

**Application No: 20/V0008/Preapp**  
**Location:** Land north of A4130, Didcot

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## **Transport Development Control**

As you may be aware, Oxfordshire County Council is a consultee of the local planning authority and provides advice on the likely transport and highways impact of development where necessary.

It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless, the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

*Thresholds for the size of development requiring either a Transport Statement or Transport Assessment, and either a Travel Plan Statement or a Travel Plan, are contained in the county councils Guidance on Transport Assessments and Travel Plans* at <https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/Transport%20assessments%20and%20travel%20plans.pdf>

We can also point you to guidance which is contained on the web, and the following links will direct you to a lot of the basic information needed to assist in the highway and transport consideration of many proposals.

**Connecting Oxfordshire (including a link to Local Transport Plan 4: 2015-2031).**  
<https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire>

**County Council Transport Policy and Plans**  
<https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans>

**County Council Transport Guidance for new developments**  
<https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments>

**County Council Walking Design Standards**  
<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/WalkingStandards.pdf>

**County Council Cycling Design Standards**  
<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/CyclingStandards.pdf>

**TRICS** – National information source for assisting the prediction of trip generation from new developments.

<http://www.trics.org/>

### ***Local Planning Guidance and Information***

#### ***Vale of White Horse***

[Vale of White Horse Design Guide SPD - Vale of White Horse District Council](#)

There are also references on these websites to other documentation and advice which may assist you in formulating a viable proposal.

### **Detailed comments:**

#### ***Proposals***

This pre-application seeks specific advice regarding the acceptability of the site access proposals, as well as feedback upon the scoping report, prior to the submissions of the Transport Assessment and Travel Plan.

Comments have been made on areas that need addressing, therefore, not all sections in the scoping report, require any feedback and can be assumed to be acceptable for inclusion in a future Transport Assessment and/or Travel Plan.

At this stage, the proposed development is not explicitly defined, but is expected to be a mixture of B1, B2 and B8 use and is assumed to comprise of a GFA of approximately 17,000sqm.

### ***Scoping Report Feedback***

#### **2.0 Background**

Para. 2.6 states how traffic flows obtained in early November 2017 are still considered to be representative for the purpose of assessment work. Given the current and on-going impacts upon the road network, due to the Covid-19 pandemic, it is not currently possible to undertake any further traffic surveys. Therefore, OCC will accept the November 2017 surveys, as long as they are brought up to a 2020 base year using a suitably applied and acceptable growth factor.

#### **Traffic Data Collection**

This section indicates that ATC speed surveys were taken in November 2017. OCC accept this speed data and note the 85th percentile speeds as being slightly below the 50mph speed limit. This should inform junction layout design and visibility splays, in accordance with DMRB.

OCC accept the morning and evening peak hours as noted in paragraph 2.10.

#### **3.0 Access Strategy**

The proposed drawing shown in T20538.001, detailing a ghost right turn arrangement is ok in principal. This proposed layout would be close to a transition from a 30mph zone to a 50mph zone further to the east towards the Collet roundabout and therefore, its layout will have to ensure it takes this into account.

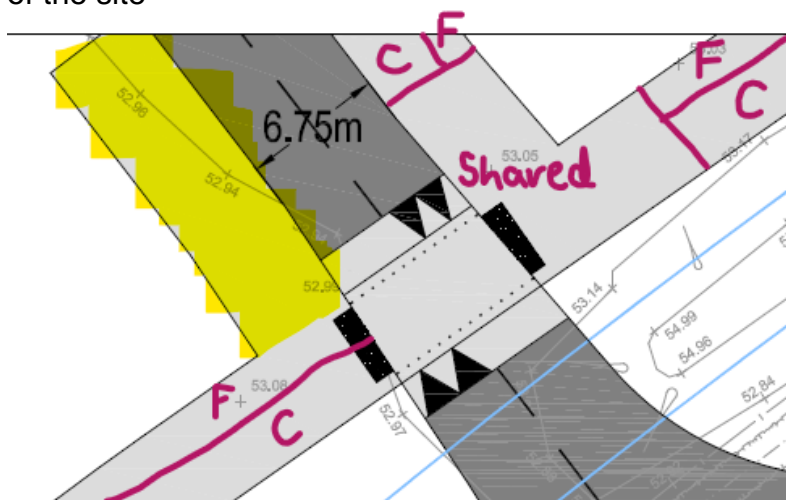
The visibility splays shown in drawing T20538.001, will have to be amended so that the x-distance is 4.5m, to accord with DMRB.

The proposed pedestrian and cycle route is shown running through the site, set back from the carriageway. The 5m width, allows for a 3m bidirectional and segregated cycleway and a 2m footway. This NMU facility must tie in with the adjacent facility being constructed as part of the HIF 1 works along this section of the A4130.

