

Wayne Campbell

From: Madgwick, Will - Communities <Will.Madgwick@Oxfordshire.gov.uk>
Sent: 07 June 2021 10:14
To: Wayne Campbell
Subject: FW: Hook Norton Outline application 21/00500/OUT

Hi Wayne

I forwarded your comments onto our Road Agreements team as the queries were more in their area of expertise. I have had the below email back.

It may be worth sending this onto the applicant and asking them to comment on how they meet each point.

Let me know if you have any questions.

Many thanks

Will

Will Madgwick
Transport Planner
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Oxfordshire County Council
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From: Mowlem, Daniel - Communities <Daniel.Mowlem@Oxfordshire.gov.uk>
Sent: 03 June 2021 10:19
To: Madgwick, Will - Communities <Will.Madgwick@Oxfordshire.gov.uk>
Subject: RE: Hook Norton Outline application 21/00500/OUT

Hi Will,

I am well thank you, I hope you are doing well too.

I have had a look at the document and provided the attached comments taking into account my previous comments, however I believe the majority of the comments still stand:

The use of permeable or impermeable block paving is acceptable to OCC for the highway construction provided that the drainage calculations have been carried out to determine whether the soil below is able to soakaway the water.

Minimum width of access road to be 5.5m, please refer to the OCC Design Guide (2015) Section 5 Road Types.

The carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph. The main straight seems excessively straight with no proposed bends or calming.

No property should be within 500mm to the proposed highway, some houses appear very close to the footway. No doors, gates, windows, garages or gas/electric cupboards should open onto the proposed highway.

There are no visibility splays indicated. Junction and Forward Visibility Splays must be in accordance with the OCC Residential Design Guide Second Edition (2015) and dedicated to OCC if they fall out of the existing highway boundary.

Table of Required Sightline ('Y')-Distance for Speed on Through Road

Kph	30	40	50	60	70	85	100	120
Mph	19	25	31	37	43	53	62	75
SSD (m)	33	45	70	90	120	160	215	295

Table of Required Forward Visibility Distance for Speed on Through Road

Kph	16	20	24	25	30	32	40	45	48	50	60
Mph	10	12	15	16	19	20	25	28	30	31	37
SSD (m)	9	12	15	16	20	22	31	36	40	43	56

OCC require a swept path analysis for an 11.6m in length refuse vehicle for all manoeuvres in forward gear passing an on-coming or parked family car throughout the layout. The swept path does not indicate how an oncoming or parked car and evidence will be required if this layout is to be adopted. The carriageway will also require widening on the bends as indicated in the OCC Residential Design Guide Second Edition (2015) Para 6.28.

Stage 1 road safety audit should be undertaken to ensure that the initial proposals do not have any safety concerns.

Long section details should be provided to ensure that the gradients are acceptable for highway safety.

No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented.

Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.

Trees must not conflict with streetlights and must be a minimum 10 metres away. Trees that are within 5m of the carriageway or footway will require root protection. Given the number of trees indicated it would be helpful that the proposed street lighting is provided as trees will have to be located at least 10 metres away to ensure the streetlights can perform effectively.

Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.

The Visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.

No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design will be subject to a full technical audit.

Minor residential roads that serve four or less properties will not be considered for adoption.

Roads serving 5 or more houses can be considered for adoption but will need to meet adoptable criteria set out in the OCC Residential Design Guide Second Edition (2015).

The Highway boundary needs to be checked with OCC Highway Records

(highway.records@oxfordshire.gov.uk) to determine whether or not it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.

OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.

If you have any queries please let me know.

Kind regards,

Daniel Mowlem AMIHE - Engineer

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Road Agreements Team email: roadagreements@oxfordshire.gov.uk

Further information available at: <https://www.oxfordshire.gov.uk/cms/content/section-38-section-278-and-private-street-agreements> and www.oxfordshire.gov.uk

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