

<b>Project Name:</b>	The Leys, Adderbury
<b>Document Reference:</b>	514.0002/TN/1
<b>Document Name:</b>	Technical Note
<b>Prepared By:</b>	James Rand (May 2020)
<b>Checked By:</b>	Mark Smith (May 2020)
<b>Approved By:</b>	Mark Smith (May 2020)

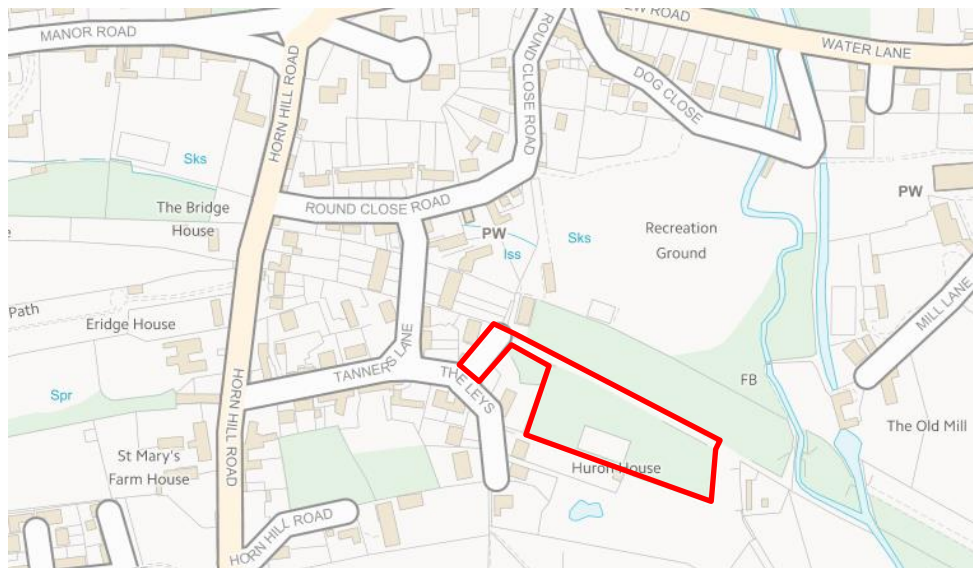
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**1. INTRODUCTION**

1.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Framptons in relation to a proposed development of 2 dwellings at The Leys, Adderbury. The site location is shown below in **Figure 1** and the proposed site layout is attached as **Appendix A**.



**Table 1:** Site Location

1.2 Two recent planning applications for 3 dwellings on the same site were withdrawn prior to determination (ref. 19/00619/F & 19/02691/F). Prior to being withdrawn, Oxfordshire County Council (OCC) as highway authority objected to both applications (**Appendix B**). This was on the basis that an intensification of use of The Leys would present a highway safety concern, as a result of vehicles having to reverse if they were to meet. The response to the second application states that the first section of the track was a particular area of concern for OCC.

## 2. EXISTING CONDITIONS

2.1 The Leys serves a small number of residential properties and can be reached via Tanners Lane. As with many of the roads in Adderbury such as Tanners Lane and Round Close Road, the characteristics of The Leys are typical of a rural village, with limited carriageway width, absence of road markings and no dedicated footways. Conditions on The Leys can be seen in **Photographs 1 & 2**.

2.2 The site is currently accessed from a service road that extends from The Leys along the western and northern boundaries of the site. The service road also provides access to an existing property to the west, and a Thames Water pumping station. Where it meets The Leys, the service road is c. 6m wide, and varies between 3m – 4.5m in width along the rest of its length, being widest at the bend. Conditions on the service road can be seen in **Photographs 3 & 4**.



**Photograph 1:** The Leys (between site and Tanners Lane)



**Photograph 2:** The Leys (east of site)



**Photograph 3:** Service Road from The Leys



**Photograph 4:** Service Road within Site

- 2.3 During a site visit, vehicle movements and speeds in the local area were observed to be low, with a comfortable driving speed of c. 10mph. The nature of the local road network is such that drivers typically proceed cautiously at these speeds, with vehicles giving way to each other or reversing over short distances.
- 2.4 The Personal Injury Accident (PIA) data record shows that no accidents have occurred on The Leys or any of the adjoining roads in the last 20 years. Whilst the local road network does not meet current geometric standards, the lack of any accident history suggests there is no inherent issue with the design of the local road network and that drivers, being aware of the constraints, behave responsibly.