The NMU crossing of the access road, should be made into a parallel crossing so that NMUs maintain the priority and the segregation between pedestrians and cyclists continues.

Drawing T20538.001 shows the NMU provisions reducing as they go into site and para. 3.4 describes how cyclists will enter/leave the carriageway at this point. This is not an acceptable layout, as it will mean cyclists riding on an access road that will be frequently used by HGVs.

The sketch below shows how the layout should be amended for NMUs. The shaded yellow section can be removed, as can the footway provision all the way up the western side of the access road. However, there should be a continuation of the NMU route all the way up through the site, that links in with NC5 in the north-western corner of the site



Once this whole A4130 corridor and Culham River Crossing is built out, OCC want to ensure that there is ample opportunity for the NMU to move safely and conveniently through the area, no matter what their origin or destination. To that end, the sketch below, shows the opportunities to establish NMU connections with adjacent routes on the neighbouring land.

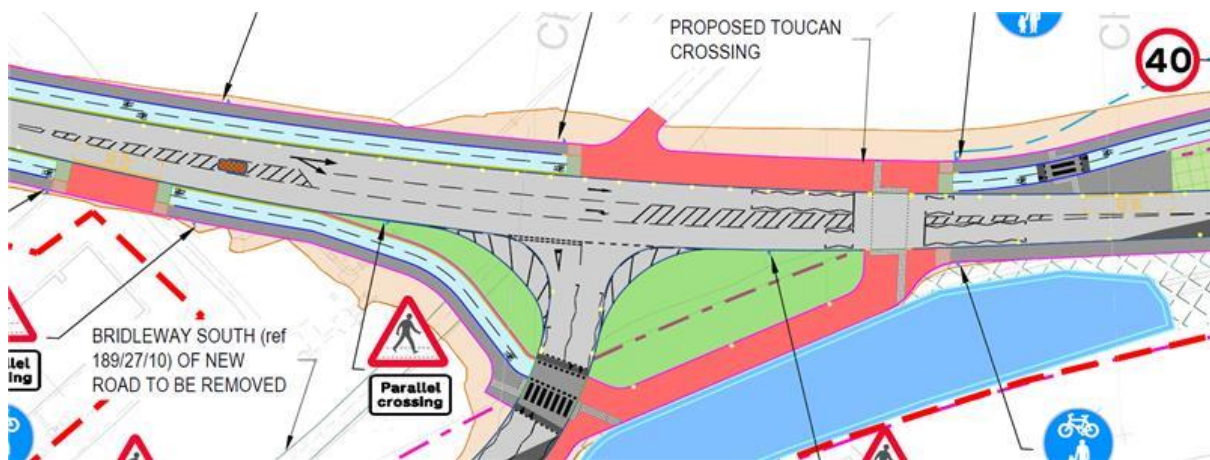
There should be a 3m shared route running east to west through the northern part of the site that will link in with the neighbouring D-Tec site and the connection with NC5.

Also, thinking about users coming from the south east wanting to join NC5, OCC require the applicant to provide another 3m shared use path through the site that runs from the south eastern corner.

Paragraph 3.5, which details the setting back of the NMU route to avoid two areas of earth banking, is acceptable. It allows more room (approximately 19m) for an HGV to stop temporarily at the parallel crossing without blocking part of the A4130 carriageway. The swept paths look acceptable as detailed in drawings T20538.002 and 003.

OCC also note that a compound for the HIF1 construction works is to be provided in the south-western corner of the site and if the developer comes forward prior to the HIF1 works, the space required for this will be expected to be maintained, as agreed.

developer should be aware that we may require such infrastructure as a shelter, flag, pole and possible RTI information.



The NMU route, will also require lighting, which will be expected to be provided, subject to the agreement of OCC, should the developer come forward prior to HIF1. Construction.

#### General comments:

- Highway boundary needs to be checked with OCC Highway Records ([highway.records@oxfordshire.gov.uk](mailto:highway.records@oxfordshire.gov.uk)) to determine whether or not it coincides with the site boundary at the proposed access junction. If there is a ditch present the highway boundary is usually the roadside edge of the ditch.
- Service corridors for utilities are to be a minimum 2m wide.
- No private drainage is to discharge onto any area of existing or proposed adoptable highway.
- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.
- Trees that are within 5m of the carriageway or footway will require root protection. Trees must not conflict with streetlights and must be a minimum 10 metres away.
- Visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.
- Informative note: OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site, but the location of the samples must relate to the proposed location of the carriageway/footway.

OCC accept the proposed parking standards as detailed in paragraph 3.7.



#### 4.0 Trip Generation and Assignment

Whilst the land use category chosen is 'industrial estate', which takes into account the mixed nature of the proposed site, OCC require a worst-case sensitivity scenario based on an all B1 land use.

