

Manorwood Homes

Lince Lane,
Kirtlington

Project Reference: 2207-015/TN/01A

Technical Note

Sandford Gate
East Point Business Park
Oxford
OX4 6LB

01865 807284
oxford@tpa.uk.com
www.tpa.uk.com

1 Introduction

- 1.1 Following the submission of the planning application 22/03049/FUL for eight dwellings at the above site, Oxfordshire County Council (OCC), as the highway authority, provided a response dated 1 November 2022 which objected to the proposal.
- 1.2 The objection was broken down into seven elements, these being:
 - Visibility Splays;
 - Connecting Footway;
 - Parking Provision;
 - Cycle Parking Provision;
 - Road Layout;
 - Swept Path Analysis; and
 - Sustainability.
- 1.3 Notwithstanding that the majority of the points raised had already been addressed in the Transport Statement (TPA Report 2207-015 TS01) which accompanied the planning application, each of the elements are addressed in turn within the remainder of this Technical Note.

2 Response to Comments

Visibility Splays

2.1 OCC response stated:

"The proposed access is positioned on a corner that features a prominent crest, limiting visibility. The village has recently changed to a 20mph limit meaning that in normal circumstances, it would only require a 2.4m x 22m visibility splay. However, the access is in close proximity to a speed limit change (50 to 20), meaning that it is likely that speeds could be higher than 20mph as vehicles do not slowdown in time. I would therefore recommend that the applicant is to submit a speed survey, in order to work out the 85th percentile of speed, using this to determine what the required splay should be, this should be conducted over a minimum of 1 week. The splays are then to be submitted to the Local Planning Authority for approval."

2.2 TPA drawing 2207-015 VS01A was submitted as part of the supporting Transport Statement, although for ease of reference a copy of VS01A is attached to this Technical Note. The drawing shows that visibility splays of 2.4m x 120m to the south and 2.4m x 90m to the east can be provided.

2.3 As OCC confirmed, the site access is located within a 20mph zone, with a speed change from 20mph to 50mph just south of the site access. As such the 90m visibility to the east exceeds the require splays for a 20mph road. The 120m splay to the south is in accordance with requirements set out in the Design Manual for Roads and Bridges, which requires a minimum of 120m for a 50mph road.

2.4 Notwithstanding the above, paragraph 4.15 of the Transport Statement states that:

"However, if deemed necessary by the local highway authority, the proposed development would support and help to facilitate the relocation of the existing village gateway / speed limit change further to the south of the proposed site access. However, it is noted that the proposals are not reliant on the relocation of the speed limit in order to make them acceptable."

2.5 Given the alignment of the carriageway and the change in speed limit, it is highly unlikely that 85th percentile vehicle speeds will exceed the 50mph speed limit. In addition, the principle of an access in this location was not previously objected to by OCC as part of the previous application (Application Reference 14/02139/OUT), which proposed visibility splays of 2.4m x 90m. As such it is not considered necessary to undertake any speed surveys.

Summary

- 2.6 The visibility splays which can be provided at the site access are appropriate for the speed limits and, if required, we could facilitate the extension of the 20mph limit further south of the existing location.

Connecting Footway

- 2.7 OCC response stated:

"The current proposals for the site, do not show a pedestrian link from the site to the existing footway network within Kirtlington Village. This means that there is no safe walking route for pedestrians looking to access the village amenities. This presents the obvious safety issue, but also inadequate sustainable travel facilities have the potential to create a car dependent development as per LTN 1/20, something OCC are strongly opposed to.

We will ensure that all new developments have safe and attractive walking and cycling connections to the site, include a connected attractive network for when people are walking and cycling within the development and that the internal routes connect easily and conveniently to community facilities and the local cycle and walking network. It should be noted that currently the design does not conform to the above points."

- 2.8 TPA drawing 2207-015 PL01A was submitted as part of the supporting Transport Statement, although for ease of reference a copy of PL01A is attached to this Technical Note. The drawing shows a 2m wide footway being provided along the eastern side of the proposed site access, with the footway extending east and as annotated on the drawing 'New 2m wide footway to tie into existing footway along Oxford Road'.
- 2.9 To avoid any further confusion, the drawing has been amended to clearly show the new footway joining with the existing footway. The new drawing, 2207-015 PL01C is attached.
- 2.10 As such, there will be no safety issues and residents of the proposed development will be able to walk along a suitable footway to link into the existing pedestrian infrastructure within Kirtlington providing access to local community facilities.

Summary

- 2.11 The proposed development provides a 2m footway which would link the site to the existing footway on Oxford Road.

Parking Provision

2.12 OCCs response stated:

“When assessing Table 4.1 within the Transport Statement, it contains both discrepancies between it and the site plan, but also has properties that do not conform to the New OCC Vehicular and Cycle Parking Standards:

Plot 4: *4/5 bed properties can have up to 3 spaces in rural localities, 1 space is not sufficient for a property of this size.*

Plot 5: *Shown on site plan as having 1 space, but table shows it having 2, due to its size, it should have a minimum of 2.*

Plot 6: *Due to its size, it should have 2 parking spaces.*

Plot 7: *Showing to have 1 in table 4.1, 2 on the site plan. 1 space is not sufficient for a property of this size.*

Plot 8: *Showing to have 1 in table 4.1, 2 on the site plan. 1 space is not sufficient for a property of this size.*

The visitor parking provision exceeds the maximum standards set by OCC, there should be a provision of 1 visitor space per 5 dwellings, in this case it should be rounded up to 2.”

