

Phoenix Trail

A review of the proposals regarding the development's impact on the Phoenix Trail has been requested. A full description can be found on the SODC planning register under reference P20/34093/FUL. The following is a summary of the provisions made accompanied by illustrative diagrams.

The principles governing the proposed management of the Windmill Road crossing were made after consultation between Oxfordshire CC Highways, SODC, Sustrans, Road Safety Consultants (Safety Forum) and TCLT's own consultants. A road safety audit was carried out.

The principles:

1. Priority is given to users (cyclists and pedestrians) on the Phoenix Trail. Under planning conditions this arrangement shall be retained in perpetuity.
2. Visibility is improved by the removal of vegetation necessary to create, for safety purposes, visual splays both from the Phoenix Trail and the roadway.
3. Road traffic will be permitted in only one direction at a time and slowed by means of a ramp arrangement.
4. Road traffic will be required to stop before crossing the Phoenix Trail by the provision of stop lines
5. The road crossing will demarcate separate routes for vehicles and pedestrians. The demarcation will enforce one direction travel by vehicles.
6. Lighting and signage to meet regulations
7. Separation of cyclists crossing the road in different directions is facilitated

The Phoenix Trail crossing is illustrated in full by the drawing attached as Appendix 1 which shows the features in place.

The Cycle route is illustrated as a support by Appendix 2

Review process

1. TCLT has contracted with Sustrans for the latter's continuing and continuous involvement and consultation during the construction of the crossing.
2. Prior to the occupation of the site, the implementation of the crossing arrangements will be approved in writing by the Local Planning Authority, in consultation with the County Council as Local Highway Authority and Sustrans.
3. No later than 6 months after the final occupation of the development, a traffic survey of the junction with the Phoenix Trail shall be carried out to determine if

vehicles are giving way to pedestrians. The survey and findings, together with further mitigation, as required, in the form of signage, shall be submitted to and approved by the Local Planning Authority in consultation with Sustrans. The mitigation, if required, shall be implemented in accordance with the approved details.

