Technical Note

Bankside Phase 2

Construction Access Proposals

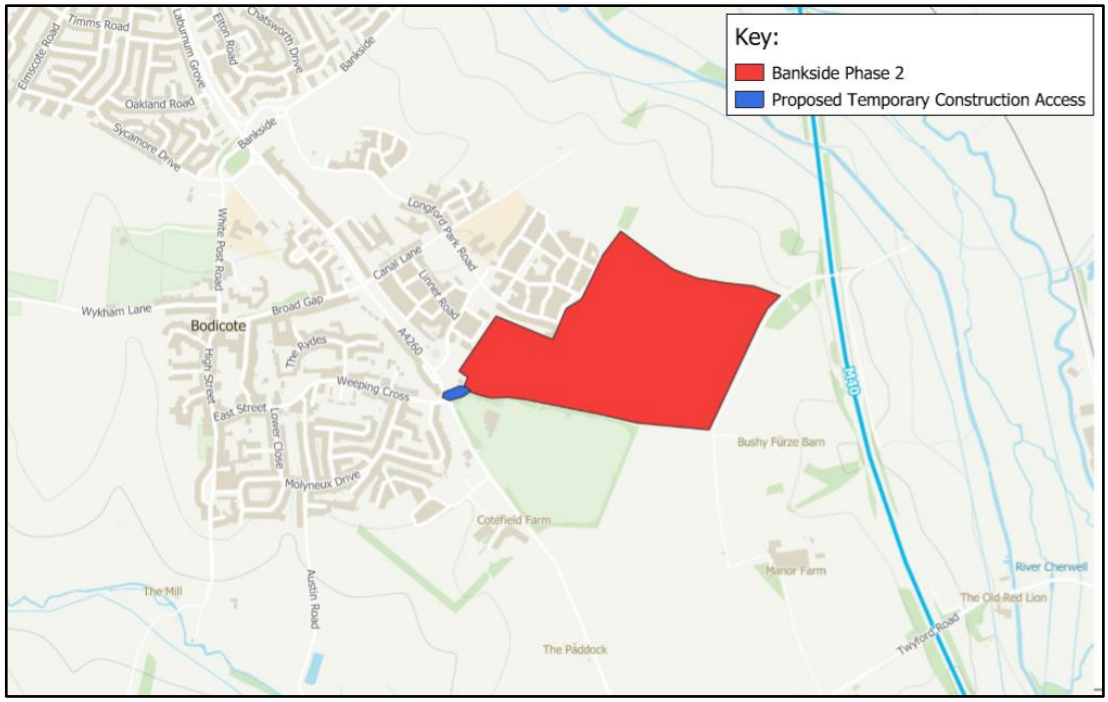
Project Number: 16052
Doc Number: TN01
Prepared for: Hallam Land Management Ltd

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
	Draft	AMD	JB	JB	JB	08-07-2020
A	Final	AMD	JB	JB	JB	20-07-2020

1. Introduction

1.1 Markides Associates are acting on behalf of Hallam Land Management Ltd in relation to their site known as Bankside Phase 2, Banbury. This Technical Note (TN) has been provided in response to a request for more detailed information in relation to the provision of a temporary construction access from Oxford Road, utilising an existing field access opposite Weeping Cross. The location of Bankside Phase 2 and the proposed temporary construction access can be seen in **Figure 1.1**.

Figure 1.1 Bankside Phase 2 and Construction Access Location



1.2 The provision of the proposed construction access at this location will allow vehicles associated with the construction of the first phase of development to avoid travelling through the Longford Park development. This also avoids having to build a long-haul road from Oxford Road, south of the Rugby Club, for the first phase of development. Construction of the proposed link road connecting Oxford Road with Wren Crescent can take place concurrently with the early phase of development on the site, enabling earlier delivery of the link road than originally proposed. Construction access for later phases of the development will be via the link road.

2. Proposals

2.1 The proposed construction route will enable a short haul route into the development site that is proposed to serve HGVs associated with the construction of the first phase of residential development. This route will be accessed directly from Oxford Road at the signalised junction with Weeping Cross via an existing field access. The existing signal head, which allows users of this access right of way at the junction, will be retained.

2.2 The use of the proposed construction route will be heavily managed, with specific procedures to be followed for entry to and egress from the site as follows:

- Access for smaller construction vehicles (up to 10m rigid vehicles) will be to / from the north. Travelling via the A4260 and A422 to the M40 at J11;
- Larger vehicles than this are anticipated to be fairly infrequent, and these will be specifically routes to enter the site to / from the south. These vehicles will travel via the A4260 and A44 or A34 to connect to either the A40 or M40; and

- Additionally, construction vehicles will be restricted from entering or exiting the site between 07:00 and 09:00 and between 16:00 and 18:00.

