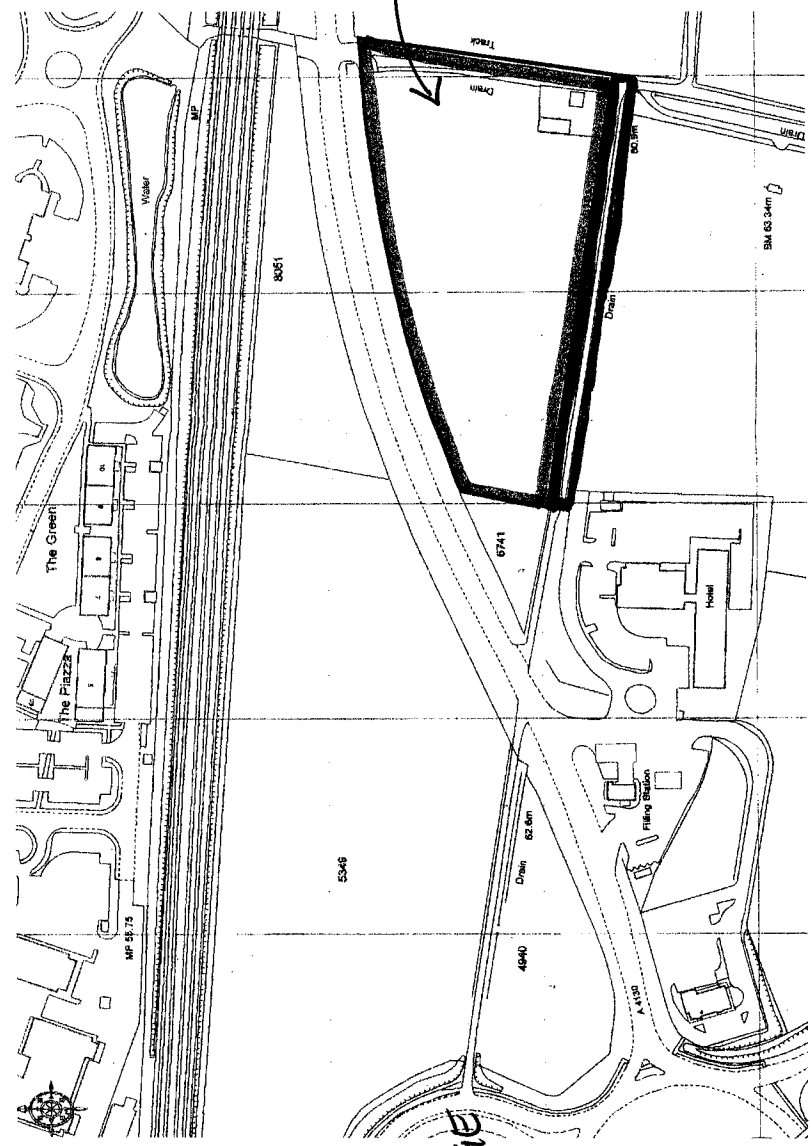


VALE OF WHITE HORSE
DISTRICT COUNCIL
REC'D 21 JUN 2006
CORPORATE POSTAL
SERVICES



APPLICATION
SITE

MILTON
INTERCHANGE

APPENDIX 1

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Rev	Date	<p>DRAWING ISSUED BY</p> <p>DEVELOPMENT PLANNING & DESIGN SERVICES <input checked="" type="checkbox"/></p> <p>DPDS ARCHITECTURE <input type="checkbox"/> DPDS REGIONAL <input type="checkbox"/></p> <p>© This drawing must not be reproduced in whole or in part without the express written consent of the relevant issuing DPDS Consulting Group Company</p> <p>Note: Dimensions should not be scaled from this drawing. All dimensions should be checked on site. This drawing is to be read in conjunction with all other drawings, specifications or schedule of works.</p>
<p>DPDS CONSULTING</p> <p>SWINDON 222, Bath Road, 5, Lakeside Road, Old Town, Swindon, Wiltshire, SN1 4DZ Tel: 01793 - 612220 Fax: 01793 - 612688</p> <p>BRISTOL Tym Lodge, 1, Hensbury Road, Bristol, BS20 3DQ, Wiltshire, SN1 