Bob Austin

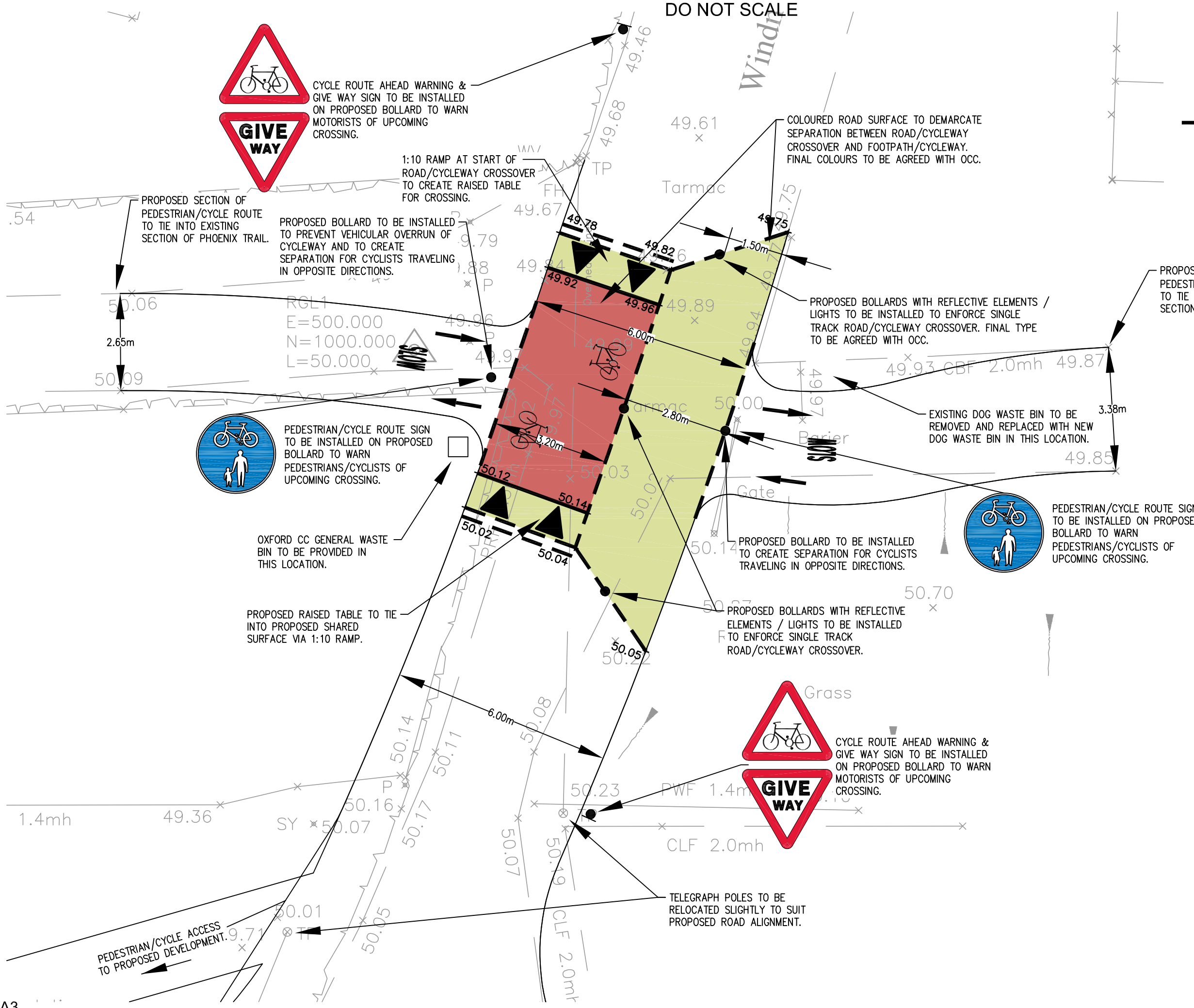
Thame CLT

6th August 2024

DO NOT SCALE

LEGEND

- 50.00 + Proposed level
- × 49.75 Existing level
- Proposed white lining
- Proposed bollard (removable and lockable type)
- ◐ Proposed road sign
- Direction of travel



MK	REVISION	BY	DATE
B	DRAWING UPDATED FOLLOWING COMMENTS. RAMP ADDED TO BOTH SIDES OF CROSSING. NOTES ADJUSTED SLIGHTLY.	PB	30.04.21
A	DRAWING UPDATED FOLLOWING COMMENTS FROM OCC. ROAD/CYCLEWAY CROSSOVER WIDTH REDUCED, NUMBER OF BOLLARDS REDUCED, TRAFFIC SIGN LOCATIONS ADJUSTED & ROAD MARKING UPDATED.	PB	29.09.20

DRAWING STATUS
PRELIMINARY

DRAWING TITLE
PHOENIX TRAIL CROSSING LAYOUT

PROJECT Project Number P20-141

LAND AT WINDMILL ROAD THAME OXFORDSHIRE



8 Friday Street
Henley on Thames
Oxfordshire RG9 1AH
T.01491 576221



London, Henley-on Thames, Gloucester and Exeter

Drawn PB	Ch'kd AR	Scales 1:100 @ A3	Date AUG 2020
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Purpose of Issue
INFORMATION