2.13 It is acknowledged that since the planning application was submitted that OCCs have adopted new parking standards guidance with regards to car parking. However, OCCs previous standards were maximum standards and as such the proposed parking was in accordance with these standards.

2.14 The new OCC parking standards for villages and hamlets are set out in Table 4(b) of the Parking Standards for New Developments, which for ease of reference is replicated below:

Table 2.1 OCC Revised Parking Standards

Rural Oxfordshire	Parking Provision
1 - bedroom dwelling	Up to 1 space per dwelling to be provided within the development site.
2 - bedroom dwelling	Up to 2 spaces per dwelling to be provided within the development site.
3-4 - bedroom dwelling	Up to 2 spaces per dwelling to be provided within the development site.
5+ - bedroom dwelling	Up to 3 spaces per dwelling to be provided within the development site.

2.15 The site layout has been reviewed in light of the standards and the revised layout is shown in the attached SJ Design drawing 1001.102 H. The parking provision for each unit is summarised below:

Table 2.2 Proposed Car Parking Provision

Unit	No. of Bedrooms	Allocated Car Parking
1	2	1 space
2	2	1 space
3	2	1 space
4	4	2 spaces
5	3	1 space
6	3	1 space
7	4	2 spaces
8	4	2 spaces
Visitor		2 spaces

2.16 The revised layout provides parking spaces for the individual units and visitors in accordance with OCCs new parking standards.

Summary

2.17 The car parking provision for the site was in accordance with the maximum parking standards applicable at the time of submission. However, the layout has been revised to ensure the proposals are in accordance with OCCs latest parking standards, which were adopted post submission.

Cycle Parking Provision

2.18 OCCs response stated:

“OCC’s new Vehicular and Cycle Parking Standards state that in order for cycle parking provision to comply with guidance set out within LTN 1/20, cycle parking must be provided at 1 space per bedroom. Table 4.1 does not reflect this.”

2.19 It is acknowledged that since the planning application was submitted that OCCs have adopted new parking standards guidance with regards to cycle parking. As such, following the above advice, the layout has been amended as shown in the attached SJ Design drawing 1001.102 H. The parking provision for each unit is summarised below:

Table 2.3 Proposed Cycle Parking Provision

Unit	No. of Bedrooms	Cycle Parking
1	2	2 spaces
2	2	2 spaces
3	2	2 spaces
4	4	4 spaces
5	3	3 spaces
6	3	3 spaces
7	4	4 spaces
8	4	4 spaces
Visitor		8 spaces

Summary

2.20 The layout has been revised to ensure the proposals are in accordance with OCCs latest parking standards, which were adopted post submission.

Road Layout

2.21 OCCs response stated:

“All sections of road that measure over 70m in length must have traffic calming measures in place to ensure that vehicles speeds remain under 20mph.”

2.22 Following the above comment, the access road layout has been amended to incorporate traffic calming measures, in the form of two narrowing’s. At the two locations the carriageway width will be reduced from 4.8m, through the use of buildouts, to 4.1m, which is the minimum width required to allow two cars to pass. The proposed layout is shown in the attached TPA drawing 2207-015 PL03A.

2.23 The buildouts will be over runnable to enable larger vehicles to pass, but the visual effect of the narrowing’s and the general nature of the road will keep vehicle speeds low.

Summary

- 2.24 Two traffic calming features have been incorporated along the access road to maintain the 20mph speed limit.

Swept Paths

- 2.25 OCCs response stated:

“Given the positioning of the access to this site, it is not going to be possible for refuse vehicles to stop on the A4095. Therefore a swept path analysis for a 11.6m refuse vehicle should be carried out, to prove that it can manoeuvre around the site safely. The vehicle must not overhang any of the footways and should also be tracked passing a parked car.”

- 2.26 As set out in paragraphs 4.22 to 4.25 of the supporting Transport Statement and the associated swept path drawings for a refuse vehicle, the intention has always been to service the individual units from the proposed access road. There was never any indication or intention to service the site from the A4095.
- 2.27 With regards to the size of the refuse vehicle, Cherwell District Council’s (CDC) ‘*Planning and Waste Management Design Guide*’ advises that the refuse vehicles used within the District are 10.52m in length. The swept paths included within the Transport Statement (SP02 and SP04) were therefore based on a 10.52m refuse vehicle.
- 2.28 Notwithstanding that the refuse vehicle used within the Transport Statement is consistent with CDCs guidance, new swept paths for a larger refuse vehicle have been undertaken. The vehicle tracking software does not have a 11.6m refuse vehicle, the closest being a 11.5m. TPA drawing 22-7-015 SP07A shows the 11.5m refuse vehicle, with a 0.1m ‘buffer’ turning within the site, with no overhang of parking spaces or footways.
- 2.29 With regards to a refuse vehicle passing a parked vehicle, there are two visitor bays provided which should remove the need for vehicles to park on the carriageway. Notwithstanding this, the carriageway has a width of 4.8m which is suitable for a HGV and car to pass, as set out in Figure 7.1 of Manual for Streets, which is reproduced below for ease of reference. Therefore, there is no need for swept paths to show a refuse vehicle passing a parked car.

