**From:** Bubb, Anthony - Oxfordshire County Council <Anthony.Bubb@Oxfordshire.gov.uk>
**Sent:** 17 May 2022 17:39
**To:** Hudson, Mary - Oxfordshire County Council <Mary.Hudson@Oxfordshire.gov.uk>
**Subject:** 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 further comments from Transport Development Control following additional information supplied to support the MW.0115/21 planning application for the development proposal at the site known as ‘Land at White Cross Farm’ in Wallingford.

**Recommendation**

No Objection, subject to conditions

**Legal Agreement Required to Secure**

An agreement under S106 of the Town & Country Planning Act 1990 (as amended) is required to secure the below developer obligations.

* Routeing Agreement for HGVs
* Traffic Regulation Order to prohibit right-turn movements in to the site from A329 Reading Road and right-turn movements out of the site onto A4130 Nosworthy Way

Section 278 Agreement

* All necessary works to deliver the proposed site access (left-in) along A329 Reading Road and site egress (left-out) along A4130 Nosworthy Way, as shown on the ‘17309-07-GA, Rev A’ drawing

**Conditions**

1. No development hereby permitted shall take place until the proposed means of site access from A329 Reading Road and site egress to A4130 Nosworthy Way is formed and laid out and constructed to the approval of the Local Highway Authority and all ancillary works specified have been undertaken.

Reason: In the interests of highway safety.

1. The vision splays shown on the approved plan (17309-07-GA, Rev A) shall not be obstructed by any object, structure, planting or other material with a height exceeding or growing above 0.9 metres as measured from carriageway level.

Reason: In the interest of highway safety.

1. A Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Mineral Planning Authority prior to the commencement of development. The approved CTMP shall be implemented prior to any works being carried out on site and shall be maintained throughout the course of the development.

Reason: In the interests of highway safety.

1. Any gates provided shall be set back a minimum of 18.0 metres from the edge of the carriageway and shall open inwards into the site.

Reason: To ensure that vehicles may wait clear of the highway while the gates are opened or closed in the interests of highway safety.

**Detailed Comments**

**Overview and Development Proposal**

The planning 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, at the site known as ‘Land at White Cross Farm’ in Wallingford.

The previous consultation response provided by Transport Development Control to the MW.0115/21 planning application (05 November 2021) recommended an objection to the development proposal from a transport and highways perspective for the 8 reasons stated below.

1. 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.
2. 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.
3. No dimensions and geometry for the left-in junction have been provided and therefore this information is required.
4. 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.
5. The taper of the left-in junction should be amended to discourage right-turn movements into the site.
6. 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.
7. A Stage 1 Road Safety Audit and Designer’s Response of the proposed access arrangement for the site is required.
8. 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.

Following this consultation response, the applicant has submitted a revised ‘Transport Assessment’ (DTA, March 2022), along with several other amended plans and supporting documents, to address the Transport Development Control objection to the development proposal.

**Review of Transport Assessment**

The revised ‘Transport Assessment’ submitted by the applicant addresses each of the Transport Development Control key issues set out in the previous consultation response. A review of this ‘Transport Assessment’ has been undertaken, with the views of the Local Highway Authority provided below.

Site Access

The proposed left-in / left-out arrangement for the site is acceptable, as explained in the previous consultation response; however, the applicant was required to provide further detail and assessment to ensure the arrangement would be acceptable from a highway safety perspective.

[1]      *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.*

The applicant confirms in paragraph 3.3.1 of the ‘Transport Assessment’ that new Automatic Traffic Count surveys have been undertaken since the previous consultation response to determine 85th percentile vehicle speeds along A4130 Nosworthy Way and therefore the visibility splay required upon egress from the site.

The results of the 2022 Automatic Traffic Count surveys shown in Table 2 of the ‘Transport Assessment’ indicate that the recorded 85th percentile vehicle speeds along A4130 Nosworthy Way adjacent to the site frontage are 42.7mph eastbound and 44.0mph westbound.

