

**NOTES OF THE MEETING HELD ON 10TH MARCH
VISTRY, EAST HUNSBURY PARISH COUNCIL AND COLLINGTREE PARISH COUNCIL**

As promised please see below information relating to hopefully each of the points raised and discussed yesterday.

Balancing Pond

RoSPA have visited the site and undertaken a review. They are content with the fencing utilised and number of life rings but have suggested signage detailing location be provided. This will be arranged.

Sub Station at Junction with Windingbrook Lane

A request was received from a member of the public asking whether any planting could be undertaken to soften it. Golf buggies also cut across the grassed area. Vistry will be undertaking planting over and above that which was detailed within the Approved Plans in order to soften the area. The planting will consist of approximately 6 species of low level shrub and will be undertaken towards the latter part of the year in the next planting season at a similar time to all of the other available areas of proposed POS.

Windingbrook Lane Junction Completion

Roadspace has been obtained for the period between 14th March and 25th May.

During this period the gas main will be diverted, the Openreach ducting adjusted and the kerbing installed together with the laying of the final wearing course, painting of white lines and reinstatement of grass verge areas.

Please see immediately below an earlier response which I sent to the Residents Group explaining the evolution of the junction all the way through to ultimate adoption etc.

Prior to the submission of the Outline Planning Application two rounds of public exhibitions were held detailing the draft proposals.

The first round of the exhibitions took place in March 2013 and the Illustrative Masterplan at that time did depict (very conceptually) a roundabout at the Windingbrook Lane access to the site .

The second and final round of pre-application public exhibitions were held in September 2013 (a month prior to the application being submitted) and the Illustrative Masterplan exhibited at that stage no longer depicted a roundabout. This is because during the six month period between the 2 exhibitions technical analysis concluded in favour of the priority junction arrangement. This configuration of the junction was subsequently approved at the grant of Outline Planning Permission and it is this configuration of the junction that is shown on all planning drawings relating to the site entrance.

Please bear in mind that the road through the new development will ultimately serve 1000 new properties, a primary school, a community facility and a local centre as well as connecting back up to Rowtree Road and will therefore have a far greater degree of traffic using it than the section of Windingbrook Lane that runs up toward the Virgin gym.

This new road will also be a bus route.

Design Process

The junction is designed in accordance with the then current standards as utilised by the local Highway Authority, i.e Northamptonshire County Council at that time. The standards adopted across the country will be similar but each local Highway Authority will usually have their preferences. Examples of differences in approach between Highway Authorities include different amounts of kerb face being visible above the road surface or different depths of construction etc.

The designer will prepare a design based on their interpretation of the standards. This is then vetted by the local Highway Authority who will then comment on the design and either accept it or alternatively make comments on it for the designer to action. This is an iterative process repeated until the design results in Approved Drawings being produced and Technical Approval is granted.

Legal Agreement

An agreement under s278 of the Highways Act 1980 is required for any alterations to be made to an existing highway by a Developer. The Agreement is entered into by the Highway Authority, the Developer and a Surety. The Surety (possibly the NHBC or other approved body) acts as a guarantor and retains a bond which simply acts as an insurance policy to ensure the works are completed to the satisfaction of the Highway Authority therefore protecting public finances.

A s278 Agreement can only be entered into where the land is either already Public Highway or the Developer owns the land, or if it doesn't has the landowners permission.

The works are then constructed strictly in accordance with the Approved Drawings and are supervised by a representative of the Highway Authority. It is for this reason that the junction cannot be altered at this stage.

When the works are substantially complete to the satisfaction of the Highway Authority a percentage of the bond is released because the risk of failure or substantial defects occurring have diminished.

Only once the maintenance period has passed, usually after 2 years, and any outstanding defects corrected will the remainder of the bond be released. At this stage the works are considered to have been adopted and become highway maintainable at public expense. Up until that time the Developer is responsible for any defects etc.

Stage 3 Safety Audit

During the above process and before adoption occurs a Stage 3 Safety Audit is undertaken. This is where independent auditors monitor the new junction during both night and day to see how the different users i.e vehicle drivers, cyclists and pedestrians use the junction. They will also look at evidence of damage to kerbing, scuffing of the road surface etc to ascertain whether the junction is working as designed.

A report will be produced detailing all observations and any concerns identified will be forwarded to the designer working for the Developer to review. The Designer will then either accept the comments made or present an argument as to why the auditor is wrong.