Figure 1 **Figure 7.1 from Manual for Streets**

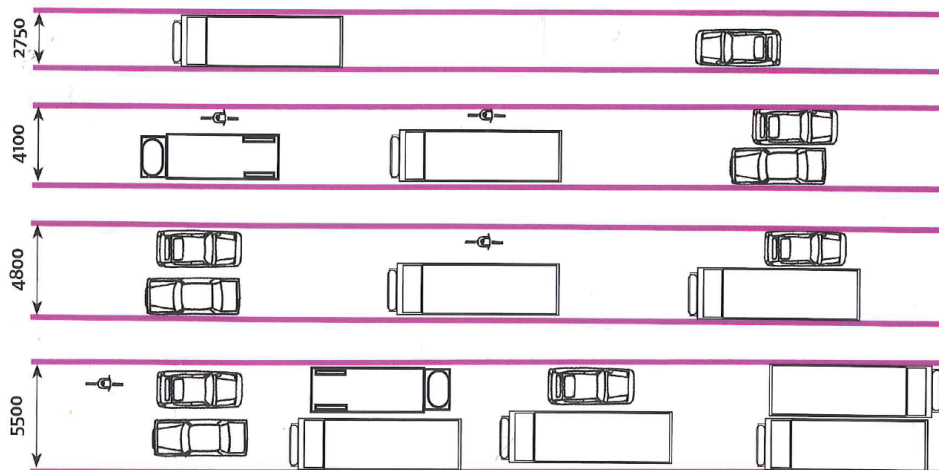


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

Source: *Manual for Streets*

Summary

2.30 It has always been proposed that servicing of the site would be from the site access road and not the A4095. The swept path previously provided are consistent with CDCs guidance and, as demonstrated, a larger refuse vehicle would be able to turn within the site.

Sustainability

2.31 OCCs response stated:

"I think it is worth noting that this site does not appear to be a sustainable site for development, given the lack of public transport connectivity. Although the Transport document does outline rail transport, OCC do not consider these to be within walking distance and would require the use of a private car. There is also no infrastructure in place that allows for safe cycling in this area."

2.32 As previously indicated, the principle of a residential development at this location was not previously objected to by OCC as part of the previous application (Application Reference 14/02139/OUT) and, through the subsequent planning appeal, the Planning Inspector also considered there to be no transport or highways concerns relating to the site. As such, there is no justification to suggest that the site is now not suitable for development.

2.33 The Transport Statement refers to the closest rail station in paragraph 2.30, which states:

"The closest rail station to the site is Tackley, which is located approximately 3.25km northwest of the site, and as such, is located within an acceptable cycle distance of the site. To support access via bicycle, twelve cycle parking spaces are provided at Tackley rail station."

- 2.34 At no point does the Transport Statement suggest that the rail station is within walking distance, but the 3.25km is an acceptable cycling distance.
- 2.35 At present, there has been no change in the sustainability of the site since the 2016 appeal decision, although it is acknowledged within paragraph 2.29 of the Transport Statement that the 250 bus service is due to cease operating at the end of 2022. It is our understanding, as set out in the Transport Statement, that the hourly bus service is being replaced by a demand responsive service, although at this time details of the new service are unknown. However, the principle of a demand responsive service is that the vehicle collects the passenger(s) within an agreed timescale of the booking; as such it is likely to be more readily available for residents to use than an hourly service which the 250 currently provides.
- 2.36 While the proposed development is limited in scale, any additional bus passengers it could generate would also assist in the financial viability of any bus service operating in the area, be that a scheduled service or a demand responsive service.

Summary

- 2.37 The site was previously considered acceptable for development by OCC and a Planning Inspector in relation to transport, highways, and sustainability. The proposed site is within an acceptable cycle distance of a rail station and while the existing scheduled bus service is being ended, a new demand responsive service will be provided.

Document Management

© 2022 Transport Planning Associates Limited. All Rights Reserved.

This document has been prepared by Transport Planning Associates for the sole use of our client in accordance with generally accepted consultancy principles, the budget for fees and the terms of service agreed between Transport Planning Associates and our client. Any information provided by third parties and referred to herein has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated in the document. No third parties may rely upon this document without the prior and express written agreement of Transport Planning Associates.

Document Review

	Status	Author	Checker	Approver	Date
01	Draft	DF	LR	DF	08 11 22
-	Issue	DF	LR	DF	08 11 22
A	Revision ^a	DF	LR	DF	10 11 22

