

Katherine Pearce
Vale of White Horse District Council
Abbey House
Abbey Close
Abingdon
OX14 3JE

18th February 2025

Dear Katherine,

Re: Phase 1A, Monks Farm, Grove, Oxfordshire – P22/V1031/RM

Reserved Matters for bridge over Letcombe Brook, eastern section of Spine Road East, sustainable urban drainage, open space, landscaping, bus stops, coach laybys, services and other associated infrastructure, pursuant to S73 planning permission P23/V1198/S73 (P16/V0981/O).

Please find enclosed revised details for the above application, with revisions made in response to comments by officers on this application and P24/V1341/DIS (discharge of condition 12 relating to the Letcombe Brook bridge). This follows a number of meetings with Oxfordshire County Council (OCC) and the Environment Agency (EA) to discuss the outstanding matters. Key items have been the headroom underneath the bridge, and the surface treatment of the banks and scour protection. Both parties have informally accepted the proposed details and I believe all previous concerns are now addressed in this submission.

The revised documents and plans are enclosed:

Document	Consultant	Date / Reference	Replaces
General Arrangement Sheet 1 of 2	Odyssey	Drawing 21-104/303L	Drawing 21-104/303K
General Arrangement Sheet 2 of 2	Odyssey	Drawing 21-104/304N	Drawing 21-104/304L
Single Deck Bus Swept Path Analysis Sheet 1 of 2	Odyssey	Drawing 21-104/305G	Drawing 21-104/305F
Single Deck Bus Swept Path Analysis Sheet 2 of 2	Odyssey	Drawing 21-104/306J	Drawing 21-104/306G
Drainage Strategy Technical Note	Odyssey	Ref 21-104/14C	Ref 21-104/14B
Drainage Strategy Phase 1A Sheet 1	Odyssey	Drawing 21-104/301F	Drawing 21-104/301D
Drainage Strategy Phase 1A Sheet 2	Odyssey	Drawing 21-104/302F	Drawing 21-104/302D
Pond A Cross Sections	Odyssey	Drawing 21-104-755H	Drawing 21-104-755F

Pond A Cross Sections	Odyssey	Drawing 21-104-756-H	Drawing 21-104-756-F
Preliminary Levels and Exceedance Flow	Odyssey	Drawing 21-104/326C	Drawing 21-104/326A
Preliminary S38 Agreement Plan Phase 1A Spine Road Sheet 1 of 2	Odyssey	Drawing 21-104/327D	Drawing 21-104/327C
Preliminary S38 Agreement Plan Phase 1A Spine Road Sheet 2 of 2	Odyssey	Drawing 21-104/328F	Drawing 21-104/328D
Proposed Street Lighting Phase 2A	WLC	WLC950-1300-002_R16	WLC950-1300-002_R15
Proposed Street Lighting Phase 1A East	WLC	WLC950-1300-004_R0	New drawing
Monks Farm Bridge General Arrangement	WSP	70108992-WSP-DR-BR-0001 P06 15.11.2024	Drawing 70108992-WSO-DR-BR-0001 P02
Monks Farm Bridge Scour Assessment	WSP	70108992-WSP-XX-RP-C-0001_Rev01	New report
Phase 1A Landscape Layout	HDA	2099.7_09M	2099.7/09K
Phase 1A Landscape Layout with services	HDA	2099.7/10J	2099.7/10H
Phase 1A Planting Strategy	HDA	2099.7/11F	2099.7/11E
Phase 1A Boundary treatment and street furniture	HDA	2099.7/34B	2099.7/34
Phase 1a Biodiversity Enhancement Plan	HDA	2099.8/Rev B (February 2025)	2099.8 (June 2024)

The comments received on the previous submission are set out below, along with a response and description of amendments.

Officer	Comments	DWH response
Forestry	Acceptable – a condition should be attached requiring compliance with the AMS submitted under P23/V2532/DIS.	Agreed.
Landscape	No Landscape Objections, the majority of the comments have been addressed in the revised plans.	N/A
Urban Design	No further comments	N/A
OCC – Bridge structures	Concerns with low headroom beneath the bridge and the impact on inspection and maintenance. An	A minimum 900mm headroom will be provided to the bottoms of the precast bridge beams and a min headroom of 2250mm between the beams as per OCC's requirement for access; refer to WSP

	<p>absolute minimum of 900mm is required.</p>	<p>drawing No. 70108992-WSP-DR-BR-0001 P06.</p> <p>The embankments will be regraded beneath the bridge soffit to achieve this as agreed with the EA, but no more than the maximum 1:1000yr design flood level of +71.520m.</p> <p>To meet the EA's requirement of having a 600mm wide mammal ledge at no less than 150mm above the max flood level, the headroom directly adjacent to the south abutment has been marginally reduced to 850mm over a 600mm width, as agreed via email in October 2024.</p>
	<p>The pile caps are shallow and there is concern that these would be undermined if the riverbed were to be excavated for access.</p>	<p>The depth of the abutment below ground level has been increased. The distance between the bottoms of the precast beams and the bottom of the abutment is 1600mm. This includes a provision for a 1200mm headroom should this be required for intrusive maintenance work, whilst still maintaining a min depth 500mm above the bottom of the abutment; refer to WSP drawings No. 70108992-WSP-DR-BR-0001 P06.</p>
	<p>The asphaltic plug is low strength and could be prone to cracking. A revised detail/further justification is required.</p>	<p>The asphaltic plug joints themselves consist of flexible bituminous material to accommodate nominal movements without cracking.</p> <p>The asphaltic plug joint will be supported by a fibre-reinforced concrete support block to mitigate against potential settlements within the backfill itself.</p> <p>Fibre-reinforced concrete, rather than a typical ST2 concrete, has been specified for the support block as agreed with OCC.</p> <p>The support block will in-turn, bear upon well-compacted modified 6N fill behind the abutments; this detail is routinely adopted on integral bridges in the UK.</p>