### 3. PROPOSED DEVELOPMENT

- 3.1 The proposed development consists of 2 dwellings with access taken from the service road to the rear. As shown in **Appendix A**, the layout changes relevant to transport and highways since the last application was withdrawn amount to the reduction in the number of dwellings, and also the addition of the footpath diversion to the plan.
- 3.2 As previously, the proposals also include areas wide enough for two vehicle to pass on the frontage of both plots, in addition to an increased radius on the inside corner of the bend in the service road. A refuse store is proposed near the bend in the service road, which is considered to be acceptable in this instance given that other properties have been observed to successfully have their bins collected by leaving them on the service road.
- 3.3 The Countryside Access officer offered no objection to the most recent planning application. One of the queries the highway authority raised a related to construction traffic if the scheme were to be permitted. A Construction Traffic Management Plan (CTMP) could be conditioned to include details of vehicle sizes, timings and measure to minimise impact on local residents.
- 3.4 It is therefore considered that the outstanding matters relate to the impact on highway safety arising from increased use of the service road.
- 3.5 In order to quantify the likely increase in vehicle trips that would arise as a result of the development, the TRICS database has been consulted using the following parameters:
- Residential – houses privately owned category;
  - Sites in England (exc Greater London) and Wales;
  - Sites of 6-10 dwellings with weekday surveys; and
  - Sites in Suburban Area/Edge of Town locations

3.6 The results of the TRICS analysis are presented in **Table 1**, with the TRICS outputs attached in **Appendix C**.

	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Trip rate per dwelling	0.222	0.444	0.333	0.111
2 dwellings	0	1	1	0

**Table 1:** Proposed Development Trip Generation

3.7 The proposals will result in one additional vehicle using the service road in each of the AM and PM peaks, which is negligible and will result in a minimal increase in the chance of vehicles meeting on the service road.

3.8 Furthermore, residential uses generate tidal vehicle flows, typically with departures in the morning and arrivals in the evening (as reflected in **Table 1**). Considering that pumping stations only require rare visits for maintenance purposes and the other property accessed from the service road is also residential, the daily chance of two vehicles using the service road at the same time in opposing directions is so small as to effectively be zero. It is therefore considered that an objection on this basis is entirely unwarranted.

3.9 Nevertheless, it is also worth considering whether any harm to road safety would arise in the highly improbable situation two vehicles meet on the service road. If vehicles were to meet beyond the bend on the section that has an approximate west-east alignment, two passing places have been provided. If vehicles were to meet at the bend, the existing available width is c. 4.5m and is being improved by the removal of the tree on the inside corner as part of the radius modification. If vehicles were to meet where the service road meets The Leys, the service road widens from 3m to 6m.

3.10 In the extremely unlikely event vehicles were to meet at points on the service road not wide enough for two vehicles to pass, such as between The Leys and the bend in the service road, one vehicle would be required to give way to the other, which could involve modest reversing.

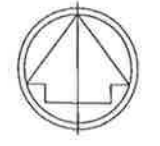
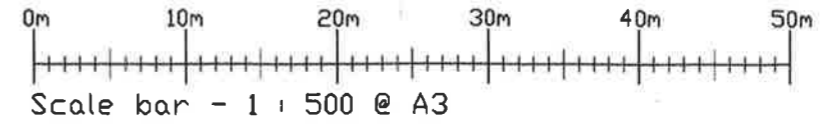
3.11 Even if a vehicle were to reverse partly onto The Leys to allow a vehicle leaving the service road to pass, the harm to highway safety will be negligible. Vehicle speeds and volumes are low and as can be seen in **Photograph 1** vehicles travelling along The Leys would be able to see reversing vehicles well in advance. As outlined previously, vehicles being required to give way or reverse is typical of the local road network and therefore it is not unusual for drivers to come across such a situation occurring.



#### 4. SUMMARY

- 4.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Framptons in relation to a proposed development of 2 dwellings at The Leys, Adderbury. Previous applications on the site were withdrawn following objections from the highway authority, and this TN seeks to address the issues raised.
- 4.2 Construction traffic details are not known at this stage but could be secured via planning condition of a CTMP. Through on-site observations, refuse appears to be collected from the service road for other residential properties, and the provision of a bin store adjacent to the service road is therefore considered to be appropriate in this instance. As agreed during previous applications, the existing public right of way will be diverted, providing an alternative route for pedestrians that does not involve walking around the bend in the service road.
- 4.3 There is no accident history in the area despite vehicles being regularly required to reverse or give way on the local road network, vehicle volumes and speeds on The Leys are low, there is an effectively zero daily chance of vehicles meeting on the service road, passing places have been provided and there is good forward visibility along The Leys.
- 4.4 Furthermore, the proposals have been reduced in scale compared to the previous schemes and it is therefore considered that the proposals will not result in any substantial harm to highway safety. We would therefore encourage the highway authority to look favourably upon the highways aspects of this application.