^a Team Comments

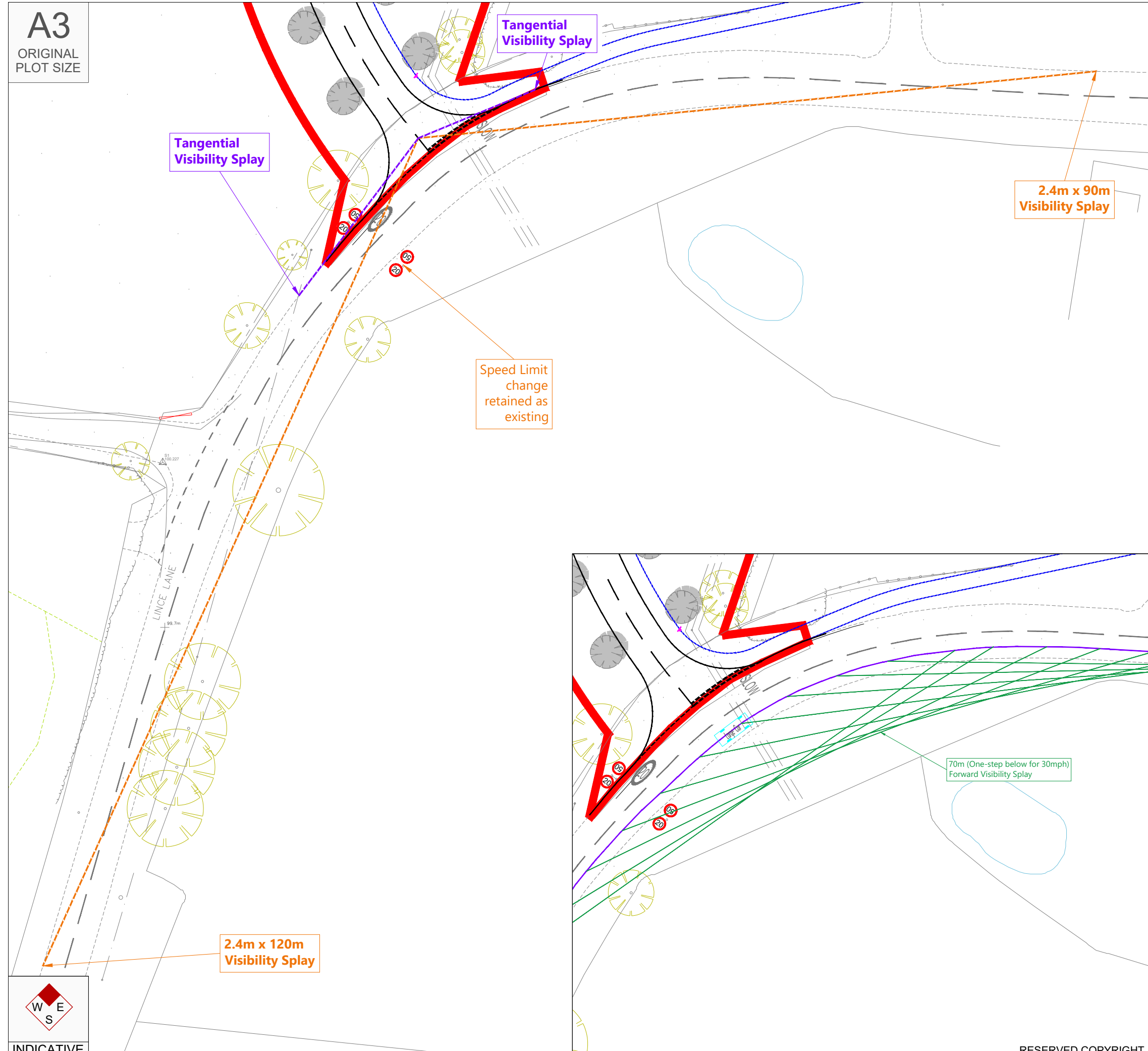
A3

ORIGINAL PLOT SIZE

Reproduced from Ordnance Survey Superplan Data with the permission of The Controller of Her Majesty's Stationary Office. Crown Copyright - Licence No. AL100034021

NOTES:

1. Based on TPA Drawing 2207-015.PL01 (Date: 02.09.22).
2. Visibility Splays provided in accordance with Table 2.10 contained within CD109 of the DMRB.



Key

- Proposed Kerb Line.
- Proposed Footway.
- Proposed Road Sign.
- Site Boundary.
- Visibility Splay.
- Visibility Splay.

Rev	Date	Details	Drawn by	Checked by	Approved by
A	09.09.22	Updated site layout	TW	DF	DF

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



Transport Planning Associates

Sandford Gate
East Point Business Park
Oxford
OX4 6LB
01865 910220
www.tpa.uk.com

CLIENT: Manorwood Homes

PROJECT: Lince Lane, Kirtlington

TITLE: Proposed Site Access Visibility Splays

STATUS: FOR PLANNING

SCALE: 1:500	DATE: 02.09.22	DRAWN: TW	CHECKED: DF	APPROVED: DF
JOB NO: 2207-015	DRAWING NO: VS01	REVISION: A		

RESERVED COPYRIGHT

A3

ORIGINAL
PLOT SIZE

107.68
RIDGE

104.09
EAVE

107.66
RIDGE

102.77
EAVE

102.81
EAVE

Reproduced from Ordnance Survey Superplan Data with the permission of The Controller of Her Majesty's Stationery Office. Crown Copyright - Licence No. AL100034021


- NOTES:
1. Based on OS Mapping data.
 2. Subject to conformation of Highway Boundary.
 3. Subject to detailed design.
 4. Signage provided in accordance with Traffic Signs Manual.
 5. Junction designed in accordance with CD123 of DMRB, Cherwell Residential Design Guide Supplementary Planning Document (SPD) (July 2018) and the Oxfordshire Street Design Guide.

Key

- Proposed Kerb Line.
- Proposed Footway.
- Proposed Road Sign.
- Site Boundary.