These recorded 85th percentile vehicle speeds provide adequate justification to accept a shorter visibility splay of 4.5m x 120.0m to the right along A4130 Nosworthy Way upon egress from the site, in the context of CD123 of the Design Manual for Roads and Bridges.

[2]      *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.*

The ‘17309-07-GA, Rev A’ drawing demonstrates that the appropriate visibility splay of 4.5m x 120.0m to the right along A4130 Nosworthy Way upon egress from the site would be achievable within public highway.

[3]      *No dimensions and geometry for the left-in junction have been provided and therefore this information is required.*

The ‘17309-07-GA, Rev A’ drawing indicates that the arrangement of both the site access along A329 Reading Road and the site egress along A4130 Nosworthy Way are in accordance with the principles of CD123 of the Design Manual for Roads and Bridges and therefore acceptable.

The swept path analysis of a 16.5m long articulated HGV shown on the ‘17309-07-TRK, Rev A’ drawing demonstrates that the proposed arrangements of both the site access and site egress would enable this type of vehicle to safely enter and exit the site.

[4]      *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 ‘17309-07-TRK, Rev A’ drawing shows the swept path analysis of a 16.5m long articulated HGV and demonstrates that this type of vehicle could safely exit the site using the nearside lane of A4130 Nosworthy Way.

[5]      *The taper of the left-in junction should be amended to discourage right-turn movements into the site.*

The applicant confirms in paragraph 4.1.10 of the ‘Transport Assessment’ that the junction taper of the site access has been amended to discourage potential right-turn movements into the site from A329 Reading Road, as shown on the ‘17309-07-TRK, Rev A’ drawing.

While this new arrangement is acceptable, the Local Highway Authority request that a Traffic Regulation Order is also made were planning permission to be granted for the development proposal to prohibit right-turn movements into the site from A329 Reading Road and right-turn movements out of the site onto A4130 Nosworthy Way from all types of vehicle, in the interests of highway safety.

[6]      *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.*

The applicant confirms in paragraph 4.1.14 of the ‘Transport Assessment’ that the immediate approach of the site egress towards A4130 Nosworthy Way would be level to ensure a laden 16.5m long articulated HGV could safely exit the site onto the carriageway without a hill start.

The *vertical alignment* long section shown on the ‘17309-07-GA, Rev A’ drawing demonstrates that the immediate approach of the site egress would be level with no more than a 2% gradient, which would be acceptable.

[7]      *A Stage 1 Road Safety Audit and Designer’s Response of the proposed access arrangement for the site is required.*

A Stage 1 Road Safety Audit (Mott Macdonald, March 2022) of the proposed left-in / left-out arrangement as shown on the ‘17309-07-GA, Rev A’ drawing has been undertaken by the applicant, as requested in the previous consultation response.

The Local Highway Authority is satisfied that there are no highway safety concerns with the preliminary design of the proposed left-in / left-out arrangement, given that the audit team has not identified any highway safety issues of the scheme shown on the accompanying ‘17309-07-GA, Rev A’ drawing.

Trip Generation and Highway Impact

The applicant confirms in paragraph 5.1.3 of the ‘Transport Assessment’ that the development proposal would generate a total of 100 two-way HGV movements per day over a 5-year period for assessment purposes, which would equate to between 10 and 12 two-way HGV movements per hour.

[8]      *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.*

New peak hour and 5-day average traffic flow data for both A4130 Nosworthy Way and A329 Reading Road recorded by the 2022 Automatic Traffic Count surveys are shown in Table 2 and Table 4 of the ‘Transport Assessment’, which indicates that traffic volumes were slightly higher on this section of the highway network in 2016 than in 2022.

It appears from this traffic flow data that an additional 100 two-way HGV movements per day from the development proposal would have less than a 2% impact on the local highway network, which would be acceptable.

The Local Highway Authority request that the applicant enters into a Routeing Agreement with Oxfordshire County Council were planning permission to be granted for the development proposal to ensure no HGV movements route through the centre of Wallingford, in the interests of highway safety.

Anthony

**Anthony Bubb** – Transport Planner – South & Vale TDC

**Oxfordshire County Council** – Growth & Place – Communities

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