

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 17/00610/REM

Proposal: Reserved Matters to Approval 10/01642/OUT - Access for Camp Road Village Centre Highway Infrastructure Works. The original outline application was accompanied by an Environmental Statement.

Location: Heyford Park, Camp Road, Upper Heyford, Bicester OX25 5HD.

Purpose of document

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a technical team response. Where local members have responded these have been attached by OCCs Major Planning Applications Team (planningconsultations@oxfordshire.gov.uk).

Officer's Name: David Flavin

Officer's Title: Senior Planning Officer

Date: 02 May 2017

District: Cherwell

Application no: 17/00610/REM

Proposal: Reserved Matters to Approval 10/01642/OUT - Access for Camp Road Village Centre Highway Infrastructure Works. The original outline application was accompanied by an Environmental Statement.

Location: Heyford Park, Camp Road, Upper Heyford, Bicester OX25 5HD.

Transport

Recommendation

Objection

Key issues

- The road layout and arrangement requires substantial amendment.

Informatives

The Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. Alternatively the developer may wish to consider adoption of the estate road under Section 38 of the Highways Act.

Prior to commencement of development, a separate consent must be obtained from OCC Road Agreements Team for the highway works under S278 of the Highway Act. Contact: 01865 815700; RoadAgreements@oxfordshire.gov.uk.

Detailed comments

Road Safety

The bus stop locations, particularly the eastbound stop, are not good in respect of the proposed zebra crossing. The crossings and calming measures would require consultation.

Road Agreements

There are a number of shortcomings in the layout and arrangement of the traffic provisions which would need to be rectified before the County can be satisfied. These are set out below. **Reason for objection.**

- The controlled crossing will require 8 crossing protection zig-zag markings on the approaches and a minimum of 2 on the exits. Parking is prohibited on both sides of the this type of marking.
- Parking bays will need to be moved out of the crossing protection zone.
- Vehicles parked in the Southern parking bay should not obstruct the visibility splay at the southern access junction. As this bay already appears to conflict with the visibility splay,

moving the parking bay further west may not be an option. It may have to be reduced in size.

- Vehicles parked in the northern parking bay may restrict visibility for pedestrians crossing Camp Road at the square.
- Bus stops will need to be moved out of the crossing protection zone.
- Moving the northern Bus stop further west may cause conflict at the Southern access junction.
- It is unclear if, or how, the shared footway/cycleway terminates into footway at the zebra crossing and narrowing around the parking bay.
- It is unclear if, or how, the shared footway/cycleway terminates into the square, which is presumed to be a pedestrian only area due to the width of the proposed highway footway.
- 2.4m x 25m visibility splays rely on low speeds. It is unclear that such low speeds will apply at all times of the day and week.
- The 25mm kerb up-stand through the square would be an obstacle for wheelchair users, and the partially sighted wouldn't necessarily recognise a crossing opportunity. The County would expect to see dropped tactile crossing points across the square.
- The County would expect to see the northern footway continue on the desire line directly across the Trident access and verged area.
- The ramp on the eastern edge of the square may create a safety issue when turning left into the Trident access at speed. This ramp may also cause issues for vehicles turning right out of the access, particularly as there is no kerb up-stand on the square to prevent vehicles mounting the footway.
- Vehicles parked in the southern loading bay, to the east of the square should not obstruct the visibility splay for the access to the hotel car park.
- An additional uncontrolled pedestrian crossing may be required to the west of the controlled crossing, potentially just to the west of the southern access.
- The footway through the square could be constructed out of the same material as the square, and the highway demarcated with brass studs.
- A new, more robust raised table/ramp construction details to be agreed through the S278 technical approval process. It should be noted that OCC will no longer accept block work ramps on Camp Road.
- The shallow swales proposed would be acceptable. But swales, and in particular problems created by vehicular and pedestrian crossing across swales have been an issue elsewhere on Camp Road. Utilities and services have been restricted where piped connections between swales can be placed, and unacceptably deep ditches have been created, with an immediate drop off the edge of the carriageway, rather than the proposed shallow swales. These would not pass the Stage 3 Road Safety Audit, particularly where there are turning movements.

- All other construction details to be agreed through the S278 technical approval process.
- The most easterly part of the proposed stopping up, where the footway was to step out around the verge on the adjacent phase of the S278 can be dealt with at the as-constructed stage of the S278 process. It hasn't been adopted yet and therefore does not need to be stopped up.
- Commuted sums will be required for the zebra crossing, street lighting, coloured tarmac, any special materials or drainage features, trees, street furniture, and additional areas of carriageway such as parking bays, footway and verge.

Officer's Name: Chris Nichols

Officer's Title: Transport Development Control

Date: 02 May 2017