Rev	Date	Details	Drawn by	Checked by	Approved by
A	09.09.22	Updated site layout	TW	DF	DF

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



Transport Planning Associates

Sandford Gate
East Point Business Park
Oxford
OX4 6LB
01865 910220
www.tpa.uk.com

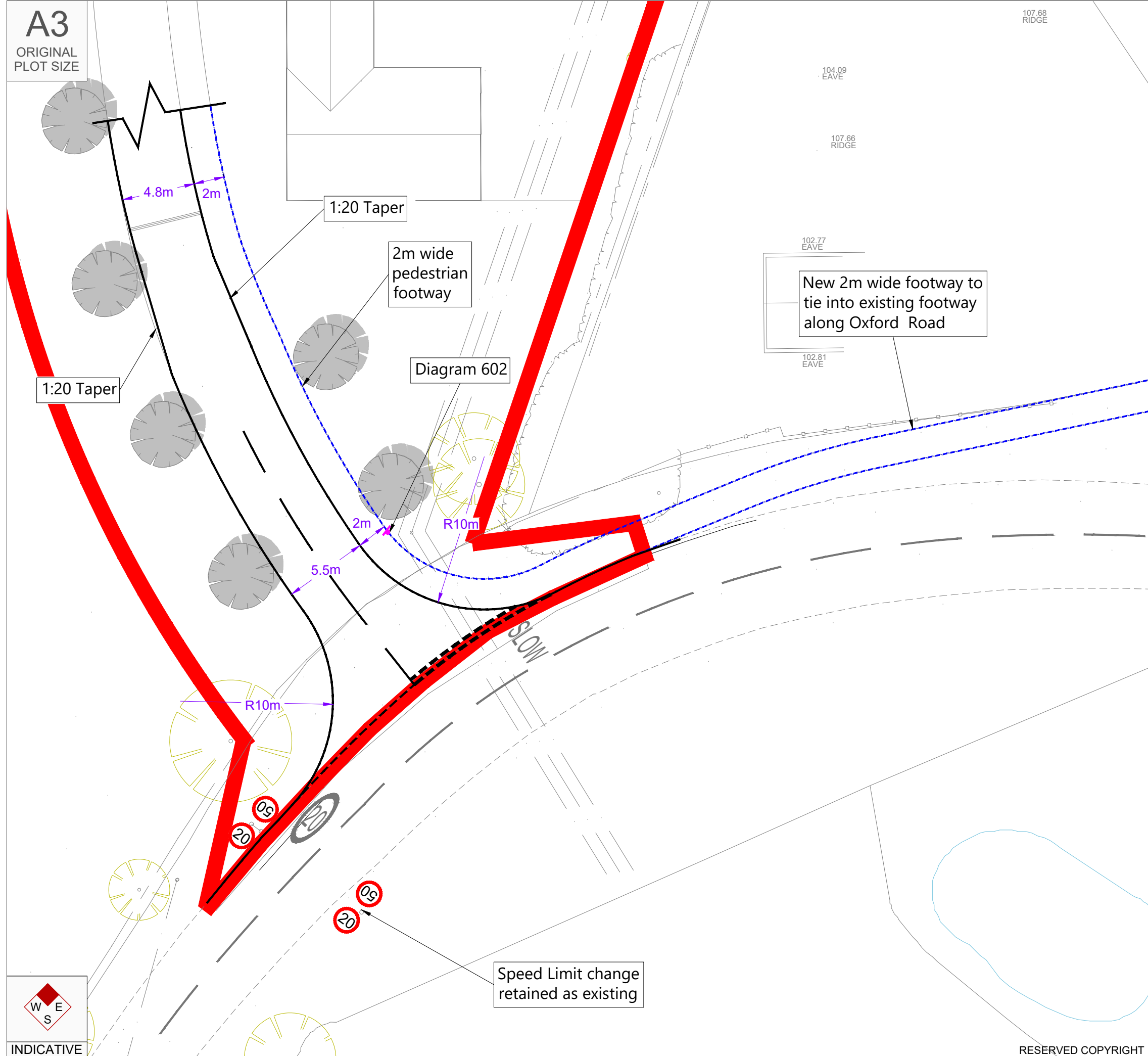
CLIENT:
Manorwood Homes

PROJECT:
**Lince Lane,
Kirtlington**

TITLE:
Proposed Site Access

STATUS:
FOR PLANNING

SCALE: 1:250	DATE: 02.09.22	DRAWN: TW	CHECKED: DF	APPROVED: DF
JOB NO: 2207-015	DRAWING NO: PL01	REVISION: A		



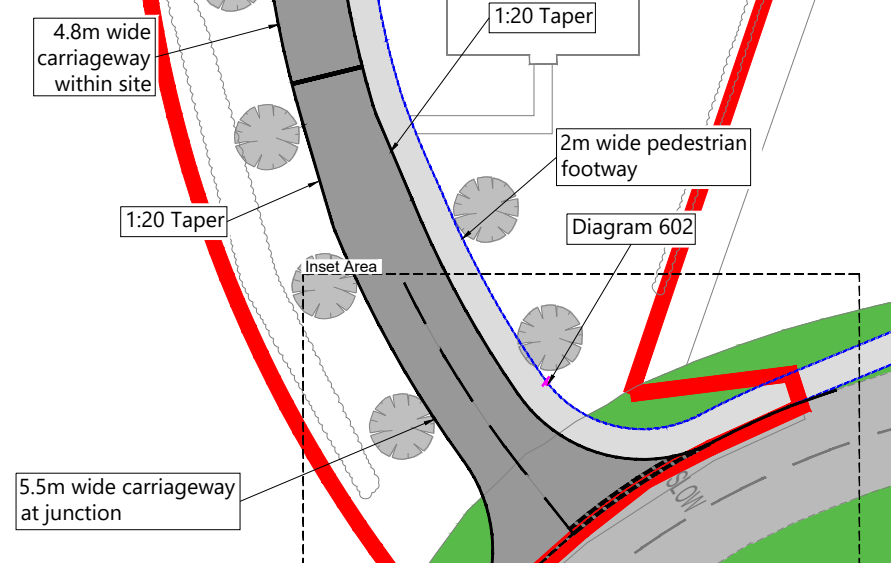
RESERVED COPYRIGHT

A3

ORIGINAL PLOT SIZE

Reproduced from Ordnance Survey Superplan Data with the permission of The Controller of Her Majesty's Stationery Office. Crown Copyright - Licence No. AL100034021

