

Project Name:	The Leys, Adderbury
Document Reference:	514.0002/TN/4
Document Name:	Technical Note
Prepared By:	Luke Millar (November 2021)
Checked By:	Harry Cross (November 2021)
Approved By:	James Rand (November 2021)

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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1.2 An application was made for three dwellings on the site in 2019, which was withdrawn prior to determination (19/00619/F). A second application that was a revision of the previous scheme was subsequently submitted, which was withdrawn prior to determination (19/02691/F). Finally, an application for two dwellings was made in 2021, which was also withdrawn prior to determination (21/00343/F).

1.3 Prior to being withdrawn, Oxfordshire County Council (OCC) as highway authority objected to the applications. Since then, new pre-application advice was sought from the highway authority, with the submission package including additional detail and revised plans. The highway authority's pre-application response identifies no major concerns, and is attached as **Appendix B**.

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 an access road that extends from The Leys along the western and northern boundaries of the site. The access road also provides access to an existing property to the west, and a Thames Water pumping station. Where it meets The Leys, the access road is c.7.8m wide, and varies between approx. 2.8m – 5m in width along the rest of its length, being widest at the bend. Conditions on the access 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: Access Road from The Leys



Photograph 4: Access 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 access road to the rear. The proposed layout is shown in **Appendix A**.

Trip Generation

3.2 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

3.3 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

3.4 The proposals will result in one additional vehicle using the access 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 access road.

3.5 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 access road is also residential, the daily chance of two vehicles using the access road at the same time in opposing directions is so small as to effectively be zero.

Proposed amendments to access road

3.6 Nevertheless, the access road will be widened on approach to The Leys and in the vicinity of the access to each of the proposed dwellings. In addition, a tree will be removed, vegetation within the boundary of the site will be trimmed and minor amendments made to the inside radii on the corner of the access road to facilitate the passing of two cars, as shown in drawing 514.0002.001 in **Appendix D**. Specifically, widening will occur:

- On approach to The Leys
- Around the 90-degree corner in the access road
- In the vicinity of the access to each of the proposed dwellings

3.7 A minimum width of 4.1m is required for two cars to pass, in accordance with Manual for Streets. Clear forward visibility is available from each place where passing is possible to the next. This is demonstrated in drawing 514.0002.002 in **Appendix E**.

3.8 It is therefore considered that not only will the increase in chance of vehicles meeting be negligible, but also that on the rare occasion they do, they will be able to pass safely, with no need to reverse onto the public highway. Given the very low vehicle speeds and volume of movements, it is considered that safe and suitable access has been demonstrated.

3.9 The inside radius of the bend in the road will be modified to improve forward visibility for vehicles leaving the site, as shown in drawing 514.0002.003 in **Appendix F**. The proposed amendments to the access road were submitted with the latest request for pre-application



advice, which the highway authority raised no major concerns with as per the comments in **Appendix B**.

- 3.10 A refuse store is proposed near the bend in the access 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 access road.
- 3.11 The Countryside Access officer offered no objection to the previous planning application. One of the queries the highway authority raised was 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.

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, but this TN has been prepared following a positive pre-application exercise with the highway authority.
- 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 access road for other residential properties, and the provision of a bin store adjacent to the access 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 access 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 access road, widening and passing places have been provided and there is suitable forward visibility along the access road.

- 4.4 It is therefore considered that safe and suitable access has been demonstrated and that the proposals will not result in any substantial harm to highway safety. We would therefore encourage the highway authority to look favourably upon this application.

Appendix A

Appendix B

James Rand

From: Batchelor, Kevin - Communities <Kevin.Batchelor@Oxfordshire.gov.uk>
Sent: 27 August 2021 08:23
To: Nicholas Wyke
Cc: Debbie Jones
Subject: RE: 10 08 The Leys ADDERBURY

Hi Nick

Please excuse the delay of this reply.

