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TRANSPORT STATEMENT
Land North of Station Road, Hook Norton

Prepared for: Nursery Ground Ltd
Issue 2: 2 October 2014
Ref: HH4140177/KJ/004

Document History

Issue	Date	Description	Prepared By	Checked By
1	30 Sep 14	-	Simon Young	Howard Gell
2	2 Oct 2014	Figure 4 added	Simon Young	Howard Gell

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1.0 Introduction

- 1.1 This report has been prepared by Glanville Consultants on behalf of Nursery Ground Ltd. to accompany an outline planning application for the development of land north of Station Road, Hook Norton, Oxfordshire to provide 48 residential dwellings.
- 1.2 Due to the scale and nature of the proposal, it is appropriate for the application to be accompanied by a Transport Statement rather than a full multi-modal Transport Assessment in accordance with Department for Transport guidance. This has been confirmed by formal written advice received from Oxfordshire County Council (OCC) as Local Highway Authority (LHA) at pre-planning application stage (see Appendix A).
- 1.3 This report describes the use of the existing site and scale of the proposed development. Matters pertaining to access, parking, traffic generation, servicing and the accessibility of the site by means other than the car are also given consideration.
- 1.4 The statement follows guidance contained in *Guidance on Transport Assessment* (March 2007) published by the Department for Transport, as well as advice from Central Government in the form of the *National Planning Policy Framework* [NPPF] (March 2012) and subsequent *Planning Practice Guidance* [NPPG] (March 2014).

2.0 Site Description and Existing Conditions

Site Description

- 2.1 The site is located at the eastern end of Hook Norton, Oxfordshire on the north side of Station Road approximately opposite the entrance to the former railway station. The site is currently undeveloped and forms part of a larger field in use for agricultural purposes. Figure 1 shows the site location. Station Road is generally higher than the site which itself slopes down to the north east corner.
- 2.2 The site is currently accessed via a gated farm entrance onto Station Road located east of the site but serving the larger agricultural field that the site forms part of. This access crosses a small ditch that runs along the southern boundary of the site.
- 2.3 Station Road is subject to a speed limit of 30mph as it passes the site although the transition between 30mph limit and national speed limit corresponds approximately with the eastern boundary of the site. At the transition there are traffic calming features to highlight the entrance point to Hook Norton village.
- 2.4 The site is bounded by narrow sections of tree and/or bushes along its north and west sides and the majority of the south side. The east boundary is open field. Just beyond the west boundary is the eastern edge of residential development in Hook Norton (Ironstone Hollow).

Existing Conditions

- 2.5 Station Road is the only road passing the site. It varies in width but is generally 5.5 – 6.0m wide with a footway of approximately 1.5m along the majority of the north side to a point just opposite the former station access. There is grass verge along the entire length of both sides of Station Road except where there are accesses to the former station and adjoining residential property on the south side.
- 2.6 The village entry traffic calming feature consists of gate features, street lighting, speed limit signs/roundels and other road markings to provide warning of speed limit change and entry to the village. The feature does not restrict the carriageway width nor provide vertical traffic calming. Approximately 40m east of the traffic calming is the former railway bridge. The bridge itself has been removed and the remaining brick walls have the effect of reducing verge but not carriageway width or forward visibility.
- 2.7 A public footpath runs parallel to the northern boundary of the site and OCC confirm the existence of an undesignated track running parallel to the western boundary of the site. Both are outside the site boundary and no rights of way cross the site.
- 2.8 With regard to traffic conditions, an Automatic Traffic Counter was installed on Station Road on Thursday 9th September to gather up to date traffic and speed data over seven days. In summary the survey data indicated low traffic flows on Station Road with, on average, approximately 500 vehicles travelling westbound and eastbound each over a 12 hour period (7am-7pm).

- 2.9 There are several junctions between the site and the centre of Hook Norton. Our site observations did not suggest any likely capacity or safety issues at these junctions. The nature of the centre of the village requires traffic to travel slowly which aids traffic flow and helps minimise potential safety concerns.
- 2.10 The site is located in close proximity to public transport given that the nearest bus stop is located just west of the site opposite the entrance to Austins Way.

3.0 Proposed Development

3.1 The proposal is for the development of 48 no. dwellings the majority of which will be privately owned. The indicative proposed housing mix comprises of the following:

- 2 no. 1-bed houses;
- 15 no. 2-bed houses;
- 23 no. 3-bed houses; and
- 8 no. 4-bed houses.

Access

3.2 It is proposed that access to the site will be achieved via a new T junction 'bellmouth' constructed on Station Road, approximately 60m east of the T junction between Station Road and Ironstone Hollow. The proposed site access is located within the existing 30mph speed limit.

