**From:** Bubb, Anthony - Communities <Anthony.Bubb@Oxfordshire.gov.uk>
**Sent:** 05 November 2021 16:19
**To:** Hudson, Mary - Communities <Mary.Hudson@Oxfordshire.gov.uk>
**Subject:** Planning Application MW.0115/21 – Land at White Cross Farm, Wallingford

Hi Mary,

**MW.0115/21 – Land at White Cross Farm, Wallingford**

*The extraction and processing of sand and gravel, including the construction of new site access roads, landscaping and screening bunds, minerals washing plant and other associated infrastructure with restoration to agriculture and nature conservation areas, using inert fill.*

Thanks for requesting comments from Transport Development Control with regards to the MW.0115/21 planning application for the development proposal at Land at White Cross Farm in Wallingford.

**Recommendation**

Objection – However, if the applicant submits further clarifying information and details, then the Highway Authority will be able to consider further.

**Key Issues**

* Further detail and assessment are required of the proposed left-in / left-out arrangement to ensure it would be acceptable from a highway safety perspective.
* For the left-out junction, the applicant is required to demonstrate that a visibility splay of at least 4.5m x 215.0m would be achievable along A4130 Nosworthy Way, unless 85th percentile vehicle speed obtained from recent ATC surveys justifies otherwise.
* Both the extent of adopted public highway and red line site boundary are required to be shown on the drawing which indicates the appropriate visibility splay.
* No dimensions and geometry for the left-in junction have been provided and therefore this information is required.
* The swept path analysis of a 16.5m long articulated HGV exiting the site and using the nearside lane of A4130 Nosworthy Way is required to be shown.
* The taper of the left-in junction should be amended to discourage right-turn movements into the site.
* A longitudinal section plan which shows the proposed levels and gradients of the site as part of the development is required, in the interests of highway safety.
* A Stage 1 Road Safety Audit and Designer’s Response of the proposed access arrangement for the site is required.
* A revised highway impact assessment calculation for both A329 Reading Road and A4130 Nosworthy Way based on traffic flow data obtained from recent ATC surveys is required.

**Detailed Comments**

**Overview**

The application is for the extraction and processing of approximately 0.55 million tonnes of sand and gravel over 5 years, with an additional year for restoration on completion of the mineral extraction, on land at White Cross Farm in Wallingford.

The site is approximately 19.0 hectares in size, with a proposed extraction area of 15.5 hectares, which comprises agricultural land used for arable and livestock grazing purposes. White Cross Farm is accessible via an existing agricultural entrance to the west along A329 Reading Road. An existing Footpath (167/16) runs along the eastern boundary of the site adjacent to the River Thames and forms part of the Thames Path National Trail.

From a transport and highways perspective, the application is accompanied by a ‘Transport Assessment’ (DTA, August 2021), along with several other plans and supporting documents. Oxfordshire County Council provided pre-application advice for the development proposal in April 2021.

In terms of the planning history of the site, I am aware that a previous planning application for the extraction and processing of sand and gravel with restoration of the land to a River Thames marina basin submitted with reference MW.0033/18 was refused planning permission by Oxfordshire County Council in September 2020 for several reasons, including on transport and highway grounds. Schedule 1 of the MW.0033/18 decision notice states that with regards to the refusal on transport and highway grounds: “*The accessibility of the site for non-vehicular modes is not considered to comply with policies T1 of the South Oxfordshire Local Plan 2011 and draft policy TRANS 2 of the South Oxfordshire Local Plan 2034*”. It is recognised however that this reason for refusal relates to the River Thames marina basin element of the previous development proposal, rather than the extraction and processing of sand and gravel.

**Site Access**

The applicant confirms in paragraph 4.1.3 of the ‘Transport Assessment’ report that a left-in / left-out arrangement would be provided for the site, whereby access into the site would be provided via a left-in junction along A329 Reading Road and egress out of the site would be provided via a left-out junction along A4130 Nosworthy Way.

The proposed access arrangement for the development is shown on the ‘Proposed Access Arrangements 17039-03’ drawing included in Appendix E of the submitted ‘Transport Assessment’ report.

While the left-in / left-out arrangement is acceptable in principle as discussed in the Transport Development Control consultation response to the MW.0033/18 planning application, further detail and assessment is required to ensure it would be acceptable from a highway safety perspective.