2.3 As the site access is only wide enough to allow vehicles travelling in one direction at a time, a managed arrangement will be put into place to ensure that there is no conflict between departing and arriving vehicles. Vehicles approaching the site will call ahead to the site to inform them that they are approaching. Vehicles will then be prevented from leaving the site until the approaching vehicle has entered. Vehicles wishing to exit the site will be held back on a wider stretch of internal road to avoid conflict at the site access.

2.4 The development proposals will also protect a safe pedestrian footpath along the construction route to maintain access along the existing public right of way, which also takes access from Oxford Road adjacent to the Weeping Cross signal junction.

2.5 It is proposed that there is an upper time limit of two years on the use of this construction access. This will allow sufficient time for the construction of the new junction with Oxford Road and the proposed road into the site to take place and then be available for construction traffic access.

2.6 Vehicle swept paths are appended to this note to demonstrate that the proposed turning movements can be accommodated.

3. Construction Traffic Movements and Junction Capacity

3.1 The ES accompanying the application includes a section on construction traffic impact. This identifies that the estimated daily vehicle movements during the construction period would be 110 vehicle per day, with 12 of the 110 being Heavy Good Vehicles. The HGV category includes a range of rigid and articulated vehicles. Large articulated vehicles are only anticipated to be required for very limited activities on the site, such as delivery of pre-fabricated roof trusses. It is therefore anticipated that articulated vehicle access to the site would be fewer than 10 per day and on many days there may be no need for articulated vehicle access to the site at all.

3.2 The existing signal-controlled junction between Oxford Road and Weeping Cross already includes a signal stage for access to an existing dwelling and this stage will be utilised by vehicles exiting the construction access. As the daily vehicle numbers are low and movements will take place outside of the peak periods no material effect on junction capacity is anticipated.

4. Conclusion

4.1 This Technical Note has been produced by Markides Associated on behalf of Hallam Land Management Ltd in relation to their site known as Bankside Phase 2, Banbury. This report has demonstrated that:

- The size and type of vehicle anticipated to access the site during construction are able to do so within the space available and minimal changes are required to the public highway;
- An appropriate traffic management system can be put in place to ensure that construction vehicles can safely enter and exit the site;
- That construction traffic vehicle numbers are low enough that the effect on junction capacity would be minimal; and
- It is therefore acceptable that the proposed construction access would be suitable for use for the first two years of works on the site.

2m Footway

4.5 x 90m vis-splay

Proposed Bus-stop location.

New signal controlled junction

Junction Intervisibility zone

Existing Substation

FTA Design HG Rigid Vehicle (1998)

M002

M003

M004

MC01

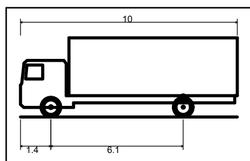
Sp

D

NOTES

KEY

PEDESTRIAN BUFFER ZONE



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Rev	Amendments	Drn	Chk	App	Date
P05	TRAFFIC MANAGEMENT REMOVED	CDT	AD	JB	10.11.20
P04	FOR INFORMATION	CDT	AD	JB	27.10.20
P03	FOR INFORMATION	CDT	AD	JB	10.07.20
P02	1.2m FOOTWAY ADDED	LB	AD	JB	07.07.20
P01	TRACKING AMENDED	CDT	JB	JB	18.05.20