4DZ Tel: 0117 - 3101-885 Fax: 0117 - 3101-864</p> <p>CRAWLEY The Courtyard, Fulke Road, West Sussex, BN10 0AG, Wiltshire, SN1 4DZ Tel: 01293 - 61612 Fax: 01293 - 616205</p> <p>BERK 153, Marlborough Road, Dorset, Dorset, Dorset, DT1 3JT, Wiltshire, SN1 4DZ Tel: 01258 - 226212 Fax: 01258 - 226212</p>		
<p>Client</p> <p>Mr Bray</p>		<p>Project</p> <p>Outline Planning Application for A 34 Services Area</p>
<p>Scale 1:2500</p>		
<p>Issuing office Swindon</p>		<p>Checked by SW</p>
<p>Date 20.06.06</p> <p>Drawn by PJH</p>		
<p>Drawing Title</p> <p>Site Location Plan</p> <p><i>midgoldsmith</i></p>		<p>Drawing No.</p> <p>C2596/06/01</p> <p>Rev.</p>

NOTES

1. This drawing to be read in conjunction with all relevant documents and specifications.
2. Dimensions not to be scaled.



1:50 = 3 m
 1:100 = 6 m
 1:200 = 12 m
 1:500 = 50 m
 1:1000 = 75 m
 1:2500 = 150 m

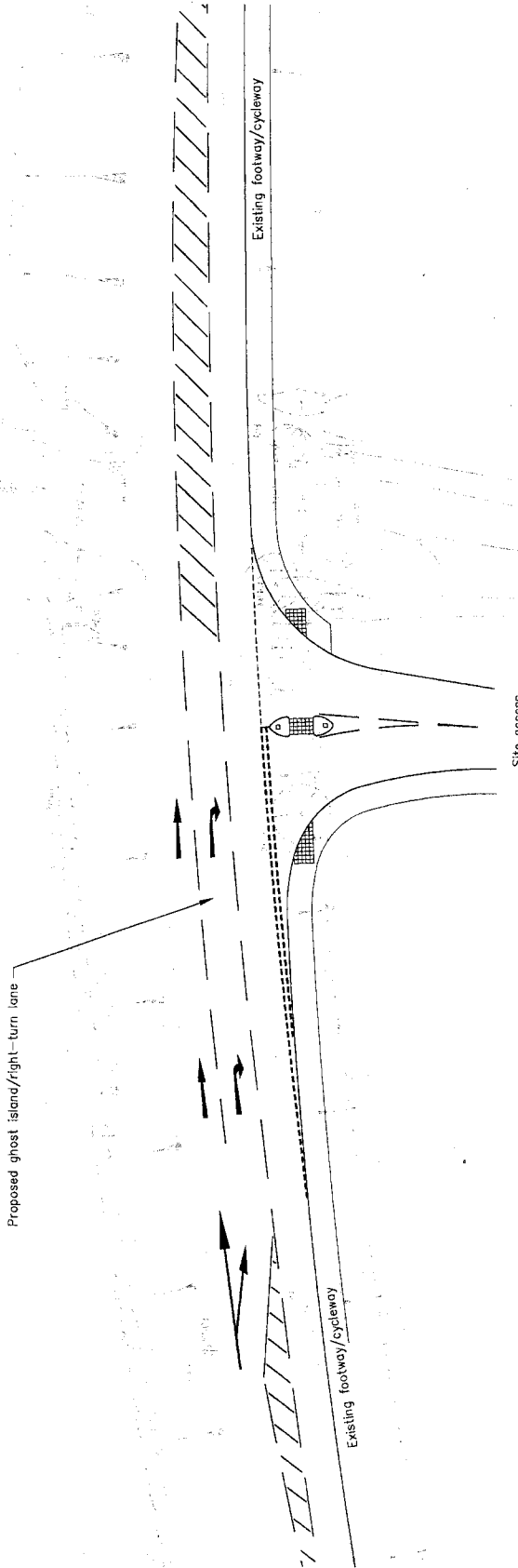
GEOMETRIC PARAMETERS

W	10.95_m
WCR	0.00_m
WC-B	3.70_m
VC-B	100.0_m
VB-A	39.0_m
WB-A	30.0_m
WB-C	-
WB-A	-

