

Transport Statement

CONSTRUCTION OF 49 RESIDENTIAL DWELLINGS
LAND OFF STOCKING LANE, SHENINGTON, BANBURY, OX15 6NF

HIGHWAYS ADVICE LTD on behalf of Elan Homes Strategic Land Ltd, January 2022

1. TRANSPORT STATEMENT

This Transport Statement has been prepared by Highways Advice Ltd in support of a full planning application for the construction of 49 residential dwellings at land off Stocking Lane, Shenington, Banbury, OX15 6NF.

The full description of development as detailed within the submitted planning application is:

'Erection of 49 dwellings (17 of which (35%) will be affordable homes) with associated garages, parking and refuse storage, private gardens and communal open space / play space, hard and soft landscaping (including SUDs feature and means of enclosure), all to be accessed via Rattlecombe Road.'

2. SITE LOCATION

The application site is currently used for agricultural and livestock grazing purposes and has an existing field gate access onto Stocking Lane.

As can be seen in **Figure 1**, the proposed development site is in a key location within Shenington village. It is bounded to the north by Stocking Lane and sits close to Shenington Church of England Primary School, and Fenny Compton Surgery (Shenington Branch).



Figure 1: Site Location

To the east the site are existing residential dwellings, whilst to the south the site is bounded by Rattlecombe Road, and the adjacent Quarry Farm.

2.1 Planning Background

Shenington village and nearby Alkerton are historic settlements which contain a number of Grade I, Grade II and Grade II* listed buildings. Facilities in the villages include The Bell Public House, Holy Trinity Church, St Michael and All Angels Church, and Shenington with Alkerton Village Hall.

An extract from the Cherwell Local Plan 2011-2031 is below in **Figure 2**. It identifies Shenington village as having conservation related policies.

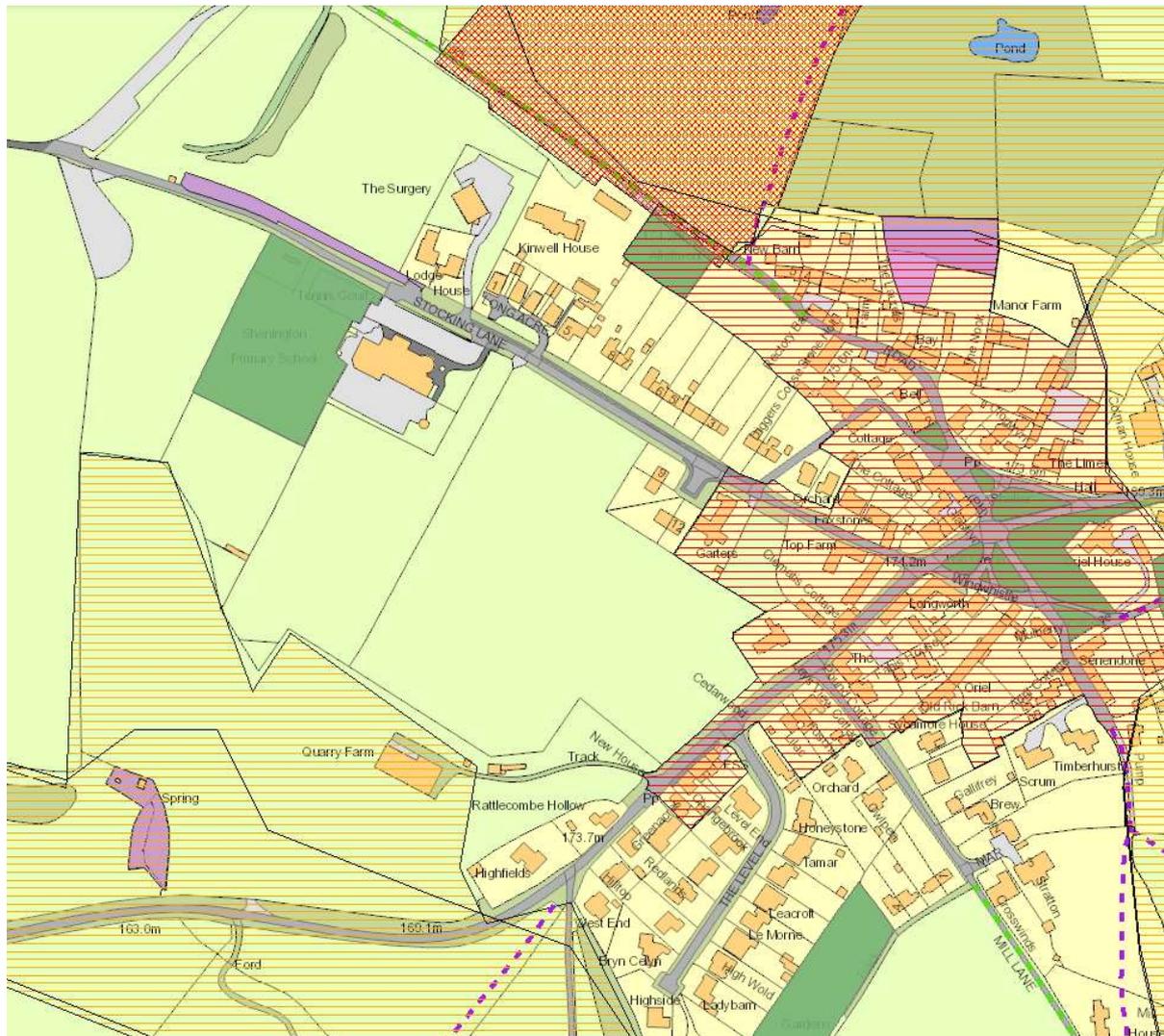


Figure 2: Cherwell Local Plan 2011-2031 Interactive Policies Map

To the east of the site and along the Rattlecombe Road frontage is the 'Shenington and Alkerton Conservation Area'. Whilst west of the site, adjacent farmland at Quarry Farm is also designated as a 'Conservation Target Area'.

