

# REPORT

## **Land at Deerfields Farm, Canal Lane, Bodicote**

### Transport Statement

Client: Mr N. Morris

Reference: T&P-PB7300-R001-D1.0

Status: 1.0/Final

Date: 12 November 2019

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Project related



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## 1 Introduction

### 1.1 Background

1.1.1 Royal HaskoningDHV has been commissioned by Brown & Co, on behalf of Mr N Morris, to prepare a Transport Statement associated with an outline planning application for a proposed residential development on Land at Deerfields Farm, Canal Lane in Bodicote, Oxfordshire. The development proposals are for up to 29 residential dwellings (Use Class C3 Dwelling Houses). Access is to be determined as part of this application.

1.1.2 The application site location and layout are illustrated in the site plans provided in **Appendix A**.

1.1.3 This Transport Statement provides a review of the transport and highways impacts of the proposed development. It has been prepared in line with the principles of the National Planning Policy Framework<sup>1</sup> and Planning Practice Guidance<sup>2</sup>.

### 1.2 Structure of the Report

1.2.1 Following this introductory section, the structure of this Transport Statement is as follows:

- Section 2: a review of existing conditions within the vicinity of the application site including details of the site location; a description of the surrounding highway network; and details of site accessibility by walking, cycling and public transport;
- Section 3: further details the development proposals including vehicular and servicing access arrangements; a walking and cycling strategy; a public transport strategy; and a car and cycle parking strategy;
- Section 4: development trip generation; and
- Section 5: summary and conclusions.

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<sup>1</sup> Ministry of Housing, Communities and Local Government (2019) 'National Planning Policy Framework: February 2019'

<sup>2</sup> Ministry of Housing, Communities and Local Government (2014 and subsequent updates) 'Planning Practice Guidance' <https://www.gov.uk/government/collections/planning-practice-guidance>

## 2 Baseline Conditions

### 2.1 Introduction

2.1.1 This section provides an overview of the baseline conditions associated with the application site describing the site location; surrounding highway network; walking and cycling infrastructure; and current public transport provision in proximity to the application site.

### 2.2 Site Location and Description

2.2.1 The application site is located in the civil parish of Bodicote, approximately 3.1km south-east of the centre of Banbury in Oxfordshire. The application site comprises broadly a rectangular parcel of land which covers approximately 1.06ha and is currently used for agricultural uses.

2.2.2 The application site is bounded to the south-east by Canal Lane and residential dwellings, to the west by residential dwellings and to the north and east by the consented Longford Park residential development (which is currently being built-out). The indicative application site location and its surrounding area is illustrated in **Insert 2.1**.

#### Insert 2.1: Indicative Site Location



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Source: base map extracted from Ordnance Survey Maps (<https://osmaps.ordnancesurvey.co.uk/52.04232,-1.33441,15>) accessed via Sustrans website ([www.sustrans.org.uk](http://www.sustrans.org.uk))



- 2.2.3 The Longford Park residential development forms part of the wider mixed-use development known as Land North East of Oxford Road, West of Oxford Canal and East of Bankside, Banbury, Oxon (Cherwell District Council Reference: 05/01337/OUT) which also includes a primary school, playing fields, local shops and community facilities and 2,200 m<sup>2</sup> employment provision (Use Class B1 Business).
- 2.2.4 Existing access to the application site is via Canal Lane to the south-east of the application site and Longford Park Road/ Silverweed Road via the Longford Park development to the east of the application site. Agricultural vehicles currently using the site access and egress the application site via Canal Lane which provides a right of access to the site. Access to the wider highway network is provided via the A4260 Oxford Road which is accessed directly from Canal Lane and from Longford Park Road via Bankside to the north-west of the application site.
- 2.2.5 Canal Lane is a private track and denoted as Bridleway 137/1 by Oxfordshire County Council. It is unlit, approximately 3m wide and provides a right of access to a number of residential dwellings as well as the application site. Canal Lane forms a crossroad junction with Longford Park Road approximately 300m north-east of its junction with the A4260 Oxford Road.
- 2.2.6 Longford Park Road is a 6m wide, two-way single lane carriageway with a 2m wide footway to either side of the carriageway. It provides connectivity through the Longford Park development and with Canal Lane to the south-east and Bankside to the north-west.
- 2.2.7 Silverweed Road leading off Longford Park Road provides vehicular access to the application site. It is a 5m wide two-way single lane carriageway with 1.8m wide footway strips denoted on each side of the carriageway (see **Insert 2.2**).

**Insert 2.2: Existing Site Access from Silverweed Road**



2.2.8 The current form of Silverweed Road leading to the application site is a result of a non-material amendment application approved by Cherwell District Council (Reference: 18/00087/NMA) to widen the road between plots 978 and 1001 and revise parking/ garden layouts of plots 970-977 of the consented Longford Park development. The application was approved in August 2018. The decision notice and consented construction layout drawing associated with the application are provided in **Appendix B**.

2.2.9 The A4260 Oxford Road is a lit two-way, single lane carriageway, approximately 6.5m wide with sections of advisory cycle lane. The A4260 Oxford Road is subject to a 40mph speed limit.

## 2.3 Walking and Cycling Accessibility

2.3.1 Due to the nature of the application site, there are currently no walking or cycling facilities provided within the application site. As set out above, a review of Oxfordshire County Council's Definitive Map of Public Rights of Way (PRoW) for Oxfordshire<sup>3</sup> showed that bridleway 137/1 (Canal Lane) routes along the south-eastern boundary of the application site.

2.3.2 Footways are provided on both sides of Silverweed Road providing pedestrian connectivity between the application site, the consented Longford Park development and onwards to the surrounding area. To aid crossing of the A4260 Oxford Road, there is a pedestrian crossing facility located approximately 40m to the north-west of its junction with Canal Lane. This crossing facility comprises dropped kerbs and a refuge island which has a flush centre with the carriageway.

2.3.3 A review of the Sustrans National Cycle Network (NCN) Map shows that NCN Route 5 routes close to the application site along Bankside to the north-west of the application site. NCN Route 5 can be accessed via Longford Park Road and provides connectivity with Banbury town centre to the north via Bankside and Bodicote High Street to the south via White Post Road. To the west, NCN Route 5 spurs off White Post Road along a track known locally as Salt Way and comprises PRoWs 120/43, 120/42 and 120/41, classified as Roads Used as Public Paths on Oxfordshire County Council's PRoWs map.

2.3.4 Advisory cycle lanes are provided on both sides of the A4260 Oxford Road carriageway, from just north of the junction with Canal Lane to the signalised pedestrian crossing, approximately 880m north-west of Canal Lane.

2.3.5 The network of footways and cycleways in proximity to the application site connect the application site with a number of key local amenities and facilities. **Table 2.1** provides a summary of some of the local amenities located within walking cycling distance of the application site. It shows that the application site is well-placed in terms of its proximity to a range of educational, leisure and health facilities.