My colleague visited the site when in Adderbury looking at another application. He has commented as follows –

I cannot see much of a risk to highway safety in this scheme. It will be a very slow speed environment with few vehicle movements. I have a couple of queries/clarifications though:

- The concrete section of road is not adopted. Will they have the right to modify/widen it?
- The “Access Assessment and Proposed Alterations” drawing shows a solid line edging the road. Are they proposing kerbs?
- Will be difficult to widen a concrete slab by a small amount, without it falling apart.
- The Site Layout Plan shows a passing bay outside Plot 2 (the other drawings don't). Not much use here; passing could take place in the driveway opening if necessary. A passing bay would be more use on existing plot, by T2.
- Seems to be plenty of width on that section anyway if the vegetation is cut back.
- Looks like the 90degree bend will be “opened up” to allow some visibility across the corner.
- A 2m high chain link fence and hedge is proposed along the northern boundary. I presume, then, that the service road is on their land. The fence would block the unofficial path to the recreation ground. This will not be popular!
- Bin collection will need to be clarified. One local objector says the bin lorry has never reversed down the concrete track – I can believe that. If bins are to be taken to the end of the concrete track, that is a drag distance of approximately 180m from the Plot 2 bin store.

It seems to me, subject to the above, a meeting OCC/Framptons unnecessary for OCC to comment on any further amended application for this site.

Regards

Kevin

Kevin Batchelor
Area Liaison Officer
Oxfordshire County Council
0345 310 1111



From: Nicholas Wyke <Nicholas.Wyke@framptons-planning.com>
Sent: 16 August 2021 17:02
To: Batchelor, Kevin - Communities <Kevin.Batchelor@Oxfordshire.gov.uk>

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									
Total Rates:			2.886			3.071			5.957

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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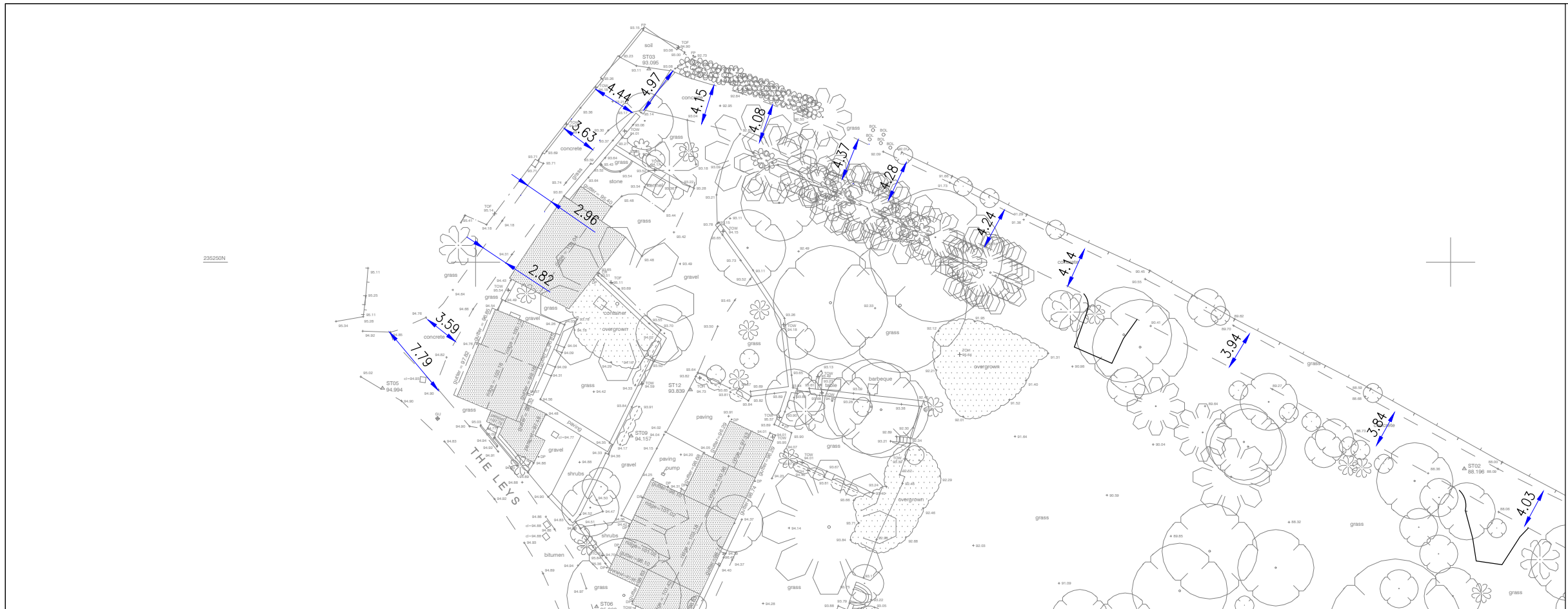
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Parameter summary