The site's close proximity to Shenington Church of England Primary School and Shenington Surgery offers the opportunity for sustainably located residential development to encourage walking and cycling trips within the local neighbourhood.

2.2 Rattlecombe Road

Rattlecombe Road is a 5m wide adopted highway that serves as a local bus route and is subject to a 30mph speed limit. To the west it links Shenington to Tysoe Road (Middle and Upper Tysoe) and Epwell Road (Shutford). To the east, Rattlecombe Road links to Alkerton and Stratford Road. As shown below in **Figure 3**, on approach to the village, traffic warning signage advises of the 30mph speed limit and of the potential presence of pedestrians in the road ahead.



Figure 3: Rattlecombe Road Traffic Signage

Advisory 20mph 'Twenty's Plenty' signs are in place elsewhere on Rattlecombe Road within the village, as shown below in **Figure 4**. School warning signage also exists approaching the junctions of Rattlecombe Road with Mill Lane and Stocking Lane.



Figure 4: Rattlecombe Road Additional Traffic Signage

The site frontage onto Rattlecombe Road is shown below in **Figure 5**. The application site does not presently have a vehicular access point onto Rattlecombe Road. An approximately 2m wide grass verge also exists between the carriageway and the existing application site boundary wall.



Figure 5: Rattlecombe Road Site Frontage

Rattlecombe Road also provides access to many residential properties and to the nearby Village Nursery, Shenington Kart Racing Club, Shenington Gliding Club and the Bunker Down Glamping site.

2.3 Stocking Lane

Stocking Lane runs northwards from Rattlecombe Road providing access to residential properties, Shenington C of E Primary School, and Shenington Surgery. It is signed as 'No Through Road for Vehicles'. As shown in **Figure 6**, it is approximately 5m wide, street-lit and has a 1.2m wide pedestrian footway and narrow grass verge along its eastern side.



Figure 6: Stocking Lane

The existing site access onto Stocking Lane (field gate on the left) is shown below in **Figure 7**.



Figure 7: Existing Site Access

3. SITE ACCESSIBILITY

3.1 Pedestrian

An extract from the Oxfordshire Public Rights of Way Map is shown below in **Figure 8**. No Public Rights of Way cross the site, although some bridleways and public footpaths do exist close by in Sherington.

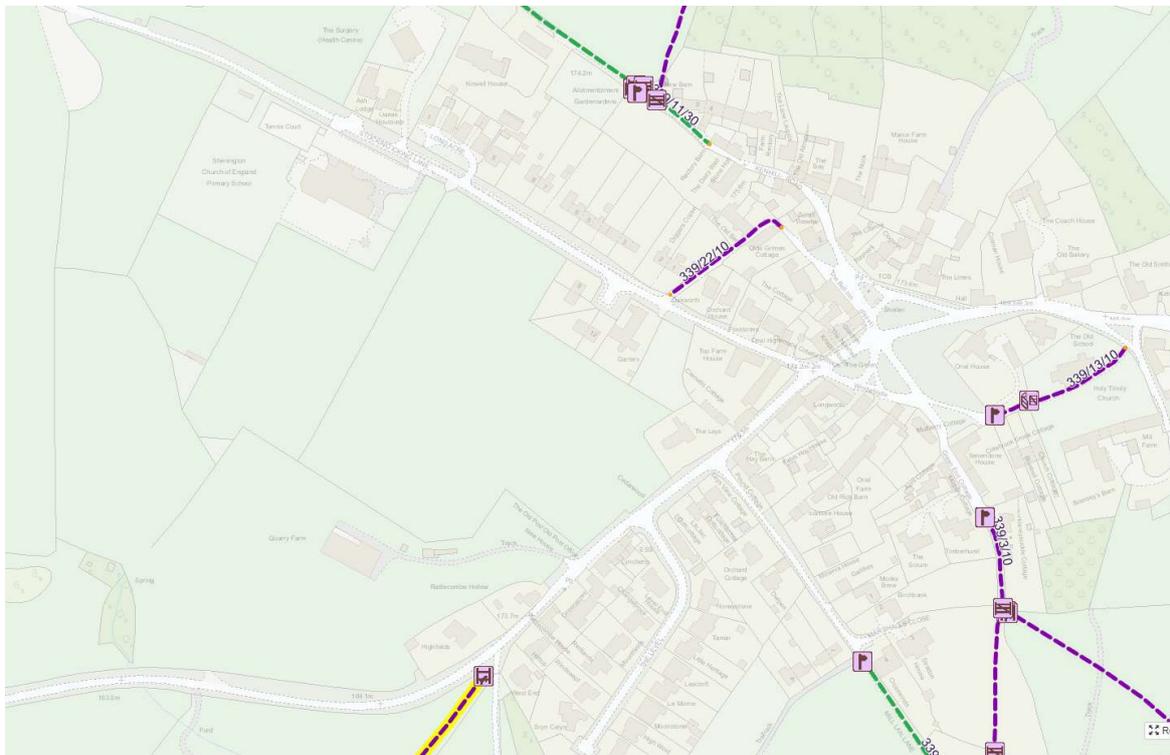


Figure 8: Local Public Rights of Way Network

As shown on the proposed site layout plan, the proposals would create new pedestrian access points onto Rattlecombe Road and Stocking Lane ensuring high levels of pedestrian accessibility to Shenington C of E Primary School and Fenny Compton Surgery (Shenington Branch).

3.2 Bus

The application site has a good level of accessibility to local bus services, being situated some 170m walking distance from existing bus stop and shelter facilities at Shenington Village Green, shown below in **Figure 9**.



Figure 9: Shenington Bus Shelter

Buses serving Shenington provide access to Banbury town centre and Stratford-upon-Avon, as detailed below in **Table 1**. The no.7 bus operates Monday to Saturday, and connects villages in the local and wider area, including Ettington, Kineton, Middle Tysoe, Oxhill, Shutford and Wroxton.

