

Application no: R3.0138/21

Location: A linear site comprising a corridor between the A34 Milton Interchange and the B4015 north of Clifton Hampden including part of the A4130 east of the A34 Milton Interchange, land between Didcot and the former Didcot A Power Station and the Great Western Mainline, land to the north of Didcot where it crosses a private railway sidings and the River Thames to the west of Appleford-on-Thames before joining the A415 west of Culham Station, land to the south of Culham Science Centre through to a connection with the B4015 north of Clifton Hampden.

Transport Development Control

Recommendation:

Oxfordshire County Council (OCC), as the Local Highway Authority are recommending this planning application for approval.

This is subject to the required planning conditions, as outlined below, being attached to any planning permission.

Conditions:

1. No development on any phase of the development hereby approved shall commence until a Construction Traffic Management Plan for that phase has been submitted to and approved in writing by the County Planning Authority and thereafter implemented in accordance with the approved details throughout the period of construction of that phase. The Construction Traffic Management Plan shall include:
 - a. Contractors' access arrangements for vehicles and plant.
 - b. Construction HGV traffic routes to and from the site, including a scheme of construction traffic signage.
 - c. Times within which delivery vehicles and plant can enter and leave the site.
 - d. Wheel washing facilities to be provided to prevent mud from being carried onto the highway network.
2. Prior to the first use of any phase of the development hereby permitted, details of proposed signage shall be submitted to and approved by the Local Planning Authority and thereafter implemented in accordance with the approved details
3. Prior to the first use of any phase of the development hereby permitted, the footways, footpaths and cycleways associated with that phase are to open for public use prior to the completion of the carriageway works to promote sustainable and active travel.
4. All the highway works associated with HIF1, are to be constructed to Oxfordshire County Council specifications, as approved in the plans provided as part of this planning application*.

*All approved plans to be listed in the decision notice.

5. Prior to the first use of any phase of the development hereby permitted visibility splays shall be provided in accordance with the details shown on GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0001 to GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0015 Rev P03 and GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0016 to GEN_PD-ACM-HML-DGT_ZZ_ZZ_ZZ-DR-T-0019 Rev P04 as relevant to that phase. Visibility splays shall thereafter be maintained for the proposed use and unobstructed.

Informatives

The following matters are separate of the planning process/controls and will require separate permissions or licences from the relevant overseeing authority:-

- Temporary or permanent diversions of footpaths, bridleways etc.
- Traffic regulation orders, amendments to speed limits, traffic prohibitions etc.
- Traffic management measures, temporary traffic lights, road closures etc.

Comments:

1. Technical Information Outstanding

1.1. In our previous response dated 27th July 2022, there were outstanding technical details which were required by OCC. This was to ensure that the scheme is not only compliant with The Equality Act 2010, but that it meets the necessary standards set down in the Design Manual for Roads and Bridges (DMRB). Therefore, to undertake a full assessment of the HIF1 Scheme, OCC Highways required the following information to be submitted:

- 1.1.1. Long sections of all schemes, to ensure that they are DDA compliant and where they are not, ensure there are acceptable justifications for any departures from standard.
- 1.1.2. Swept path analysis for a coach measuring 15m in length across the scheme.
- 1.1.3. A revised drawing of the Abingdon Roundabout, shown on GA Plan 14. The three-lane layout on only part of the roundabout, as shown below, will increase the risk of vehicle conflict at the two locations circled red. This must be resolved and/or to clarification is required as to why only 3 lanes have been provided for part of the roundabout



1.2. Taking each of the above in turn, OCC Highways make the following comments:

Long Sections

1.2.1. Long sections have been submitted, as shown in the Regulation 25 Response, Appendix C on plans GEN_PD ACM GEN DGT_ZZ_ZZ_ZZ DR T 0027 – 0055.

