

ANNEX 3**LOCAL HIGHWAY AUTHORITY CONSULTATION****To: Oxfordshire CC (Reg3)**

Planning Application No	R3/.0188/09	Planning Officer	John Hamilton
CC ref No		CC Officer	David Groves
Date	14 th July 2010	Comments	Interim/final/further information required

Great Milton C of E School, The Green, Great Milton, Oxford, Oxfordshire, OX44 7NT

The Planning and Regulation Committee resolved to permit temporary parking at Coombe Farm to accommodate car parking for the Great Milton School whilst construction of the Childrens Centre and school improvements are being undertaken. However it was disclosed that the owner has withdrawn the offer of the land on which the parking would be placed. As a consequence I have been asked to review the comments previously made by transport development control officers and also provide additional comments for the extra-ordinary meeting of the committee to re-visit the original resolution.

The concept of providing car parking during the construction period was first mentioned in the Design and Access statement. This seems to occurred from initial discussions with transport development control in that concerns were expressed that vehicles displaced from the school car park during the construction period would park on the surrounding highway network which could cause highway safety concerns.

When providing consultation comments on the provision of the parking at Coombe Farm, the view was that the provision in itself was not ideal. However it did provide a rudimentary parking provision as an alternative to on-street.

Given the current situation I have reviewed the impact and repercussions of the parking of the vehicles displaced from the school car park onto the surrounding streets during the construction process.

It is regrettable that an alternative off street location cannot be found. This will always be my preference.

I have previously stated that the displaced vehicles could exacerbate the congestion around the school entrance, could be detrimental to the free flow of traffic and highway safety. However these effects have to be seen in context of it being a temporary situation. Also the chance of looking at the parking and congestion around the school in more detail has brought a new perspective on the actual behaviour of drivers in the area. Also a question has to be raised around the fact that can a sustainable reason for a permanent refusal on a temporary arrangement be upheld. In my opinion, I do not feel that this would stand up to scrutiny. However this is on the basis that the Council and the applicant does all it can to encourage the displaced cars to minimise congestion and to park responsibly.

Taking all relevent facts into consideration I feel that the displaced vehicles causing additional on-street parking would not significantly increase risk to safety of users of the public highway. Also, the loss of amenity of local people that would be caused by the potential of the extra cars being parked on the street near to the school during the construction period, is not of sufficient magnitude to sustain a reason to refuse on highway grounds.

Whilst the school does have a travel plan I would suggest that a more pointed version could be created just for the construction period. This would focus on car sharing, arrival/departure times and remind drivers of how to identify suitable areas to park.

Recommendations

I hereby offer the following recommendations:

I cannot find a sustainable reason in highway terms to refuse this application and hence conclude that permission be granted for the school improvements and the provision of the childrens centre.

I would strongly suggest that a condition be considered to have the school submit a construction travel plan. This would include school staff for the construction period. This would establish how the total number of vehicles arriving in the Great Milton area can be reduced.

Signed:

David Groves

Transport Development Control Manager

For Oxfordshire County Council as Local Highway Authority