Eastbound – (Green) Stop ID: oxfaptmd		Westbound – (Green) Stop ID: oxfgagaj	
<i>Service Number</i>	<i>Destination</i>	<i>Service Number</i>	<i>Destination</i>
7	Banbury	7	Stratford Upon Avon
Buses per day	3	-	3

Table 1: Bus Service Frequency within 170m Walking Distance

The timetable of the no.7 bus is attached as **Appendix A**. With regular daily services available in Shenington, local bus travel will therefore be a realistic option for future residents and visitors to the proposed residential development.

3.3 Cycle

The Oxfordshire Cycle Map has been reviewed to identify designated cycle routes near the application site. As shown in **Figure 10**, the site is situated approximately 6km from National Cycle Route 5 (Oxfordshire to Warwickshire). National Cycle Route 5 starts near the Oxford Canal in Banbury, and

heads north along a series of quiet country roads and off-road tracks towards Shipston-on-Stour. A short on-road section also leads to 'The Monarchs Way', an off-road path that leads to Stratford-upon-Avon.

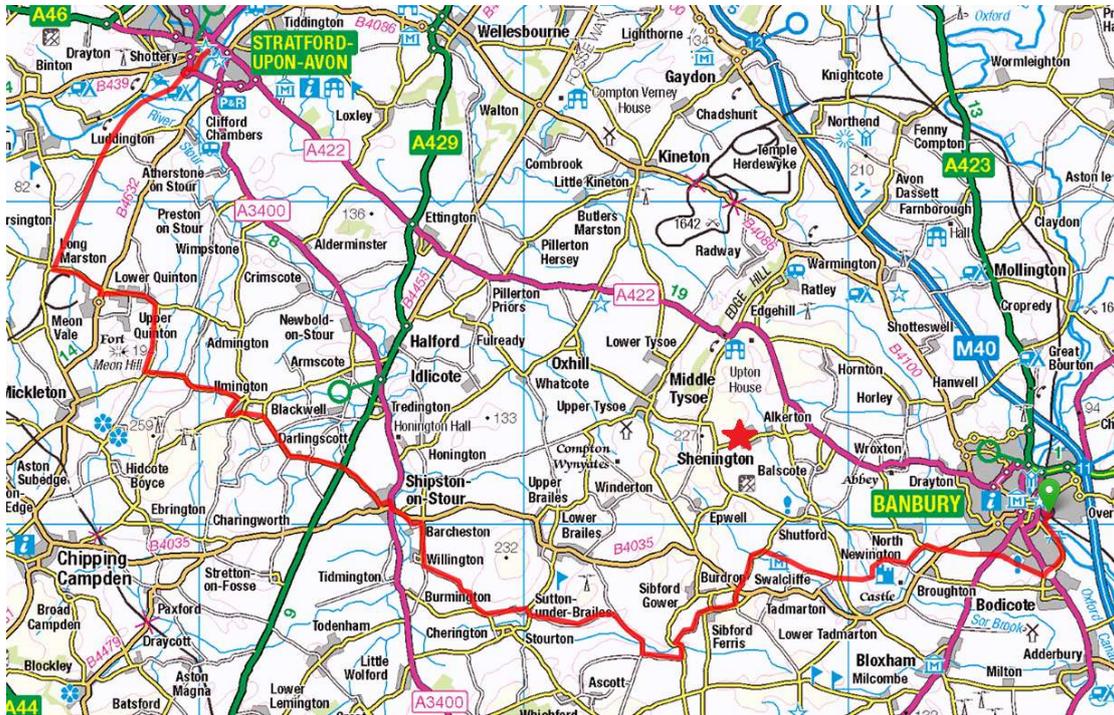


Figure 10: Oxfordshire Cycle Map - Banbury to Stratford Upon Avon Route

3.4 Rail

The site is situated approximately 6.9 miles (18 minutes drivetime) from Banbury rail station. Banbury station provides access to 8 services per hour linking to regional and national destinations including Birmingham, Bournemouth, Coventry, Didcot, Kidderminster, London, Manchester, Oxford, Reading and Stoke-on-Trent. Rail usage will therefore also be a realistic option for future residents and visitors to the proposed development, as part of a multi-modal journey.

4. PROPOSED DEVELOPMENT

As detailed on the proposed site layout plan, the application seeks permission to construct 49 residential units consisting of 1, 2, 3, 4 and 5 bedrooomed dwellings. The proposed development schedule is detailed below in **Table 2**. The proposed residential development would provide a mix of private, social rented and shared ownership Housing Association units.

Proposed Use	No. Units
C3 - 1 bed apartment	6
C3 - 2 bed house	14
C3 - 3 bed house	17
C3 - 4 bed house	9
C3 - 5 bed house	3
Total	49

Table 2: Proposed Development Schedule

5. ACCESS ARRANGEMENTS

5.1 Local Highway Network Accident History

The online resource 'Crashmap' has been assessed in relation to recorded personal injury accidents in the vicinity of the application site, during the most recent 5-year period. As shown in **Figure 11**, there have been no personal injury accidents recorded in the local area, except for one 'slight' accident on Rattlecombe Road, 200m east of the site. It can therefore be concluded there are no obvious underlying highway safety issues associated with current operation of the local highway network.

