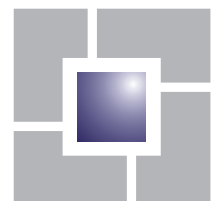


Mawles Farm, Sibford Gower

Access Appraisal



david tucker associates
transport planning consultants



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Access Appraisal

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RJM/21327-01b TAp

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1 Introduction

- 1.1 David Tucker Associates has been commissioned to advise on the access implications of the proposed development of two dwellings at Mawles Farm, Main Street, Sibford Gower.
- 1.2 The development has been subject to pre-application advice from Cherwell District Council 19/00138/PREAPP and this was followed up with further pre-application advice from Oxfordshire County Council as the local highway authority.
- 1.3 A detailed appraisal has been carried out in accordance with prevailing guidance within Manual for Streets (and Manual for Streets 2) as to the suitability of the proposed access arrangements with respect to topographical considerations and prevailing traffic flow conditions. This is set out below.
- 1.4 A review of personal injury accident data demonstrates that there are no significant road safety issues within the village of Sibford Gower and in proximity to the proposed development site.
- 1.5 Ultimately the appropriateness of a proposal is contingent upon compliance of an individual site to the prevailing development policies where they relate to transport. These include the policies set out in the National Planning Policy Framework, from which the principle tests in transport planning terms are at paragraph 108 and 109 relating to sustainable travel, access and transport impact. These are considered through this appraisal which concludes that the proposed arrangement is in line with current design guidance as set out in Manual for Streets and wholly appropriate to support the level of development proposed.

2 Existing Conditions

- 2.1 The site is centrally located in the village of Sibford Gower. There are two main streets within Sibford Gower. These are Pound Lane/Colony Road which runs north-south and Main Street which runs east-west (perpendicular to Pound Lane).
- 2.2 The site is located in the northeast quadrant of the cross road between Main Street and Pound Lane. There are existing farm buildings on the site.
- 2.3 At the Main Street – Pound Lane junction, the Main Street arms are the minor arms and must give way to traffic on Pound Lane. At the junction Pound Lane is circa 5.5m wide but this tapers to the north to a single track road to the north of the village.
- 2.4 Pound Lane is reasonably straight in the horizontal plane. The vertical alignment too is relatively straight but rises from the cross roads at a gradient of 5-7% and the verges are banked. There is an existing access to the site onto Pound Lane. This is a gated farm access to the north of the existing buildings.
- 2.5 Main Street is subject to a 30mph speed limit. Main Street is variable in width where on-street parking spaces have been created to serve houses to the south of the street. There is an existing footway on the northern side of Main Street.
- 2.6 DfT records of personal injury collisions show no incidents in the vicinity of the access within the last 20 years.
- 2.7 A topographical survey has been undertaken to confirm the geometry and available visibility.

3 Access Appraisal

- 3.1 A new access onto Main Street is proposed as shown on **DTA Drawing 21327-01b**. This would require the demolition of an existing concrete blockwork and stone wall which connects the two existing structures. The vehicular access would be centrally located within the over-widened gap created. The extents of the driveway are shown in blue at 3.6m wide, flared at the pavement crossover. The wider gap would increase the available visibility as well as allowing pedestrian inter-visibility splays onto the driveway.
- 3.2 Visibility from the access has been assessed from a 2.0m setback in accordance with MfS2 para 10.5.8 for slow speed situations when flows on the minor arm are low (here a single dwelling would generate 6-7 movements per day). MfS2 notes that some vehicles will need to cautiously nose out into traffic and hence the ability of drivers and cyclists to see this overhang from a reasonable distance and to manoeuvre around it without undue difficulty should be considered. Here there is an appropriate level of forward visibility in both directions and there is available width for manoeuvre within Main Street. In practice the majority of modern vehicles are front wheel drive with relatively short bonnet lengths hence the need to nose out would be very low.
- 3.3 Visibility to the right of 25.8m to the nearside kerbline commensurate with a dry weather 85%ile speed of 23.1mph. This increases to 33.6m to the nearside trackline edge (measured to 0.6m from the nearside kerbline) commensurate with a dry weather 85%ile speed of 27.6mph. In practice speeds to the right of the access at the end of the splay are likely to be significantly under both design speeds given the proximity to the junction with Pound Lane. The only unopposed (non-give way) movement is from Pound Lane north where vehicles turn through an 8m radius. This is equivalent to a 21.2kph (13.2mph) design speed where $v^2/R = 56$ (ref MfS2 para 8.3.5).
- 3.4 Visibility to the left is relatively unconstrained given the straightness of the Main Street alignment. Whilst the attached access plan shows visibility to 43m commensurate with the 30mph speed limit in practice it will be constrained to less than this due to the Main Street geometry, character of the street and the presence of on-street parking to the east of the proposed access location.
- 3.5 Within the site the driveway would ramp up into the site as there is a differential in levels of around 1m. This would be achieved by a short ramp of up to 1 in 10 with appropriate transitions at the top and bottom of the slope.
- 3.6 The access would require the relocation of the school warning sign however this could be locally repositioned without materially altering its relationship with the school.
- 3.7 The above appraisal has been presented to Oxfordshire County Council who confirmed that:

Should an application arise from this Preapp and based upon the information supplied, OCC are unlikely to have objection to in principal to this proposal. The process for relocating the school warning sign is a relatively straightforward process. However any costs involved will have to be met by the applicant and not the Council.



- 3.8 Observations in respect of visibility splays at the existing access are shown on the attached access plan on **DTA Drawing 21327-01b**. As part of the development scheme it is proposed to cut back vegetation and re-profile the bank in order to accommodate the necessary visibility splays.

4 Conclusion

- 4.1 Detailed topographical and traffic surveys have been undertaken to inform a review of the access arrangements.
- 4.2 There have been no accidents reported at the existing access during the 20 year period for which data is published. Traffic speeds and volumes are low at this location.
- 4.3 Overall it is considered that the proposed arrangement is in line with current design guidance as set out in Manual for Streets and wholly appropriate to support the level of development proposed.



APPENDIX A
Site Access Appraisal Drawing



Based upon the ORDINANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE,
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