

**Application no: 22/00959/REM**

**Location:** East Of Last House Adjoining And North Of Berry Hill Road Adderbury

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## **Transport Development Control**

### **Recommendation:**

Oxfordshire County Council, as the Local Highway Authority, **object** to the approval of this Reserved Matters application.

### **Objection for the following reasons:**

**Landing Spots:** Where the section of 1:20 longitudinal gradient is present there will need to be flat landing spots.

**Swept Path Analysis:** Vehicle length does not match the request from OCC Road Agreements.

### **Informative:**

**Highway Boundary:** The adjacent highway Berry Hill Road and the surrounding grass verges are maintained by the OCC Highways Authority. A section 278 and an S104 agreement will be required to create a new access and to make amendments to the grass verge respectively.

### **Detailed Comments TDC**

Oxfordshire County Council TDC are satisfied that the applicant has addressed all concerns in regard to cycle parking and vehicle parking. However, having consulted our Road Agreements Team, there are some issues that still need addressing in order to approve this REM application.

### **Detailed Comments (Road Agreements)**

#### **Site layout**

Where the section of 1:20 longitudinal gradient is present there will need to be flat landing spots. OCC's inclusive mobility guidance states that 'even if there not a pedestrian route in excess of 1:20, it is important that there are level sections or landings at regular intervals to provide people with an opportunity to rest.' A level landing must be provided for every 500mm that a route rises.

### **Comments from Road Agreements**

- A section 278 application will be required for the access works.
- Where the section of 1:20 longitudinal gradient is present there will need to be flat landing spots.
- Refuse vehicle should be tracked with 11.6m refuse vehicle and should ideally also not overhang the footway as this provides potential for conflict with pedestrians. The vehicle should also be shown tracking past a stationary car to ensure that the refuse vehicle is able to safely manoeuvre around the sections of road that are 4.8m in width.

### **General Comments Relevant for On-Site Roads:**

- The application will need to comply with OCC Street Design Guide.
- Offsite works will need to be designed in accordance with DMRB.
- All new developments will need a 20mph speed limit and supporting Traffic Regulation Order and self-enforcing measures.
- The carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph.
- Where there is not a footway adjacent to the carriageway a 6-metre-wide shared surface block paved carriageway with a minimum 800mm grass margin on either side is required.
- A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:21 or 5%.
- There are no visibility splays indicated. Junction and Forward Visibility Splays and dimensions must be in accordance with the OCC Street Design Guide and dedicated to OCC if they fall out of the existing highway boundary.
- 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. Oxfordshire County Council have published the "Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.

- 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 and a minimum 1.5m from the carriageway. Trees that are within 5m of the carriageway or footway will require root protection.
- 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 and acceptable adoption standards will be subject to a full technical audit.
- 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.

**Officer's Name:** Ben Mundy

**Officer's Title:** Assistant Transport Planner

**Date:** 27/09/2022