1.2.2. The gradient on plan GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0054- P01, required further clarification on a 7% gradient section. The applicant has confirmed that the current topography and proposed side roads alignment meant that an LTN 1/20 compliant gradient could not be achieved here. As such a departure from standard has been agreed on the gradient. This is acceptable to OCC.

1.2.3. No further comments are made on the long sections.

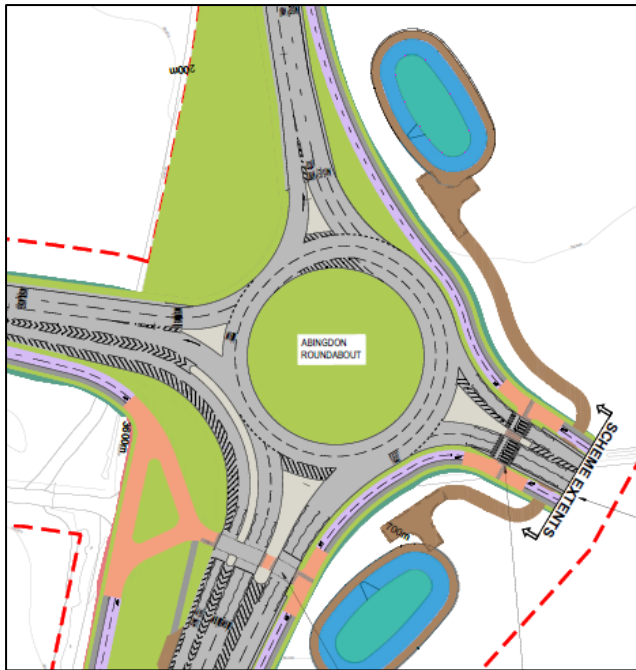
Swept Path Analysis

1.2.4. Swept Path Analysis plans have been submitted, as shown in the Regulation 25 Response, Appendix H on plans GEN_PD ACM HSP DGT_ZZ_ZZ_ZZ DRT0040 – 0046.

1.2.5. These have been reviewed and are acceptable to OCC, therefore, no further comments are made on the swept path analysis.

Roundabout on GA Plan 14

1.2.6. The areas marked in red, which were required to be amended and resubmitted, have been revised on GA plan 14, as shown below. This layout is now acceptable to OCC and no further comments are made.



2. OFF 13 Capacity Assessment Update

2.1. The review of the modelling for junction OFF 13 (Ladygrove / Sires Hill junction) highlighted a discrepancy in the data, which OCC required further clarification on. In our previous response, we stated the following:

'The JCT audit highlighted a discrepancy in the modelling at the Ladygrove / Sires Hill junction (OFF13). The Arm names inputted by the modeller, indicate that Arm A was the WESTERN arm and Arm C was the EASTERN arm. However, as PICADY will assume Arm A is to the east and Arm C to the west, and thus the traffic flow assignment will be incorrect. OCC assume this is a labelling error and requires confirmation.'

2.2. In response to this, the applicant has submitted the paper 'Didcot Garden Town Housing Infrastructure Fund (HIF1) – OFF13 Capacity Assessment Update', dated 19th October 2022.

2.3. Traffic data used in the assessment for the 2020 AM peak, showing Arm A as Sires Hill (East) and Arm C as Sires Hill (West), is shown in figure 2.1.

2.4. Figure 2.2 shows extracts from the original Junctions 9 output submitted with the application, again for 2020 AM peak. This shows that the Arms A and C have been incorrectly input.

2.5. This shows that the traffic data has been input correctly, given the two actual matrices match, and therefore, the results are valid and just the arm names have been input incorrectly.

2.6. Just for transparency, the arm names have been amended in the Junctions 9 input file and the capacity assessment has been re-run for this junction. As the only change to the modelling input data is the arm names (i.e. traffic flows and

*All approved plans to be listed in the decision notice.

junction geometric parameters are unchanged) the results are unchanged and the conclusions in the TA are still valid.

Officer's Name: Kt Hamer

Officer's Title: Principal Development Management Engineer

Date: 1st February 2023