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Job Title

LAND AT COLLEGE FIELDS,
TO BANKSIDE PHASE 2

Drawing Title

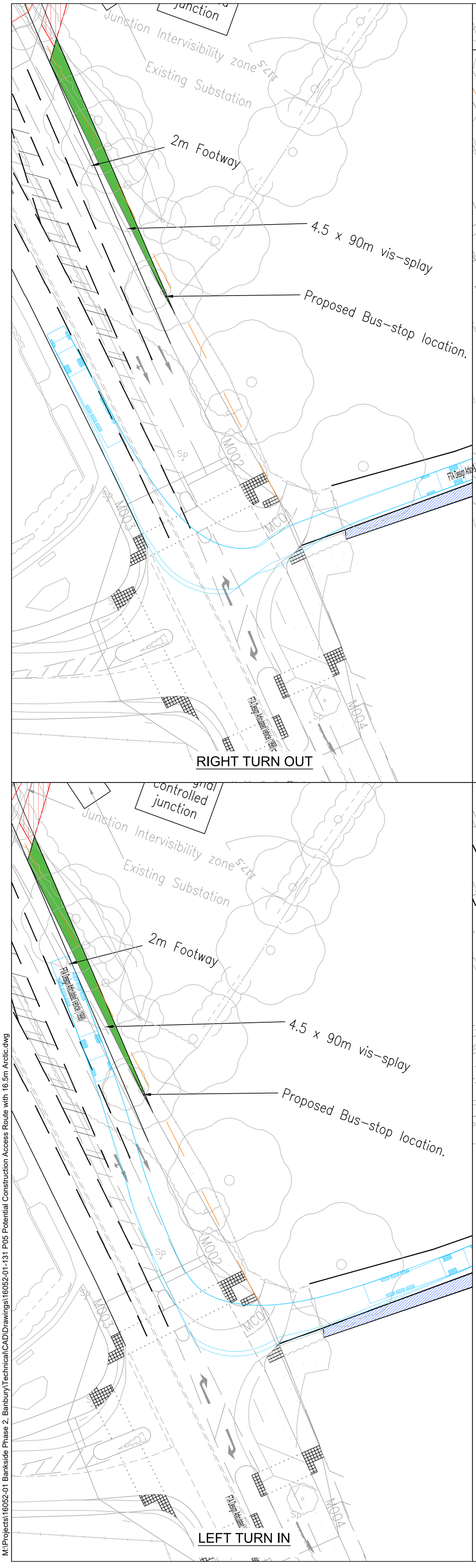
10m RIGID SWEPT PATH

Client

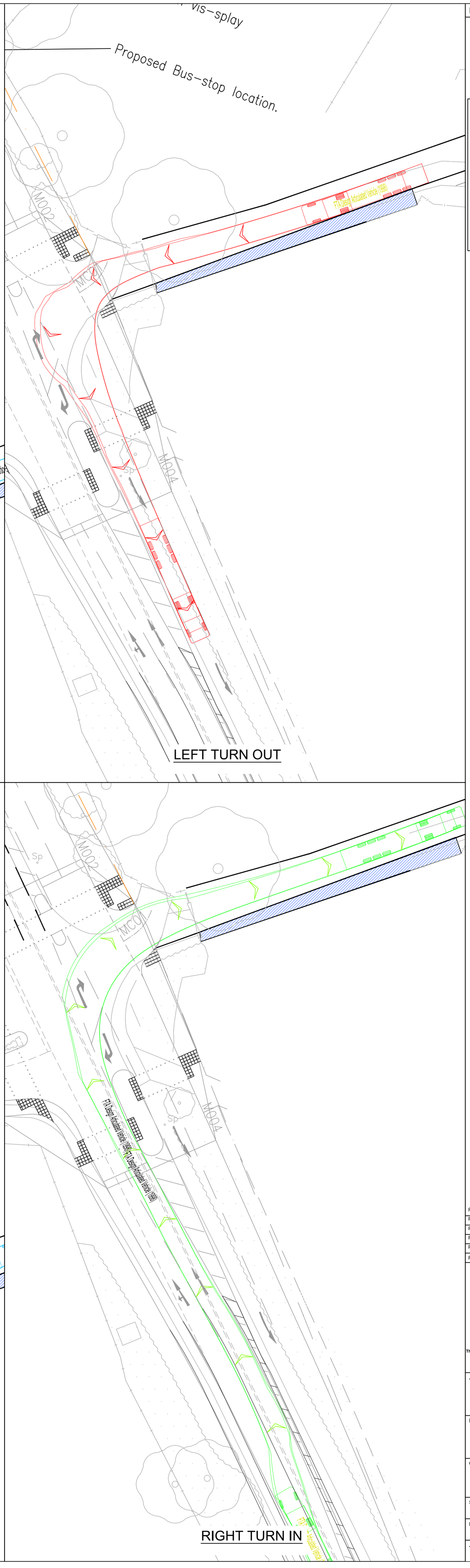
HALLAM LAND MANAGEMENT LTD

Scale	Date	Designed
1:250@A1	MAY' 20	CDT
Drawn	**Checked**	**Approved**
CDT	JB	JB
Job No	**Drawing No**	**Rev**
16052-01	16052-01-130	P05

M:\Projects\16052-01 Bankside Phase 2, Banbury\Technical\CAD\Drawings\16052-01-130 P05 Potential Construction Access Route with 10 Rigid.dwg



RIGHT TURN OUT



LEFT TURN OUT

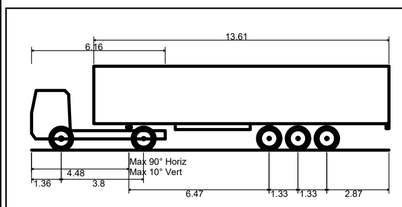
LEFT TURN IN

RIGHT TURN IN

NOTES

KEY

PEDESTRIAN BUFFER ZONE



FTA Design Articulated Vehicle (1998)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

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16.5m ARTIC SWEPT PATH

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Job No	Drawing No	Rev
16052-01	16052-01-131	P05

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