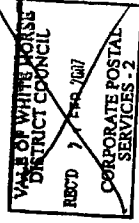
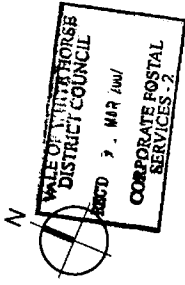


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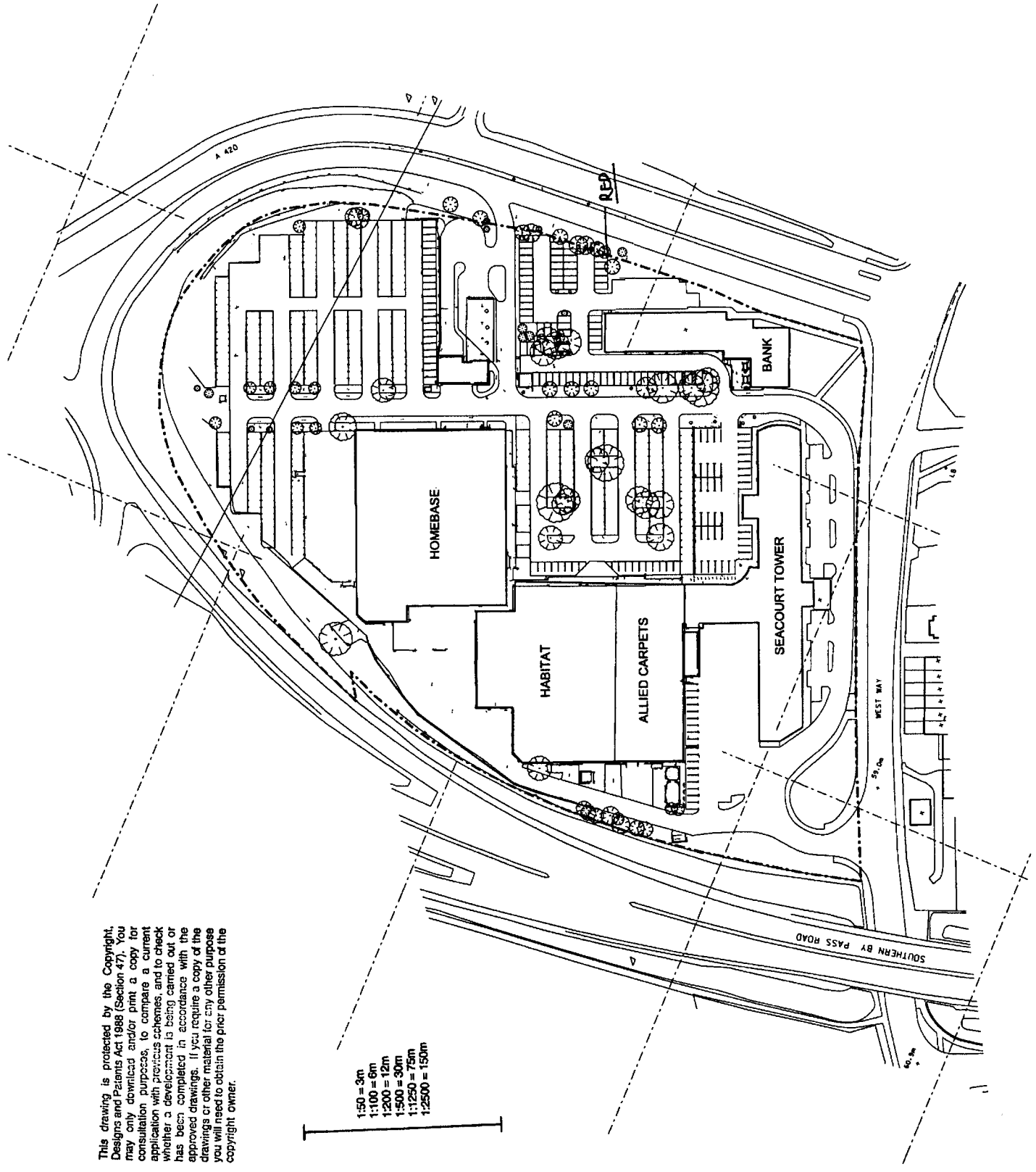
07/03/07 / ML NH/19996

