

LIAISON MEETING

25 NOVEMBER 2020

RECORD OF DISCUSSIONS/ACTION POINTS

Attendees:

Graven Hill Village Development Group Ltd (GHVDC)

Karen Curtin (KC), Managing Director

Graven Hill Residents' Association (referred to as GHRA)

Philip Sore (PS), Chair

The Self-Builder and Purchaser's Group (referred to as SBVLG)

Simon Kirkman (SK)

Lee Clark (LC)

Reverend Helen Baker (HB)

Discussion	Action By
Item 1 – Introductory Remarks/Matters Arising 1.1 All Matters Arising would be covered as individual items during the meeting as per the agenda provided by the GHRA. PS volunteered to be Chair for today's proceedings.	
Item 2 – Item deleted – self-builder issue	
Item 3 – Item deleted – self-builder issue	
Item 4 – Item deleted – self-builder issue	
Item 5 – Speeding/Dangerous Driving 5.1 Following discussion on this item at the last meeting, the GHRA had borrowed the GHVDC speed gun and carried out impromptu vehicle speed surveys. In addition, the information provided from the two speed signs had been broken down into meaningful statistics. 5.2 PS informed the meeting that an analysis of the inbound speed sign data had established that 89% of vehicles were doing 25 mph or less in the 20 mph zone and this had been borne out by the speed surveys; being pragmatic, this indicated that the issue may not be as bad as first perceived although there were exceptions. It was also felt that the situation would further improve once the mini-roundabout adjacent to the apartments was reinstated and the cut-through on Graven Hill Road was closed off.	

<p>5.3 KC thanked the GHRA for their involvement in this matter and reiterated that as a developer there was not a great deal more that could be done. Of course, GHVDC would continue to challenge speeding and dangerous driving by contractors. PS stated that the GHRA Committee would continue to monitor this to establish if it was an issue and consider what measures could be taken to mitigate should that be necessary.</p> <p>Action: continue to monitor speeding and dangerous driving and update, as necessary.</p>	<p>GHRA</p>
<p>Item 6 – Play Areas Update and Removal of Herras Fencing on Westacott Road</p> <p>6.1 Having been completed some time ago, the continued closure of the play areas was causing the Graven Hill community much consternation, and this was exacerbated by a lack of awareness of the processes involved. KC stated that she was aware this had resulted in considerable discussion on social media, but pointed out that GHVDC had not spent several hundreds of thousands of pounds building the play parks just to keep them closed – GHVDC wanted children to be using them. Due to the restrictions imposed by health and safety and the fact that opening the parks involved three different stakeholders these things did take time.</p> <p>6.2 Without wishing to labour the point, COVID-19 had impacted delivery. The Royal Society for the Prevention of Accidents (ROSPA) inspections had been delayed due to that organisation having furloughed staff and the final report had been received on 24 November. Some minor ‘snags’ required addressing but the report had been forwarded to CDC for its approval. CDC had 14 days to consider this and issue Practical Completion, although if they were not content this could take longer. GHVDC were committed to getting the parks open as soon as possible even if that meant on a phased basis and would continue to chase all third parties involved in this process. PS said understanding the process was useful and thanked KC for the update and would relay this to the community.</p> <p>Action: update the GHRA on when the play parks would open once CDC issued Practical Completion.</p> <p>6.3 Finally, the harras fencing blocking access to Westacott Road will be moved on 11 December to allow partial resident access.</p> <p>Action: advise the GHRA of access routes.</p>	<p>GHVDC</p> <p>GHVDC</p>
<p>Item 7 – Request for Road Marking Plans for Graven Hill Road</p> <p>7.1 Waterman’s, GHVDC’s Highways Consultant had forwarded the plans and these would be sent to PS for review.</p> <p>Action: forward road marking plans to GHRA Chairman.</p>	<p>GHVDC</p>