		<p>Ground improvements to the existing ground below the backfill will be carried out to minimise settlements of the backfill block itself which would lead to cracking of the carriageway at the abutment/backfill interface</p> <p>The maximum allowable long-term differential settlement between the reinforced soil approach embankments and the bridge structure will be agreed in the AiP.</p>
	<p>Pedestrian parapets are required across the bridge structure and approaching retaining walls.</p>	<p>N1 vehicular parapets will be provided to the bridge deck and the NR wingwall running parallel to the carriageway.</p> <p>Class 3 pedestrian parapets will be provided to the remaining splayed wing walls as shown of WSP drawing No. 70108992-WSP-DR-BR-0001 P06. The class 3 pedestrian parapets will be located behind RRS designed by Odyssey.</p> <p>Details of the parapet systems will be included in the AiP submission to OCC.</p>
	<p>Drainage should ensure that voids do not fill with water.</p>	<p>The internal voids of the precast bridge beams will be protected by the waterproofed bridge deck slab and the permeable back-of-wall drainage systems to either end of the abutments.</p> <p>The utilities proposed to be ducted through the internal voids of the precast beam will be suitably sealed using gaskets to prevent water ingress.</p> <p>Weepholes will be installed to the bottoms of the beams to allow drainage of any potential water, should there be any water ingress into the beam voids.</p> <p>The bridge will have a passive drainage system in which surface water will be guided toward the kerb deck drainage units and drained into</p>



		<p>highway drainage chambers on either side of the bridge.</p> <p>The bridge deck will be waterproofed and possess a long fall to assist with drainage.</p> <p>The asphaltic plug joints will have an in-joint hydraulic relief detail to drain any potential subsurface water in the carriageway fill atop the bridge deck; refer to WSP drawing No. 70108992-WSP-DR-BR-0001 P06.</p> <p>Subsurface water to the backfill behind the abutments will be drained by the back-of-wall drainage systems to the abutments.</p>
	<p>Detail of utility apparatus should be provided to ensure reinforced earth does not fail.</p>	<p>The existing foul water rising main will be diverted outside the footprint of the reinforced soil wingwalls. The diverted water rising main will be of modern pipe construction designed and specified to the relevant standards; exact details will be provided at detailed design.</p> <p>WSP has assessed the risk of rising main rupture on the integrity of the reinforced soil wingwalls as low due to the min plan offset of ~4000mm. No further mitigation beyond diverting the riser main is proposed. This will be captured in the design risk register appended to the AiP submission to OCC.</p> <p>The proposed foul rising main diversion beneath the highway embankment shall be ducted to minimise the risk of damage. The assessment will be subject to detailed design and Thames Water Utilities comments under a Section 185 application of The Water Industry Act.</p>



	<p>Details of scour are to be provided.</p>	<p>WSP scour assessment ref: 70108992-WSP-XX-RP-C-0001_Rev01 is enclosed.</p> <p>The findings of the WSP scour assessment indicate that the bridge abutments and reinforced wingwalls are at low risk of scour.</p> <p>The assessment however highlighted that the embankments may experience some nominal scour which could pose a potential maintenance issue and as such recommended that a landscaping measure be provided to mitigate this risk.</p> <p>After consultation with both OCC and the EA over their requirements for the ground beneath the structure, a scour arrangement has been proposed; refer to WSP drawing No. 70108992-WSP-DR-BR-0001 P06.</p> <p>The embankments will receive a bedded riprap rock embankment protection to mitigate against localised bank scour/migration of the Brooke during the service life of the bridge. The riprap rock protection will extend to the upstream approach to ensure sufficient embedment.</p> <p>The rock size, shape, grading and embedment details will be specified by a specialist scour designer at detailed design to ensure the protection is appropriate to the watercourse and its anticipated flows.</p> <p>Full details will be provided at detailed design stage.</p>
	<p>Kerb height details.</p>	<p>100 high half-batter kerbs will be provided as per OCC request agreed in an application meeting dated 27 August 2024.</p> <p>This will be captured in a departure from standards for kerb heights in the AiP submission.</p>



OCC – Highways	A338 Station Road works drawing (21-104/333) requires geometry/dimensions. Bus stops to be added.	The A338 Station Road junction was removed from the red line application boundary in the previous submission, as the details were to be approved as part of discharge of Condition 6. These are now approved (P24/V1999/NM).
	Eastern spine road bus stop locations are acceptable.	N/A
	Coach lay-by design is acceptable.	N/A
	Widening to the bend on the approach west of the bridge is acceptable.	N/A
	Stage 1 Road Safety Audit is acceptable.	N/A

As discussed previously, the A338 junction is now excluded from the red line application boundary and therefore should be removed from the description on the application. The details for the A338 junction were approved under application P24/V1999/NM.

Could you please register the revised submission pack and consult with officers on these amendments. If you have any questions, please do not hesitate to contact me on the details above prior to issuing a decision.

I look forward to discussing the submission with you in due course.

Yours sincerely,



Georgina Mortimer

Planning Manager

for and on behalf of

DAVID WILSON HOMES SOUTHERN (a trading name of BDW TRADING LIMITED)

