

The HARWELL NEWS *Extra*

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Didcot Further Expansion

As you are probably aware by now, the County Structure Plan has allocated a further 3350 houses to Didcot up to 2011, beyond the 2150 currently in existing plans. There are two main options for further development of Didcot, which are: (1) North of Ladygrove, and (2) West of Didcot, between the Harwell Road and Didcot - Milton Road. In addition there is the option to split the housing, and extend south of the Harwell Road.

This newsletter is to remind you of the exhibition giving information about this, which will be at Harwell Village Hall on **Friday 3rd July**, from 2pm until 8pm, and also that the District Council is inviting comments on the options until Friday 24th July. The District Councils are due to decide their preferences, separately, in about September, and then the County will make the final decision.

If you are unable to go on 3rd July, the exhibition will be in other villages the following week and then in Didcot Civic Hall on Friday 17th July. It is staffed by officers of the County Council who will try to answer any questions you have.

The Vale WHDC has, we understand, agreed to deliver to Harwell residents an A2 folded sheet explaining the possible options and inviting comments, as is the SODC in its area. At present a lot of households in Harwell appear not to have received a copy. If you are one of these, either get a copy at the exhibition, or contact the Vale (520202). The sheet contains a section to give comments to the Vale WHDC.

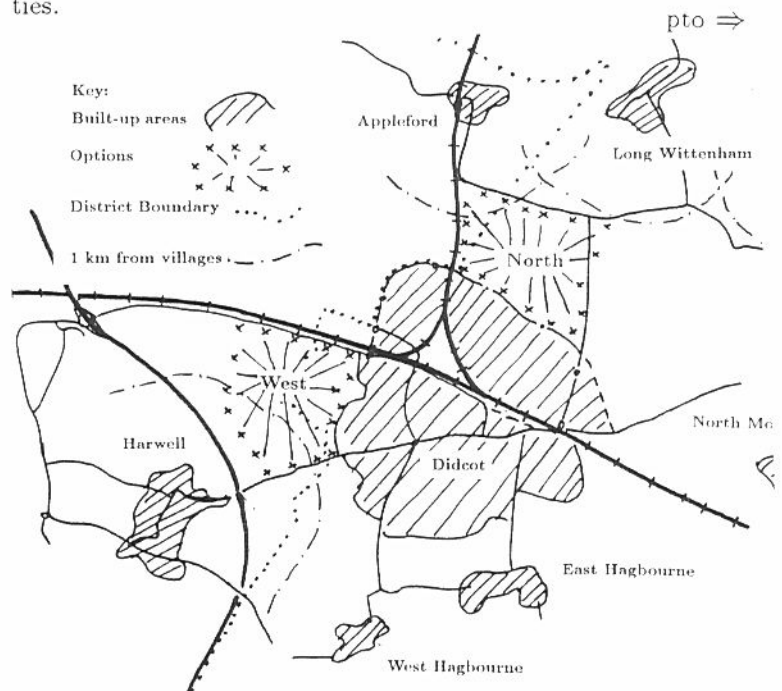
Harwell Parish Council is also interested in your views, and the slip at the bottom of this page may be filled in and put in the box in **White Horse Printing**, or given to any Councillor or the Clerk, Debbie Roberts, Cartref, Townsend, again by 24th July. There will also be a Parish Councillor at the exhibition on 3rd July. Please give any comments you have to the Vale WHDC regardless of whether you fill in the slip below.

Some of the Constraints

Some of the constraints, in no particular order of priority, are:

1. To provide a good living environment
2. Provide an effective transport infrastructure.
3. To maintain the character and identity of surrounding villages
4. To avoid using the best agricultural land
5. To minimise the extra traffic through the surrounding villages
6. To protect groundwater resources from pollution
7. To protect the areas designated as part of the North Wessex Downs Area of Outstanding Natural Beauty, or land that is prominent on views therefrom.
8. To avoid areas to be used for mineral extraction

The map below shows the areas proposed for the main options, and the surrounding villages. The District boundary between Vale WHDC and South Oxfordshire is also shown. Lines have also been drawn 1 kilometre from the villages to indicate the area some regard as necessary to maintain the villages' identities.



Name and Address

Do you agree with Harwell Parish Council's view?

