 2015) remain valid and the highway authority requests that full regard is given to them.

Legal agreement required to secure:

These are as detailed in the highway authority's previous Transport Response dated 6 August 2015 and confirmed below.

A s106 Agreement would be required to secure financial contributions towards –

the costs of all signage, Traffic Regulation Orders, Diversion Orders and any other measures associated with the relocation and introduction of speed limits, traffic calming and village limit feature, Public Rights of Way and traffic management at eastern end of Grove Road (to be agreed);

the procurement of an improved bus service through Harwell village of £162,180.00 (based upon a charge rate of £795 per dwelling);

the fee for monitoring of a travel plan for a period of five years, of £1,240.00.

A s278 Agreement would be required to secure all off-site access and infrastructure mitigation/improvement works.

A Footpath Diversion Order (Town and Country Planning Act) would be required to formally divert and re-route Harwell Footpath No 7.

A s38 Agreement would be required for the adoption of new roads.

Conditions:

These are as detailed in the highway authority's previous Transport Response dated 6 August 2015

Informatives:

The comments made previously by the highway authority remain valid and they should be considered in conjunction with this response.

This application comprises the submission (29 Oct 2015) of amended documentation which has been reviewed for the purposes of making this consultation response.

A Transport Assessment Addendum has been submitted in the form of a Technical Note (TN) dated 26/10/15.

The TN comments on the varying positions that have been taken over time regarding the junction of A4130 and Grove Road and, with reference to the traffic survey work and the analysis undertaken in the Transport Assessment, concludes now that any requirement for a roundabout or a right turn lane is not justified. Given the nature of earlier discussions regarding this, the highway authority is disappointed with this outcome. However, the authority recognises that the traffic impact at the junction has been shown to be not severe.

Notwithstanding the above, the highway authority's view remains, as previously stated, that this junction has inadequate visibility from Grove Road to the right (north) and this impedes the right turn flow which at times is the predominant vehicle movement through the junction. A mandatory STOP sign at the junction highlights this deficiency on site. The vehicle flows on A4130 during peak periods are such that adequate gaps in the traffic are few and the right turn movement from Grove Road onto A4130 is difficult to make safely. The A4130 junction would need to be improved to cater satisfactorily with the impact of additional traffic movements.

The visibility southwards on the approach to the junction and northwards along A4130 from the junction with Grove Road must be improved. This can to some extent be achieved by the removal of vegetation but some land beyond the existing highway boundary is also expected to be required and this would have to be made available and dedicated as public highway.

The TN acknowledges that the visibility splay to the right at the Grove Road / A4130 junction is obstructed and states that land (beyond the existing highway boundary) required to increase the existing visibility splay would be offered for dedication as part of a S278 legal agreement as public highway, although this is qualified as being subject to land ownership. The submitted drawing JW-TW-GR-006 is referred to which indicates a visibility splay of 2.4m by 215m.

The improvement of the visibility in the way proposed would be agreeable to the highway authority. However, the authority would require clear assurance that the land area within the visibility splay would be made available and offered to the authority for formal adoption as highway maintainable at public expense.

The highway authority has detailed its requirements in respect of the works along Grove Road and at the site access. These include a new 40mph limit, a new 30mph limit, cushions near to the speed limit interface, a raised table access junction and pedestrian crossing facility at the existing build out feature. The TN refers to submitted drawing JW-TW-GR-003.

The highway authority has confirmed that a continuous footway with a minimum width of 1.5 metres would be required from the site access point running eastwards along the north side of Grove Road to a point approximately 80 metres to the west of the junction with High Street. To the east of that point, Grove Road is very narrow and could not accommodate a separate footway and carriageway.

A shared surface scheme for this narrow section of Grove Road has been proposed, and a drawing (JW--TW--GR--005) of this shared surface arrangement has been submitted. In general, the form of the scheme has been found to be acceptable in principle. However, the highway authority has expressed serious concern about the safety aspects of the scheme at its eastern end where Grove Road has a junction with High Street. The scheme has been subjected to Road Safety Audit (Stage 1) and the Audit Team has identified the same safety related problems, which reinforces the highway authority's concerns. The highway authority will maintain an Objection to the proposals until these safety concerns have been adequately addressed.