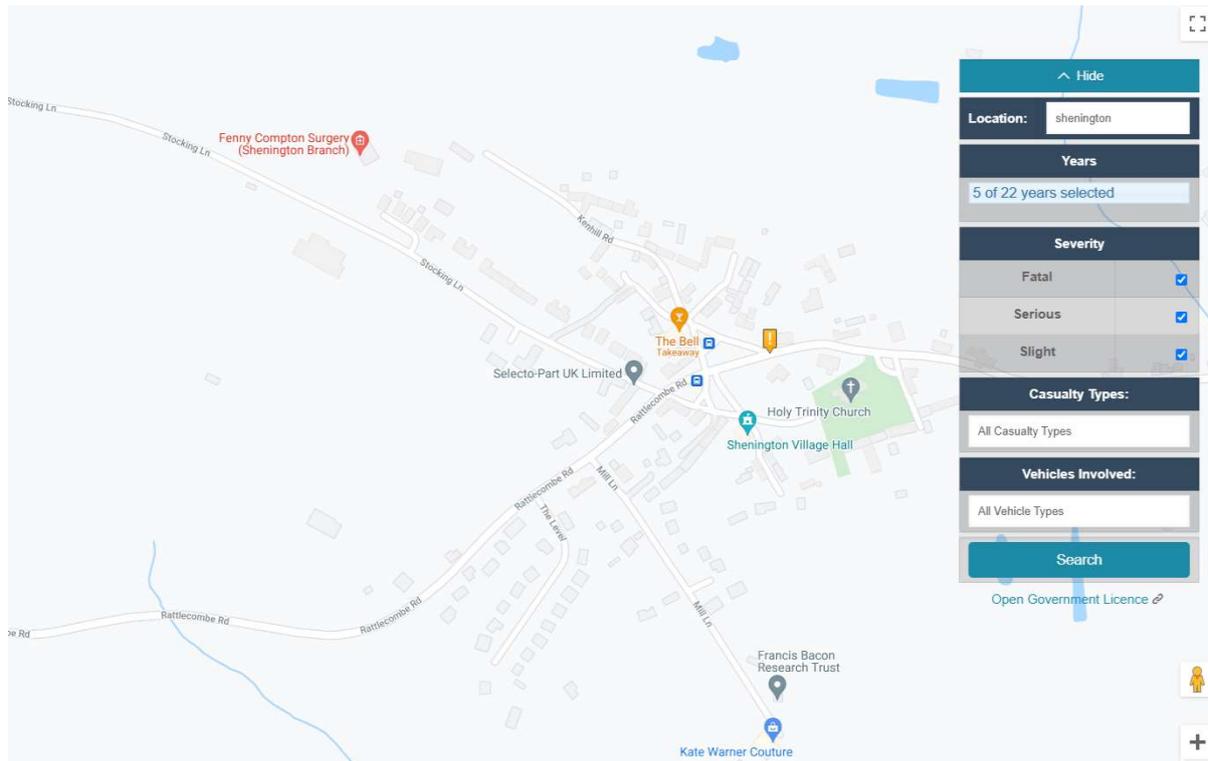


Figure 11: Latest 5 Year Personal Injury Accident Record (Source: Crashmap)

5.2 Proposed Site Access Arrangements

The proposals seek approval to create a new site access onto Rattlecombe Road, approximately 30m southwest of the existing Rattlecombe Road / The Level junction. As shown on the proposed site plan, the new site access would be 5.5m wide with 2.0m wide pedestrian footways on either side.

Also, the existing vehicular access point onto Stocking Lane is to be removed and a new 2.0m wide pedestrian footway connection to Stocking Lane is to be provided, subject to S.38 / S.278 agreement with the Local Highway Authority.

5.3 Site Access Visibility

The proposed access arrangements are shown on the planning layout drawing number SHN-PL-001 (attached as **Appendix B**). As can be seen, the new site access incorporates visibility splays of 2.4m x 51m in both directions on Rattlecombe Road.

This is in excess of the 2.4m x 43m minimum standard of visibility splay provision advised for a 30mph road such as Rattlecombe Road, by the technical guidance document ‘Manual for Streets’.

5.4 Recorded Traffic Speeds

Oxfordshire County Council have provided historic traffic speed data for Rattlecombe Road, as shown below in **Table 3**. The OCC traffic speed data highlights 85th percentile speeds above the current 30mph limit on Rattlecombe Road (a maximum of 35mph in each direction).

Site Ref	Grid Ref	85 th Percentile Speeds (12 hour)	
		Eastbound	Westbound
00001192	437036,242707	31mph	32mph
00001193	436941,242621	35mph	35mph
00014182	437058,242732	31mph	33mph

Table 3: OCC Recorded Traffic Speeds - Rattlecombe Road

It can be noted that Manual for Streets advises splays of 2.4m x 49.5m for 35mph speeds (2.4m x 52m SSD when adjusted for bonnet length).

As the proposed site access visibility splays are 2.4m x 51m in each direction, they are therefore in general accordance with the visibility standards advised by Manual for Streets for both the current 30mph speed limit and highest observed 85th percentile speeds on Rattlecombe Road.

5.5 Swept Path Analysis – Large Cars

Drawing 2738-001 is attached as **Appendix C**. This demonstrates that two large cars (each measuring 5.07m length x 1.87m width) can safely pass each other at the proposed site access on Rattlecombe Road, and along the site access route into / out of the site.

5.6 Swept Path Analysis – Refuse Vehicle

Drawing number 2738-002 is attached as **Appendix D**. This demonstrates how a large refuse vehicle (measuring 9.86m length x 2.45m width) can safely access the proposed development, and turn on site, before exiting the site in a forward direction out onto Rattlecombe Road.

6. TRAFFIC GENERATION

6.1 Existing Land Use

As the site is currently used for agricultural / livestock grazing purposes it does not generate a significant volume of traffic, except for a small number of regular maintenance visits. The proposed residential development will therefore inevitably generate additional daily vehicular traffic compared to the existing land use.

6.2 Proposed Land Use

To determine how much traffic will be generated by the proposed development, the nationally accepted TRICS database has been reviewed in relation to average traffic levels expected from 49 residential dwellings. The TRICS assessment is based on 44 similar sites (mixed private & affordable dwellings in suburban and edge of town areas).

6.3 Expected Trip Rates

The expected trip rates (per dwelling) for C3 use are shown below in **Table 4**. The TRICS data suggests that C3 residential use (per dwelling) is expected to generate on average around 4.866 vehicular trips per day.