- NOTES:
1. Based on OS Mapping data.
 2. Subject to conformation of Highway Boundary.
 3. Subject to detailed design.
 4. Signage provided in accordance with Traffic Signs Manual.
 5. Junction designed in accordance with CD123 of DMRB, Cherwell Residential Design Guide Supplementary Planning Document (SPD) (July 2018) and the Oxfordshire Street Design Guide.



Tie into existing Oxford Road footpath at private drive

Existing Footpath

Key

- Proposed Kerb Line.
- Proposed Footway.
- Proposed Road Sign.
- Site Boundary.
- Existing Highway.
- Proposed Highway.
- Existing Footway.
- Proposed Footway.
- Verge.

Rev	Date	Details	Drawn by	Checked by	Approved by
C	09.11.22	Updated site layout	LR	TW	DF
B	03.11.22	Updates to viewport layout and hatching added	TW	DF	DF
A	09.09.22	Updated site layout	TW	DF	DF

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



Transport Planning Associates

Sandford Gate
East Point Business Park
Oxford
OX4 6LB
01865 910220
www.tpa.uk.com

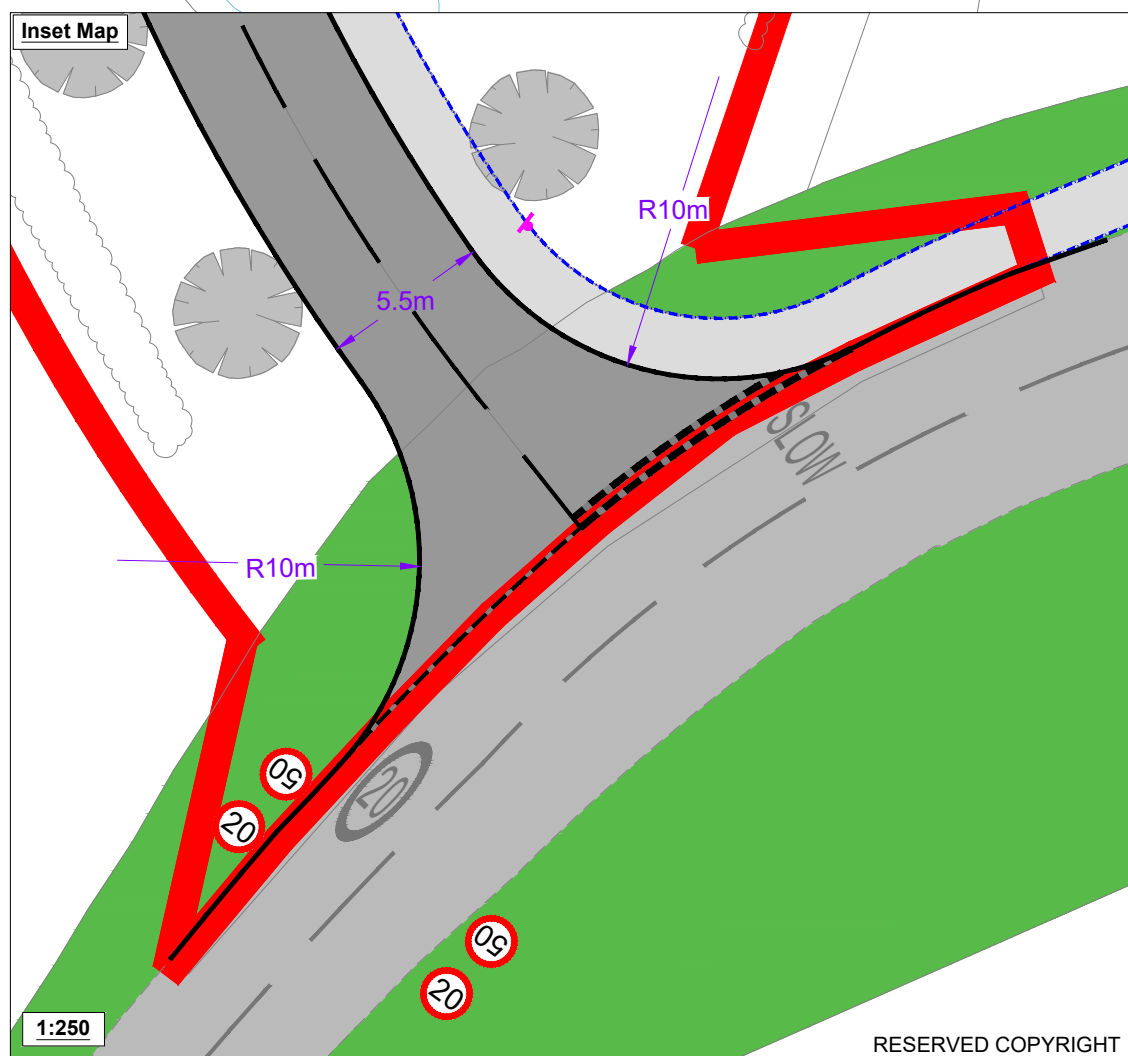