Due to concerns raised by the highway authority about how a pedestrian/cyclist link could be created across the Public Footway 243/11 at Barrow Road, the applicant has now proposed that this link would be a pedestrian only link. However, the concern of misuse by cyclists along the footpath is acknowledged. No alternative provision for cyclists has been proposed. The requirement for cyclists to use Grove Road along the narrow section towards High Street contributes to the safety concerns as referred to above.

The highway authority has commented previously on the requirements for Public Rights of Way that would be impacted by the proposed development.

It is noted that the Applicant has confirmed agreement to make the requested contributions towards improvement to bus services (£795 per dwelling) and to Travel Plan monitoring fees (£1240).

The additional Transport Information submitted in support of this amended application comprises a revised Site Layout Plan Drawing no 150107/SL Rev T and an email correspondence (dated 26 November 2015) from the applicant to the planning authority. The Plan schedules the revision as being 'CYCLE LINK ADDED, CHIMNEYS SHOWN' but is not evident on the plan where this cycle link is.

The email correspondence states that the Applicant has agreed with the highway authority (OCC) that the Grove Road/High Street solution (shared surface scheme) should not be progressed given the findings of the road safety audit. The highway authority makes it clear that no such agreement has been made. The correspondence further states that as an alternative, OCC have suggested an additional cycle link within the site between plots 13 and 165 which should be separate from the footpath. The highway authority makes it clear that no such suggestion has been made.

In response to separate email correspondence with the Applicant's transport consultant, the highway authority has made it abundantly clear that it has neither agreed nor suggested anything.

The highway authority has already commented that the proposed shared surface scheme is considered to be acceptable in principle but the safety concerns relating to the Grove Road/High Street junction must be resolved. These concerns have not been resolved.

No evidence has been provided to demonstrate that pedestrians would not seek to use Grove Road as their route to the village. No pedestrian surveys have been conducted and no evidence has been provided to demonstrate that alternative pedestrian routes would be compatible with walking desire lines. The highway authority considers that pedestrians would be likely to view Grove Road as being the most direct and desirable route to the village.

No proposals have been made for the accommodation of cyclist movements between the site and the village. The safety of cyclist movements on Grove Road at the High Street junction is part of the concerns expressed above.

It has been proposed (though not clear on plan) that a cycle link would be made from the site onto Barrow Road. The highway authority has previously expressed concern about how this could be achieved without unacceptably impacting on the Public Footpath. This matter remains unresolved.

Officer's Name: John M Patey

Officer's Title: Temporary Development Control (Transport) Consultant

Date: 10 December 2015

District: Vale of White Horse

Application no: P15/V1504/FUL-2

Proposal: Residential development to provide 204 dwellings with associated highway works, open space and infrastructure improvements

Location: Land North of Grove Road Harwell OX14

Archaeology

Recommendation:

No objection subject to conditions

Key issues:

The applicant has undertaken an archaeological desk based assessment, a geophysical survey and an archaeological evaluation of the site. The latter did not reveal any significant archaeological features.

Directly to the south is a substantial later prehistoric and Romano British settlement, the northern boundary of which has not yet been defined.

Most of the application area does not contain any significant archaeological features but should permission be granted then some monitoring or investigation will be required to establish whether the adjacent site extends into the application area or whether Grove Road defines the earlier boundary. We would therefore recommend that an archaeological monitoring and recording action (watching brief) is undertaken within the southern part of the site.

Legal agreement required to secure:

None

Conditions:

1) The applicant, or their agents or successors in title, shall be responsible for organising and implementing an archaeological watching brief, to be maintained during the period of construction/during any groundworks taking place on the site. The watching brief shall be carried out by a professional archaeological organisation in accordance with a Written Scheme of Investigation that has first been approved in writing by the Local Planning Authority.

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2012)

2) Following the approval of the Written Scheme of Investigation referred to in condition 1, no development shall commence on site without the appointed archaeologist being present. Once the watching brief has been completed its findings shall be reported to the Local Planning Authority, as agreed in the Written Scheme of Investigation, including all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication.

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2012).