REV DATE NOTES INT.
 PROJECT
 HAMMERSON
 WESTWAY, SEACOURT ESTATE
 OXFORD
 DRAWING TITLE
 EXISTING SITE PLAN

STATUS **PLANNING**
 DATE DRAWN CHECK SCALE @ A3
 FEB '07 DM 1:1250
 PROJECT NUMBER UNIT / FLOOR CODE TYPE & NUMBER REVISION LETTER
 DRAWING NO. 6873 100

Site Location Plans
 1 On Plan 2
 3 On Public Domain 4
 5 Street View 6
 7 Public Domain 8
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RDFF architects
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- 1:50 = 3m
- 1:100 = 6m
- 1:200 = 12m
- 1:500 = 30m
- 1:1250 = 75m
- 1:2500 = 150m

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 CORPORATE POSTAL SERVICES - 2

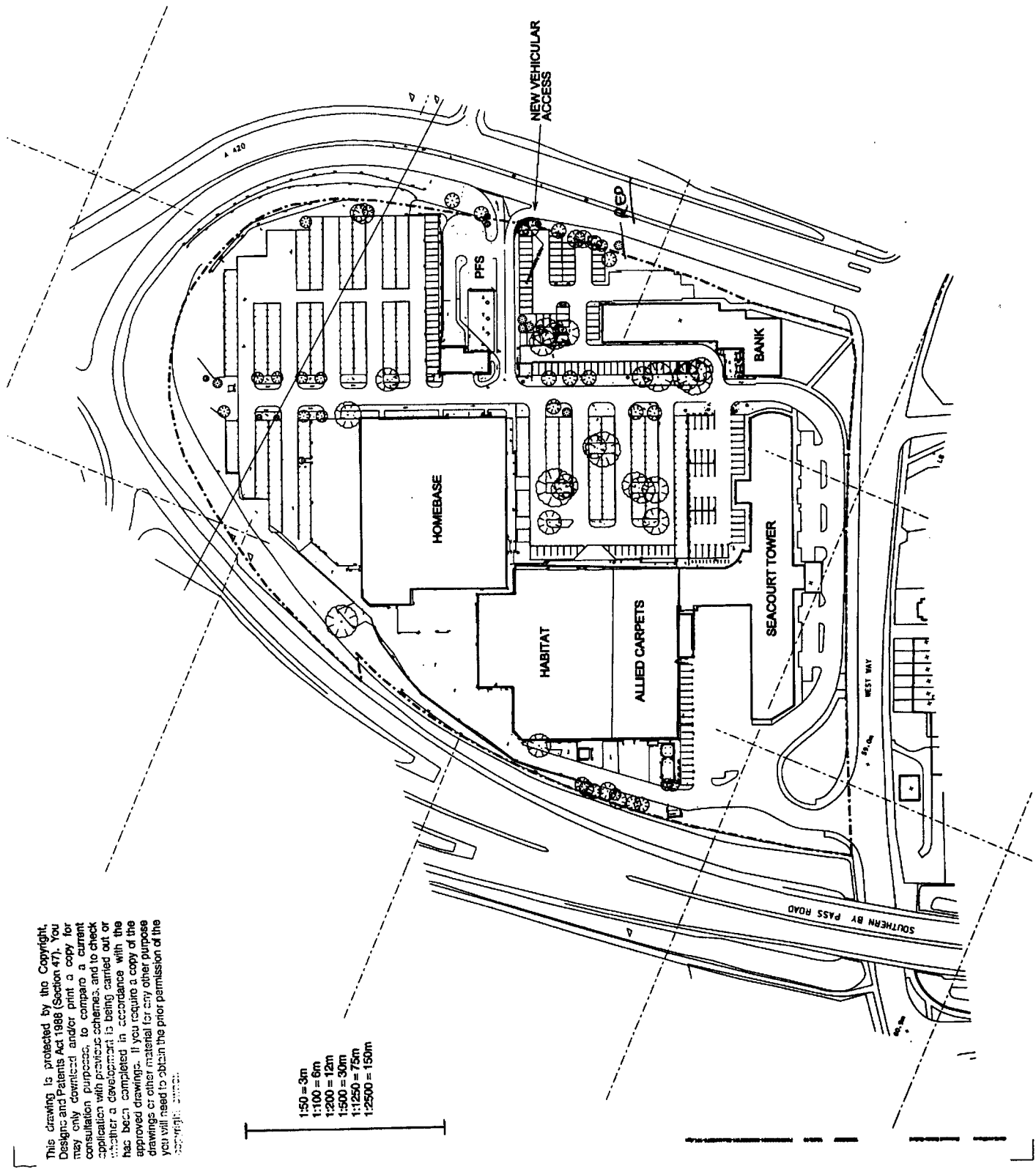
VALLEY OF WHITE HORSE DISTRICT COUNCIL
 ROAD 13 449 2107
 CORPORATE POSTAL SERVICES - 2