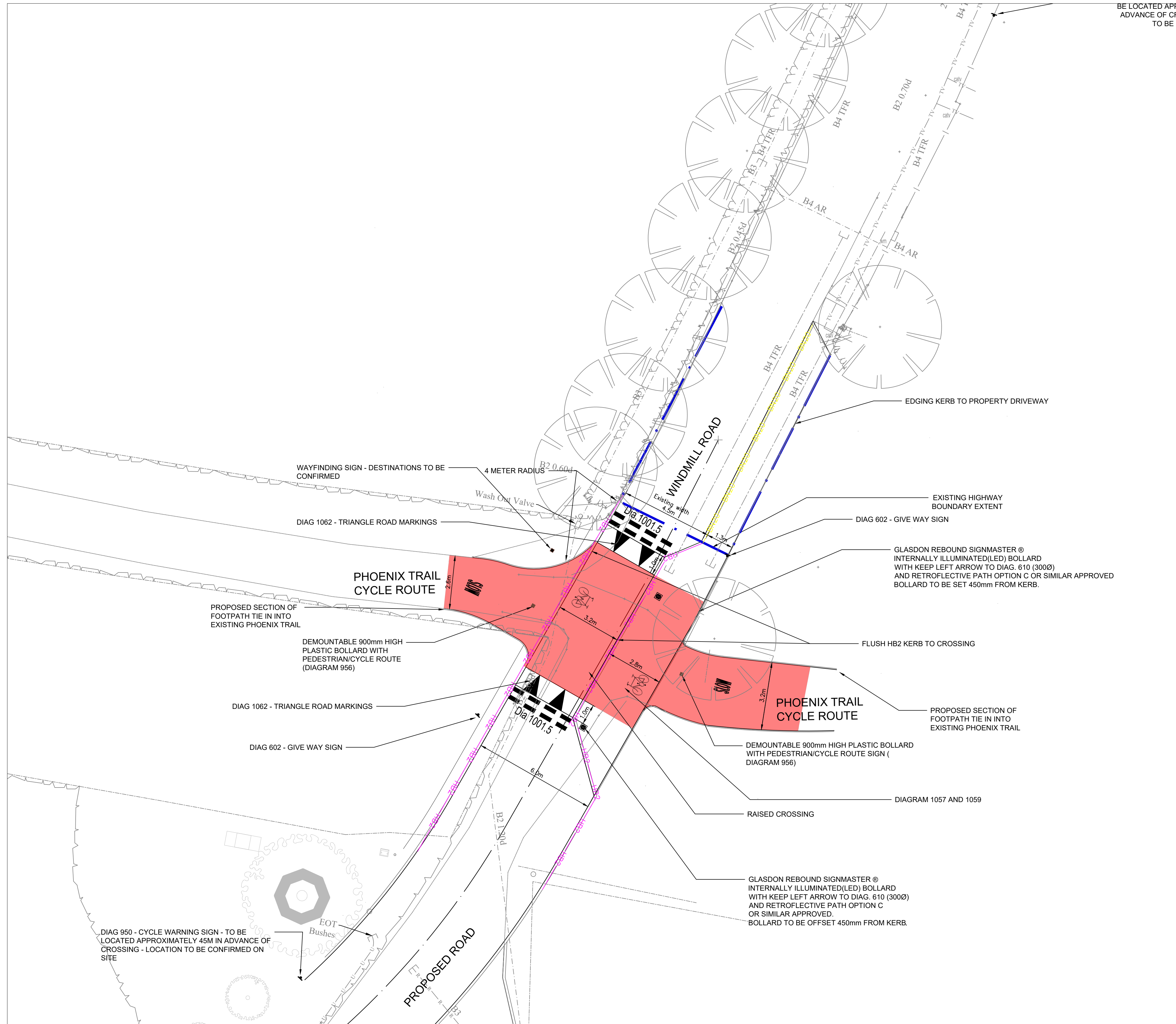
Drawing Number P20-141:SK03	Revision B
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NOTES