Informatives:

None

Detailed comments:

Archaeological investigation immediately south of Grove Road has revealed evidence of a very large Iron Age and Romano British settlement. This appears to have been occupied during the early and middle Iron Age with a hiatus until the third century AD. The occupation appears dense and the extent of the site has not been established in any direction.

The applicant has undertaken an archaeological desk based assessment of the application area. This highlighted that it is likely that the settlement to the south may extend beyond Grove Road into the current application area. A geophysical survey of the application area revealed a number of anomalies that were interpreted as probably being archaeological due to the similarities between them and the features that had been revealed to the south during the earlier investigations. These were subsequently tested by an archaeological evaluation (trial trenching). No significant archaeological features were revealed, with most of the anomalies found to be either field boundaries or the remnant of ridge and furrow.

It is clear therefore that most of the current application area does not contain any archaeological features and there are therefore no major archaeological constraints to this application.

The only remaining question to be resolved is whether the boundary to the settlement to the south follows the line of Grove Road or whether it extends into the southernmost part of the application area. Any investigation into this will be dependent upon the proposed developments in that part of the site and can best be achieved through the attachments of suitable conditions should permission be granted.

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of an archaeological monitoring and recording action (watching brief) to be maintained during the period of construction. This can be ensured through the attachment of suitable negative conditions.

Officer's Name: Hugh Coddington

Officer's Title: Archaeology Team Leader

Date: 14 July 2015

District: Vale of White Horse

Application no: P15/V1504/FUL-2

Proposal: Residential development to provide 204 dwellings with associated highway works, open space and infrastructure improvements

Location: Land North of Grove Road Harwell OX14

Education

Recommendation:

No objection subject to the conditions

Key issues:

£850,096 Section 106 required for necessary expansion of permanent primary school capacity in the area. This site lies within the current Harwell Primary School designated catchment area.

£1,060,000, Section 106 required towards necessary construction of a new permanent secondary school in NE Didcot.

£101,500 Section 106 required as a proportionate contribution to the construction of a new special school in nearby Didcot.

Legal Agreement required to secure:

£850,096 Section 106 developer contributions towards the expansion of Harwell Primary School, by a total of 67 pupil places. This is based on Department for Education (DfE) advice weighted for Oxfordshire, including an allowance for ICT and sprinklers at £12,688 per pupil place. This is index linked from 3rd Quarter 2015 using PUBSEC Tender Price Index.

£1,060,000 Section 106 developer contributions towards the construction of a new secondary school in NE Didcot, by a total of 53 pupil places. This is based on a cost per pupil place of £20,000, index linked to 3rd Quarter 2015 using PUBSEC Tender Price Index.

£152,600 Section 106 developer contributions towards the construction of a new special school in Didcot, based on projected pupil generation of 1.4 pupils. This is index linked to 3rd Quarter 2015 using PUBSEC Tender Price Index. We are advised to allow £72,500 per pupil place to construct a new special educational needs school.

Conditions:

Planning permission to be dependent on a satisfactory agreement to secure the resources required for the necessary expansion of education provision. This is in order for Oxfordshire County Council to meet its statutory duty to ensure sufficient pupil places for all children of statutory school age.

Informatives:

Contribution calculations are based on the notified numbers and mix of dwellings, namely:

- 4 x One Bed dwellings
- 48 x Two Bed dwellings
- 98 x Three Bed dwellings
- 54 x Four Bed dwellings

Contributions calculations are also based on 34% affordable housing. Contributions would need to be reviewed and recalculated should the number and mix of proposed dwellings or the percentage of affordable housing be revised.

Detailed Comments:

Primary:

Following expansion of the school's permanent accommodation, the annual admission number of Harwell Primary School has recently increased from 25 to 30. However, the school is expected to become full soon due to existing population growth and therefore proposals for significant additional housing would require further expansion of primary school capacity serving the area. As there have been a number of planned and proposed housing developments in this village, a feasibility study has been commissioned into expanding Harwell Primary School to 1.5 form entry, and contributions are sought towards the cost of this as mitigation in order to ensure pupils arising from proposed developments can be accommodated in Harwell Primary School.

Secondary:

The scale of planned and proposed housing growth in the Didcot area requires significant strategic growth in secondary school capacity. One new school is due to open on the Great Western Park development in 2017, co-located with a University Technical College due to open 2015.