The applicant should be aware that the review of the access arrangement has been undertaken in the context of the DMRB given that both the left-in and left-out would be provided along classified A roads with considerable traffic flow and posted speed limits above 40mph. The applicant states in paragraph 2.6 of the ‘Transport Assessment’ report that *“…Manual for Streets, or specifically Manual for Streets 2, will be in most respects more applicable in this context*”; however, I consider that both A329 Reading Road and A4130 Nosworthy Way provide a movement function rather than a place function and as such, it is guidance within the DMRB and not Manual for Streets that is appropriate in this context. This is supported by Table 1.1 of Manual for Streets 2 for stopping sight distance in particular.

The ‘Proposed Access Arrangements’ drawing indicates a visibility splay of 4.5m x 120.0m to the right along A4130 Nosworthy Way for the left-out junction. In the context of DMRB guidance, the applicant is required to demonstrate that a visibility splay of at least 4.5m x 215.0m would be achievable given that A4130 Nosworthy Way has a posted speed limit of 60mph, unless 85th percentile vehicle speed obtained from recent ATC surveys justifies a shorter visibility splay in accordance with DMRB guidance. The applicant should show both the extent of adopted public highway and red line site boundary on the drawing which indicates the appropriate visibility splay to ensure they are contiguous along the site frontage and to demonstrate that the visibility splay would be deliverable.

The applicant confirms in paragraphs 4.1.10 and 4.1.15 of the ‘Transport Assessment’ report that in terms of the dimensions and geometry of the proposed access arrangement, both the left-in junction and left-out junction have been designed in accordance with the DMRB. The ‘Proposed Access Arrangements’ drawing indicates that the left-out junction has been designed with a 1 in 10 taper over a distance of 25.0m with a 15.0m corner radii, which is acceptable in principle. No dimensions and geometry for the left-in junction have been provided on the drawing and therefore this information is required.

The swept path analysis shown on the ‘Proposed Access Arrangements’ drawing appears to demonstrate that the dimensions and geometry of both the left-in junction and left-out junction would safely accommodate a 16.5m long articulated HGV. The applicant is also required to present swept path analysis of a 16.5m long articulated HGV exiting the site and using the nearside lane of A4130 Nosworthy Way as this could influence the radii of the proposed left-out junction.

It appears from the layout of the left-in junction shown on the ‘Proposed Access Arrangements’ drawing that right turn movements into the site from A329 Reading Road would be possible, as the taper would encourage this manoeuvre. The junction taper should therefore be amended similar to that shown by the red line in the drawing below, to discourage right-turn movements into the site. The applicant is required to show this on a revised drawing which should be submitted for approval.



In terms of the left-out junction along A4130 Nosworthy Way, the applicant states in paragraph 4.1.14 that “…*the immediate approach to the access would be levelled to ensure that vehicles could pull out reasonably expeditiously*”. The applicant is therefore required to submit a longitudinal section plan which shows the proposed levels and gradients of the site as part of the development, to demonstrate that this would be the case in the interests of highway safety.

A Stage 1 Road Safety Audit and Designer’s Response of the proposed left-in / left-out access arrangement for the site is required. For reference, the applicant will be required to enter into a S278 agreement with Oxfordshire County Council for these highway works were planning permission to be granted for the development proposal.

**Trip Generation and Highway Impact**

The applicant confirms in paragraphs 5.2.1 and 5.2.2 of the ‘Transport Assessment’ report that the development proposal would generate 56 two-way vehicle movements per day over a period of 5 years predominately by HGV, which would equate to 5 or 6 two-way movements per hour.

In terms of the potential impact of the development proposal on the highway network, the applicant states in paragraph 5.2.1 of the ‘Transport Assessment’ report that 56 two-way vehicle movements “…*equates to an increase of less than 0.6% on Reading Road*” which “…*cannot be material and the operations will be undertaken for a five-year period*”.

It is understood from a review of the data provided in Appendix D of the submitted ‘Transport Assessment’ report that this calculation is based upon traffic flows obtained from ATC surveys undertaken between 08 March 2016 and 14 March 2016, which I do not consider representative of current traffic trends given the sections of A329 Reading Road and A4130 Nosworthy Way in proximity to the site are sensitive to change. For this reason, the applicant is required to undertake a revised highway impact assessment calculation for both of A329 Reading Road and A4130 Nosworthy Way given the proposed left-in / left-out arrangement, based on traffic flow data obtained from recent ATC surveys.

Anthony

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