CLIENT: Manorwood Homes

PROJECT: Lince Lane, Kirtlington

TITLE: Proposed Site Access

STATUS: FOR PLANNING

SCALE: As Shown	DATE: 02.09.22	DRAWN: TW	CHECKED: DF	APPROVED: DF
JOB NO: 2207-015	DRAWING NO: PL01		REVISION: C	



Inset Map

Speed Limit change retained as existing



INDICATIVE 1:500

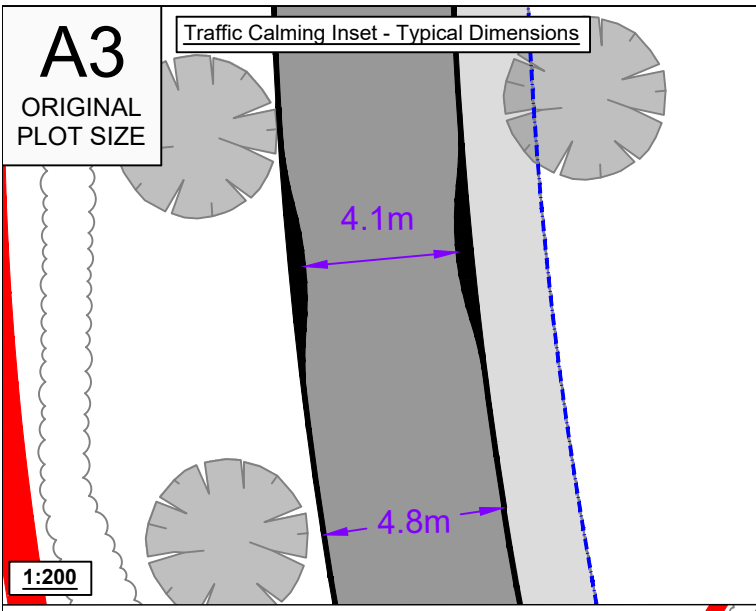
1:250

RESERVED COPYRIGHT

- NOTES:
1. Based on OS Mapping data.
 2. Subject to detailed design.
 3. Traffic Calming provided in accordance with LTN 1/07.

Key

	- Proposed Kerb Line.		- Existing Highway.
	- Proposed Footway.		- Proposed Highway.
	- Proposed Road Sign.		- Existing Footway.
	- Site Boundary.		- Proposed Footway.
			- Verge.



A	09.11.22	Updated site layout	LR	TW	DF
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

Sandford Gate
East Point Business Park
Oxford
OX4 6LB
01865 910220
www.tpa.uk.com

CLIENT:
Manorwood Homes

PROJECT:
**Lince Lane,
Kirtlington**

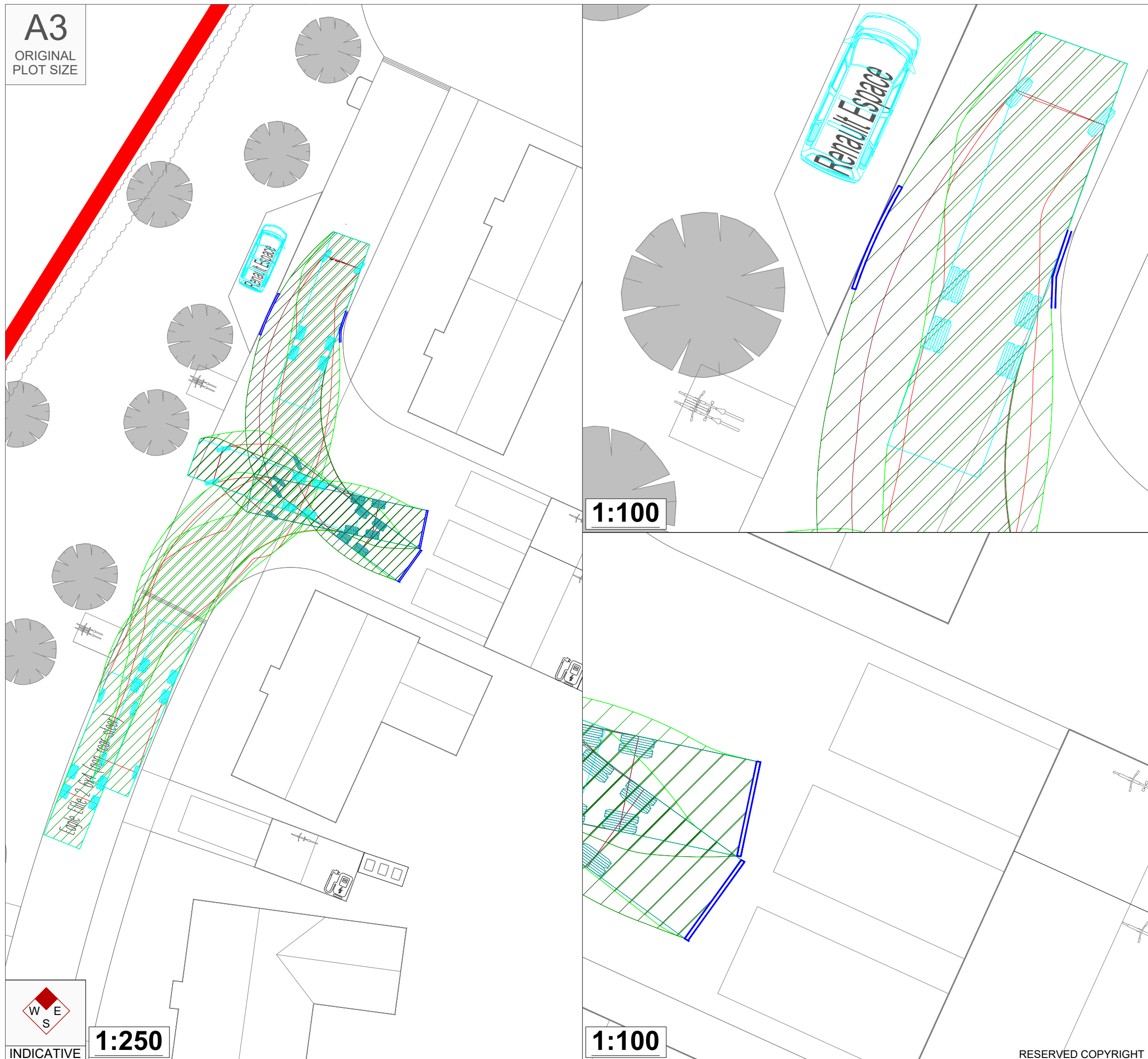
TITLE:
**Proposed Site Access Road
Traffic Calming**