A second new secondary school will be needed, and is planned for the North East Didcot development site. It is anticipated that a 600 place school will be built here initially, which may be expanded to a 1200 place secondary school when new housing demands it. The cost of a 600 place secondary school is estimated as £14,995,700 or £24,993 per pupil. This development is therefore required to contribute toward the provision of the new secondary school in order to mitigate the impact of the development on local education infrastructure.

Special:

A new SEN school is planned for Didcot, serving this proposed development, which is estimated to cost £72,500 per pupil at 3rd Quarter 2015. Across Oxfordshire 1.11% of pupils are taught in special schools. A proportionate contribution of £101,500 to expand SEN provision in the area by a total of 1.4 places would therefore be required to mitigate the impact of this development.

Officer's Name: Peter Gilkes

Officer's Title: School Organisation Officer

Date: 16 November 2015

District: Vale of White Horse

Application no: P15/V1504/FUL-2

Proposal: Residential development to provide 204 dwellings with associated highway works, open space and infrastructure improvements

Location: Land North of Grove Road Harwell OX14

Property

Recommendation:

No objection subject to the conditions

Key issues:

- The County Council considers that the impacts of the development proposal (if permitted) will place additional strain on its existing community infrastructure.
- The following housing development mix has been used:

4 x One Bed Dwellings
48 x Two Bed Dwellings
98 x Three Bed Dwellings
54 x Four Bed Dwellings

Contributions calculations are also based on 34% affordable housing. Contributions would need to be reviewed and recalculated should the number and mix of proposed dwellings or the percentage of affordable housing be revised.

- It is calculated that this development would generate a net increase of:

573 additional residents including:

41 resident/s aged 65+
380 residents aged 20+
56 resident/s ages 13-19
48 resident/s ages 0-4

Legal agreement required to secure:

- Library book stock £13,713

Total **£13,713**

*Total to be Index-linked from 3rd Quarter 2015 Using PUBSEC Tender Price Index

- Administration & Monitoring £10,013

The County Councils legal fees in drawing up and/or completing a legal agreement will need to be secured.

Admin and monitoring fee - Oxfordshire County Council requires an administrative payment of £10,013 for the purposes of administration and monitoring of the proposed S106 agreement, including elements relating to Education. The admin fee may increase depending on the value of any Transport related contributions. OCC is not seeking property contributions to mitigate the impact of this development for all infrastructure. This is solely due to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended).

Conditions:

- The County Council as Fire Authority has a duty to ensure that an adequate supply of water is available for fire-fighting purposes. There will probably be a requirement to affix fire hydrants within the development site. Exact numbers and locations cannot be given until detailed consultation plans are provided showing highway, water main layout and size. We would therefore ask you to add the requirement for provision of hydrants in accordance with the requirements of the Fire & Rescue Service as a condition to the grant of any planning permission.

Informatives:

- Fire & Rescue Service recommends that all new building including all new dwellings are constructed with fire suppression systems.

Local Library

This development is served by Didcot Library.

The development proposal would also generate the need to increase the core book stock held by 2 volumes per additional resident. The price per volume is £10.00 at 1st Quarter 2012 price base; this equates to £20 per resident.

- The contribution for the provision of library core book stock in respect of this application would therefore be based on the following formula:

$$\mathbf{\pounds 20 \times 573 \text{ (the forecast number of new residents)} = \pounds 11,460}$$

Uplifted to 3rd Quarter 2015 price base, this equates to £13,713

Indexation

Financial contributions have to be indexed-linked to maintain the real values of the contributions (so that they can in future years deliver the same level of infrastructure provision currently envisaged). The price bases of the various contributions are covered in the relevant sections above.

General

The contributions outlined towards sustainable community infrastructure and its capital development have been calculated where possible using details of the development mix from the application submitted or if no details are available then the County Council has used the best information available. Should the application be amended or the development mix changed at a later date, the Council reserves the right to seek a higher contribution according to the nature of the amendment.

The contributions which are being sought are necessary to protect the existing levels of infrastructure for local residents. They are relevant to planning the incorporation of this major development within the local community, if it is implemented. They are directly related to this proposed development and to the scale and kind of the proposal.