0700321614 NH1/1996

REV DATE NOTES INT.
 PROJECT HAMMERSON
 WESTWAY, SEACOURT ESTATE
 OXFORD
 DRAWING TITLE
 PROPOSED SITE PLAN
 WITH NEW VEHICULAR ENTRANCE

STATUS PLANNING
 DATE DRAWN FEB '07 DM CHECKED SCALE 1:1250
 PROJECT NUMBER 6873
 DRAWING NO. 101

RGF architects
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VALE OF WHITE HORSE DISTRICT COUNCIL
REQD 7 1 MAR 2007
CORPORATE POSTAL SERVICES-2

VALE OF WHITE HORSE DISTRICT COUNCIL
REQD 7 1 MAR 2007
CORPORATE POSTAL SERVICES-2

07/00377/01/19996

A. 27-05-07 DIRECTIONAL SIGNS ADDED JC INT.

REV DATE NOTES

PROJECT
HAMMERSON
WESTWAY, SEACOURT ESTATE
OXFORD

DRAWING TITLE
PROPOSED SITE PLAN
WITH NEW VEHICULAR ENTRANCE

STATUS PLANNING

DATE DRAWN CHECK SCALE @ A3
FEB '07 DM 1:1250

PROJECT NUMBER UNIT FLOOR CODE TYPE & NUMBER REVISION LISTED
6873 101 A

DRAWING NO. 6873

Site Location: 1. 0A (P) 2. 0A (D) 3. 0A (C) 4. 0A (S) 5. 0A (E) 6. 0A (W) 7. 0A (N) 8. 0A (S) 9. 0A (E) 10. 0A (W) 11. 0A (N) 12. 0A (S) 13. 0A (E) 14. 0A (W) 15. 0A (N)