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	44	146	0.070	44	146	0.235	44	146	0.305
08:00 - 09:00	44	146	0.115	44	146	0.302	44	146	0.417
09:00 - 10:00	44	146	0.119	44	146	0.155	44	146	0.274
10:00 - 11:00	44	146	0.108	44	146	0.127	44	146	0.235
11:00 - 12:00	44	146	0.121	44	146	0.127	44	146	0.248
12:00 - 13:00	44	146	0.137	44	146	0.131	44	146	0.268
13:00 - 14:00	44	146	0.129	44	146	0.133	44	146	0.262
14:00 - 15:00	44	146	0.125	44	146	0.134	44	146	0.259
15:00 - 16:00	44	146	0.205	44	146	0.156	44	146	0.361
16:00 - 17:00	44	146	0.214	44	146	0.146	44	146	0.360
17:00 - 18:00	44	146	0.288	44	146	0.149	44	146	0.437
18:00 - 19:00	44	146	0.250	44	146	0.152	44	146	0.402
19:00 - 20:00	1	105	0.295	1	105	0.295	1	105	0.590
20:00 - 21:00	1	105	0.381	1	105	0.067	1	105	0.448
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.557			2.309			4.866

Table 4: Typical Trip Rates – C3 Residential Dwellings

6.3.1 Expected Traffic Generation – C3 Residential (49 Units)

The trip rates for C3 residential development during the traditional AM and PM peak hours of 0800-0900 and 1700-1800 are shown in **Table 5**.

Time Period	Trip Rates		Total Trips
	Arrivals	Departures	
0800 - 0900	0.115	0.302	0.417
1700 - 1800	0.288	0.149	0.437
Daily	2.557	2.309	4.866

Table 5: Residential Trip Rates (Per Dwelling)

Shown below in **Table 6**, based on the typical trip rates, the 49 residential dwellings could be expected to generate approximately 21 trips per hour in the peak hours, and around 238 trips per day, in total.

Time Period	Trips		Total Trips
	Arrivals	Departures	
0800 - 0900	5.635	14.798	20.433
1700 - 1800	14.112	7.301	21.413
Daily	125.293	113.141	238.434

Table 6: Expected Vehicle Trips (49 Dwellings)

21 vehicle trips in each peak hour period equates to approximately 1 vehicle trip every 2.85 minutes. This relatively low level of additional traffic should be easily accommodated on the local highway network without creating any traffic capacity, or congestion issues.

7. CAR PARKING

The Oxfordshire County Council 'Residential Road Design Guide (2003) Second Edition (2015)' (p.64) provides car parking provision recommendations for new C3 residential development proposals in Oxfordshire. **Table A6.C1** (All areas other than Oxford and Cherwell urban areas) advises car parking provision for residential dwellings should be:

Table A6.C1 Car parking Provision in New Developments for all Areas of Oxfordshire (Other than Oxford and Cherwell Urban areas)						
Number of bedrooms per dwelling	Number of Allocated Spaces	Number of Spaces When 2 Allocated Spaces per Dwelling are Provided		Number of Spaces When 1 Allocated Spaces per Dwelling are Provided		Number of Unallocated Spaces When no Allocated Spaces are Provided
		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	0.8	1.6
3	2	2	0.4	1	0.9	1.8
3/4	2	2	0.5	1	1.1	2.1
4+	2	2	0.6	1	1.5	2.4

Note: The rows in the table for 2/3 bedrooms and 3/4 bedrooms can be used when there are additional rooms in the dwelling which are not shown as bedrooms but where there is a high chance that they could be used as bedrooms.

Table A6.C1: Oxfordshire CC Car Parking Standards

When the car parking recommendations of Table A6.C1 are considered alongside the proposed development schedule, the allocated car parking totals shown below in **Table 7** would be advised.

Proposed Use	No. of units	Standard	No. of Spaces
C3 - 1 bed apartment	6	1	6
C3 - 2 bed house	14	2	28
C3 - 3 bed house	17	2	34
C3 - 4 bed house	9	2	18
C3 - 5 bed house	3	2	6
Total	49	-	92

Table 7: Recommended Car Parking Provision

Applied to the proposed development, the standards would permit a maximum of 92 allocated car parking spaces to be provided plus a requirement for some unallocated car parking.

The proposed development seeks to provide 104 car parking spaces to serve 49 dwellings (equating to a rate of approximately 2.12 spaces per dwelling). The proposed level of car parking provision is therefore in accordance with Oxfordshire County Council’s recommended car parking standards.

8. CYCLE PARKING

As detailed on the proposed site layout plan, the proposals seek to provide 130 cycle parking spaces within individual garages and sheds. This level of secure covered cycle parking will ensure that bicycle ownership can be accommodated allowing cycling to be a viable transport option for all residents and visitors to the proposed development.

9. RESIDENTIAL TRAVEL PLAN

The proposals aim to create a sustainable residential development that from the outset encourages and maximises the use of sustainable modes of transport by all residents and visitors. A Residential Travel Plan for the site is to be implemented, based on the strategy detailed below in **Table 8**.

Aims	<ul style="list-style-type: none"> ○ Develop and implement the Residential Travel Plan in order to maximise use of sustainable transport modes and to reduce the need for travel by private car.
Ensuring Travel Plan Progress	<ul style="list-style-type: none"> ○ Appoint Travel Plan Co-ordinator (TPC). The aim of the TPC would be to act as the main point of contact for residents and external organisations with regard to the promotion of sustainable transport opportunities.
Reducing The Need to Travel	<ul style="list-style-type: none"> ○ Deliver high speed broadband to promote home working. ○ Promote uptake of local food retail deliveries to residents, in order to minimise the number of retail related vehicle trips. ○ Provide and maintain high quality site amenity space. ○ Implement upgraded pedestrian connections to Shenington C of E Primary School and other local amenities.
Pedestrian and Cycle Access Strategy	<ul style="list-style-type: none"> ○ Deliver new pedestrian connections to Rattlecombe Road and Stocking Lane. ○ Construct to 20mph maximum design speed and prioritise pedestrian and cycle movements within the site. ○ Provide secure cycle storage units for each dwelling.
Provision of Travel Pack	<ul style="list-style-type: none"> ○ Inform residents of sustainable travel choices and destinations available in the surrounding area. ○ Examine what incentives may be available to use to encourage travel choices other than private cars.
Support Public Transport	<ul style="list-style-type: none"> ○ Update residents with local public transport information and Residential Travel Plan Strategy. ○ Explore and promote demand responsive taxis / minibuses or bus services.