Oxfordshire County Council is **not** seeking a contribution towards library infrastructure, central library, waste management, museum resource centre or adult day care infrastructure from this application due to the pooling restrictions contained within Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) which took effect from the 6th April 2015. The property response '*No objection subject to conditions*' relies upon funding for infrastructure as critical mitigation being delivered through CIL where there is no opportunity to gain contributions through Section 106 due to current legislation. OCC hold a statutory obligation to deliver services such as education through schools. Details of these contribution rates for sustainable capital development are set out below.

Contributions required to mitigate the impact of the development on infrastructure but which due to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) OCC cannot require a s106 obligation in respect of:

• Library infrastructure	£44,568
• Central Library	£11,759
• Waste Management	£43,883
• Museum Resource Centre	£3,248
• Adult Day Care	£53,968
Total	£157,426

Detailed comments for contributions not sought solely due to S106 pooling restrictions

Local Library

This development is served by Didcot Library.

This provision is significantly under-size in relation to its catchment population and this development will therefore place additional pressures on the library service.

Costs for improvements are based upon the costs of extending a library.

The costs of extending a library is £2,370 per m² at 1st Quarter 2012 price base; this equates to

£65 ($£2,370 \times 27.5 / 1,000$) per resident.

This calculation is based on Oxfordshire County Council adopted standard for publicly available library floor space of 23 m² per 1,000 head of population, and a further 19.5% space is required for support areas (staff workroom, etc.), totalling 27.5 m² per 1,000 head of population.

- The contribution for the provision of library infrastructure in respect of this application would therefore be based on the following formula:

$$\mathbf{£65 \times 573 \text{ (the forecast number of new residents)} = \mathbf{£37,245}}$$

Uplifted to 3rd Quarter 2015 price base, this equates to £44,568

Central Library

Central Library in Oxford serves the whole county and requires remodelling to support service delivery that includes provision of library resources across the county.

Remodelling of the library at 3rd Quarter 2013 base prices leaves a funding requirement still to be secured is £4,100,000. 60% of this funding is collected from development in the Oxford area. The remainder 40% is spread across the four other Districts. 40% of 4.1M = £1,604,000.

Population across Oxfordshire outside of Oxford City District is forecast to grow by 93,529 to year

2026. £1,604,000 ÷ 93,529 people = £17.15 per person

- The contribution for the provision of central library infrastructure in respect of this application would therefore be based on the following formula:

$$\mathbf{£17.15 \times 573 \text{ (the forecast number of new residents)} = \mathbf{£9,826.95}}$$

Uplifted to 3rd Quarter 2015 price base, this equates to £11,759

Strategic Waste Management

Under Section 51 of the Environmental Protection Act 1990, County Councils, as waste disposal authorities, have a duty to arrange for places to be provided at which persons resident in its area may deposit their household waste and for the disposal of that waste.

To meet the additional pressures on the various Household Waste and Recycling Centre provision in Oxfordshire enhancements to these centres are either already taking place or are planned, and, to this end, contributions are now required from developers towards their redesign and redevelopment.

A new site serving 20,000 households costs in the region of £3,000,000 at 1st Quarter 2012 price base; this equates to £64 per resident.

- The contribution for the provision of strategic waste management infrastructure in respect of this application would therefore be based on the following formula:

$$\mathbf{£64 \times 573 \text{ (the forecast number of new residents)} = \mathbf{£36,672.00}}$$

Uplifted to 3rd Quarter 2015 price base, this equates to £43,883

County Museum Resource Centre

Oxfordshire County Council's museum service provides a central Museum Resource Centre (MRC). The MRC is the principal store for the Oxfordshire Museum, Cogges Manor Farm Museum, Abingdon Museum, Banbury Museum, the Museum of Oxford and the Vale and Downland Museum. It provides support to these museums and schools throughout the county for educational, research and leisure activities.

The MRC is operating at capacity and needs an extension to meet the demands arising from further development throughout the county. An extended facility will provide additional storage space and allow for increased public access to the facility.