Which option do you think best meets the constraints? West / North / Split / Other

Harwell Parish Council's View

The following seem to be generally agreed amongst the various authorities:

- a) That the living environment would be worse to the West, due to part of the area being on the hillside looking towards and in close proximity of the power station.
- b) That the agricultural land to the West is significantly better than to the North.
- c) The North option would leave groundwater resources unaffected.
- d) While the North area is visible from Wittenham Clumps, the West area is more generally visible, being more elevated, including from the Ridgeway.
- e) In only a small fraction of the North area is there the possibility of mineral extraction.
- f) the effect of traffic is broadly neutral as regards the different options, but see the separate item for the effect on Harwell.

These are some of the reasons for Harwell Parish Council thinking the North option is preferable. If you agree, or disagree, please let us know. And the Vale WHDC.

Traffic Forecasts

The traffic increase that might result from further expansion of Didcot has been predicted on the basis of a model built up from various surveys, etc. carried out by consultants on behalf of OCC, but jointly funded by a consortium of developers.

The following numbers are taken from the exhibition displays, where they can be seen in the context of the whole area modelled.

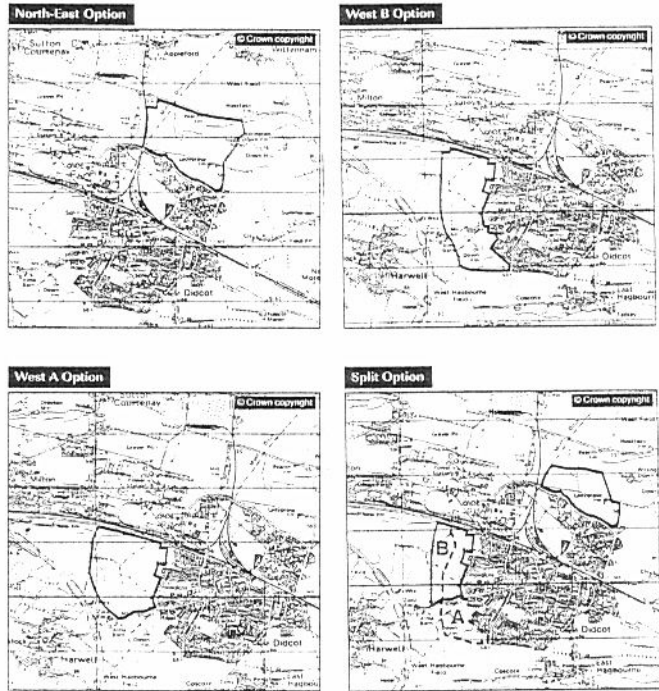
To simplify the modelling it was done for just the period when there is most traffic, 8am to 9am on weekdays. The figures given are the 2-way flows, ie total vehicles on the road. From the survey figures, 'now', a demand increase has been fed in, allowing for a general increase plus the currently planned further housing, etc. The model allows drivers to optimise their route to avoid congestion. No congestion alleviation is put in. This gives the 'base' prediction for 2011.

Then the additional demand caused by the three main options is fed in, labelled North, West and Split. Now, where there is congestion some measures have been put into the model to alleviate it, and the flows recalculated.

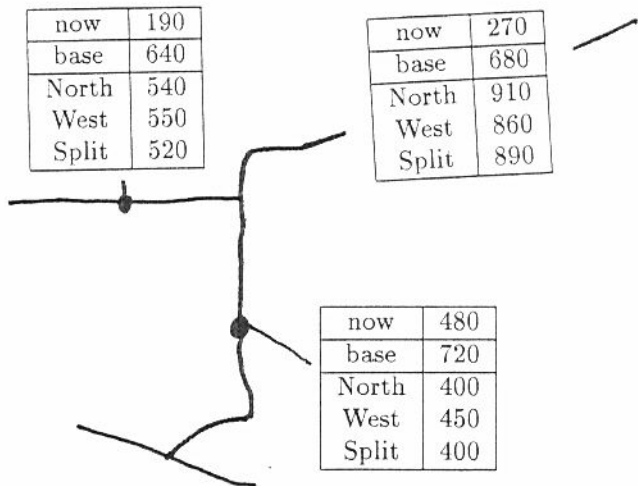


Prepared by Martin Ricketts (tel 835628) for HPC.

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The figures for all the other roads included are given in the exhibition. The reasons for particular changes are not obvious to the layman, but the 'base' figures are somewhat artificial in assuming no improvements would be made at congested points, which is forcing traffic from the main routes onto minor roads, such as through Harwell. This would appear to have the effect of making the figures including the new housing seem rather better than they might be. If the figures don't seem to make too much sense - go and ask what they mean!



Peak hour traffic estimates, Harwell Roads.

Any other comments?

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