For any comments raised by the auditor that the designer cannot overcome a solution has to be put forward. If the auditor agrees this is acceptable the amended design will then be constructed once again under the supervision of the Highway Authority.

Based on the above, the junction will not be amended at the current time.

For further information I attach a very detailed document retailing how the Audit is undertaken. Please be aware this document is primarily concerned with Trunk Roads i.e dual carriageways and motorways and therefore will be far in exceedance of what the RSA 3 at Windingbrook Lane would consider but the principles and objectives are the same.

Piling

Piling is due to recommence on the 4th April for approximately 2 weeks.

Black Walk / KG2

There is a sum of money within the s106 for the provision of streetlighting along KG2.

Woodland Walk / Ridgeline

This route is not on the Definitive Map and therefore technically it is not permissible for this route to be walked. Permissive routes will be provided in due course through this area. The exact route of the footpaths was discussed and viewed.

Tree Clearance

As discussed many times in the past via FB, the press, communication with residents and both PC's etc the only trees felled and vegetation cleared was that required to construct the infrastructure in accordance with the Approved Plans.

As a gesture of goodwill, Vistry having listened to the concerns of the residents have agreed to plant additional trees (approx. 15 number) along the route of KG3 together with undertaking further lower level planting to reinforce the area.

POST MEETING NOTE – Paul Carvey met with representatives of WNC Planning Enforcement team and Cllr Suresh Patel immediately after this visit and it was confirmed that no breach had occurred. This matter is now closed.

Footpath KG3

Residents had expressed opinions in the past that the footpath should be kept scenic and rustic if at all possible considering the sums of money available under the s106 for improvements to KG3 and KG4. It must be noted that PC was advised 2 representations had been made direct to the PC's leading up to this meeting despite the meeting being advertised widely on the FB pages of the respective Parish Councils together with that of the Collingtree Residents Group FB page.

A suggestion had also been made that it would be preferable for timber gates to be installed either side of the new road once constructed.

Ultimately footpath KG3, together with KG4 lie in the Parish of Collingtree and therefore representations as to how the s106 monies should be spent will ultimately lie with Collingtree PC and WNC.

Drainage Route from Phase 1

The route of the proposed outfall was walked. PC advised as to the amendment made to the route to save a large area of trees.

PHASE 2 – ALL PHASE 2 WORKS LIE IN THE PARISH OF EAST HUNSBURY

Discussions were held with regard to the request from a resident that a committee or similar be set up to discuss the school, community building, Local Centre etc.

This was discounted because the Cllrs of the Parish were elected through a democratic purpose.

School Site

A member of the public had requested that the school look like that at Radstone Fields in Brackley. Cllr Douglas explained that ultimately the size and type of school etc is decided by an Office of Central Government.

Community Facility

A member of the public had asked if there was an opportunity to be involved with discussions relating to the above. This is a matter for EH PC to deal with.

Infrastructure Application

The size and extent of the planning application for the next phase of primary infrastructure was discussed together with its rationale. The party were advised that the Application would be submitted to WNC this week.

Discussions were also had in relation to the application for the remaining primary infrastructure. This application is likely to be submitted Summer 2022.

Residential Development Application

The Application for the next phase of residential development for circa 400 houses will be submitted within the next 2 – 3 months.

The area for this application was viewed.

M1 Drainage

The outfall from the M1 was observed and the proposal was explained together with the rationale for the s73 application relating to the construction of the swale in Phase 1.

Archaeology

The archaeological investigations within Phase 2 are to commence in April for a period of approximately 6 months. The primary area is in the field opposite Turnberry Lane.

PC is trying to organise visits for the local schools.

Golf Course Works

The remaining works were discussed very briefly as were the channel improvement works to be undertaken along Hole 9.

These will be discussed in far more detail at the next site visit when time allows

Hopefully I have addressed the points raised but if I have missed anything or you feel the representations above did not reflect the meeting I will review and amend if required before reissuing.

As discussed if the 2 PC's could provide a preferred date(s) for the next meeting I can confirm etc?

My suggestion for the next meeting is we discuss the planning application for the next phase of primary infrastructure (in detail if required), together with any response received to date, possibly look at the potential access for construction traffic off Rowtree Road, the archaeology in Phase 2 plus of course any other matters arising.