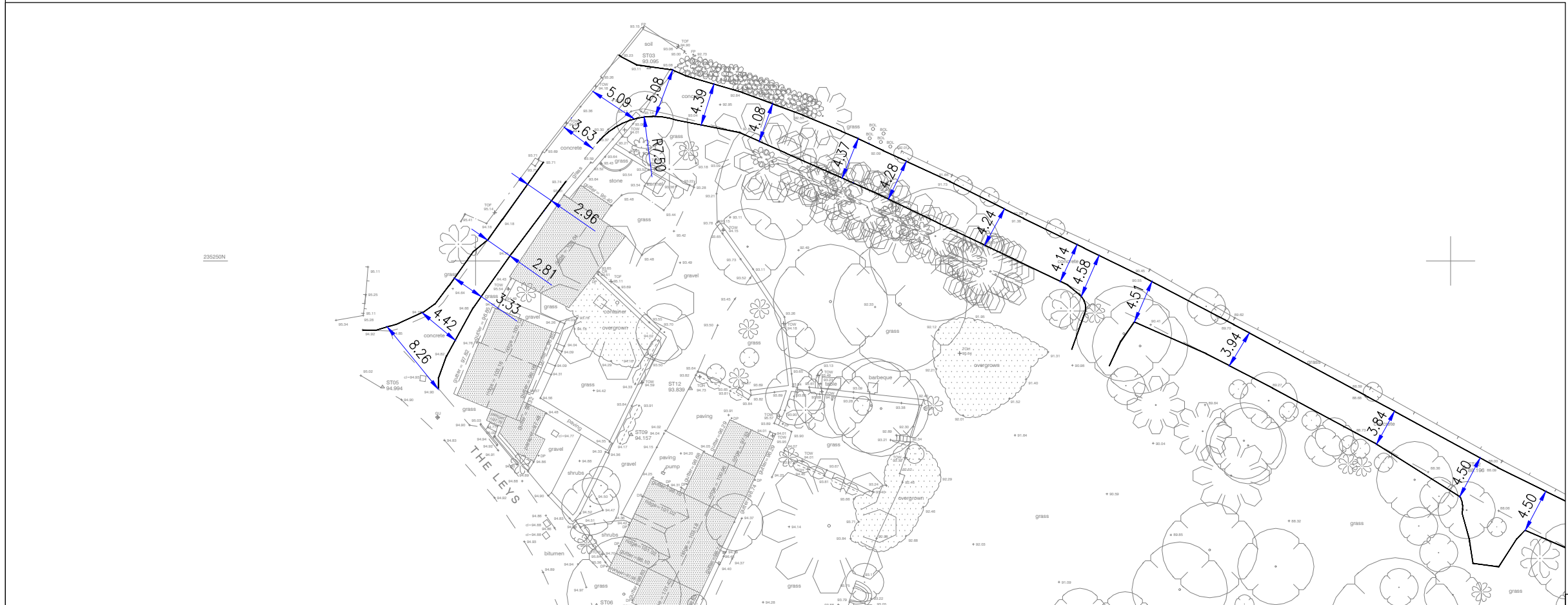
Trip rate parameter range selected:	7 - 10 (units:)
Survey date range:	01/01/12 - 22/09/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Appendix D