<p>Item 8 – Village Green (Chadwick Place) Enhancement Project</p> <p>8.1 SK reported that despite having contacted Cherwell District Council (CDC) via email and telephone to discuss this matter, little progress had been made. Further investigation had shown that power lines ran on the pavement side of Chadwick Place and therefore running power to the Village Green would require digging up the road. The issue of who would be responsible for payment for such work and for electricity used was equally problematical. However, it had been suggested that running a spur from the Community Centre would be feasible and this could be incorporated into planning now or soon as construction had not yet commenced.</p> <p>8.2 KC pointed out that there may be were grants available from CDC to fund projects such as this. Discussion went on to cover the provision of electric car charging points at the Community Centre, from which a spur could be taken. KC stated that whilst this had been GHVDC's intent it had been vetoed by Oxfordshire County Council's Highways Department; however, GHVDC continued to pursue this.</p> <p>8.3 After further discussion it was decided that the GHRA would take ownership of this and discuss at their next Committee meeting.</p> <p>Action: investigate the feasibility of providing power to the Village Green from the Community Centre site.</p>	<p>GHRA</p>
<p>Item 9 – Proposed Commercial Units, Public House, Community Centre, Etc</p> <p>9.1 Following a request by the GHRA, GHVDC had provided a statement on where it currently stood on the provision of commercial units and community facilities. However, it was pointed out that the 'community' had been disappointed and felt the statement lacked commitment. PS requested that KC provide a more concrete response. A specific example of the confusion was highlighted when a resident had contacted GHVDC's commercial premises partner, Whites Commercial regarding renting a unit, and had been informed this was not happening at the present time.</p> <p>9.2 In response to the commercial unit enquiry, KC stated that the answer provided to the resident was in error. Whilst GHVDC was not yet at the stage to issue contracts, details of individuals expressing an interest were being taken; KC would discuss this with Whites Commercial to ensure a consistent response.</p> <p>Action: ensure messaging on applying for a commercial unit is consistent.</p> <p>9.3 In regard to a more comprehensive response on when commercial and community facilities would be provided, KC undertook to provide the GHRA with an update that would provide residents with details on when they could expect to see these facilities open. Providing such facilities is predicated, in the main, on reaching occupancy milestones as prescribed in the Section 106 agreement with the District and County Council. For example, the Community</p>	<p>GHVDC</p>

<p>Centre will commence construction once the development reaches 500 occupations.</p> <p>Action: provide the GHRA with an update by 12 December on latest position on commercial and community facilities.</p> <p>9.4 Finally, SK addressed the issue of a rumour of whether some of the commercial units on the ground floor of Block E would now in fact be made into apartments. He acknowledged that such a decision would be based on economic factors, but these facilities were part of the 'lifestyle' many at Graven Hill bought into. KC agreed that such a decision would be based on prevailing economic factors e.g. demand from suppliers / retail market economy. Should GHVDC seek to change this, a planning application would need to be submitted as a change of use and as requested by SK the GHRA would be informed as a matter of courtesy.</p>	<p>GHVDC</p>
<p>Item 10 – Any Other Business</p> <p>10.1 <u>Social Media and 'The Troll'</u>. KC thanked the GHRA for their assistance in addressing some recent Facebook posts. In addition, she made the meeting aware that the Company was being 'trolled' anonymously on the issue of community facilities. She asked the GHRA and SBVLG to inform its members that if they had any issues with the development, to contact GHVDC Customer Services to seek advice, updates, etc.</p> <p>10.2 <u>For Sale Signs</u>. This continued to be an issue that would be dealt with by GHVDC. For background, when residents sign their contract there was a restriction clause therein that stated such signs should not be erected. This information is contained within the TP1.</p> <p>10.3 <u>Parking</u>. Given that parking continued to be an issue, a Parking Strategy Group, consisting of representatives from GHVDC, GHRA, Living City and Bromford had carried out a review. As a result, a recommendation had been made that would see the provision of numbered parking spaces in the managed areas at a cost of £10 – 15K to GHVDC. KC pointed out that other than pursuing the enforcement option that had proven so divisive there was little more GHVDC could do, and she hoped the solution agreed to by the Parking Strategy Group would work. However, she asked that the GHRA continued to promote good parking behaviour with its members. PS responded that he would raise this at the next GHRA Committee meeting.</p> <p>10.4 <u>Cycle Path Junctions</u>. Currently, cycle path junctions with Graven Hill Road did not afford cyclists with priority i.e. the physical layout of the cycleways at the mini-roundabout on Graven Hill Road pushes cyclists onto the main carriageway of the road immediately prior to the roundabout in both directions. Confirmation was sought that this would indeed be the case when the wearing course and lines were applied, and PS would send further details for clarity.</p> <p>Action: investigate cycle path junctions with Graven Hill Road and provide the GHRA with details of road markings.</p>	<p>GHVDC</p>
<p>Item 11 – Date and Time of Next Meeting</p> <p>11.1 To be arranged for a date in late-January.</p>	<p>GHVDC/ GHRA</p>