Travel Plan Monitoring	<ul style="list-style-type: none"> ○ Conduct Residents Travel Survey and establish travel baseline. ○ Monitor and review effectiveness of Residential Travel Plan and consider improvements on an ongoing basis. ○ Liaison with Oxfordshire County Council Travel Planning Team.
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Table 8: Residential Travel Plan Strategy

Ongoing implementation of a Residential Travel Plan will help to ensure sustainable transport modes are promoted to residents and visitors to the site, in perpetuity.

10. SUMMARY AND CONCLUSIONS

This Transport Statement has reviewed the highways and transportation issues associated with the proposed development of 49 residential dwellings at land by Stocking Lane, and has noted that:

- The application site is located in an accessible location within Shenington village, a short walking distance from The Bell Public House, Holy Trinity Church, Shenington with Alkerton Village Hall, Shenington C of E Primary School, and Shenington Surgery.
- The site has existing sustainable transport links, being situated within 170m of bus stops by Shenington Village Green which provide daily bus services to Banbury and Stratford-upon-Avon.
- The proposed new site access to be created onto Rattlecombe Road incorporates visibility splays of 2.4m x 51m, in accordance with Manual for Streets standards.
- There has been only one ‘slight’ accident recorded on the local highway network 200m east of the application site, during the latest 5-year accident history period.
- The proposed 49 residential dwellings would typically generate 21 vehicle trips in each peak hour period (approximately 1 vehicle trip every 2.85 minutes). This low level of additional traffic can be safely accommodated on the local highway network.
- The proposed level of car and cycle parking provision accords with Oxfordshire County Council’s recommended standards for residential dwellings.
- Swept path assessments demonstrate the proposed site access arrangements can safely accommodate two large cars passing and a large refuse vehicle turning on site; and
- A Residential Travel Plan strategy is provided which seeks to maximise the potential for encouraging sustainable transport journeys to and from the site in perpetuity.

In conclusion, it is considered the proposed development is acceptable in respect of transport and highways matters and can therefore be recommended for planning approval.

APPENDICES

A - BUS TIMETABLE

B - PROPOSED PLANNING LAYOUT DRAWING (INC. SITE ACCESS VISIBILITY SPLAYS)

C - SWEPT PATH ANALYSIS DRAWING - LARGE CARS

D - SWEPT PATH ANALYSIS DRAWING - 9.86m LENGTH REFUSE VEHICLE

STRATFORD UPON AVON - BANBURY via Wellesbourne, Kineton, Tysoe & Shutford
6
STRATFORD UPON AVON - BANBURY via Ettington, Kineton, Tysoe & Wroxton
7
STRATFORD UPON AVON - BANBURY via Ettington & Wroxton
X7
Mondays to Fridays

Service Number	7	6	7	6	S6	6	6S	X7	7	7	7
Notes:				Sch	SchC	Hols	SchB	SchB	SchA	Hols	
Stratford upon Avon, adj. College	--	--	--	--	--	--	--	1610	--	--	--
Shotton, opp. The Bell	--	--	--	--	--	--	--	1615	1615	--	--
Stratford upon Avon, High School (inside)	--	--	--	--	--	--	1525			--	--
Stratford upon Avon, adj. Nat West Bank	0900	1025	1200	1415	--	1415	1535	1625	1625	1625	1800
Stratford upon Avon, opp. McDonalds	0902	1027	1202	1417	--	1417	1537	1627	1627	1627	1802
Stratford upon Avon, adj. Dale Avenue		1032	1207	1422	--	1422	1542		1632	1632	1809
Wellesbourne, opp. Grange Gardens		1045		1435	--	1435	1555				
Loxley, adj. Fox			1214		--		1607		1639	1639	1817
Ettington, opp Rogers Lane	0915		1222		--		1615	1640	1647	1647	1829
Kineton, adj. Church		1055		1445	--	1445	--				
Kineton, opp. Church	0928		1235		--		--		1700	1700	Req
Kineton, School (inside)				1450	1450		--				
Oxhill, opp Village Hall	0936		1243				--		1708	1708	Req
Ratley, adj. Bus Shelter		1105		1500	1500	1455	--				
Middle Tysoe, adj. Peacock	0943	1115	1250			1505	--		1715	1715	Req
Shenington, o/s Green	0951		1258				--		1723	1723	--
Wroxton, opp. White Horse	0958		1305	1512	1512		--	1700	1730	1730	--
Shutford, opp. George & Dragon		1126				1516	--				--
North Newington, The Blinking Own (SE-bound)		1132				1522	--				--
Poets Corner, adj. Longfellow Road							--	1710			--
Banbury Town Centre, Bus Station (Bay 8)	1011	1143	1328	1525	1525	1533	--	1720	1743	1743	--

Saturdays

Service Number	7	6	7	6	7	7
Notes:						
Stratford upon Avon, adj. Nat West Bank	0900	1025	1200	1415	1625	1800
Stratford upon Avon, opp. McDonalds	0902	1027	1202	1417	1627	1802
Stratford upon Avon, adj. Dale Avenue		1032	1207	1422	1632	1809
Wellesbourne, opp. Grange Gardens		1045		1435		
Loxley, adj. Fox			1214		1639	1817
Ettington, opp Rogers Lane	0915		1222		1647	1829
Kineton, adj. Church		1055		1445		
Kineton, opp. Church	0928		1235		1700	Req
Oxhill, opp Village Hall	0936		1243		1708	Req
Ratley, adj. Bus Shelter		1105		1455		
Middle Tysoe, adj. Peacock	0943	1115	1250	1505	1715	Req
Shenington, o/s Green	0951		1258		1723	--
Wroxton, opp. White Horse	0958		1305		1730	--
Shutford, opp. George & Dragon		1126		1516		--
North Newington, The Blinking Own (SE-bound)		1132		1522		--
Banbury Town Centre, Bus Station (Bay 8)	1011	1143	1328	1533	1743	--

Sundays & Bank Holidays

no service

Notes:
A: to allow for social distancing this service is duplicated by a non-PSVAR coach which is available for students only.