<sup>3</sup> Source: Definitive Map of Public Rights of Way for Oxfordshire Relevant Date: 21<sup>st</sup> February 2006 Sheet SP 43 NE (<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/countryside/definitivemap/defmapPDFs/SP43NE.pdf>)



**Table 2.1: Amenities in Proximity to the Application Site**

	Facility	Location	Distance	Approximate Time	
				Walking	Cycling
Transport	Closest Bus Stop	Longford Park Road	86m	1 minute	1 minutes
	Banbury Railway Station	Station Road	2.9km	35 minutes	11 minutes
Education	Saltway Day Nursery	Salt Way	900m	11 minutes	3 minutes
	Longford Park Primary School	Longford Park Road	250m	3 minutes	1 minutes
	Bishop Loveday C of E Primary School	White Post Road	900m	11 minutes	3 minutes
	Wykham Park Academy	Ruskin Road	2.5km	30 minutes	10 minutes
Health	Hightown Surgery	Hightown Gardens	2km	24 minutes	8 minutes
	Horton General Hospital + A&E	A4260 Oxford Road	2.2km	26 minutes	8 minutes
	Lloyds Pharmacy	A4260 Oxford Road	1.9km	23 minutes	7 minutes
Shopping/ Retail	SPAR/ Greggs	A4260 Oxford Road	600m	7 minutes	2 minutes
	Bodicote Flyover Farm Shop	White Post Lane	900m	11 minutes	3 minutes
	Chatsworth Drive Shops	Chatsworth Drive	1.2km	14 minutes	5 minutes
	Bodicote Post Office	Molyneux Drive	1.0km	12 minutes	4 minutes
	Sainsbury's	A4260 Oxford Road	1.9km	23 minutes	7 minutes
Social/ Leisure	Bodicote Village Hall	White Post Road	700m	8 minutes	3 minutes
	Horse & Jockey Restaurant	Malthouse Lane	750m	9 minutes	3 minutes
	Plough Inn	High Street	800m	10 minutes	3 minutes
	Bannatyne Health Club and Spa	A4260 Oxford Road	850m	10 minutes	3 minutes
	Banbury RUFC	A4260 Oxford Road	800m	10 minutes	3 minutes
	Bankside Park	Bankside	1.7km	20 minutes	6 minutes
	Banbury United Football Club	Station Approach	3km	36 minutes	11 minutes
Other	Bodicote St John The Baptist Church	Church Street	900m	11 minutes	3 minutes
	Cherwell District Council	White Post Road	950m	11 minutes	4 minutes

Note: journey times rounded to nearest minute and based on assumed walking speed of 1.4 m/s and cycling speed of 4.4 m/s, with routing derived from Google Maps

## 2.4 Accessibility by Public Transport

2.4.1 The closest bus stop to the application site is located on Longford Park Road (Rose Way, stop ID: oxfgwdat), approximately 86m north of the site access via Silverweed Road. This bus stop is served by Stagecoach service B3 which provides a looped service connecting Banbury, Bodicote and Longford Park.

2.4.2 Bus stops are also provided on the A4260 Oxford Road, to the south-east and north-west of the junction with Canal Lane, which are served by Stagecoach services S4 and X4 which provide connectivity between Banbury and Oxford. Further details of these bus services are provided in **Table 2.2**.

**Table 2.2: Local Bus Services Operating in Proximity to the Application Site**

Service Number	Route Description	Average Frequency		
		Monday to Friday	Saturday	Sunday
B3	Banbury – Cherwell Heights – Bodicote – Longford Park – Cherwell Heights – Banbury	Every 30 minutes between 07:13 and 18:43	Every 30 minutes between 07:43 and 18:43	No service
S4	Banbury – Adderbury – Deddington – Steeple Aston – Tackley – Kidlington – Oxford	Hourly between 06:44 and 18:56	Hourly between 06:04 and 18:56	Every 90 minutes between 08:36 and 17:36
	Oxford – Kidlington – Tackley – Steeple Aston – Deddington – Adderbury – Banbury	Hourly between 06:22 and 21:24	Hourly between 07:21 and 21:24	Every 90 minutes between 09:44 and 19:59
X4	Banbury – Oxford	Two per day at 07:26 and 15:37	No service	No service
	Oxford – Banbury	Two per day at 09:46 and 17:48	No service	No service

Note: B3 services from Longford Park and S4/ X4 services from Horton Hospital

Source: derived from Stagecoach website ([www.stagecoachbus.com/timetables](http://www.stagecoachbus.com/timetables)), accessed 07/10/2019

2.4.3 The closest railway station to the application site is Banbury Railway Station, located approximately 2.9km to the north-west of the application site. The station is managed by Chiltern Railways and it is classified by the Department for Transport as a C1 station, defining it as an important feeder station with 0.5 to 2 million passengers a year.

2.4.4 There are a number of facilities provided at the railway station including ATM machines, pay phones, a post box, a café, toilets and baby changing facilities. The station has covered storage for 63 cycles and chargeable car parking spaces for 978 vehicles, provided over three car parks. Of these spaces, 14 are disabled parking spaces which are free when displaying a blue badge. The station has four platforms and offers services to destinations including London, Southampton, Birmingham and Newcastle. **Table 2.3** provides a summary of the rail services available from Banbury Railway Station.

**Table 2.3: Rail Services and Frequencies from Banbury Railway Station**

Destination	Average Weekday Frequency	Approximate Travel Time
Birmingham International	1 per hour	39 minutes
Birmingham Moor Street	2 per hour	45 – 58 minutes
Birmingham New Street	1 per hour	51 minutes
Birmingham Snow Hill	1 per hour	53 – 61 minutes
Bournemouth	1 per hour	2 hours 19 minutes
Edinburgh	1 per day	6 hours 1 minute
Leamington Spa	4 per hour	17 minutes
London Marylebone	3 – 4 per hour	57 – 88 minutes
Manchester Piccadilly	1 per hour	2 hours 27 minutes
Newcastle	1 per hour	4 hours 15 minutes
Reading	2 per hour	47 – 52 minutes

Source: derived from National Enquiries website ([www.nationalrail.co.uk](http://www.nationalrail.co.uk)), accessed 07/10/2019

## 3 Proposed Development

### 3.1 Introduction

3.1.1 The development proposals are to provide up to 29 residential dwellings (Use Class C3 Dwelling Houses), including access, at Land at Deerfields Farm, Canal Lane, in Bodicote. The development proposals also include the demolition of the existing barns at the application site.

3.1.2 **Insert 2.1** illustrates the indicative location of the application site with the proposed site plan in **Appendix A** providing further details of the proposed development layout.

### 3.2 Vehicular Access Arrangements

3.2.1 There is currently a gated access off Silverweed Road leading into the application site. It is proposed that vehicular access will continue to be provided off Silverweed Road with the existing carriageway forming a continuous connection to the boundary of the application site. The internal road layout will be designed to adoptable standards. As vehicular trip generation from the application site is expected to be relatively low, the existing form of Silverweed Road is considered adequate to serve the proposed development. Further details of trip generation from the application site are provided in **Section 4: Trip Generation and Vehicular Impact**.

3.2.2 Whilst the majority of dwellings will be accessible via Silverweed Road, it is proposed that the three dwellings adjacent to Canal Lane would be directly accessed off Canal Lane. The proposed access details are illustrated in the site plans provided in **Appendix A**. As Canal Lane is currently used by agricultural vehicles accessing the application site, it is not considered that there would be a negative impact from the proposed development on Canal Lane; there would however be a betterment due to the reduction in the number of larger vehicles accessing the application site associated with the existing agricultural uses.