The 2011 Census Travel to Work Origin Destination data from MSOA South Oxfordshire 009 and Vale of White Horse 010 areas, have been used to ascertain the distribution and then assign traffic onto the network, which appears to be acceptable.

Committed Development that is to be required as part of the cumulative impact assessment is as follows:

- P15/S2902/O – Consent for 1,880 homes know as 'Land North East of Didcot'; (318 dwellings built out by 2022 with remainder by 2028); and
- P14/S4066/F - consent for 74 homes at Land south of Hadden Hill.
- P15/S1880/O –the former Didcot 'A' Power Station;
- P15/S2159/O – Consent for a mixed-use development – including 300 homes, known as 'Didcot Gateway'; and
- P19/S0720/O – 750 homes at Land at Ladygrove East, Didcot.
- Land to the South of A4130, Didcot: (P16/S3609/O) 175 homes.
- Land to the West of Great Western Park (Valley Park), Didcot - 4,254 homes (P14/V2873/O).

Vauxhall Barracks and Orchard Centre Phase 2, both for 300 homes, must also be included in the modelling, given that they are allocated sites from the South Core Strategy 2027 (2012) and mentioned in the Emerging Local Plan Policy H2. The North West Valley Park allocation is also required to be included in the cumulative assessment modelling.

We request that the distribution and assignment results are presented for the future year scenarios in the table below, based upon the trip rates that are yet to be agreed.

Year	Growth assumptions	Network assumptions
2024	Based on appropriate combination of committed development utilising available trajectories and TEMPro	Without HIF and NPR3
2024		With HIF and NPR3
2031		With HIF and NPR3

We then require the developer to provide the number of development trips impacting on the following list of junctions, so that we may have a comprehensive understanding of the distribution and assignment of trips onto the network.

<b>Junctions to be included in distribution and assignment assessment</b>
<b>1</b> - Abingdon Road / Lady Grove / A4130
<b>2</b> - A4130 / Mersey Way
<b>3</b> - A4130 / Avon Way
<b>4</b> - A4130 / Collett
<b>5</b> - A4130 / Purchas Road / Hawksworth roundabout
<b>6</b> - A4130 / Basil Hill Road / Milton Road roundabout
<b>7</b> - Milton Road / Park Drive / Sutton Courtenay Road roundabout
<b>8</b> - Abingdon Road / Hadden Hill / Broadway (Marsh Bridge roundabout)
<b>9</b> - Broadway / Jubilee Way / Roebuck Court / Hitchcock Way (Jubilee Way roundabout)
<b>10</b> - Broadway / Park Road / Foxhall Rd / Wantage Road roundabout
<b>11</b> - Didcot Road B4493 / Harwell Link Road
<b>12</b> - Harwell Link Road / London Road / Reading Road
<b>13</b> - Rowstock Roundabout
<b>14</b> - Hitchcock Way / Central Drive (Orchard Centre entrance)
<b>15</b> - Lady Grove / Sires Hill / B4016
<b>16</b> - Appleford Road / Abingdon Road (Sutton Courtenay)
<b>17</b> - Culham River Crossing (Abingdon Road / Tollgate Road)
<b>18</b> - Tollgate Road / A415 (Culham)
<b>19</b> - A4130 / B4493 / Mendip Heights roundabout
<b>20</b> - Milton Interchange
<b>21</b> - Clifton Hampden River Crossing (High Street)
<b>22</b> - High Street / A415 / Oxford Road (staggered crossroads, Clifton Hampden)
<b>23</b> - B4015 / A4074 (Golden Balls)
<b>24</b> - Hadden Hill A4130 / South Moreton turn
<b>25</b> - NPR3 southern roundabout

Once the above exercise has been undertaken, this will facilitate an appropriate understanding of the development's impacts in order to reach an informed, collective agreement on the requirement for junction capacity assessments. Noting, by way of reassurance, that it is highly unlikely that this will include all of the above junctions.

If the developer is required to model a wider package of junctions as part of their cumulative impact assessment, OCC will be able to provide held base data for their specific requirements, that was collected for the Didcot Garden Town Paramics Model. This is due to the fact that new traffic surveys are not able to be undertaken in the current Covid-19 pandemic situation we find ourselves in. The developer will then be able to apply suitable growth adjustments in liaison with OCC, to create a set of 2020 base flow data, which can be used in any further modelling.

As well as the future year 2031, OCC also require 2024 year, with and without HIF scenario to be modelled also.

The developer will be required to pay transport s106 contributions including, but not necessarily limited to:

- towards wider strategic infrastructure in the Didcot area;
- bus service provision in the vicinity of the site;
- monitoring of the travel plan for a period of 5 years.

**Officer's Name:** Kt Hamer

**Officer's Title:** Principal DM Engineer

**Date:** 03 December 2020

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