- This drawing shall be read in conjunction with the civil engineering specification, and all relevant Architect's and Engineer's drawings.
- This document must not be altered, reproduced or distributed without prior written consent of the originator.
- Do not scale from this document - use figured dimensions only. All dimensions must be checked on site prior to commencement of any related works.
- Contractor to provide and have an approved method statement prior to works.
- All setting out to be in accordance with the Architects drawings. Any discrepancies between Ridge and the Architects drawings to be referred to the Architect before proceeding. Dimensions must not be scaled.
- All levels are in metres above ordnance datum.
- The Contractor is to comply full with CDM regulations in the course of constructing the works.
- At the commencement of the works, the Contractor is to carry out trial pits and liaise with utility companies in order to establish the exact position of all existing utility plant in the vicinity of the works and take adequate precautions for their protection.
- The Contractor is to refer to Health and Safety Executive 'Note 47 - Avoiding Danger from Underground Services' and 'Document C56 - Avoiding Danger from Overhead Electric Lines.'
- Works on or adjacent to existing public highway will be executed in accordance with the Traffic Safety Code for Road Works and Traffic Signs Manual: Chapter 8.
- The Contractor will ascertain the CBR value of the subgrade in order to determine the required sub-base / capping thickness. Prior to laying any material, the subgrade must be inspected and any soft spots removed and filled with 6F2 capping material.
- Prior to the construction of any drainage works, the Contractor is to confirm the invert levels of existing manholes, drains and sewers. Any variations from the designed levels shown on the drawings must be reported to the Drainage Engineer in advance of construction works commencing. All new sewers and drains are to be laid in sequence starting from the outfall location.
- All drainage to be installed in accordance with relevant Building Regulation documents and current Sewers for Adoption. Connections to public sewers are to be agreed and inspection by the Water Authority.
- All drain and sewer pipes are 100mm and laid soffit to soffit, unless shown otherwise.
- Invert to base of soil stack bends to be 450mm below lowest branch connection for up to three storey buildings; for buildings up to five storeys, the invert to the base of soil stack bends should not be less than 750mm. All foul and surface water drainage stacks are to have above ground rodding access. Refer to above ground drainage layout(s) by others.
- All below ground connections are to match above ground outlet size, minimum 100mm. SVPs are to project 100mm above finished floor level.
- All internal manholes and inspection chambers to have double sealed recessed covers to suit floor finishes as defined by the Architect.
- All external covers in non-asphalt areas are to have recessed covers to suit the paving material.
- A CCTV survey and report in WINCAN format for all new drainage will be required prior to 'as built' drawing being issued.
- The Contractor is responsible for the traffic safety and management associated with the construction of the works. Works will not commence on the existing highway until their traffic management proposals have been agreed with Highway Authority.
- Where the works involve the obstruction of a footway, the Contractor will provide an alternative safe footway properly signed, guarded and lit.
- Where one-way traffic is unavoidable, traffic will be controlled by a proper system of vehicle-actuated traffic signals or manual stop / go signs and during the hours of darkness, by a proper system of vehicle-actuated traffic signals, all to the approval of Highway Authority.
- 65mm Minimum thickness tactile paving, coloured buff will be incorporated at all pedestrian crossings in accordance with the Department for Transport and Regions document "Guidance on the Use of Tactile Paving Surfaces." (DETR No. 1998)
- All signs and road markings will be in accordance with the "Traffic Signs Regulations and General Directions 2016", (TSRGD 2016)
- All excavation and backfilling work in the existing highway to be in accordance with the provisions of the New Street Works Act 1991 or that specified on the working drawings.
- All highways works to be carried out in accordance with Highway Authority's highway standards, to the satisfaction of the Highway Authority Section 278 Inspector and in accordance with the Specification for Highway Works.
- Gullies, gully connections, drains, manholes, catch pit, soakaways, headwalls and other drainage structures intended to convey only highway water are to be constructed in accordance with the specification of Highway Authority and to the satisfaction of the Highway Inspector.
- Where existing junctions and accesses are to remain in operation within the works during the construction process, the Contractor will ensure that access to these units remains available at all times.
- Highways in the vicinity of the works must be kept free from mud, debris and dust falling from vehicles or wheels of vehicles connected with the works. Where the deposits of debris and mud are unavoidable, warning signs must be displayed whilst work is in progress and affected carriageways / footways must be regularly cleaned.

Source:

- Topographical survey by ? Drawing No. ? dated ?
- Architect's layout by ? Drawing No. ? dated ?



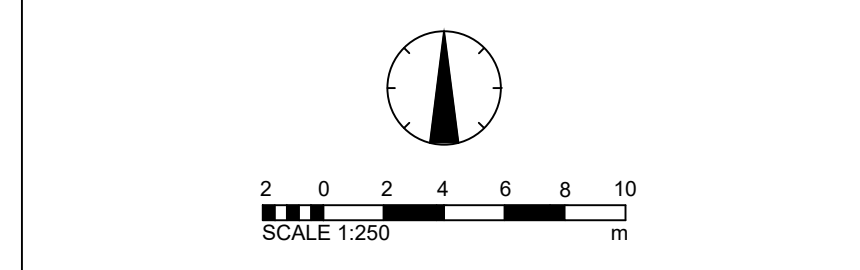
BE LOCATED APPROXIMATELY 45M IN ADVANCE OF CROSSING - LOCATION TO BE CONFIRMED ON SITE

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DRAWING NOTES:

CDM REGULATIONS 2015
 SIGNIFICANT OR NON-OBVIOUS RISKS AND RISKS WHICH ARE DIFFICULT TO MANAGE ARE IDENTIFIED ON THIS DRAWING USING THE FOLLOWING SYMBOL, IDENTIFIED TO THE RIGHT WITH BRIEF ACCOMPANYING TEXT. FOR FURTHER DETAILS OF THE RISKS IDENTIFIED BY DESIGNERS, REFERENCE SHOULD BE MADE TO CDM HAZARD REGISTER.