Width at 0m from junction	10.00m
Width at 5m from junction	7.00m
Width at 10m from junction	5.00m
Width at 15m from junction	5.00m
Width at 20m from junction	4.20m
Length of flored section	1 Vehicle

APPENDIX 1

Proposed ghost island/right-turn lane



VALE OF WHITE HORSE
 DISTRICT COUNCIL
 REC'D 21 JUN 2006
 CORPORATE POSTAL
 SERVICES - 2

PROPOSED ACCESS ARRANGEMENTS

Rev.	Description	Date	Chkd
Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 815500 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com			
Client:	Mr Bray		
Project:	Land South of A4130		
Title:	Short Term Access Arrangement		
Project Engineer:	M Ford	Scale:	1:500 @ A3
Project Director:	J Rich	Date:	December 2005
Status:			
Drawing No.	Figure 2.4		Rev

Milton (Abingdon) Parish Council

Mr E M Sleep
Clerk
Tel & Fax: (01865) 340288
Email: milton_parish@hotmail.com

42 Ock Drive
Berinsfield
Wallingford
Oxon OX10 7PR

Vale of White Horse District Council
Abbey House
Abingdon
Oxon. OX14 3JE.

For the attention of Mrs Geraldine LeCointe

18th July 2006.

Dear Mrs LeCointe

MIL/6026/4-X – LAND ADJACENT TO THE APPLE CART, MILTON HEIGHTS.


Thank you for your letter of 29th June, with enclosures.

The Parish Council object to this application on the following grounds:-

1. The majority of the proposed development appears to be downgraded to accident, breakdown and recovery not Services as proposed in the Structure Plan.
2. The entrance to the site will crossing a footway/cycleway thus causing a hazard to pedestrians and cyclists.
3. The A4130 is a fast busy road and the entrance to the site is on a bend, this is hazardous enough even without the probability that lorries will be queuing to cross onto the site.

In these circumstances we would urge the District Council to refuse this application.

Yours sincerely,



E.M. Sleep
Parish Clerk.

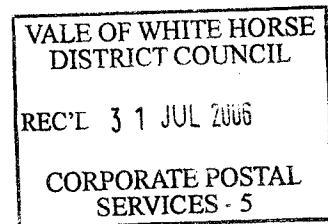
ACK- 31.7.06

Sent to Agent

Didcot



Mrs Geraldine LeCointe
Planning
Vale of White Horse District Council
Abbey House
Abingdon
OX14 3JE



Dear Geraldine,

06/00962/OUT MIL/6026/4-X
Land adjacent to The Apple Cart Milton Heights

Didcot Town Council is aware of the above application and following a meeting of the Planning and Development Committee on Wednesday 26th July 2006 would like to express concern about the impact the development would have, particularly with regard to traffic flows and access arrangements.

It is considered that the application should be refused as the current infrastructure of the A34/A4130 is not adequate to sustain such a development.

I would be grateful if similar applications, in such close proximity to Didcot, could be forwarded to the Town Council for comment.

Yours sincerely

Andrew Tubb
Deputy Town Clerk
27th July 2006

APPENDIX 3

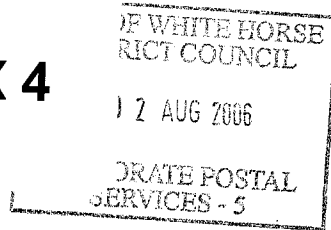


Dominic Stapleton, Town Clerk
Council Offices, Britwell Road, Didcot, Oxon, OX11 1HN

Tel: 01235 812637 Fax: 01235 512837 Email: council@didcot.gov.uk www.didcot.gov.uk

Sent to Agent

APPENDIX 4



**OXFORDSHIRE
COUNTY COUNCIL**

ENVIRONMENT & ECONOMY

www.oxfordshire.gov.uk

Mrs Geraldine LeCointe
Vale of White Horse District Council
PO Box 127
The Abbey House
Abingdon
Oxon
OX14 3JN

Speedwell House
Speedwell Street
Oxford
OX1 1NE

Tel: 01865 815700
Fax: 01865 815085

31st July 2006

Your ref: MIL/6026/4-X

Direct line: 01865 815729

Please ask for: Tim Foxall

tim.foxall@oxfordshire.gov.uk

Dear Geraldine

Proposal: Demolish existing buildings. Erection of new buildings to form trunk road services, restaurant/hot food take-away, car and lorry parking, break down recovery and repair, access, landscaping and associated works.