3.2.3 Although the internal layout of the proposals will be subject to reserved matters applications, swept path analysis of the indicated internal road layout has been undertaken using a refuse vehicle 11.6m in length. The swept path analysis demonstrates that the proposed site layout can accommodate a large refuse vehicle and has been illustrated in **Drawing No. PB7300-RHD-AS-SW-DR-D-0002** provided in **Appendix C**.

### 3.3 Walking and Cycling Strategy

3.3.1 Walking and cycling infrastructure, such as footways and cycle storage facilities will be delivered within the application site as part of the proposed development and will further improve the sustainability of the application site.

3.3.2 The proposed development will connect with existing footways surrounding the application site. Footways will be provided at the site access and continue into the application site providing connectivity between the residential dwellings within the site and the existing footways along Silverweed Road. An improved pedestrian connection from the application site will also be provided to Canal Lane.

3.3.3 These pedestrian connections would further enhance connectivity to the local amenities and facilities in Bodicote and Banbury from the application site, and provide route choice for people

travelling on foot. The proximity of the application site to Bodicote and Banbury mean that it is reasonable to expect that some future residents of the proposed development would adopt active modes of travel, most notably walking.

### 3.4 Public Transport Strategy

3.4.1 As existing bus services are accessible from Longford Park Road, the existing public transport provision is considered adequate for a development of the proposed scale, and therefore no improvements to public transport services are required.

### 3.5 Car and Cycle Parking Strategy

3.5.1 Due to the outline nature of the planning application, details of car and cycle parking associated with the proposed development are not yet confirmed. Notwithstanding this, car parking at the application site will be provided in accordance with Oxfordshire County Council's 'Transport for New Developments Parking Standards for New Residential Development' (December 2011). Appendix B of the document sets out the relevant parking standards for Cherwell urban areas which includes Banbury and Bodicote; these are presented in **Table 3.1**.

3.5.2 Cycle parking standards for new residential developments are outlined in Oxfordshire County Council's 'Oxfordshire Cycling Design Standards: A guide for Developers, Planners and Engineers, Summer 2017'. This guidance recommends the following minimum standards for residential cycle parking:

- Resident cycle parking: one space per one bed units and two spaces for larger units; and
- Visitor cycle parking: one stand per two units where there are more than four units.

3.5.3 Further details of car and cycle parking will be provided at the reserved matters stage.

**Table 3.1: Car Parking Provision in New Developments for Urban Areas in Cherwell**

Number of bedrooms per dwelling	Maximum number of allocated spaces	Maximum number of spaces when two allocated spaces per dwelling is provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		Allocated Spaces	Unallocated Spaces	Allocated Spaces	Unallocated Spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.7	1.5
3	2	2	0.3	1	0.8	1.7
3/4	2	2	0.4	1	1.0	1.9
4+	2	2	0.5	1	1.3	2.2

## 4 Trip Generation and Vehicular Impact

### 4.1 Introduction

4.1.1 This section provides an overview of the anticipated trip generation from the proposed development and in turn the vehicular trip impact.

### 4.2 Vehicle Trip Generation

4.2.1 Vehicle trip rates from the Trip Rate Information Computer System (TRICS) database (v7.6.3) were used to calculate the expected vehicular trip generation from the proposed development (up to 29 residential dwellings). The trip selection parameters were as follows:

- Main Land Use: 03 – Residential
- Sub Land Use: A – Houses Privately Owned
- Regions: South East, South West, East Anglia, East Midlands, West Midlands, Yorkshire & North Lincolnshire, North West, North and Wales;
- Parameter Range: 20 to 35 dwellings;
- Week days to include: Monday to Thursday;
- Location types: suburban area and edge of town;
- Location sub-category: residential zone;
- Total surveys: 13 days.

4.2.2 The vehicle trip rates extracted for the traditional AM (08:00 – 09:00) and PM (17:00 – 18:00) network peak hours have been summarised in **Table 4.1** along with the vehicle trip generation expected for up to 29 dwellings (see **Appendix D** for full TRICS output data). **Table 4.1** shows that the proposed development is anticipated to generate 17 two-way vehicle trips in the AM peak hour and 14 two-way vehicle trips in the PM peak hour.

**Table 4.1: Residential Vehicle Trip Rates and Trip Generation**

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
C3 trip rate: per dwelling	0.162	0.412	0.574	0.324	0.159	0.483
C3 trip generation: 29 dwellings	5	12	17	9	5	14

4.2.3 Vehicle trip generation from the proposed development is estimated to be relatively low. As there are several route choices available for commuting from the application site by sustainable modes of travel, the vehicular impact from the proposed development on the surrounding highway network would be low. It should be noted that the vehicular trip generation shown in **Table 4.1** does not include vehicle trips from the existing agricultural uses on site and therefore represent a worst-case scenario.



## 5 Summary and Conclusions

- 5.1.1 This Transport Statement has been prepared to support the outline planning application for the proposed residential development of up to 29 residential dwellings (Use Class C3 Dwelling Houses) at Land at Deerfields Farm, Canal Lane, Bodicote. The development proposals are for all matters reserved apart from access and include the demolition of the existing barns at the application site.
- 5.1.2 The development proposals are in line with the key principles of national and local transport policy in that the application site is sustainably located with good access to public transport and accessibility by active modes to key local amenities and facilities. The sustainability of the site location will further improve through the build-out of the consented Longford Park residential development and wider Land North East of Oxford Road mixed-use development (Cherwell District Council Reference: 05/01337/OUT).
- 5.1.3 An assessment of vehicular trip generation associated with the proposed development found that the development is anticipated to generate 15 two-way vehicle trips in the AM peak hour and 13 two-way vehicle trips in the PM peak hour. As vehicular trip impact is very low, there would be no significant impact on the surrounding highway from the proposed development.
- 5.1.4 It is concluded that in consideration of the contents of this Transport Statement, the impact of the proposed development is not severe, and therefore, there are no reasons in transport terms why the proposed development should not be approved.