An extension to the MRC to mitigate the impact of new development up to 2026 has been costed at

£460,000 at 1st Quarter 2012 price base; this equates to £5 per person

- The contribution for the extension of the Museum Resource Centre in respect of this application would therefore be based on the following formula:

$$\mathbf{£5 \times 573 \text{ (the forecast number of new residents)} = £2,865.00}$$

Uplifted to 3rd Quarter 2015 price base, this equates to £3,428

Social & Health Care - Day Care Facilities

This development is served by Didcot Day Centre and this development will place additional pressures on this adult day care facility. To meet the additional pressures on day care provision the County Council is looking to expand and improve the adult day care facility in Didcot Day Centre

Contributions are based upon a new Day Care centre offering 40 places per day (optimum) and open 5 days per week; leading to an equivalent costing of £11,000 per place at 1st Quarter 2012 price base (this in non-revenue). Based on current and predicted usage figures we estimate that 10% of the over 65 population use day care facilities. Therefore the cost per person aged 65 years or older is £1,100.

- The contribution for the provision of adult day care infrastructure in respect of this application would therefore be based on the following formula:

$$\mathbf{£1,100 \times 41 \text{ (the forecast number of new residents aged 65+)} = £45,100.00}$$

Uplifted to 3rd Quarter 2015 price base, this equates to £53,968

Officer's Name: Oliver Spratley

Officer's Title: Corporate Landlord Officer

Date: 15 November 2015

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Vale of White Horse

Application no: P15/V1504/FUL-2

Proposal: Residential development to provide 204 dwellings with associated highway works, open space and infrastructure improvements

Location: Land North of Grove Road Harwell OX14

LOCAL MEMBER VIEWS

Cllr: Stewart Lilly

Division: Hendreds and Harwell

Comments:

I will only support this application if the highway issues for Grove Road are properly addressed as indicated below.

VERY SERIOUS CONSIDERATION to road safety issues in Grove Road are paramount. I propose the following be requested as a minimum requirement from the developer:

- 1...The existing axle width restriction is retained for HGV's.
- 2...A weight limit is imposed for vehicles above 5 tons (or whatever the metric equivalent). Except school buses
- 3...The existing chicane at the village end of Grove Road is retained.
- 4...Two additional chicanes are constructed. The first some 50 metres from the junction of A4130 in Grove Road; a second to be also in Grove Road in line with the Western end of the development area. i.e. 3 in total.
- 5...An appropriate **roundabout** at the junction of Grove Road & the A4130. With all necessary vision for road safety purposes. The current lack of vision as a result of overgrowing trees from the same landowner who will be benefiting from the sale of this land. **i.e. No third party land required.**
- 6...For the developer to resurface the entire length of Grove Road to the full satisfaction of OCC within 14 days of this developments final occupation.
- 7...White edging lines to be painted at the edges of the highway of Grove Road its entire length to emphasise its narrowness to motorists as a visual enhancement for Road safety.
- 8...The Shared Highway proposal from High Street Junction to a location approx. 100 metres to the West to be bold in colour & design to assist in pedestrians/vehicle mix – again for obvious safety reasons & issues.
- 9... **A full length footpath from the A4130 to the High Street to be created.** From the proposed development to the West this can and should be accommodated from the retained

landowner who benefits from this development. Again there is no third party land necessary to achieve this "Country Walk". The East has sufficient existing verge to accommodate a new footpath up to the narrow part where the shared surface will be applied.

10.."Countdown" 300/200/100 metre chevrons on signs (usually red on white) in both directions to the new junction on A4130.

11. If the Northern approach to the new junction, on the A4130 some trees will have to be felled. Replanting to be on the new line of the vision splay. They must be replanted with similar species along the new Vision splay line created.

12..A commuted sum for OCC to maintain and keep trees/hedgerow of overgrowing foliage to be sought for up to 10 years.

13..Speed limit to be a statutory 40 mph, but I believe that the white road edge lining of the kerbs and creation of chicanes will assist the safety.

14...New sign posts required at the junction of A4130/Grove Road also. Existing signs damaged by contractors vehicles for current Taylor Wimpey site known as Alder View.

All of these requirements to be at the cost of Taylor Wimpey. I believe that they are able to accommodate these requirements as their representative at the time Mr Andrew Cattermole advised me verbally & confirmed that he had a great deal of flexibility in his legal agreement with The Landowner Mr Hartwright, to provide a properly designed safe Grove Road.

Date: 16 December 2015