B: this service is only available to students and cannot be used by the general public.

C: to allow for social distancing this service runs school days only and is operated by non-PSVAR coach which is available for students only

Sch: service operates on Warwickshire school days only

Hols: service operates during Warwickshire school holidays

Req: serves these points at request of passengers already on the bus

Additional buses between Stratford upon Avon, Ettington & Banbury are provided by service 50A.

This timetable is valid from 12th April 2021 until further notice
No service Christmas Day, Boxing Day or New Years Day

BANBURY - STRATFORD UPON AVON via Shutford, Tysoe, Kineton & Wellesbourne

6

BANBURY - STRATFORD UPON AVON via Wroxton, Tysoe, Ettington & Loxley

7

BANBURY - STRATFORD UPON AVON via Wroxton & Ettington

X7

Mondays to Fridays

Service Number	S6	7	7	X7	7S	6	7	6	7	6	6	7
Notes:	SchB	SchA	Hols	SchB	SchB	Sch					Hols	
Banbury Town Centre, Bus Station (Bay 8)	0730	--	--	0730	--	--	--	1020	1200	1345	1610	1750
Poets Corner, opp. Longfellow Road		--	--	0740	--	--	--					
North Newington, The Blinking Owl (NW-bound)		--	--		--	--	--	1030		1355	1620	
Shutford, o/s George & Dragon		--	--		--	--	--	1037		1402	1627	
Wroxton, o/s White Horse	0744	--	--	0754	--	--	--		1214			1804
Shenington, opp. Green		0720	0720		--	--	--		1221			1811
Middle Tysoe, adj. Peacock		0727	0727		--	--	--	0920	1048	1228	1413	1638 1818
Ratley, adj. Post Office	0756				--	--	--	1059		1424	1649	
Oxhill, adj. Village Hall		0735	0735		--	--	--	0927		1235		1825
Kineton, School (inside)	0805				--	--	--					
Kineton, opp. Church	--	0747	0747		0810	--	--	0940	1111	1248	1436	1701 1841
Ettington, adj. Village Hall	--	0800	0800	0815	0822	--	--	0952		1300		1853
Loxley, opp. Fox	--	0808	0808			--	--	1000		1308		
Wellesbourne, adj. Chapel Street	--					--	--	0930		1120		1445 1710
Stratford upon Avon, adj. Loxley Road	--	0818	0818			--	--	0945	1010	1135	1318	1500 1725
Stratford upon Avon, adj. Nat West Bank	--		0827			--	--	1018	1143			1733
Stratford upon Avon, adj. Oxfam	--	0827	--	0830		0953	--	--	--	1326	1508	-- 1907
Stratford upon Avon, adj. College	--	0833	--	0836		--	--	--	--	--	--	--
Shottery, opp. The Bell	--	0840	--	0843	0845	--	--	--	--	--	--	--

Saturdays

Service Number	7	7	6	7	6	6	7
Notes:							
Banbury Town Centre, Bus Station (Bay 8)	--	--	1020	1200	1345	1610	1750
North Newington, The Blinking Owl (NW-bound)	--	--	1030		1355	1620	
Shutford, o/s George & Dragon	--	--	1037		1402	1627	
Wroxton, o/s White Horse	--	--		1214			1804
Shenington, opp. Green	0720	--	--	1221			1811
Middle Tysoe, adj. Peacock	0727	0920	1048	1228	1413	1638	1818
Ratley, adj. Post Office			1059		1424	1649	
Oxhill, adj. Village Hall	0735	0927		1235			1825
Kineton, opp. Church	0747	0940	1111	1248	1436	1701	1841
Ettington, adj. Village Hall	0800	0952		1300			1853
Loxley, opp. Fox	0808	1000		1308			
Wellesbourne, adj. Chapel Street			1120		1445	1710	
Stratford upon Avon, adj. Loxley Road	0818	1010	1135	1318	1500	1725	
Stratford upon Avon, adj. Nat West Bank	0827	1018	1143			1733	
Stratford upon Avon, adj. Oxfam	--	--	--	1326	1508	--	1907

Sundays & Bank Holidays

no service

Notes:

- A:** to allow for social distancing this service is duplicated by a non-PSVAR coach which is available for students only.
- B:** this service is only available to students and cannot be used by the general public.
- C:** to allow for social distancing this service runs school days only and is operated by non-PSVAR coach which is available for students only
- Sch:** service operates on Warwickshire school days only
- Hols:** service operates during Warwickshire school holidays
- Req:** serves these points at request of passengers already on the bus

Additional buses between Banbury, Ettington & Stratford upon Avon are provided by service 50A.

This timetable is valid from 12th April 2021 until further notice

No service Christmas Day, Boxing Day or New Years Day

STOCKING LANE SHENINGTON



KEY	
—	Site Boundary
—	1800mm High brickwork screen wall
—	1800mm High timber clad/standard fencing
—	PGL Divide
—	1800mm High timber clad/standard fencing
—	600mm High timber fence rail
—	1800mm High timber gate
—	Reinstatement of Ironstone Wall to 1800mm High timber gate
—	Indicates concrete flag paved path/ patio area
—	Indicates shared private driveway
—	Service strip
—	Indicative ground modelling
—	Front / rear door position
—	Patio / french door position
—	Denotes AS/OPOSITE hand to working drawings
—	AS/OPP drawings
—	Existing planting to be retained
—	Indicative proposed tree and shrub planting
—	Indicative proposed turf planting
—	SUDS Feature planting
—	Shared ownership HA units
—	Shared rent HA units
—	Bin storage areas
—	Wall mounted / Garage electric vehicle charging point
—	Roller type overnight electric vehicle charging point



NOTES:
Do not scale from this drawing as liable to distort.