## Appendix A Site Location and Layout Plans

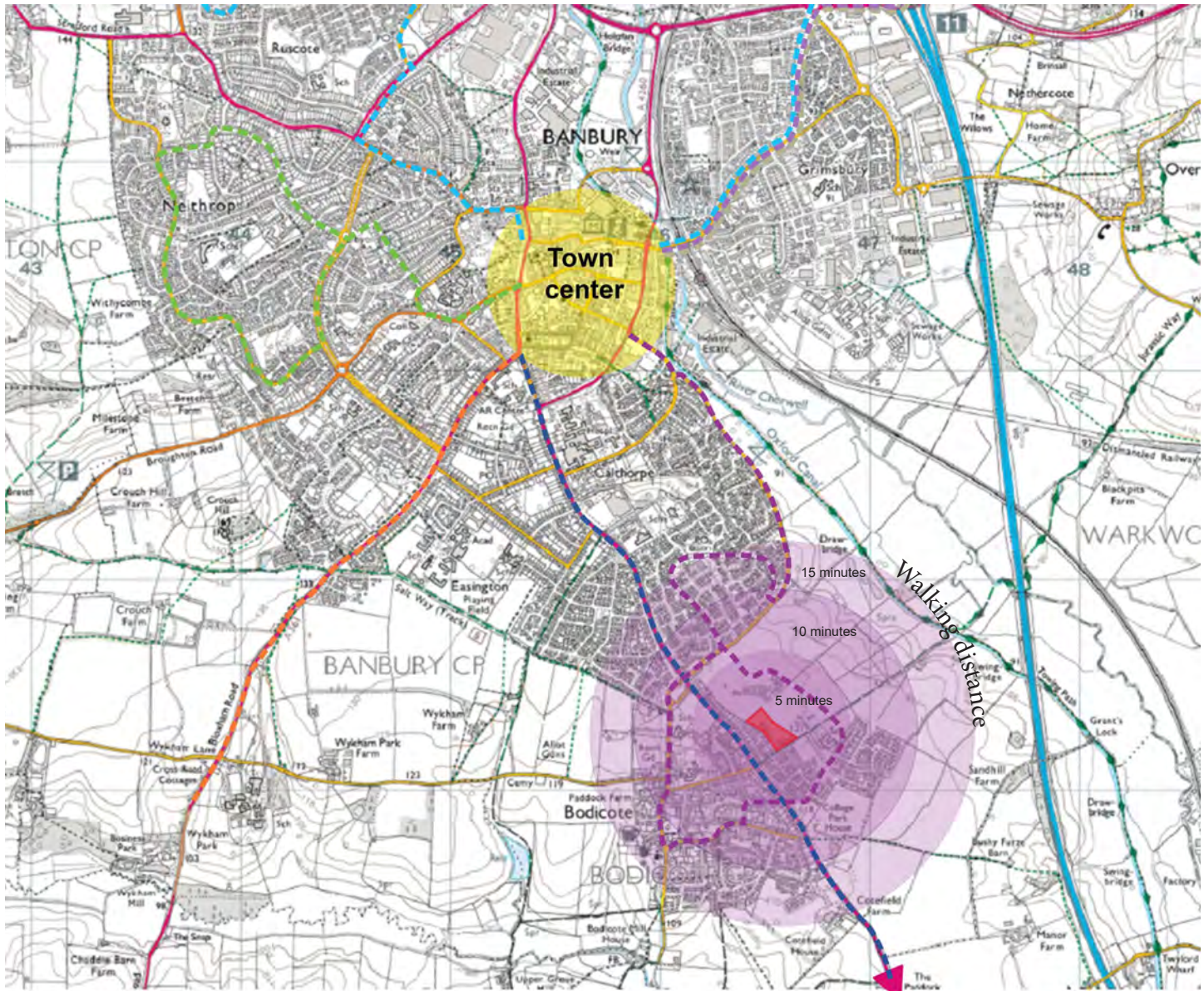


Client	
Mr Nigel Morris	
Project	
Land at Deerfields Farm Canal Lane Banbury	
Drawing	
Aerial map	
Date	Scale 1:1
27.09.19	
Drawn	Checked by
GR	

**BROWN & CO**  
**ARCHITECTURE + PLANNING**

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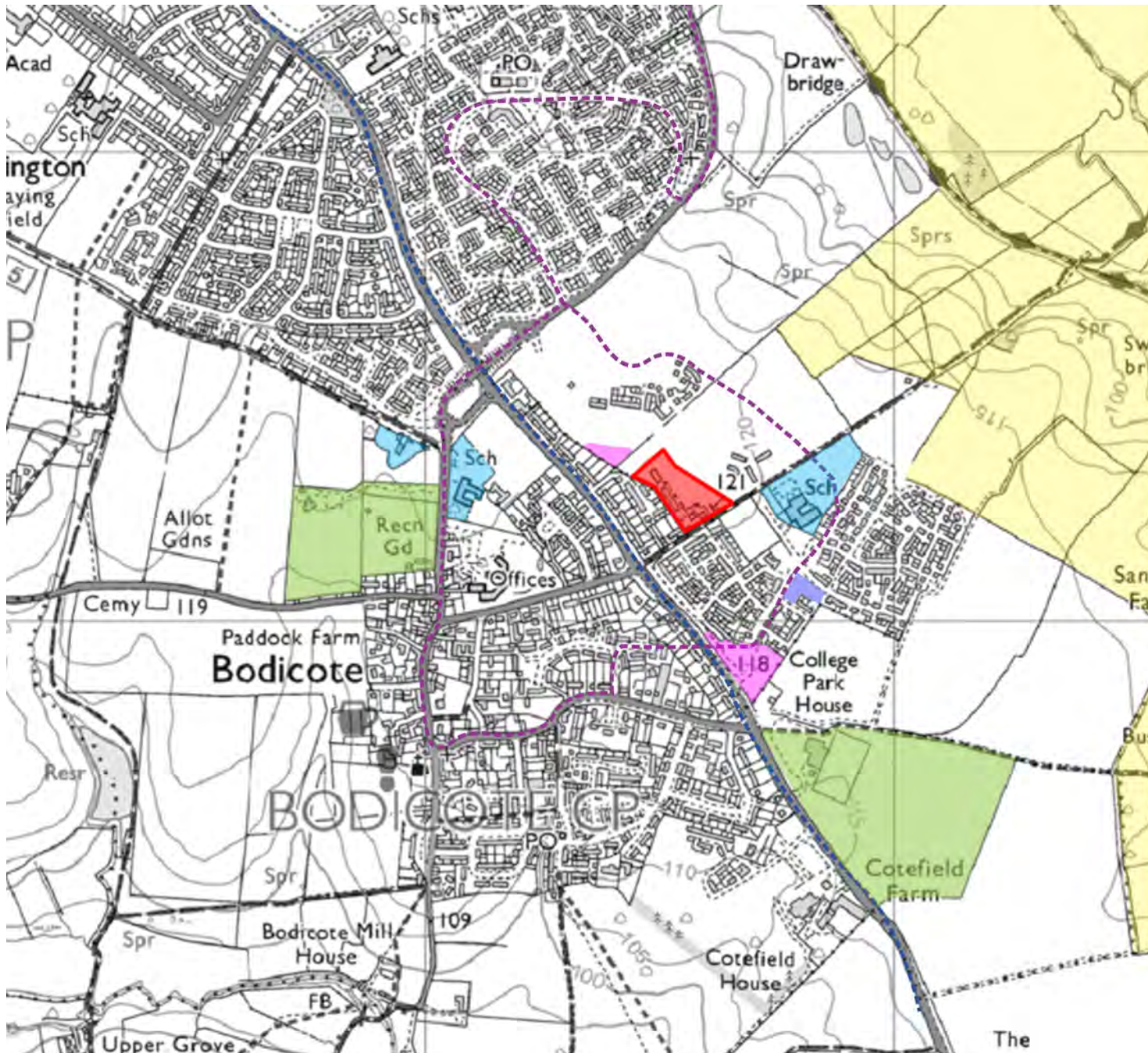


Adderbury  
Deddington  
Oxford



Client <b>Mr Nigel Morris</b>	
Address <b>Land at Deerfields Farm Canal Lane Banbury</b>	
Drawing <b>Movement &amp; Infrastructure Plan</b>	
Date <b>27.09.19</b>	Scale <b>1:1000</b>
Author <b>GR</b>	Drawn by
<b>BROWN &amp; CO</b>	
<b>ARCHITECTURE + PLANNING</b>	
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19	24
08	





