

District: Cherwell

Application No: 19/00213/DISC

Proposal: Discharge of conditions 6 (new link road), 8 (surface water drainage), 9 (floor levels), 10 (play areas), 11 (arboricultural survey), 12 (ecology), 13 (secured by design), 14 (contamination), 18 (mitigation for badgers) and 35 (cycle lanes) of 15/01326/OUT

Location: OS Parcels 6741 And 5426 West Of Cricket Field Nor Wykham Lane Bodicote

Transport Development Control

Recommendation:

Condition 6 – objection

Condition 35 – no objection subject to technical approval of S278 scheme

Condition 8 – see separate response from OCC Drainage

Conditions 9, 10, 11, 12, 13, 14, 18 – no transport comment

Condition 6 – reasons for objection

Tie in with adjacent site/works

The layout of the spine road is governed by Schedule 3 and accompanying Plan 2 of the Unilateral Undertaking dated 20 November 2017. Additionally, advice regarding requirements of the design was provided as preapplication advice as preapplication advice in January 2019.

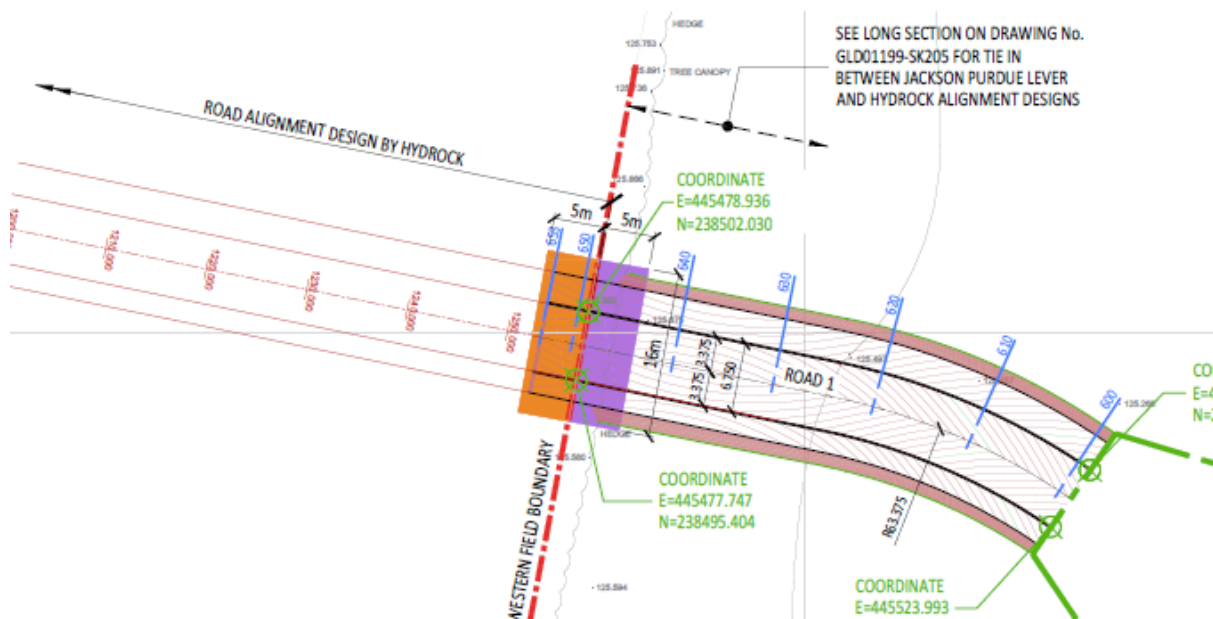
I am concerned about the join between the spine road in this site, and the spine road through the adjacent site. The UU set coordinate points for the intersection of the road and the western site boundary, and prescribed the road layout and levels in the immediate vicinity of the site – 50m either side of the boundary. Looking at the Adoptable Highway Layout, I cannot determine whether the coordinate points are correct, since they are not marked. However, the alignment looks notably different from the Plan 2 in the UU, with regard to the angle at which the road intersects the boundary, and the alignment in the 50m stretch to the east of it. This must be corrected, in order to ensure that the road joins up with the road in the adjacent site, with a suitable alignment.

Further, the road is not coloured to the boundary. Construction and adoptable areas must be shown right to the boundary, to meet the requirements of the UU.

Also the corridor is not as wide as shown on the Plan 2, which shows a service margin or verge at the back of the footway. This must be corrected.

At the eastern end of the spine road, coordinate points should also be marked, to demonstrate that it meets the requirements of the UU, although in any event, there will need to be tie in with the S278 works to realign White Post Road, which are the responsibility of the developer.

See extract from Plan 2 below:



Adjacent road layout within the site

The plans include the adjacent road network, which is the subject of a separate reserved matters planning application for the layout, not yet determined. The plans for the application to discharge Condition 6 should not include these other roads, or at least they should be ghosted out. My response to this application are only in relation to the spine road.

Alignment of spine road

The alignment of the spine road is quite straight and likely to permit high speeds at times when traffic volumes are low. Consideration needs to be given to some form of traffic calming, although vertical traffic calming, and traffic calming likely to cause significant delay to buses, would not be acceptable.. In preapp advice we discussed occasional on-street parking bays, which would effectively provide some narrowings along the route.

Bus stops

The UU provided contributions for two pairs of bus stops within the site. Only one pair of stops is shown here. It was suggested in preapp advice that a second pair could be positioned near the open space at the eastern end.

Additional hardstanding space has not been shown for bus shelters – this must be provided for the eastbound direction. Shelters must not overhang the shared use ped/cycle route.

Crossing points

In preapp advice we advised that two crossing points would be required – one where the public right of way crosses the spine road, and one near the bus stops at the

eastern end, and the applicant was asked to indicate whether these would be zebra crossings or refuge crossings. No crossings have been shown.

Raised entry treatments across side roads

These were requested at preapplication and are not shown. To encourage cycling by providing cyclists with a high quality and direct route, they should be able to cross without having to divert into the side road.

Lighting columns

The position of lighting columns will be agreed as part of the detailed design stage. However, the shared use cycle/pedestrian path requires a clear and unobstructed 3m width. Therefore lighting columns should be set back in a service margin, or the path should be widened to accommodate them plus an unobstructed 3m for cycle/ped use.

Visibility splays

No visibility splays are marked for the junctions along the road. These should be marked as the land within the splays will need to be dedicated as highway and must not be obstructed.

Condition 35

The cycle lanes form part of the S278 submission for the junction arrangements and realignment of White Post Road. These are currently subject to technical audit but no significant problems have arisen as a result of a safety audit.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 16 July 2019