## Appendix A



NORTH



**SITE LAYOUT PLAN**

- B 31.01.19 SERVICE ROAD JUNCTION WITH THE LEYS AMENDED
- A 18.01.19 PLOT 3 DRIVE AMENDED ROOF PLANS AMENDED

0.25.03.19 BIN STORE AMENDED WITH 'BAT LOFT' OVER

Client	Mrs Biggam	Project	PROPOSED DEVELOPMENT OF LAND AT THE LEYS ADDERBURY	Drawing	SITE LAYOUT PLAN
Architect	Nicholas D Price 45 North Bar Street Banbury OX16 0TH Tel 01295 262952			Scale	1:500
			Date	October 2018	
		Drawing No	5392.02 E		

- D. 12.11.19 PASSING BAY AND TPO TREES ADDED
- E. 27.04.20 PLOT 3 OMITTED PLOT 1 HOUSE AND GARAGE RELOCATED

## Appendix B



**From:** Plant, Tom - Communities [mailto:Tom.Plant@Oxfordshire.gov.uk]  
**Sent:** 20 May 2019 11:38  
**To:** Bob Neville  
**Cc:** Cllr Arash Ali Fatemian; DC Support  
**Subject:** 19-00619-F - Land East Of The Leys Adderbury

Hi Bob,

I have looked over the above application and have the following comments to make.

---

<b>Planning application:</b>	19/00619/F
<b>Location:</b>	Land East Of The Leys Adderbury
<b>Description:</b>	Erection of 3 No dwellings on land east of The Leys, Adderbury
<b>Type:</b>	Full Development
<b>Case Officer:</b>	Bob Neville

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### **Recommendation:**

Oxfordshire County Council, as the Local Highways Authority, hereby notify the District Planning Authority that they **object** to the granting of planning permission.

### **Comments:**

The proposals access is off The Leys which incorporates a very tight 90 degree bend which severely restricts forward visibility. It is my understanding that the service road is used by Thames Water to access a pumping station that is at the end of the, The Leys.

Whilst I accept The Leys is used for utilities and a single dwelling to be accessed, any intensification of The Leys with three dwellings will present a highway safety concern with the possibility of vehicles giving way to one another and potentially relying upon either road users who are traveling in opposing directions to reverse back to a safe point to allow one user to pass the other safely. I understand from my colleague Beth Rutterford that Adderbury 5 footpath runs through and along the service road. I would have concerns therefore with potential new residents having to reverse to give way to oncoming traffic with the potential of pedestrians using the same space as road users and the conflict that this will give rise too.

From looking at the proposed site layout, the actual plots look acceptable with a suitable turning area within the plot to allow vehicles to access and egress in a forward driving gear.

Were this scheme to be approved I would be looking for suitable passing places along the service road so the conflict of potential reversing along the road is designed out and will allow a safe and suitable access to the site for residents, utilities and pedestrians.

Notwithstanding the above, the proposals are likely to have any adverse impact upon the local highway network from a traffic and safety point of view, therefore I offer an objection.

If you would like to discuss any of the above in more detail, then please do not hesitate to contact me.

With regards,

Tom Plant  
Area Liaison Officer  
(Oxford, Cherwell and West Oxfordshire)  
Oxfordshire County Council  
County Hall | New Road | Oxford | OX1 1ND  
Email – [tom.plant@oxfordshire.gov.uk](mailto:tom.plant@oxfordshire.gov.uk)  
[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)



Rachel Tibbetts

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From: Plant, Tom - Communities <Tom.Plant@Oxfordshire.gov.uk>  
Sent: 10 February 2020 11:41  
To: Bob Neville  
Cc: DC Support; Nichols, Chris - E&E; Cllr Arash Ali Fatemian  
Subject: 19-02691-F - Land East Of The Leys Adderbury - Consultation Response  
Attachments: 19-00619-F - Land East Of The Leys Adderbury

Hi Bob,

I have looked at the previous submissions site layout and I cant see any obvious differences between it and the one proposed here other than a new passing bay.