**KEY NOTES:**

- Area proposed for application
- Education
- Leisure centers
- MC Potential medical center
- Children play area
- Agricultural land
- Transport to town center and outside Banbury
- Banbury
- Community center

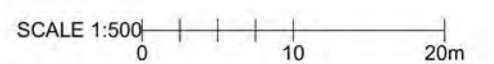


<small>Client</small> Mr Nigel Morris	
<small>Project</small> Land at Deerfields Farm Canal Lane Banbury	
<small>Drawing</small> Services & Facilities Plan	
<small>Date</small> 27.09.19	<small>Scale</small> 1:1000
<small>Drawn</small> GR	<small>Checked</small> GR
<b>ARCHITECTURE + PLANNING</b> <small>Service Office: Banbury 01235 175 838</small> <small>Brown &amp; Co Office: Banbury, 100, Broad St, Banbury, Oxon, MK16 6JL</small> <small>Headquarters: 81-83, 12th, Market Street, Banbury, Oxford, SP7 1BS</small> <small>Coventry: Parkway Centre, Banbury</small>	
19	24
06	





Issue Status			
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Revision	Drawn	Check	Date



client <b>Mr Nigel Morris</b>	
project <b>Land at Deerfields Farm Canal Lane Banbury</b>	
drawing <b>Site Plan Proposed</b>	
date <b>27.09.19</b>	scale @ A2 <b>1:500</b>
drawn <b>GR</b>	checked by



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19	24	04
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Site Plan Proposed

1:500





Issue Status			
The drawing is a design. Any figure dimensions to be omitted.			
Rev	Desc	Date	By

- Cycle and Pedestrian Link
- Vehicle access



SCALE 1:500  
0 10 20m

CLIENT <b>Mr Nigel Morris</b>	
PROJECT <b>Land at Deerfields Farm Canal Lane Banbury</b>	
DRAWING <b>Site Plan Proposed Access roads and Cycle and Pedestrian Link</b>	
DATE <b>27.09.19</b>	SCALE @ A2 <b>1:500</b>
DRAWN <b>GR</b>	CHECKED BY

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ARCHITECTURE + PLANNING

TRADEING SITING: Banbury - 01295 273 555  
BROWN&CO OFFICE: Banbury, 10/11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 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1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120,

Project related



## **Appendix B Non-Material Amendment Application (Reference 18/00087/NMA)**



**NOTICE OF DECISION**  
**TOWN AND COUNTRY PLANNING ACT 1990**  
**(AS AMENDED)**

**Name and Address of Agent/Applicant:**

Bovis Homes  
Mr Carl Watkins  
Bromwich Court  
Coleshill  
B46 1JU

**Date Registered:** 16th July 2018

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**Proposal:** Non-Material Amendment to 05/01337/OUT to widen the road between plots 978 and 1001 and parking/garden layouts revised to plots 970-977 approved pursuant to reserved matters approval 15/01777/REM

**Location:** Longford Park Parcel D And E Phase 3 Longford Park Road Banbury

**Parish(es):** Banbury

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**APPROVAL OF NON MATERIAL AMENDMENT(S)**

Cherwell District Council, as Local Planning Authority, hereby approves the non material amendments described above in accordance with drawing number(s)

2\_201 Rev. K  
50137/05 Rev. C  
50137/06 Rev. C  
50137/08 Rev. C

The amendments proposed to the development permitted under 05/01337/OUT and its associated reserved matters approval 15/01777/REM are considered to relate to the following:

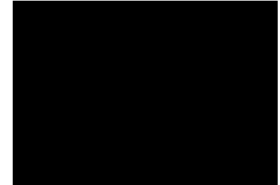
- Widening of the road between Plots 973-1001 and Plots 077-978;
- Revisions to car parking, garden layouts and landscaping resulting from the widening of the road.

The proposed amendments are considered to be very minor in scale and nature in the context of the development granted planning permission both individually and cumulatively with any other amendments made since the grant of outline planning permission and its associated reserved matters approvals. The amendments sought are also considered to be wholly acceptable in planning terms having regard to the development plan and other material considerations with no materially significant new matters or issues arising from these amendments that should have the benefit of public engagement or consultation. They are therefore considered to be non-material.

All other aspects of the outline planning permission 05/01337/OUT and reserved matters approval 15/01777/REM outside the area affected by these approved amendments remain extant including the conditions and planning obligations associated with those consents.

The non-material amendment application, hereby approved, does not nullify the conditions imposed in respect of planning permission . These conditions must be adhered to so as to ensure that the development is lawful.

Cherwell District Council  
Bodicote House  
Bodicote  
BANBURY  
OX15 4AA



Jim Newton

**Assistant Director for  
Planning Policy and Development**

**Date of Decision: 7th August 2018**

**Checked by: RD (Officer initials)**



# NOTICE OF DECISION

## TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

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### NOTES TO THE APPLICANT

#### TIME LIMITS FOR APPLICATIONS

By virtue of Sections 91-96 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, planning permissions are subject to time limits. If a condition imposing a time limit has been expressly included as part of the permission, then that condition must be observed. Otherwise, one or other of the following time limits will apply :

**Where planning permission is given in outline** subject to a condition reserving certain matters for subsequent approval, application for approval of such matters reserved must be made not later than the expiration of 3 years beginning with the date of the outline planning permission and further the development to which the permission relates must be begun not later than the expiration of 2 years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last reserved matters to be approved.

**Where the planning permission is complete and is not in outline**, the development must be begun not later than the expiration of 3 years from the date on which permission was granted.