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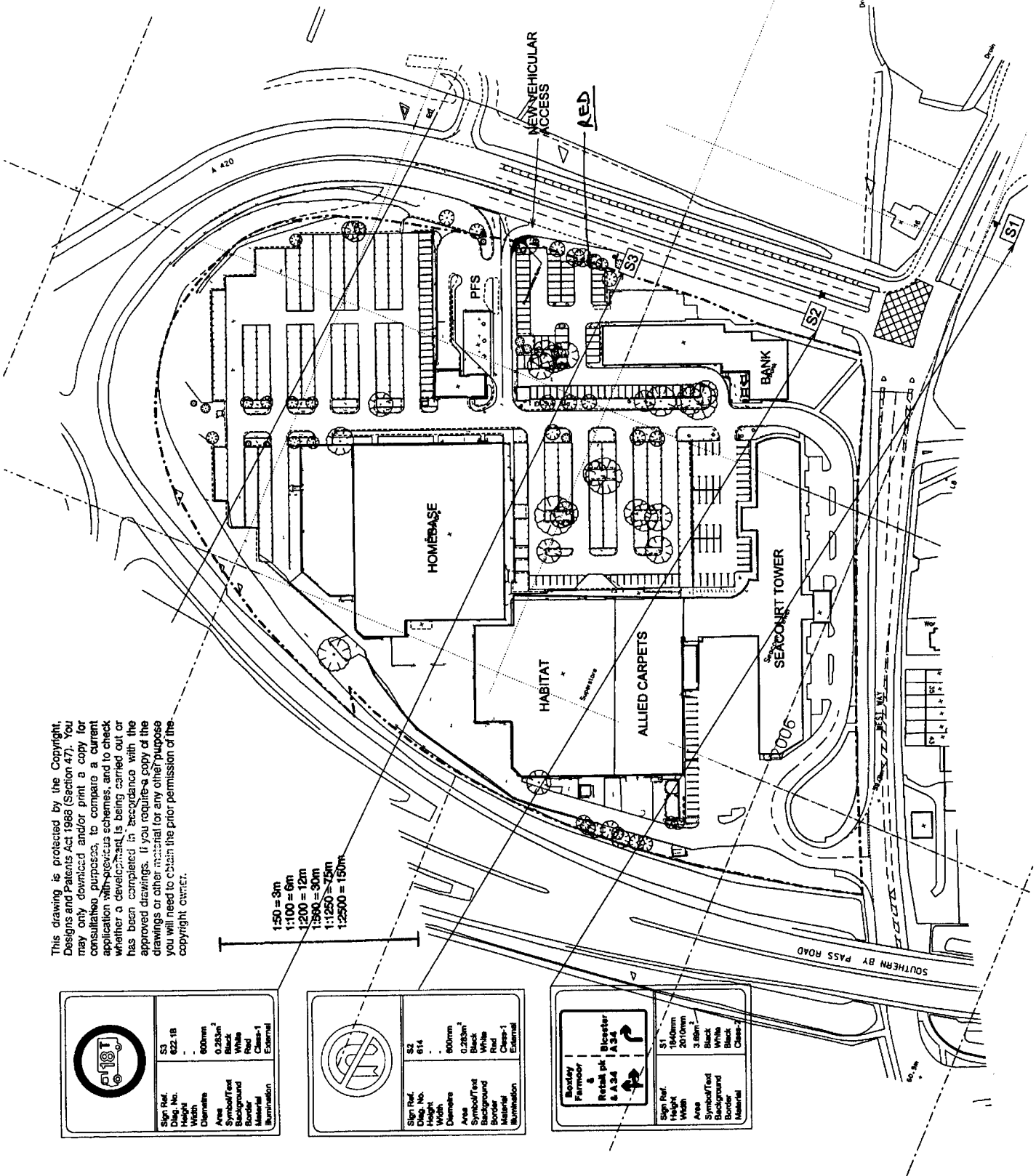
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1:500 = 30m
1:1250 = 45m
1:2500 = 150m

	Sign Ref. S3 Disp. No. 622.18 Diameter 900mm Height 0.285m Area 0.285m ² Background Black Symbol/Text White Border Red Material Glass-1 Illumination External
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	Sign Ref. S2 Disp. No. 614 Diameter 900mm Height 0.285m Area 0.285m ² Background Black Symbol/Text White Border Red Material Glass-1 Illumination External
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1 INTRODUCTION

- 1.1 Savell Bird & Axon has been retained by Hammerson UK Properties Limited to consider the highway related aspects of a proposal to create a new point of access to the Seacourt Estate in Oxford.