CODE	FLOOR AREA (SQM)	UNIT NAME	BEDS	GARAGE WITH SITE (SQM)	HA OR UNIT	TOTAL FLOOR AREA (SQM)	
HA-SR - BARONIAL COLLECTION							
BAHAF	868	BARONIAL SPECIAL GROUND FLOOR	1	NA	2	1,172	
BAHAF	670	BARONIAL SPECIAL FIRST FLOOR	1	NA	2	1,340	
HWV	697	HAYWARD SPECIAL	2	NA	1	697	
SJT	791	SUTTON SPECIAL	2	NA	3	2,283	
BRC	804	BROOKTON HA	3	NA	4	3,616	
HA-SO - BARONIAL COLLECTION							
SJT	791	SUTTON SPECIAL	2	NA	3	2,283	
BRC	804	BROOKTON HA	3	NA	2	1,888	
REGENCY COLLECTION							
BAHAF	868	BARONIAL SPECIAL GROUND FLOOR	1	NA	1	868	
BAHAF	670	BARONIAL SPECIAL FIRST FLOOR	1	NA	1	670	
MWV	608	MALHAM SPECIAL	2	NA	7	6,776	
TAT	916	TATTON SPECIAL	3	NA	2	1,832	
BRC	800	BROOKTON (BAM)	3	NA	4	3,720	
FRASD	948	FRANHAM SPECIAL (OVAL ASPECT)	3	DET. SOL.	1	948	
MARF	975	MARFORD	3	INT. SOL.	2	1,950	
WYTH	1248	WYTHALL SPECIAL	3	DET. SOL.	2	2,496	
COR	1230	CORRYLAND	4	DET. SOL.	1	1,230	
SOVEREIGN COLLECTION							
BORF	1497	BORDELEY	4	INT. SOL.	5	7,485	
BLE	1665	BLenheim	4	DET. SOL.	3	4,995	
IMPERIAL COLLECTION							
MEL	2914	MELKILL	5	INT. SOL.	3	6,042	
TOTALS						49	50,948
SITE AREA (ACRES)						6.97	
NET DEVELOPABLE AREA (ACRES)						4.50	
POS AREA (SQM)						8000.00	
HOUSING AREA / SITE AREA (SQM / ACRE)						11.318.61	

PARKING PROVISIONS:
CAR PARKING SPACES ON SITE : 1046 PLANT PARKING
CYCLE STORES SPACES (GARAGE / SHED) : 13000 TOTAL
NOTE: CYCLE SHED PROVIDE 200 CYCLE SPACES & SOL / DBL GARAGES PROVIDE 400 CYCLE SPACES. ONLY DOUBLE GARAGES COUNT TOWARDS CAR PARKING PROVISION AS TWO SPACES.

Rev	Date	Amendment	By
C	11.01.2022	AMENDED TO OUR COMMENTS	TA
B	06.01.2022	AMENDED TO COMMENTS	TA
A	20.12.2021	ISSUED FOR COMMENT	TA

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Tel: 0845 481 8881 Fax: 0845 481 8882 Web: www.elanhomes.co.uk

DEVELOPMENT:
**LAND OFF STOCKING LANE,
SHENINGTON.**

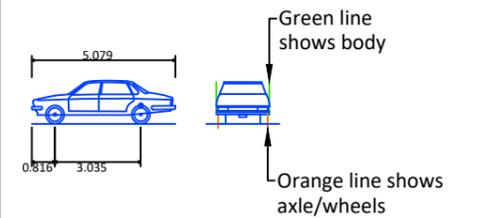
TITLE:
PLANNING LAYOUT

DATE: 20.12.2021 SCALE: 1:500 @ A1 DRAWN: TA
REV: C

DRAWING NO: **SHN-PL-001**



VEHICLE DETAILS:



LARGE CAR (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

Design speed 5kph for all Forward movements
 Design speed 2.5kph for all Reverse movements

Rev	Date	Description	Drn	Chk	App
-	23/01/22	ORIGINAL ISSUE	AS	AB	AB

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

info@cad-precision.com

CAD PRECISION LTD

Drawing produced on behalf of:

**highways
advice**

M: 07791 587479 E: andrew@highwaysadvice.com

Client	WORKING ON BEHALF OF ELAN HOMES STRATEGIC LAND LTD
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Project	STOCKING LANE, SHENINGTON
---------	---------------------------

Drawing Title	SWEPT PATH ANALYSIS USING A LARGE CAR
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Drawing Status	FOR PLANNING
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Drawn	Designed	Date	Scale	Size
AS	AB	JAN 2022	1:500	A3

Drawing No.	2738-001	Rev	-
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VEHICLE DETAILS:

Green line shows body
Orange line shows axle/wheels

LARGE REFUSE VEHICLE (3 AXLE)

Overall Length 9.860m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body ground Clearance 0.365m
Track Width 2.450m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 9.500m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

AREA NEEDED FOR VEHICLE MANOEUVRE

Rev	Date	Description	AS	AB	AB
-	23/01/22	ORIGINAL ISSUE			
			Dm	Chk	App

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CAD PRECISION LTD

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M: 07791 587479 E: andrew@highwaysadvice.com

Client WORKING ON BEHALF OF
ELAN HOMES STRATEGIC LAND LTD

Project STOCKING LANE, SHENINGTON

Drawing Title
SWEPT PATH ANALYSIS USING A LARGE REFUSE VEHICLE

Drawing Status
FOR PLANNING

Drawn AS	Designed AB	Date JAN 2022	Scale 1:500	Size A1
Drawing No. 2738-002				Rev -

PLOT DATE: 23 January 2022 10:33:34