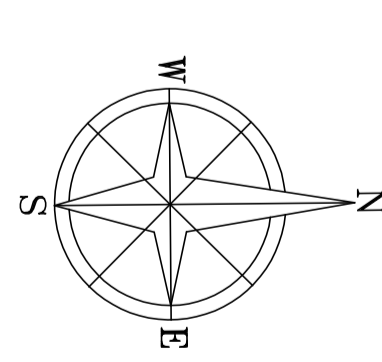
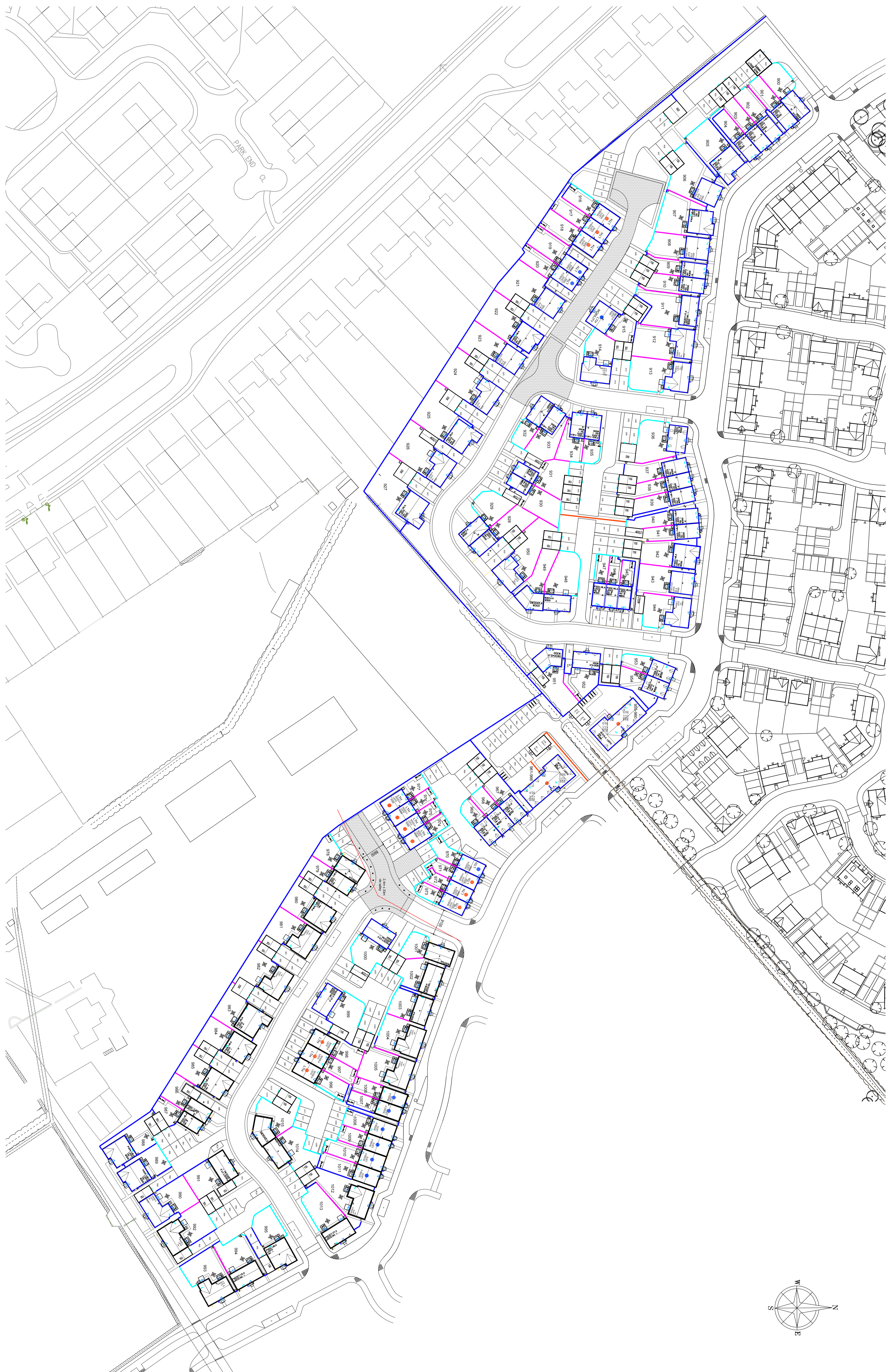
#### OTHER NECESSARY CONSENTS

This document only conveys permission or approval for the proposed development under Part III of the Town and Country Planning Act 1990 and you must also comply with all the bye-laws, regulations and statutory provisions in force in the District and secure such other approvals and permissions as may be necessary under other parts of the Town and Country Planning Act 1990 or other legislation.

In particular you are reminded of the following matters :

- The need in appropriate cases to obtain approval under the Building Regulations. **The Building Regulations may be applicable to this proposal. You are therefore advised to contact the District Council's Building Control Manager before starting work on site.**
- The need to obtain an appropriate Order if the proposal involves the stopping up or diversion of a public footpath.
- Data supplied by the National Radiological Protection Board (NRPB) and the British Geological Survey (BGS) suggests that the site of this application falls within an area which is potentially at risk from radon. This may require protective measures in order to comply with the Building Regulations if your consent relates to a new dwelling or house extension. Further advice on whether protective measures are required under the Building Regulations can be obtained by contacting the Building Control Manager on 0300 003 0200, fax 0300 003 0201 or E-mail at [building.control@cherwellandsouthnorthants.gov.uk](mailto:building.control@cherwellandsouthnorthants.gov.uk)
- The need to obtain a separate "Listed Building Consent" for the demolition, alteration or extension of any listed building of architectural or historic interest from the Local Planning Authority.
- The need to make any appropriate arrangements under the Highways Act in respect of any works within the limits of a public highway. The address of the Highway Authority is Oxfordshire County Council, Speedwell House, Speedwell Street, Oxford, OX1 1NE.
- It is the responsibility of the applicant to ascertain whether his/her development affects any public right of way, highway or listed building.





KEY:	
	TIMER 5 BAR GATE
	PERSONNEL DOOR
	1.8m BRICK SCREEN WALL
	1.8m PANEL FENCE
	1.8m CLOSE BOARDED FENCE
	1m HERITAGE STYLE METAL RAILINGS
	METAL BOLLARDS (AS PER STYLE BELOW)
	AFFORDABLE - RENT
	AFFORDABLE - SHARED OWNERSHIP
	ROTARY LINE
	WATER BUTT
	SHED/CYCLE STORE 1.83x2.44m
	BIN COLLECTION POINT 2.54m
	FOOD CADDY 240L
	WHEELIE BIN 180L
	TURNING CIRCLE 1.54m

FLATS WITH 300MM CAVITIES

Banbury	SH203	970 to 977, 919, 910
	FLATS	955 to 960
	SH809	961 to 966
	SH809	916, 917, 918
	SH8215	915
Banbury	P202	930, 931, 945, 946, 947
	P202	901, 902, 903, 904, 909, 910, 928, 933, 934, 935, 937, 938, 939, 940, 941
	P402	906, 908, 921, 923, 943
	P403	911, 999, 1000
	P404	988, 989, 907, 922, 942
	P409	953, 954, 967, 968, 969
	P901	905, 925, 927
	P903	936
	SW2045	949, 951
	SW2013	900, 929, 932
	W3014	948, 952
	W4008	913, 913, 914, 924, 926, 944, 950, 990

**GENERAL NOTES:**

1. THE DISTANCE FROM THE FRONT OF THE BUILDING TO THE FRONT OF THE ROAD IS 1.500M.
2. THE DISTANCE FROM THE FRONT OF THE BUILDING TO THE FRONT OF THE ROAD IS 1.500M.
3. THE DISTANCE FROM THE FRONT OF THE BUILDING TO THE FRONT OF THE ROAD IS 1.500M.
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9. THE DISTANCE FROM THE FRONT OF THE BUILDING TO THE FRONT OF THE ROAD IS 1.500M.
10. THE DISTANCE FROM THE FRONT OF THE BUILDING TO THE FRONT OF THE ROAD IS 1.500M.