Location: Land adjacent to the Applecart, Milton Heights, Milton, Abingdon.

Application No.: MIL/6026/4-X

Thank you for your consultation on the above application which in brief proposes the erection of a variety of trunk road services on land adjacent to the A4130 (Didcot to Milton Road) which is part of a wider site allocated under Policy TR10 of the draft Local Plan as the 'A34 Service Area'.

Following a site visit, a number of discussions with the applicants transport consultants and having reviewed the Transport Assessment (dated December 05) submitted with the application, I write with the Highway Authority's comments on the application as currently detailed.

Access Arrangement

Given the existing high traffic flows along the A4130 and the number of turning movements a development of this nature is likely to generate, the Highway Authority engaged in extensive pre-application discussions with the applicants' highway consultants in order to arrive at an acceptable and appropriate access strategy for the site. As such, the Highway Authority has agreed that the three phase approach outlined in the Transport Assessment and briefly detailed below, is acceptable.

Richard Dudding
Director for Environment & Economy

Steve Howell
Head of Transport

APPENDIX 4

In the 'short term' (Phase 1) the site will be accessed by way of a ghost right turn lane from the A4130, which through modelling software has been proven to operate satisfactorily. However in recognition of the quantum of development in the Didcot area, the Highway Authority consider it necessary for the operation of the junction to be monitored, by the developer, to ensure that the assumptions in the model are correct and excess queuing and the like do not become prevalent. Should, through the monitoring process, it become evident that the junction does not operate as anticipated in terms of capacity, it will be necessary to implement the 'medium term' (Phase 2) arrangement.

The 'medium term' arrangement would see the introduction of traffic signals at the access junction. This arrangement has also been modelled and has been shown to operate satisfactorily.

Finally, given the growth of traffic over time and the addition of traffic generated by other significant developments in the Didcot area, the Highway Authority consider it necessary to secure sufficient land to allow the delivery of a 'long term' access strategy (phase 3). Such works would maintain the signalisation of the junction but would require the widening of the junction to two lanes on both A4130 approaches to allow additional capacity.

It should be noted that a Stage 1 Road Safety Audit has been undertaken on the proposed Phase 1 works which did not identify any significant safety problems with the design as currently detailed and it is therefore deemed acceptable.

Given the phased nature of the access strategy and the necessity for the developer to monitor the operation of the junction in its phase 1 form, it will be necessary for the monitoring, the delivery of the phase 2 works and the securing of sufficient land for the phase 3 works to be written into a Section 106 agreement. The applicant is satisfied with this requirement and a Section 106 agreement is being drafted accordingly. Further, the applicant will be required to enter into a Section 278 agreement for the delivery of the phase 1 works.

Traffic Impact

The Transport Assessment considers the impact of a development of this nature upon the local road network and specifically the operation of the Milton Interchange as inevitably, given the nature of the development, this is the junction which will be subject to the greatest increase in traffic.

The anticipated level of traffic generated by the development has been assessed by means of the TRICS database which carries information pertaining to the quantum of traffic generated by similar developments. However, given the diverse mix of facilities and amenities at service areas, the assessment has been based upon 'site area' rather than a quantum of floor space. The results of the analysis indicate that a development of 1.8 hectares, as proposed in this instance, would generate traffic in the region of the following quantum in the peak hours;

Peak Hour	Trips (Vehs)		
	Inbound	Outbound	Two-Way
Morning (08:00 – 09:00)	77	70	147
Evening (17:00 – 18:00)	105	97	202

Such flows would have between a 1.8 and 3.5% increase in the quantum of traffic passing through Milton Interchange in the morning and evening peak hours. Increases of this nature do not warrant the analysis of the junction itself in terms of capacity as percentage increases of below 5% are generally regarded as being less than the average daily fluctuation in flow through a junction and therefore not of material impact.