3.3 An Automatic Traffic Count (ATC) was undertaken on Station Road at the proposed site access location running continuously between Tuesday 9th September and Monday 15th September 2014. This count determined traffic flows, vehicle types and speed data at the proposed site access and has been used to assist the design of the proposed access.

3.4 The survey identified the 85thile speeds to be as shown in Table 1:

Table 1: Surveyed 85thile speeds on Station Road at site access

	Westbound	Eastbound	Two-way average
Seven day average 85thile speed (MPH)	39	32	35

3.5 The surveyed 85th percentile speeds are above the 30mph speed limit albeit only slightly for eastbound traffic. Westbound speeds are considered to be more significant. Both have been taken into account in designing the site access. It should be noted, however, that there are no recorded accidents on Station Road suggesting that the surveyed speeds are not currently a safety problem.

3.6 The proposed access will be 4.8m wide with kerb radii of 6.0m and 2.0m wide footways on both sides to tie into the existing footways which will be widened slightly to achieve the same standard.

3.7 The access is able to achieve visibility splays of 2.4 x 43 metres in both directions to comply with standards widely used in Manual for Streets for a road subject to a 30mph speed limit.

3.8 Notwithstanding the Manual for Streets guidance the site access design has also had regard to the surveyed 85th percentile speeds on Station Road. Visibility splays have been calculated using the formula in Manual for Streets and taking into account the surveyed speeds.

- 3.9 To the right visibility of a minimum of 2.4 x 70 metres can be achieved (equivalent to an 85th percentile design speed of 32mph and allowing for >5% HGV traffic content). To the left visibility of 2.4 x 96 metres can be achieved (equivalent to an 85th percentile design speed of 39mph and allowing for >5% HGV traffic content).
- 3.10 Both visibility splays are in excess of that required in Manual for Streets for a 30mph road but reflects the site specific circumstances regarding surveyed 85th percentile speeds. The site access and visibility splays are shown in Figure 3.
- 3.11 It is important to note that there is currently no development on the north side of Station Road at this location. Site observations suggest that vehicle speeds on this section of Station Road may be influenced by the lack of side roads/accesses and more 'rural' than 'urban' character of the road.
- 3.12 The site access will be designed to ensure any change in levels do not exceed a gradient of 8 per cent or 1 in 12 in accordance with Department for Transport 'Inclusive Mobility' guidance. The drawing at Figure 4 shows proposed site access levels.

Parking

- 3.13 Parking standards are set out in Oxfordshire County Council's (OCC) "*Transport for New Developments – Parking Standards for New Residential Developments - Parking standards for Oxfordshire (other than Oxford and Cherwell Urban areas)*".
- 3.14 A number of allocated and unallocated parking spaces are to be included as part of the proposed development so as to maximise both the flexibility and economy of the residential land-use.
- 3.15 All properties are to be provided with allocated spaces in accordance with the maximum standards per unit and unallocated spaces either on-street or within curtilage for use by visitors.
- 3.16 Each parking space will be 5.0m in length and 2.5m in width in order to comply with OCC's parking standards.

Refuse Collection

- 3.17 *Manual for Streets* (DfT, 2007) recommends the following in relation to refuse collections for residential developments:
- maximum reverse distance of 12m for refuse collection vehicles;
 - residents should not be required to carry waste more than 30m to the storage point; and
 - refuse collection vehicles should be able to get to within 25m of the storage point.
- 3.18 The site layout will be designed to include short cul-de-sacs off a main site access road. The layout will be designed to ensure sufficient space to enable all vehicles to enter and leave the site in forward gear and not have to reverse further than the maximum distance set out in paragraph 3.17. The design will also ensure on-street

parking does not impede any turning and manoeuvring space for waste and emergency vehicles.

- 3.19 Swept path analysis will be undertaken of the layout in order to ensure sufficient turning space is provided for emergency and waste collection vehicles.

Road Safety

- 3.24 OCC has confirmed that there has been no personal injury accidents recorded in the last five years in the vicinity of the proposed development. An accident plot map is included in Appendix C for confirmation.

4.0 Traffic Impact

4.1 This section describes the predicted traffic generation of the site for the proposed development. The TRICS database has been interrogated to determine appropriate trip rates for residential use for this particular location.

Committed Development

4.2 The existing Cherwell Local Plan is out of date with regard to land allocations so for the purposes of future traffic growth from committed development in Hook Norton, sites with planning permission granted or pending have been considered.