**PLANNING:**

PLANNING PERMISSION FOR THIS DEVELOPMENT WAS GRANTED BY BANBURY TOWN COUNCIL ON 14/03/2017 UNDER REFERENCE NUMBER 17/0100/1. THE DEVELOPMENT IS SUBJECT TO THE FOLLOWING CONDITIONS:

1. THE DEVELOPMENT SHALL BE COMPLETED WITHIN THE PERIOD OF 12 MONTHS FROM THE DATE OF COMMENCEMENT OF WORK.
2. THE DEVELOPMENT SHALL BE COMPLETED WITHIN THE PERIOD OF 12 MONTHS FROM THE DATE OF COMMENCEMENT OF WORK.
3. THE DEVELOPMENT SHALL BE COMPLETED WITHIN THE PERIOD OF 12 MONTHS FROM THE DATE OF COMMENCEMENT OF WORK.
4. THE DEVELOPMENT SHALL BE COMPLETED WITHIN THE PERIOD OF 12 MONTHS FROM THE DATE OF COMMENCEMENT OF WORK.
5. THE DEVELOPMENT SHALL BE COMPLETED WITHIN THE PERIOD OF 12 MONTHS FROM THE DATE OF COMMENCEMENT OF WORK.
6. THE DEVELOPMENT SHALL BE COMPLETED WITHIN THE PERIOD OF 12 MONTHS FROM THE DATE OF COMMENCEMENT OF WORK.
7. THE DEVELOPMENT SHALL BE COMPLETED WITHIN THE PERIOD OF 12 MONTHS FROM THE DATE OF COMMENCEMENT OF WORK.
8. THE DEVELOPMENT SHALL BE COMPLETED WITHIN THE PERIOD OF 12 MONTHS FROM THE DATE OF COMMENCEMENT OF WORK.
9. THE DEVELOPMENT SHALL BE COMPLETED WITHIN THE PERIOD OF 12 MONTHS FROM THE DATE OF COMMENCEMENT OF WORK.
10. THE DEVELOPMENT SHALL BE COMPLETED WITHIN THE PERIOD OF 12 MONTHS FROM THE DATE OF COMMENCEMENT OF WORK.

**STATISTICS:**

Reference	Plot No.	Type	Total	Sq. Ft. Total
P202/9	675	28	6	4090
P202/9	833	38	17	14501
P202/9	838	28	3	2085
P202/9	1009	38	1	485
P202/9	1092	38	3	3276
P402/3	1200	48	5	6000
P402/3	1200	48	6	7200
P402/3	1200	48	6	7200
P402/3	1200	48	5	6000
P402/3	1200	48	5	6000
P402/3	1200	48	15	21000
P402/3	1200	48	1	1201
P402/3	1200	48	1	1201
P402/3	1200	48	4	6448
P402/3	1200	48	1	1201
P402/3	1200	48	81	9380
<b>TOTAL</b>	<b>670</b>	<b>28 Bldg</b>	<b>1</b>	<b>670</b>
<b>TOTAL</b>	<b>670</b>	<b>28 Bldg</b>	<b>85</b>	<b>27402</b>
<b>OVERALL TOTAL</b>			<b>116</b>	<b>120762</b>

**Developable Site Area 31020**  
Sqft per acre 3.102 7.665197  
12885.7

**STATUS:** CDMS  
**JOB REF:** 0120  
**DRAWN BY:** DM  
**SCALE @ AD:** 1:500  
**CHECKED:** NB  
**DATE:** 08.11.16  
**PROJECT:** BANBURY, PHASE 3  
**TITLE:** CONSTRUCTION LAYOUT  
**DWG NO:** 2.201  
**REV:** K

**BOYS HOMES**



Project related



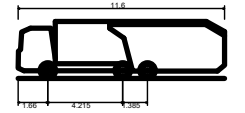
## Appendix C Swept Path Analysis Drawing



**NOTES**

1. Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
2. This drawing has been based on Drawing 192403 Site Layout Plan provided by Brown & Co and Royal HaskoningDHV cannot guarantee the accuracy of data

**VEHICLE TRACKING**



Phoenix 2-23W (with Elite 2 6x4 chassis)  
 Overall Length 11.600m  
 Overall Width 2.530m  
 Overall Body Height 3.205m  
 Min Body Ground Clearance 0.410m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.250m

**KEY**

- FORWARD MOVEMENT OF THE VEHICLE
- VEHICLE ON REVERSE MOVEMENT

**REVISIONS**

**CLIENT**

Mr N. MORRIS

**PROJECT**

LAND AT DEERFIELDS FARM,  
CANAL LANE, BODICOTE

**TITLE**

REFUSE VEHICLE  
SWEPT PATH ANALYSIS



DRAWN	AGM	CHECKED	AM	APPROVED
DATE	08.10.19	SCALE AT AS	1:500	CLIENTS REF

DRAWING No. PB7300-RHD-AS-SW-DR-D-0002 P01.01



## Appendix D TRICS Outputs

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	20-35 DWELLS	
Actual Trip Rate Calculation Parameter Range	21-33 DWELLS	
Date Range	Minimum: 01/01/11	Maximum: 06/06/19
Parking Spaces Range	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	5
	Tuesday	2
	Wednesday	3
	Thursday	3
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	7
	Edge of Town	6
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	3
	10,001 to 15,000	3
	15,001 to 20,000	1
	20,001 to 25,000	3
	25,001 to 50,000	2
Population <5 Mile ranges selected	5,001 to 25,000	2
	50,001 to 75,000	3
	75,001 to 100,000	3
	125,001 to 250,000	3
	250,001 to 500,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	10
PTAL Rating	No PTAL Present	13

Calculation Reference: AUDIT-703105-191008-1017

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
10	WALES	
	PS POWYS	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of dwellings  
 Actual Range: 21 to 33 (units: )  
 Range Selected by User: 20 to 35 (units: )

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/06/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	5 days
Tuesday	2 days
Wednesday	3 days
Thursday	3 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	6

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	13
------------------	----

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

C3 13 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	10 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	1 days
No	12 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters

Site(1):	CA-03-A-05	Site area:	1.71 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	28
Location:	PETERBOROUGH	Housing density:	19
Postcode:	PE1 4AW	Total Bedrooms:	94
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/10/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	98
Site(2):	CH-03-A-09	Site area:	0.73 hect
Development Name:	TERRACED HOUSES	Number of dwellings:	24
Location:	MACCLESFIELD	Housing density:	39
Postcode:	SK10 2NS	Total Bedrooms:	72
Main Location Type:	Edge of Town	Survey Date:	24/11/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	32
Site(3):	CH-03-A-11	Site area:	0.50 hect
Development Name:	TOWN HOUSES	Number of dwellings:	24
Location:	NORTHWICH	Housing density:	55
Postcode:	CW9 8RZ	Total Bedrooms:	92
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	47
Site(4):	DC-03-A-08	Site area:	1.85 hect
Development Name:	BUNGALOWS	Number of dwellings:	28
Location:	BOURNEMOUTH	Housing density:	17
Postcode:	BH8 0AL	Total Bedrooms:	64
Main Location Type:	Edge of Town	Survey Date:	24/03/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	131
Site(5):	GM-03-A-10	Site area:	1.43 hect
Development Name:	DETACHED/SEMI	Number of dwellings:	29
Location:	MANCHESTER	Housing density:	23
Postcode:	M25 9PL	Total Bedrooms:	85
Main Location Type:	Edge of Town	Survey Date:	12/10/11
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	81
Site(6):	LN-03-A-03	Site area:	0.77 hect
Development Name:	SEMI DETACHED	Number of dwellings:	22
Location:	LINCOLN	Housing density:	29
Postcode:	LN6 7PL	Total Bedrooms:	58
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/09/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	24
Site(7):	NF-03-A-01	Site area:	1.49 hect
Development Name:	SEMI DET. & BUNGALOWS	Number of dwellings:	27
Location:	CAISTER-ON-SEA	Housing density:	19
Postcode:	NR30 5BX	Total Bedrooms:	66
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	16/10/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	64
Site(8):	NY-03-A-08	Site area:	0.15 hect
Development Name:	TERRACED HOUSES	Number of dwellings:	21
Location:	YORK	Housing density:	175
Postcode:	YO10 3EJ	Total Bedrooms:	54
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	16/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	24
Site(9):	NY-03-A-11	Site area:	1.79 hect
Development Name:	PRIVATE HOUSING	Number of dwellings:	23
Location:	BOROUGHBRIDGE	Housing density:	15
Postcode:	YO51 9LQ	Total Bedrooms:	101
Main Location Type:	Edge of Town	Survey Date:	18/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	144
Site(10):	PS-03-A-02	Site area:	0.81 hect
Development Name:	DETACHED/SEMI-DETACHED	Number of dwellings:	28
Location:	WELSHPOOL	Housing density:	42
Postcode:	SY21 7HX	Total Bedrooms:	84
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	11/05/15
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	65