It will however been necessary for the developer of the site to pay a contribution towards the Didcot Integrated Transport Strategy (DIDITS) calculated using the following formula; 'X' additional trips added to the network, multiplied by £3197.

In recognition of the likely phased approach to the 'building out' of the site, such contributions will be calculated at the time of the application for full planning permission which the Highway Authority recognise may be forthcoming unit by unit rather than in one overall masterplan. As such, the abovementioned formula is also being written into the draft Section 106 agreement.

Accessibility

Given the nature of the development proposed and its location in relation to local urban centres, it should be recognised that the potential for access by means other than the private car is low and therefore with the exception of a few cycle borne trips by staff, journeys to the site will be largely car dependant.

Other Issues

Although paragraph 5.78 of the Local Plan states that a phased approach to the development of the site will be accepted by the District Council, it also requires that a 'comprehensive scheme' is prepared for the whole site. The Highway Authority therefore questions whether this has to-date been achieved. Naturally, should the full 9.2 hectares of the site be developed, the transport implications would be significantly more substantial than those associated with the 1.8 hectares currently forthcoming.

Arguably, any future application forthcoming on the remainder of the site will have to go through the same process as that currently being undertaken, i.e. the production of a Transport Assessment which demonstrates that the impact of the development can be mitigated and the like. However the Highway Authority does have concerns that the piecemeal approach to the development of this land is unlikely to demonstrate the full traffic impact of the development of the site.

Conclusions and Recommendations

Given the above, although the Highway Authority does have concerns over the piecemeal approach to the development of the site, it considers that the access strategy proposed is acceptable and the additional traffic generated by the development can be satisfactorily accommodated on the existing highway network. As such, the Highway Authority **does not object** to this development subject to the signing of satisfactory Section 106 and Section 278 agreements.

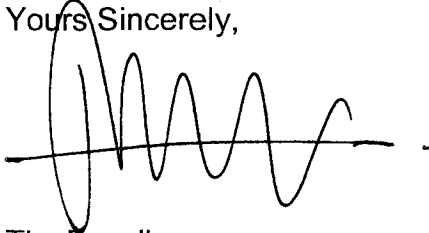
However, the Highway Authority makes this judgement on the basis that when detailed applications are received for this site, the total quantum of floor area does not generate traffic

APPENDIX 4

in excess of the quantum anticipated in the Transport Assessment and detailed above in this letter.

I trust you are able to take the above comments into consideration and should you wish to discuss the application in further detail, please do not hesitate to contact me.

Yours Sincerely,

A handwritten signature in black ink, consisting of a large, stylized initial 'T' followed by several loops and a final flourish, all written over a horizontal line.

Tim Foxall
Principal Transport Planner

Rev	Date

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 ENVIRONMENTAL CONSULTANTS
 SURVEYORS
 COST CONSULTANTS
 PROJECT MANAGERS
 CLIENT: **Mr Bra**