Existing Site

- 1.2 The Seacourt Estate is located adjacent to the signal controlled junction of the A420 with Botley Road and West Way. Access to the estate is gained via a priority junction on West Way, whilst an additional left only exit is provided onto the A420. The location of the site relative to the local highway network is shown on **Figure 1.1**
- 1.3 The site contains a mixture of office and retail floor space. The retail units on site comprise of Habitat, Allied Carpets and Homebase. There is also a petrol filling station adjacent to the site exit road to the A420. The office buildings are located adjacent to the southern and eastern boundaries of the site, whilst the retail units are located adjacent to the western boundary of the estate.
- 1.4 Homebase, Habitat and Allied Carpets are served by a car park with some 130 parking spaces. Car parks for the offices on the estate are located to the south and east of the site. In addition, there is a 252 space car park to the east of Homebase and the immediate north of the petrol filling station. The existing layout of the site is shown in **Appendix A**.

Revised Access Proposals

- 1.5 The layout of the site is such that the retail units on the estate cannot be seen from West Way when approaching the existing site access and therefore, retailers on the site may not benefit from the level of pass by trade that may be expected if the stores were in a more visible position from the local highway network. It is therefore proposed to provide an additional point of access to the estate from the A420 to increase the potential for pass by shopping trips by modifying the existing point of egress to create a left in/left out priority junction.

APPENDIX 1

Savell Bird & Axon

1.6 In order to further improve the accessibility of the site, Hammerson UK Properties Limited is prepared to fund improvements to off site highway improvement works. The exact nature of these works is to be agreed with the highway authority (Oxfordshire County Council), but is likely to comprise of some of the following:-

- The application of anti-skid surfacing to all approaches to the junction of the A420 with West Way and Botley Road
- Resurfacing of the cycle/footway that borders the southern boundary of the Seacourt Estate
- Improvements to pedestrian/cycle crossing facility on West Way
- Colour surfacing on the eastbound bus lane on West Way
- Real time bus information and improvements to bus shelters

1.7 It is proposed that Hammerson UK Property Limited would make a contribution of £35,000 towards the cost of implementing these works by way of a Section 106 agreement. These funds would be returned to Hammerson within 5 years if they are not spent in this period. The level of contribution has been discussed and agreed with officers of Oxfordshire County Council.

1.8 This report assesses the effects of the proposed left turn access on the local highway network.

1.9 The remainder of this report comprises of three sections. Section 2 provides further information relating to the design of the proposed point of access, whilst our assessment of the effects of the new point of access is contained in Section 3. Section 4 contains our summary and conclusion.

APPENDIX 2

NHI/19996

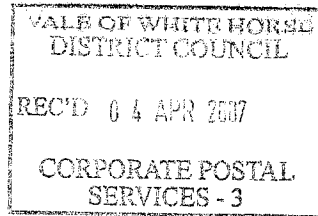
Amendments to existing egress point to create an additional vehicular access from A420 (left in, left out priority junction): Seacourt Estate, West Way. **Councillors UNANIMOUSLY AGREED to OBJECT to this application on the following grounds: -**

- a). **Traffic safety grounds, especially concerning the problems that would be created by traffic turning left into the retail park for traffic accelerating from the traffic light on Botley Road/West Way.**
- b). **The width of the existing access road to the A420 slip road is insufficient to accommodate dual traffic flows to the filling station and other retail units.**
- c). **The Stage 1 Road Safety Audit Report has a recommendation at Section A1.2. 'The operation of the petrol filling station needs to be reviewed in conjunction with two-way traffic so close. If this road proposal is to proceed then ideally the petrol pumps would need to be moved further northwards in order to provide the likely necessary safe operational space and queuing capacity from the access road.' This recommendation does not appear to have been properly addressed.**

North Hinksey Parish Council consider that the petrol/diesel filling station fulfils a VITAL function as there are no other petrol pumps in Botley or Cumnor and the next nearest is in the Oxpens within the City.