LIST OF SITES relevant to selection parameters (Cont.)

Site(11):	SM-03-A-01	Site area:	1.40 hect
Development Name:	DETACHED & SEMI	Number of dwellings:	33
Location:	BRIDGWATER	Housing density:	28
Postcode:	TA6 7PL	Total Bedrooms:	107
Main Location Type:	Edge of Town	Survey Date:	24/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	131
Site(12):	ST-03-A-08	Site area:	0.80 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	26
Location:	STAFFORD	Housing density:	37
Postcode:	ST17 4JS	Total Bedrooms:	90
Main Location Type:	Edge of Town	Survey Date:	22/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	89
Site(13):	WL-03-A-02	Site area:	1.16 hect
Development Name:	SEMI DETACHED	Number of dwellings:	27
Location:	SWINDON	Housing density:	25
Postcode:	SN2 7HT	Total Bedrooms:	91
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	122

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	26	0.079	13	26	0.250	13	26	0.329
08:00 - 09:00	13	26	0.162	13	26	0.412	13	26	0.574
09:00 - 10:00	13	26	0.162	13	26	0.212	13	26	0.374
10:00 - 11:00	13	26	0.150	13	26	0.147	13	26	0.297
11:00 - 12:00	13	26	0.197	13	26	0.185	13	26	0.382
12:00 - 13:00	13	26	0.194	13	26	0.182	13	26	0.376
13:00 - 14:00	13	26	0.165	13	26	0.182	13	26	0.347
14:00 - 15:00	13	26	0.206	13	26	0.250	13	26	0.456
15:00 - 16:00	13	26	0.309	13	26	0.250	13	26	0.559
16:00 - 17:00	13	26	0.335	13	26	0.212	13	26	0.547
17:00 - 18:00	13	26	0.324	13	26	0.159	13	26	0.483
18:00 - 19:00	13	26	0.218	13	26	0.124	13	26	0.342
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.501			2.565			5.066

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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## Parameter summary

Trip rate parameter range selected: 21 - 33 (units: )  
Survey date range: 01/01/11 - 06/06/19  
Number of weekdays (Monday-Friday): 13  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	26	0.000	13	26	0.000	13	26	0.000
08:00 - 09:00	13	26	0.003	13	26	0.003	13	26	0.006
09:00 - 10:00	13	26	0.003	13	26	0.003	13	26	0.006
10:00 - 11:00	13	26	0.003	13	26	0.003	13	26	0.006
11:00 - 12:00	13	26	0.000	13	26	0.000	13	26	0.000
12:00 - 13:00	13	26	0.003	13	26	0.000	13	26	0.003
13:00 - 14:00	13	26	0.003	13	26	0.006	13	26	0.009
14:00 - 15:00	13	26	0.000	13	26	0.000	13	26	0.000
15:00 - 16:00	13	26	0.003	13	26	0.003	13	26	0.006
16:00 - 17:00	13	26	0.000	13	26	0.000	13	26	0.000
17:00 - 18:00	13	26	0.000	13	26	0.000	13	26	0.000
18:00 - 19:00	13	26	0.003	13	26	0.003	13	26	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.021			0.021			0.042

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	26	0.000	13	26	0.000	13	26	0.000
08:00 - 09:00	13	26	0.006	13	26	0.006	13	26	0.012
09:00 - 10:00	13	26	0.009	13	26	0.009	13	26	0.018
10:00 - 11:00	13	26	0.003	13	26	0.003	13	26	0.006
11:00 - 12:00	13	26	0.000	13	26	0.000	13	26	0.000
12:00 - 13:00	13	26	0.000	13	26	0.000	13	26	0.000
13:00 - 14:00	13	26	0.003	13	26	0.003	13	26	0.006
14:00 - 15:00	13	26	0.003	13	26	0.003	13	26	0.006
15:00 - 16:00	13	26	0.000	13	26	0.000	13	26	0.000
16:00 - 17:00	13	26	0.003	13	26	0.003	13	26	0.006
17:00 - 18:00	13	26	0.000	13	26	0.000	13	26	0.000
18:00 - 19:00	13	26	0.000	13	26	0.000	13	26	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.027			0.027			0.054

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	26	0.000	13	26	0.000	13	26	0.000
08:00 - 09:00	13	26	0.006	13	26	0.006	13	26	0.012
09:00 - 10:00	13	26	0.000	13	26	0.000	13	26	0.000
10:00 - 11:00	13	26	0.000	13	26	0.000	13	26	0.000
11:00 - 12:00	13	26	0.000	13	26	0.000	13	26	0.000
12:00 - 13:00	13	26	0.000	13	26	0.000	13	26	0.000
13:00 - 14:00	13	26	0.000	13	26	0.000	13	26	0.000
14:00 - 15:00	13	26	0.000	13	26	0.000	13	26	0.000
15:00 - 16:00	13	26	0.006	13	26	0.006	13	26	0.012
16:00 - 17:00	13	26	0.000	13	26	0.000	13	26	0.000
17:00 - 18:00	13	26	0.000	13	26	0.000	13	26	0.000
18:00 - 19:00	13	26	0.000	13	26	0.000	13	26	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.012			0.012			0.024

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.



TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	26	0.015	13	26	0.038	13	26	0.053
08:00 - 09:00	13	26	0.000	13	26	0.047	13	26	0.047
09:00 - 10:00	13	26	0.003	13	26	0.006	13	26	0.009
10:00 - 11:00	13	26	0.003	13	26	0.012	13	26	0.015
11:00 - 12:00	13	26	0.003	13	26	0.000	13	26	0.003
12:00 - 13:00	13	26	0.015	13	26	0.009	13	26	0.024
13:00 - 14:00	13	26	0.012	13	26	0.003	13	26	0.015
14:00 - 15:00	13	26	0.003	13	26	0.009	13	26	0.012
15:00 - 16:00	13	26	0.029	13	26	0.000	13	26	0.029
16:00 - 17:00	13	26	0.026	13	26	0.003	13	26	0.029
17:00 - 18:00	13	26	0.026	13	26	0.018	13	26	0.044
18:00 - 19:00	13	26	0.015	13	26	0.000	13	26	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.150			0.145			0.295

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.