4.3 Three sites have been identified as being potentially significant in relation to local traffic generation. They are summarised as follows:

- Site 1 Land at D J Stanton Engineering, Station Road, Hook Norton.
Three approved schemes totalling 37 dwellings all using the same improved access on the south side of Station Road (opposite the proposed site). Traffic will be required to use Station Road so is considered in this statement.
- Site 2 Land at Bourne Lane on the north west side of Hook Norton.
Scheme approved for 70 dwellings. Traffic likely to affect Bourne Lane and High Street and not likely to affect Station Road. Not considered in this statement.
- Site 3 Land at Sibford Road on the north side of Hook Norton.
Currently there is an undetermined planning application for this site for a scheme of 54 dwellings. As a decision is pending on this site it is not deemed to be committed development and not considered in this statement.

4.4 It is understood from the Transport Statement that accompanied Site 1 that the net increase in vehicular movements to and from Station Road (from comparing residential development to existing industrial use) would be 11 vehicles in the AM peak and 14 in the PM peak. It was concluded that this would not create a material impact on the highway which accepted as evidenced by the grant of planning permission.

4.5 For the purposes of this appraisal the gross trip generation from Site 1 has been assumed to represent the likely traffic added to the network when that site is operational.

4.6 This transport statement is based on the context set out in paragraph 4.3. To the surveyed, baseline data gathered from the Automatic Traffic Counter we have added the committed development traffic flows from Site 1 (see Table 2).

4.7 Committed development traffic has been assumed to travel westbound or eastbound in equal proportion and rounded to create even numbers

*Table 2: Station Road 2014 Base Traffic Flows
(Surveyed + Committed Development¹ Flows)*

Period	Traffic flows		
	Westbound	Eastbound	Two-Way
AM Peak (08:00 to 09:00)	50	79	129 ^s
PM Peak (17:00 to 18:00)	81	53	134
Daily (07:00 to 19:00)	623	611	1234

Future Traffic Generation

- 4.8 Trip rates for the proposed houses are shown in Table 3. Reference has been made to the TRICS database under the land-use category 'Residential' and the sub-category 'houses privately owned'. The TRICS output can be found in Appendix B.

*Table 3: Proposed Development Trip Rates per Dwelling
(residential – houses privately owned)*

Period	Trip Rates (per dwelling)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.15	0.44	0.60
PM Peak (17:00 to 18:00)	0.41	0.21	0.62
Daily (07:00 to 19:00)	2.69	2.76	5.46

- 4.9 Using the trip rates in Table 3, it is estimated that the proposed 48 no. units would generate the number of vehicular trips as shown in Table 4 below.

Table 4: Traffic Generation for Proposed Development

Period	Traffic Generation		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	7	21	28
PM Peak (17:00 to 18:00)	20	10	30
Daily (07:00 to 19:00)	129	132	261

Traffic Impact

- 4.10 Table 5 below adds the proposed development traffic to the surveyed base and committed development traffic flows from Table 2.

¹ Committed development flows based on 37 dwellings and using trip rates in Stanton Engineering Works Site Transport Statement April 2012.

- 4.11 For the purposes of this assessment the traffic generated has also been assumed to travel westbound or eastbound in equal proportion and rounded to create even numbers. In reality we would expect to see a greater proportion of traffic travelling to and from the Banbury/M40 direction rather than through Hook Norton.

Table 5: Station Road Base + Committed Development + Proposed Development Traffic Flows

Period	Traffic flows		
	Westbound	Eastbound	Two-Way
AM Peak (08:00 to 09:00)	64	93	157
PM Peak (17:00 to 18:00)	96	68	164
Daily (07:00 to 19:00)	752	744	1495

- 4.12 Table 6 summarises the net difference between the base + committed development traffic flows and proposed development traffic flows by comparing Table 2 with Table 5.

Table 6: Station Road Increase in Traffic Generation arising from Proposed Development

Period	Traffic flows		
	Westbound	Eastbound	Two-Way
AM Peak (08:00 to 09:00)	+14	+14	+28
PM Peak (17:00 to 18:00)	+15	+15	+30
Daily (07:00 to 19:00)	+129	+132	+261

- 4.13 There are currently low traffic flows on Station Road and even allowing for committed development traffic, the traffic generated by the proposed development is unlikely to result in a significant impact on the operation of the local highway network.
- 4.14 This level of traffic will be absorbed into the daily fluctuation of traffic on the local highway network and therefore would not have a perceptible impact in terms of capacity and safety.

Construction Traffic Routing

- 4.15 It is understood that construction traffic routing is often a sensitive issue. We would expect to prepare a detailed Construction Traffic Management Plan (CTMP) as requirement of a planning condition. At this stage it is likely that a CTMP would focus on traffic reaching the site from the Banbury/M40 direction so as to avoid travelling through Hook Norton. We note from site observations that construction traffic accessing the Stanton site is similarly routed.

