

Project name	Wykham Park Farm, Banbury		
Design note title	20/03724/REM Ancillary Roads Planning Statement		
Document reference	WPF-HYD-XX-XX-RP-C-0200		
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1. APPLICATION DETAILS

Planning Application Reference: 20/03724/REM - Cherwell District Council

Application Type: Reserved Matters

Development Details: Development of up to 1,000 dwellings with a mixed-use Local Centre, Primary School, Secondary School, Public Open Space and Sports Facilities and forms part of the Strategic Development at South West Banbury, a mixed-use allocation for up to 1,495 dwellings (Policy Banbury 17), on land bound by Bloxham Road and Salt Way, south west of Banbury Town Centre.

2. INTRODUCTION

This Technical Note (TN) has been prepared by Hydrock Consultants Limited (Hydrock) on behalf of Persimmon Homes in response to Oxfordshire County Council's (OCC) Transport Schedule consultee comments received in December 2021 as part of Reserved Matters Application (Planning Reference: 20/0374/REM) for the Ancillary Roads including the Western Perimeter and Loop Road.

3. OCC COMMENTS

- 3.1 This reserved matters application covers the layout of ancillary roads; the proposed road loop off the main spine road, that will provide access to the primary school and local centre, as well as the road at the western end of the development that will provide access to dwellings and Wykham Park Farm.

Hydrock Response: Noted.

- 3.2 In GA sheet 1, the width of the pedestrian/cycle route around the back of the parking layby is incorrectly labelled - it should be a 3m path plus an additional margin of 500mm to allow for car doors.

Hydrock Response: Agree, shared footway / cycleway width increased to 3.5m behind the parking layby. Refer to revised drawing number WPF-HYD-XX-XX-DR-C-0012-P11.

- 3.3 In GA sheet 2, the HGV loading bay for the local centre is shown indicatively, and with the footway across it rather than round the back of it. Appropriate loading facilities at the local centre are vital, to ensure that delivery vehicles do not block the road and cause an obstruction to traffic flows or a danger to pedestrians and cyclists. To date no alternative loading facilities have been demonstrated, so this bay must be delivered as part of the works.

Hydrock Response: Agree, footway arrangement aligned around the back of a 3.5m wide service loading bay. Refer to revised drawing WPF-HYD-XX-XX-DR-C-0013-P10.

- 3.4 The HGV swept path analysis shows a 12m rigid truck pulling into an out of the bay, but this may not be the largest vehicle used to service the local centre. Swept path analysis should be provided for a max articulated lorry. Alternatively it may be possible to restrict the type of vehicle by condition.

Hydrock Response: Max. Legal Articulated Lorry access into the proposed loading bay arrangement is not viable. This vehicle type is inappropriate for the loop road alignment and traffic calming measures in the form of short lengths of vertical deflection. This road will be populated by school children at frequent hours of the day; therefore, it is recommended that HGV vehicle type is restricted by condition.

- 3.5 Also in GA Sheet 2, the access point into the local centre car park is shown as a dropped kerb access. Given the volume of use, this should be a fully kerbed bellmouth access. It might need to be slightly further west, to avoid conflict with the pedestrian crossing.

Hydrock Response: Agree, drop kerb access arrangement replaced with 5.5m wide kerbed bellmouth priority junction with 6m radii. Access location has been shifted westwards to allow emerging cars from the Local Centre turning right on the Loop Road to square-up prior to the Zebra crossing.

- 3.6 Also in GA Sheet 2, the cycle/pedestrian route that will eventually connect to Salt Way, is not shaded. This must form part of the works, and should extend to cover the full width of the path up to and including the point at which it runs alongside the school boundary. Completion of the path will take place according to the agreed phasing.

Hydrock Response: The section of 3m shared footway / cycleway that sits within the road corridor has been coloured and proposed as part of this Reserved Matters application for the Ancillary Roads. The section of path that north-south, parallel with the Primary School land and terminates at the Salt Way will be applied for under a separate Reserved Matter.

- 3.7 Finally, the swept path analysis for the coach shows it doesn't quite pull up adjacent to the kerb. The kerblines to the west may need slightly tweaking to permit this.

Hydrock Response: The Coach Drop-Off bay has been increased in length from 18m to 24m to accommodate the swept path analysis of the Coach and ensure it pulls up square to the kerb. Refer to revised drawing WPF-HYD-XX-XX-DR-C-2304-P06.

- 3.8 Finally, I recommend that some cycle stands, which could form part of the overall requirement for the local centre, are located on the corners on the school frontage, where the footway is widest. This is to cater for parents who cycle to school with their children, to park while they take the children into school. They would also provide a form of visual traffic calming.

Hydrock Response: Agree, refer to revised drawing WPF-HYD-XX-XX-DR-C-0013-P10.

4. CONCLUSION

This Technical Note (TN) provides a full response to the issues raised by OCC and concludes there are no reasons to object the application on highway grounds.