EXISTING ACCESS ROAD DIMENSIONS



PROPOSED ACCESS ROAD WIDENING DIMENSIONS

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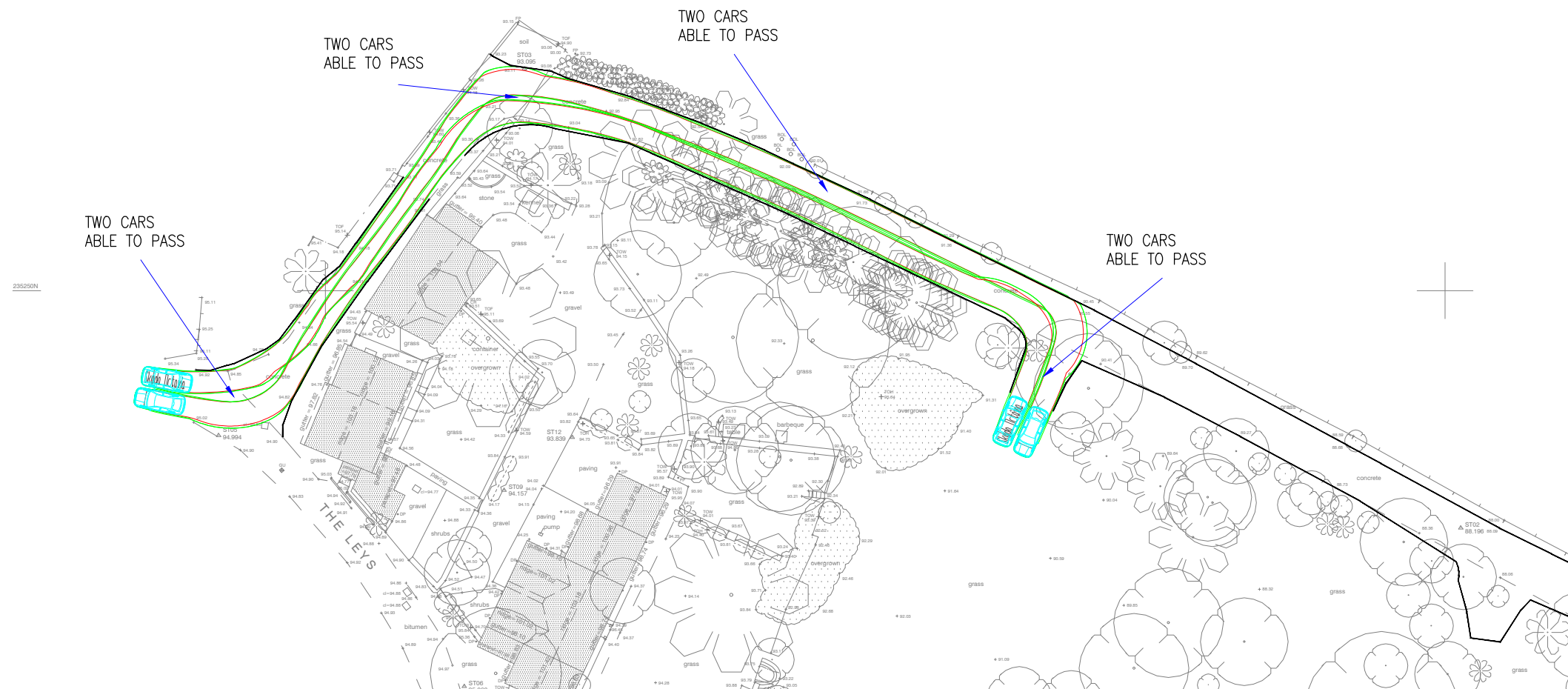


Rev	Description	Date	By	Chkd
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Project Name THE LEYS, ADDERBURY	Title ACCESS ASSESSMENT AND PROPOSED ALTERATIONS	 paulbasham associates <small>Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com</small>	Client PRIVATE CLIENT	Checked By JR	Checked Date 24.06.21	Scale 1:500	(AT A3 SIZE)	
Project Phase PRELIMINARY			Drawn By HC	Drawn Date 24.06.21	Client Drawing No. -	PBA Drawing No. 514.0002.001		