STATUS:
FOR PLANNING

SCALE: As Shown	DATE: 02.11.22	DRAWN: TW	CHECKED: DF	APPROVED: DF
JOB NO: 2207-015	DRAWING NO: PL03	REVISION: A		

A3

ORIGINAL
PLOT SIZE

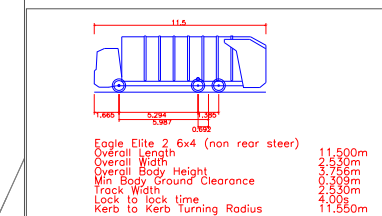


Reproduced from Ordnance Survey Superplan Data with the permission of The Controller of Her Majesty's Stationery Office. Crown Copyright - Licence No. AL100034021

NOTES:

1. Based on Stephen Johns Design drawing 1001.102 (B).
2. Swept Path Analysis of a 11.5m Eagle Elite 2 6x4 Refuse Vehicle (Autotrack Vehicle Reference N/A).
3. 0.1 meter buffer applied to the swept path to highlight excess room between vehicle and obstacle, applicable when using a 11.6m refuse vehicle.

Vehicle Track Profile:



Key

- Vehicle Pathway.
- Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
A	09.11.22	Updated site layout	LR	TW	DF

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



Sandford Gate
East Point Business Park
Oxford
OX4 6LB
01865 910220
www.tpa.uk.com

CLIENT:
Manorwood Homes

PROJECT:
**Lince Lane,
Kirtlington**

TITLE:
**On-Site -
Swept Path Analysis of a
Refuse Vehicle**

STATUS:
FOR PLANNING

SCALE: As Shown	DATE: 04.11.22	DRAWN: LR	CHECKED: TW	APPROVED: DF
JOB NO: 2207-015	DRAWING NO: SP07	REVISION: A		

RESERVED COPYRIGHT

NOTES:
 DIMENSIONS ARE NOT TO BE SCALED FROM THIS DRAWING
 ALL DIMENSIONS ARE TO BE CHECKED AGAINST ACTUAL SITE
 DIMENSIONS BEFORE ANY WORK IS FABRICATED

COPYRIGHT RESERVED
 THIS DRAWING IS THE PROPERTY OF STEPHEN JOHNS DESIGN
 LTD. AND MAY NOT BE COPIED, REPRODUCED LENT OR
 DISCLOSED WITHOUT THEIR EXPRESS PERMISSION IN WRITING.

REVISIONS

Rev.	Date	Description

- Key**
-  Proposed New Hedge Planting
 -  Proposed New Tree Planting
 -  Estate Railings, 900mm High
 -  Visitor Cycle Parking Stands
 -  Visitor Car Parking Space
 -  EVCP
 -  Cycle Storage within Garages
Provision to each plot as noted
 -  Refuse and Recyclate On Plot Storage



Client :
**MANORWOOD
 HOMES**

Job :
**LINCE LANE
 KIRTLINGTON
 OXON.**

Drawing Title:
**PROPOSED
 SITE PLAN**

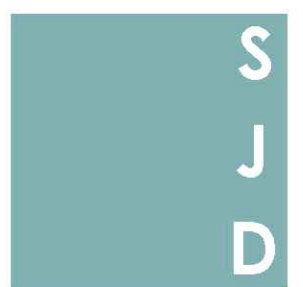
Scale:
1:1000 @A3

Date: **NOV 22** Drawn By: **JL** Checked:

Drawing No: **1001.102** Revision: **H**

PLANNING

The White Barn, Manor Farm, Manor Road
 Wantage, Oxfordshire, OX12 8NE



**STEPHEN
 JOHNS
 DESIGN**

0m 50m 100m