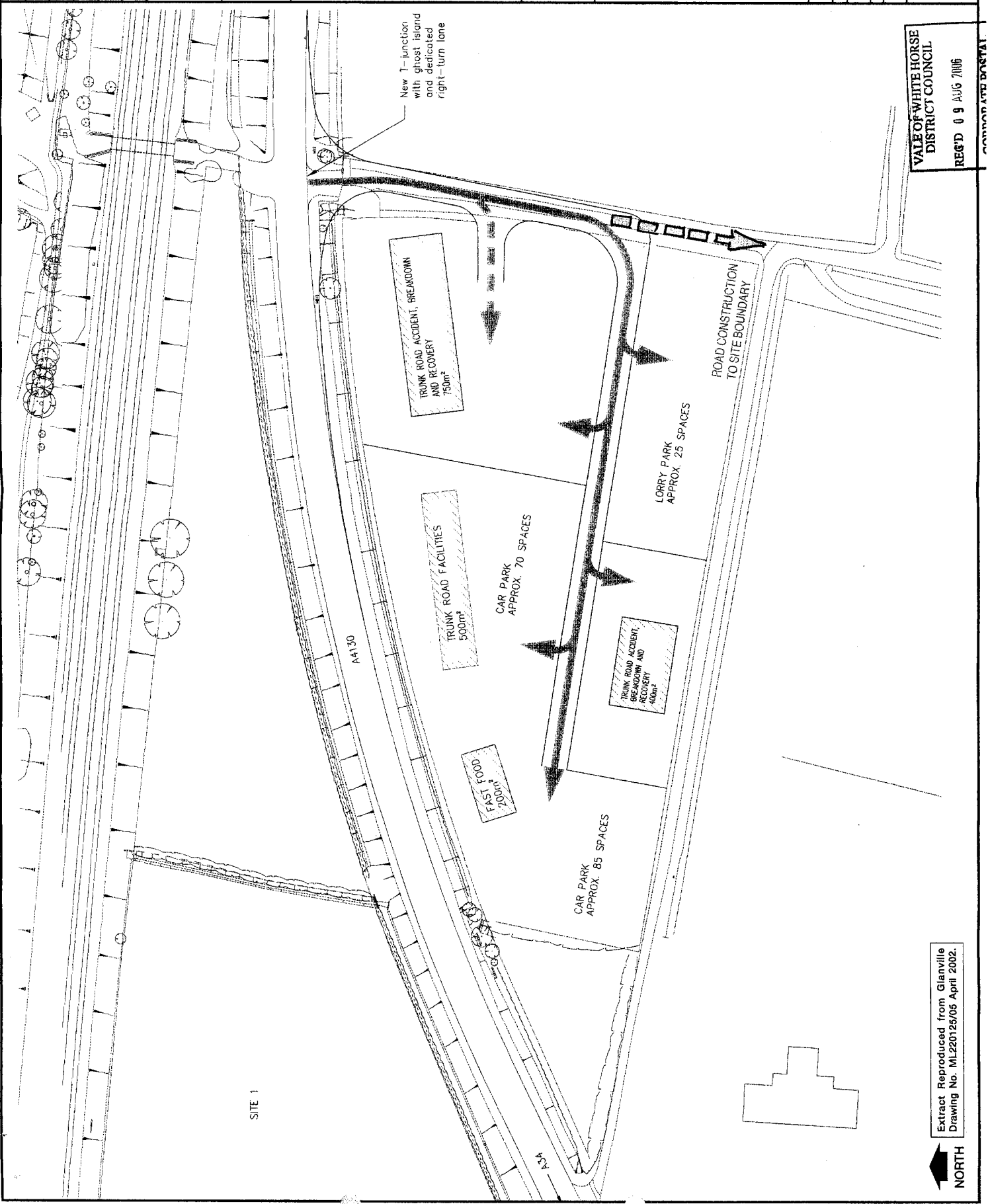
APPENDIX 5

Project
 Trunk i
 A34, M.

Drawing Title
 Proposed Modified
 Access Arrangement

Scale 1:1000
Date 08.08.06
Drawn by NAH

Issuing office Swindon
Checked by TAG
Drawing No. C2596/06/02
Rev.



VALE OF WHITE HORSE
 DISTRICT COUNCIL
 REC'D 09 AUG 7006

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 Drawing No. ML220125/05 April 2002.



APPENDIX 6



Glanville	
Customer: 06/08/06 02 0200 0000 Fax: 01235 3344 www.glanville.co.uk	
Client:	MINSOMME PROPERTIES LTD
Project:	SCHEDULED SERVICES AREA WITHIN WHIPC LOCAL PLAN 2011
Title:	LONG TERM ACCESS
Project Engineer:	J. BARR
Author/Checker:	P. HODGSON
Date:	08/08/06
Scale:	1:1000
Sheet:	PSE/000001
Drawing No.:	TR250108/002

**VALE OF WHITE HORSE
DISTRICT COUNCIL**
REC'D 09 AUG 2006
**CORPORATE POSTAL
SERVICES - 3**