INVESTOR IN PEOPLE



APPENDIX 3

OXFORDSHIRE COUNTY COUNCIL

ENVIRONMENT & ECONOMY

www.oxfordshire.gov.uk

Mr Stuart Walker
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

2nd April 2007

Your ref: 07/00377/FUL

Direct line: 01865 815729

Please ask for: Tim Foxall

tim.foxall@oxfordshire.gov.uk

Dear Stuart

Proposal: Amendments to existing egress point to create an additional vehicular access from the A420 (left-in left-out priority junction)

Location: Seacourt Estate, West Way, Botley

Application No.: 07/00377/FUL

Thank you for your consultation on the above planning application which in brief proposes an amendment to the existing egress point from Seacourt Estate onto the A420 to create an additional vehicular access so as to form a left-in left-out priority junction.

The Highway Authority has been engaged in extensive pre-application discussion with the applicants consultant regarding this proposal and therefore has had the opportunity to guide the development of the scheme to ensure that what has been submitted is satisfactory.

As such, the scheme now proposes a deceleration lane and revisions to appropriate signage to ensure that there are no adverse effects upon the highway network.

It is not considered that amendments to the junction will increase the retail draw of the estate and thus it is not anticipated that the highway network will experience an increase in vehicular traffic, rather a minor redistribution of existing traffic both accessing and egressing the site is anticipated. The redistribution is however likely only to affect traffic bound for the site from the city centre given that traffic from the Botley Interchange and from Botley itself will not benefit from the revised arrangement and thus will continue to use the existing access.

The Highway Authority do however anticipate a minor increase in pass-by trips occurring given the improved accessibility to the site from A420.

85th percentile traffic speeds past the site are 32mph and given the heavy traffic flows up to the Botley Interchange, it was considered appropriate that a deceleration lane be provided to ensure

Richard Dudding
Director for Environment & Economy

Steve Howell
Head of Transport

APPENDIX 3

that vehicles accessing the site do not decelerate significantly on the running carriageway and thus the development is not anticipated to have any detrimental impact upon the through flow of traffic on A4120.

The scheme has been subjected to an independent Stage 1 Road Safety Audit and the auditors comments have been duly addressed by the designer.

The signage schedule incorporated with the submission documentation will be dealt with at detailed design stage, albeit acknowledged at this stage that the applicant proposes changes to existing signage which are unlikely to be of material concern to the Highway Authority.

The Highway Authority has also agreed an appropriate Section 106 contribution (£35,000 index linked) to be paid by the applicant upon implementation of any planning permission. The Highway Authority seek security of the monies via Section 106 agreement towards improvements to sustainable transport infrastructure and / or highway safety improvement schemes and / or any other Oxford Transport Strategy scheme that may be reasonably related to or mitigate against highway implications resulting from the development. It should be noted that the long stop for the expenditure of these monies will be 10 years, not 5 years as suggested in the applicants' submission documents.

Note: To date, the Highway Authority has **not** received confirmation that County Legal Services can be instructed to commence drafting of the S106 on the basis of the above.

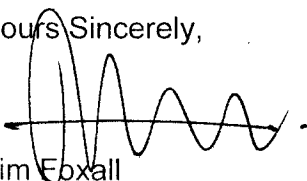
Given the above, the Highway Authority does not wish to object to the above application subject to the signing of a Section 106 agreement for the above sum. Further, it should be noted that the works will require a Section 278 agreement and thus the Highway Authority recommends that the applicants commence this process as soon as possible to prevent delay in implementing permission if granted.

Further, should VOWH be minded to grant permission for the application as currently detailed, the Highway Authority would recommend that the following conditions are attached to the permission;

- 1) The development hereby permitted shall be constructed in accordance with drawings No. 52290/A/5 Rev A and 52290/A/8.
- 2) The construction of the revised access junction, footways and verges will be undertaken in accordance with the standard specification of the Highway Authority.
- 3) The development hereby permitted shall not be occupied until the revised signage has been both designed and implemented to the written approval of the District Planning Authority in consultation with the Highway Authority.

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,



Tim Foxall
Principal Transport Planner