Appendix E

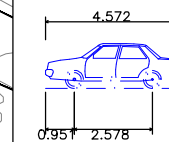




GENERAL NOTES

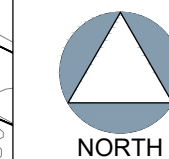
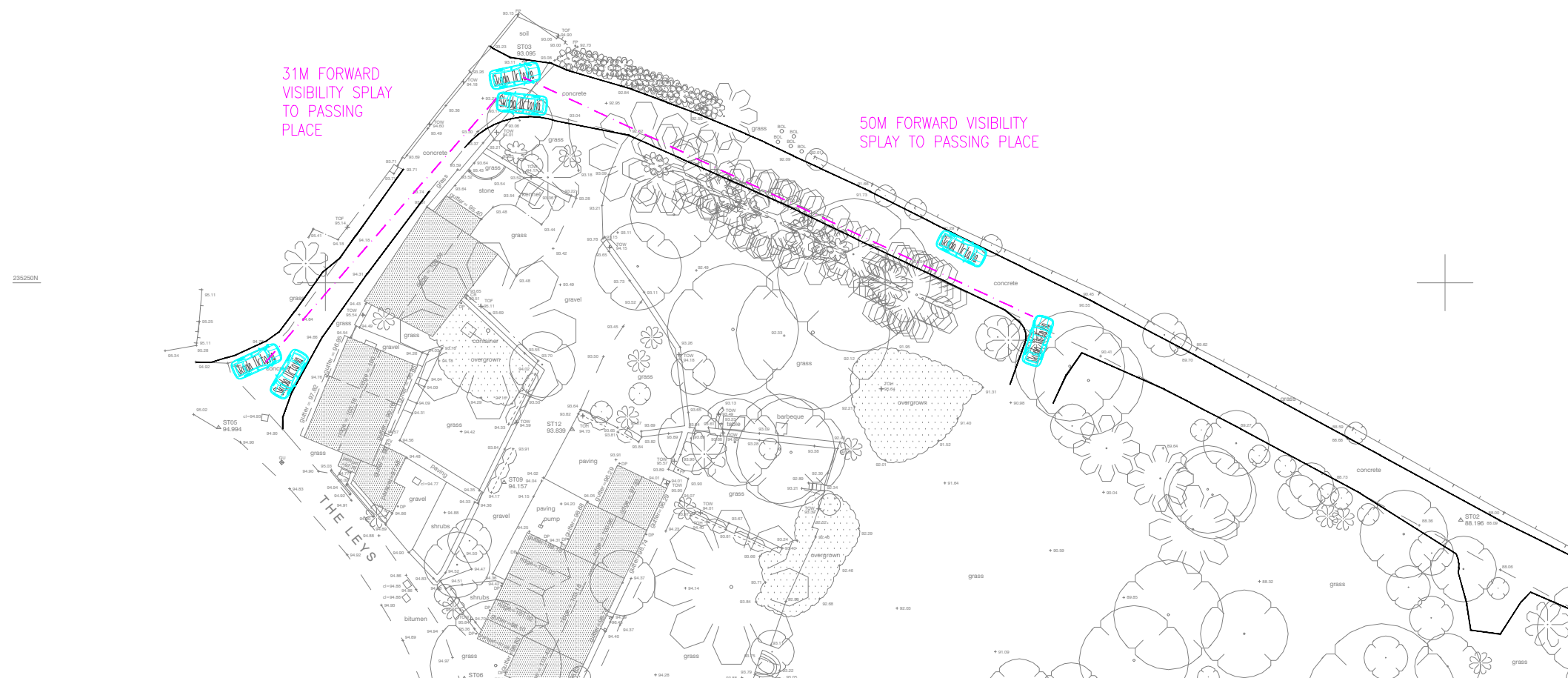
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VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

PROPOSED ACCESS VEHICLE TRACKING



PROPOSED ACCESS TRACKING FORWARD VISIBILITY ASSESSMENT

Rev	Description	Date	By	Chkd
-	-	-	-	-

Project Name THE LEYS, ADDERBURY	Title PROPOSED ACCESS TRACKING AND VISIBILITY BETWEEN PASSING PLACES	<p>paulbasham associates</p> <p>Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com</p>	Client PRIVATE CLIENT	Checked By JR	Checked Date 24.06.21	Scale 1:500	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By HC	Drawn Date 24.06.21	Client Drawing No. -			

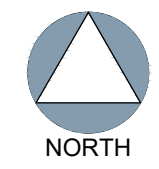
Appendix F



10MPH
FORWARD
VISIBILITY
SPRAY

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Project Name THE LEYS, ADDERBURY	Title FORWARD VISIBILITY ASSESSMENT	 <p>Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com</p>	Client PRIVATE CLIENT	Checked By JR	Checked Date 24.06.21	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By HC	Drawn Date 24.06.21	Client Drawing No. -	PBA Drawing No. 514.0002.003	Revision -	