

Application no: 23/01493/REM

Location: Proposed Himley Village North West Bicester, Middleton Stoney Road, Bicester

Transport Schedule

Recommendation:

No objection subject to:

- **Planning Conditions** as detailed below.

Key points:

- The red line boundary has now been changed and includes all visibility splays.
- Correct, unobstructed visibility has now been demonstrated at all junctions.
- A parallel crossing has now been included over the Spine Road North - South to connect to the Spine Road East - West.
- A raised cycle priority crossing has now been included at the eastern end of the Spine Road East - West.
- The raised crossings at the northern end of the Spine Road North - South and at the eastern end of the Spine Road East – West. as well as the raised crossings at the western end of the strategic secondary streets. will be implemented when OCC confirm that the temporary turning heads are no longer required.

Comments:

This is a reserved matters application for the main roads within the initial phase of development at Himley Village (Phase 1B). The wider site has planning permission (14/02121/OUT) to provide up to 1,700 dwellings, a retirement village, flexible commercial floorspace, community facilities, land to accommodate an energy centre and land to accommodate a new primary school.

I previously commented on this application on 4th June 2024. This response should be read in conjunction with the previous response.

Amended drawings were submitted on the 12th June 2024. Following consultation with the Highway Agreements Team, I have the following comments on the amended drawings.

The red line boundary has now been changed and includes all visibility splays which are now all shown within the highway extent.

My previous response explained that, at a number of locations, the visibility splays did not commence in the centre of the side road, and at some locations the visibility splays were

missing. This has now been amended and correct, unobstructed visibility has now been demonstrated at all junctions.

I previously mentioned that the cycle crossing over the Spine Road North - South to connect to the Spine Road East - West had not been included. A parallel crossing providing priority to pedestrians and cyclists has now been included over the Spine Road North - South to connect to the Spine Road East - West.

A raised cycle priority crossing at the eastern end of the Spine Road East - West to access the next phase of the development has also been included in the amended layout.

I previously explained that the temporary bus turning heads were not acceptable as it would require buses reversing over the raised cycle crossings. After discussions with the applicant, it has been agreed that the raised cycle crossings at the northern end of the Spine Road North - South and at the eastern end of the Spine Road East - West will be implemented when Oxfordshire County Council have confirmed that the requirement for the use of the temporary bus turning heads has ceased.

In addition, the raised crossings at the western end of the strategic secondary streets will be implemented when these roads connect to Phase 3 and Oxfordshire County Council have confirmed that the temporary turning heads are no longer required. Insets on the Engineering Layout Sheets 1 to 4 include the layout of all the temporary turning head as well as the agreed final layout.

A condition to this effect has been included.

Planning Conditions:

Construction Traffic Management Plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved CTMP. The CTMP will need to incorporate the following in detail:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards /

requirements, for pedestrians during construction works, including any footpath diversions.

- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0345 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times.

Temporary Turning Heads

In accordance with the approved Phase 1B Engineering Layout Sheets 1 to 4 (dwg nos 27141-HYD-1B-XX-DR-C-2200/P09, 27141-HYD-1B-XX-DR-C-2201/P10, 27141-HYD-1B-XX-DR-C-2202/P10, 27141-HYD-1B-XX-DR-C-2203/P09 works associated with the temporary bus turning heads shall be constructed and remain in place until Oxfordshire County Council have confirmed that the temporary turning heads are no longer required. The final road layout as shown on the approved plans, including raised tables and all road markings, shall be completed within 6 months of the final use of the temporary turning heads unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety.

Officer's Name: Sarah Halsey

Officer's Title: Senior Transport Development Officer

Date: 12th June 2024