The passing bay that has been proposed between plots 1 and 2, its benefit will be limited if at all given its very close proximity to the northern bay. If the applicant wanted to resolve this and make access to dwellings 2, 3, TW site as well as the PROW more attractive and safer for vehicles access / egressing the applicant appears to have sufficient land within the proposed curtilages to make the track wider without comprising on the overall desirability of the plots proposed.

However the principal area of concern is the first section of the track that leads to the near 90 degree bend that leads onto the proposed dwellings. I see from the site location plan that at the point the red line meets the adopted highway the redline flares out. Nonetheless, should two vehicles meet each other, one **will be** forced to give way to the other and travel in a reverse gear either back towards the 90 degree bend, reverse back out into the adopted highway or use third party land to pull into. None are attractive options or even safe, and without third party land owners permission this option will not be possible and or could cause conflict.

If the proposal were to be approved, given the items outlined above, how does the applicant intend to get construction traffic to and from the site safely?

Finally, I have spotted the proposed refuse store and bat loft which I didn't comment on previously. I doubt from looking at the layout plan that refuse lorry can access and egress the store in a forward driving gear – let alone access it in the first places (no tracking diagram). I would be interested to know if the refuse lorry serves the other dwellings off this access track considering this is not part of the adopted network.

Given what I have highlighted above and that I see no other obvious differences other than a new passing bay between the previous scheme the previous objection (attached) still applies with the added points bolstering the objection.

With regards,

Tom Plant  
Area Liaison Officer  
(Oxford, Cherwell and West Oxfordshire)  
Oxfordshire County Council  
County Hall | New Road | Oxford | OX1 1ND  
Email – [tom.plant@oxfordshire.gov.uk](mailto:tom.plant@oxfordshire.gov.uk)  
[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

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**From:** Bob Neville <Bob.Neville@cherwell-dc.gov.uk>  
**Sent:** 07 February 2020 08:07  
**To:** Transport CDC Minor <Transport.CDCMinor@Oxfordshire.gov.uk>  
**Cc:** White, Joy - Communities <Joy.White@Oxfordshire.gov.uk>  
**Subject:** 19/02691/F - Land East Of The Leys Adderbury - Consultation Response  
**Importance:** High

Ref.: 19/02691/F  
Address: Land East Of The Leys Adderbury  
Proposals: Erection of 3 dwellings - (revised scheme of 19/00619/F)

Good morning

Please could I have comments on the above application as a matter of urgency, as the decision is due next Wednesday (12/02/2020).

There have been a number of objections in respect of highway safety and impact on the local road network, with the routes to the site being quite narrow and subject to a lot of on street parking making access difficult.

Regards

**Bob Neville** MSc  
**Senior Planning Officer**  
**General Developments Planning Team**  
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## Appendix C

Calculation Reference: AUDIT-247601-200521-0513

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

## Primary 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: No of Dwellings  
 Actual Range: 7 to 10 (units: )  
 Range Selected by User: 6 to 10 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 22/09/17

*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:

Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3 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)	2
Edge of Town	1

*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	3
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*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 3 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:

10,001 to 15,000 1 days  
15,001 to 20,000 1 days  
20,001 to 25,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days  
50,001 to 75,000 1 days  
75,001 to 100,000 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

*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:

No 3 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 3 days

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

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	3	9	0.148	3	9	0.407	3	9	0.555
08:00 - 09:00	3	9	0.222	3	9	0.444	3	9	0.666
09:00 - 10:00	3	9	0.148	3	9	0.333	3	9	0.481
10:00 - 11:00	3	9	0.222	3	9	0.148	3	9	0.370
11:00 - 12:00	3	9	0.074	3	9	0.185	3	9	0.259
12:00 - 13:00	3	9	0.407	3	9	0.333	3	9	0.740
13:00 - 14:00	3	9	0.296	3	9	0.333	3	9	0.629
14:00 - 15:00	3	9	0.222	3	9	0.222	3	9	0.444
15:00 - 16:00	3	9	0.333	3	9	0.111	3	9	0.444
16:00 - 17:00	3	9	0.370	3	9	0.333	3	9	0.703
17:00 - 18:00	3	9	0.333	3	9	0.111	3	9	0.444
18:00 - 19:00	3	9	0.111	3	9	0.111	3	9	0.222
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.886</b>			<b>3.071</b>			<b>5.957</b>

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:	7 - 10 (units: )
Survey date range:	01/01/12 - 22/09/17
Number of weekdays (Monday-Friday):	3
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.