- LEGEND:**
- OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
 - PROPOSED KERB / CHANNEL LINE
 - RED COLOURED SURFACING
- PREVIOUS DIRECTION / LOCATION SIGNS AND DOG WASTE SIGNS TO BE KEPT



REV	DESCRIPTION	DATE	BY	CHKD
P03	UPDATED ROAD AND SIGNS	05.11.22	AG	SW
P02	UPDATED IN LINE WITH SUSTANS COMMENTS	26.10.22	AG	SW
P01	ISSUED FOR TENDER	17.06.22	SK	SW



THE COWYARDS
 BLENHEIM PARK
 OXFORD ROAD
 WOODSTOCK, OX20 1QR
 TEL: 01993 815000
 WWW.RIDGE.CO.UK

CLIENT:
THAME COMMUNITY LAND TRUST

IN ASSOCIATION WITH:

PROJECT:
**WINDMILL ROAD
 THAME**

TITLE:
RAISED CYCLE ROUTE CROSSING

ENGTECH:	CSE:	ICSE:	SCALE:	1:100	@	A1
SK	SK	SW	STATUS ISSUE:			
TENDER						
UNLESS ISSUED FOR CONSTRUCTION - WORKS AT CLIENT/CONTRACTORS RISK						
ISO 19650 STATUS: S0 - Work in Progress						
PROJECT:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:
5012573	RDG	XX	XX	DR	C	2621
						P03

House type Schedule			
Type	Plot Numbers	Type	Plot Numbers
1bg	11, 13	2bE+1w	2, 7
1bf	12, 14	2bE+4w	19, 23, 24
2b	16, 17, 18, 21, 22, 25, 26	3b	1, 3, 6, 8, 9, 31
2bv1	10, 28, 29, 30	3bv1	15, 20, 27
2bv2	4, 5		

Key to House type Schedule			
Symbol	Descriptor	Symbol	Descriptor
1b	1 bedroom (standard)	g	Ground floor maisonette
2b	2 bedroom (standard)	f	First floor maisonette
3b	3 bedroom (standard)	+1w	+1 Additional Window
v1	Variant 1	+4w	+4 Additional Windows
v2	Variant 2		
E	End terrace		

Key	
	Plot boundary
	Electric vehicle charge point - wall mounted
	Electric vehicle charge point - floor mounted
	Other Landscaped areas
	Public open space

Materials	
[For landscaping design refer to Landscape Architect's detail drawings]	
	Contained gravel
	Permeable block paving
	Native copse plantation
	Shrubs
	Wildflower meadow
	POS Paths
	Flag paving
	Grasscrete
	Close boarded fencing
	Estate railings

NOT FOR CONSTRUCTION

Note:
Do not scale from this drawing
Any discrepancies please contact the architect



See engineer's drawing SK10, for road details

Revision History			
Rev#	CD	Change Name	Date
1	W	Approved for planning	21/09/2021
2	W	Approved for planning	23/01/2022
3	W	Approved for planning	23/02/2022

TRANSITION by DESIGN
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Make Space Oxford,
11 Arisaka Lane,
Oxford, OX2 6TF
email: architect@transitionbydesign.org
phone: (+44) 1865 959271

Project
Community-led Homes for TCLT A063

Land to the west of Windmill Road, Thame, Oxon

Drawing
P003
Site Layout Plan Proposed

Drawing Status
WS3 PLANNING

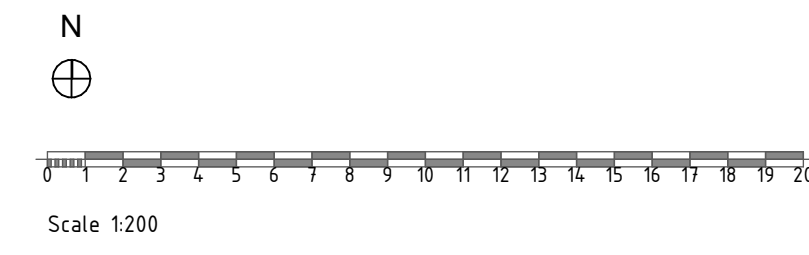
Drawn by
AT/YM/NS/WM/EW

Checked by
AT

Drawing Scale
1:200 @ A0

Date Issued
10/02/2023

Revision
K



Scale 1:200