

**LONGFORD PARK, BANBURY
HIGHWAYS STATEMENT – PHASE 1 DEVELOPMENT AREA
MAY 2013
REF. TR/20488**

Introduction

This Highways Statement has been prepared to accompany the Reserved Matters planning application for the Phase 1 development area at Longford Park, Banbury. The development will comprise of 215 dwellings accessed from a new signal junction off Oxford Road.

This statement will consider how the Phase 1 Reserved Matters application has been provided in accordance with the site wide masterplan, Design Code document and approved Transport Assessment.

Section 278 Oxford Road Site Access

Access to the site will be taken from a new signalised junction on Oxford Road as shown on Brookbanks Consulting General Arrangement drawing 1071/HL/200 Rev J. The access will be constructed to serve the Phase 1 development along with the provision of the initial section of internal Spine Road required to serve the Phase 1 development site. The access will be constructed in accordance with the following Brookbanks Consulting drawings which received technical approval in November 2012 (certificate number 189);

- 1071-HL-200- J - Weeping Cross – GA
- 1071-HL-201- C - Weeping Cross – Clearance
- 1071-HL-202- D - Weeping Cross – Pavements
- 1071-HL-203- E - Weeping Cross – Signage
- 1071-HL-204- C - Weeping Cross – Drainage
- 1071-HL-205- F - Weeping Cross - Signals

Phase 1 Layout

The Phase 1 development site layout has been provided in accordance with the site masterplan and Design Code document (Figure 153: Highway Specification) and will provide the initial section of Spine Road from Oxford Road to the boundary of the Phase 1 site area. The wider internal Spine Road will be subject to a separate Reserved Matters application to complete the internal link to Bankside.

The layout comprises Primary, Secondary, Side (Tertiary) and Lane and Minor Street (Private Drives) road types in accordance with the Design Code Statement. The layout therefore incorporates the following elements under each road type;

- Primary Street – Design speed of 20mph, minimum 6m wide carriageway with 2 x 2m footways, grouped accesses provided onto private drives with no direct access to individual properties.
- Secondary Street – Design speed of 20mph, minimum 5.5m wide carriageway with 2 x 2m footways and direct access to properties.
- Side Street (Tertiary) – Design speed of 10mph, minimum 4.8m wide carriageway and 1.2m footways on one or both sides of the carriageway.
- Lane/Minor Streets (Private Drives) – Shared surface private drives 3.5m min width.

All Primary, Secondary and Tertiary roads will be adopted by Oxfordshire County Council under a Section 38 Agreement and permeable paving will be provided for all surfaces except on the Primary and Secondary roads and footways. At junctions exiting on to the main spine road 6m kerb radii are provided with a reduction to 4m on all internal junctions as discussed with Oxfordshire County Council. All routes have been tracked using a Cherwell District Council standard Refuse Vehicle as requested by Oxfordshire County Council.

Report Prepared By:



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Tim Rose, BA(Hons) MCIHT