5.0 Site Sustainability

- 5.1 This section of the report appraises the site from the perspective of sustainable travel and general site accessibility.
- 5.2 The nearest large-scale employment centre to the site would be Banbury town centre. The site is located in close proximity to local shops and facilities in Hook Norton as well as local primary school.

Walking

- 5.3 It is generally considered that 2 kilometres is an acceptable distance to walk to work or nearby facilities and amenities. This distance is illustrative and approximate, will vary by individual according to their personal mobility and fitness, and will be influenced by their perception and prejudices on such factors as local topography and attitude towards particular travel modes.
- 5.4 The site is within walking distance of the local shops and facilities which include a post office, small convenience store and dentist. Hook Norton primary school is also within easy walking distance. The local residential environment is conducive to walking given that the majority of walking routes to and from the site have footways at least on one side and street lighting is available.
- 5.5 The existing footway along Station Road in front of the site is approximately 1.5m and will be widened to 2.0m to comply with current standards. This will improve the pedestrian environment and assist visibility for vehicles exiting the proposed development. A secondary, pedestrian only access will be provided into the site from the far end of the existing footway improving site access and permeability.
- 5.6 In addition a link will be provided to the public footpath running along the northern boundary of the site via an attractively located path running along the eastern edge of the site and connecting to three of the site's cul-de-sacs.
- 5.7 Table 7 presents the distances from the site to existing local destinations.

Table 7: Walking Distances to Local Services / Facilities

Service / Facility	Distance from Site
Bus stops, Station Road	130m
Post Office and Hairdressers, Queen Street	1.0km
Convenience store and Dentist, High Street	1.0km
Library, High Street	1.1km
Hook Norton primary school, Sibford Road	0.8km
Sun Inn public house and St Peters Church, High Street	1.0km
Sports & Social Club, Bourne Lane	1.2km

Cycling

- 5.8 It is generally considered that 5 kilometres is an acceptable distance to cycle to work or nearby facilities and amenities. Again, this distance is illustrative and approximate, will vary by individual according to their personal mobility and fitness, and will be influenced by their perception and prejudices on such factors as local topography and attitude towards particular travel modes. This distance includes all of Hook Norton and a number of surrounding villages.
- 5.9 Whilst Banbury is approximately 13 kilometres from the site, riding at an average speed of 15km/hour (9m/hour) would mean Banbury is accessible by bicycle in under an hour. Chipping Norton is approximately 9km from the site and also within an hour's cycle ride.

Public Transport

Buses

- 5.10 Hook Norton is served by a local bus service focussed on Banbury. Bus stops are located 130m west of the site entrance on Station Road within reasonable walking distance of the proposed development. Table 8 shows the services available at these bus stops.

Table 8: Bus Services Summary – Correct as of May 2014

Service No.	Route Description	Frequency			Operator
		Weekday	Saturdays	Sundays	
488	Banbury – Bloxham - Milcombe – Hook Norton – Chipping Norton	Every 60 minutes	Every 60 minutes	No service	Stagecoach

- 5.11 As Table 8 shows the proposed development is served by a reasonable frequency local bus service.

Rail

- 5.12 The nearest railway station is Banbury located approximately 13 kilometres from the site. The station can also be accessed by bus service 488 which stops in Banbury town centre and is a short walk to the railway station.
- 5.13 Trains operating from Banbury provide regular rail services to London, Oxford and the Midlands as well as cross country services to the north west, north east and south coast. From these stations, rail connections to the rest of the UK and international airports are available.

6.0 Summary and Conclusion

6.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Nursery Ground Ltd. to accompany a planning application for the development of land north of Station Road, Hook Norton for the erection of 48 residential units. The principal findings of the assessment are summarised below.

- The proposal for the site is for the development of 48 no. dwellings. An indicative layout shows the development comprising of 2 no. 1-bed houses, 15 no. 2-bed houses, 23 no. 3-bed houses and 8 no. 4-bed houses.
- It is proposed that access to the site will be from Station Road in the form of a simple priority junction. The proposed site access is able to achieve visibility splays of 2.4 x 70 metres to the right and 2.4 x 96 metres to the left to comply with *Manual for Streets* guidance on calculating visibility splays and to reflect the surveyed 85th percentile speeds on Station Road.
- There have been no recorded accidents within proximity of the site. The current highway operation is therefore operating safely.
- Parking is to be provided in-line with *Parking Standards for New Residential Developments* (Oxfordshire County Council, 2011) where maximum parking spaces are allocated for each dwelling and an amount of unallocated parking is provided for visitors.
- The net change in traffic generation equates to approximately 30 trips two way in each peak period and 262 two way trips daily. It is considered that this modest level of traffic would not have a perceptible impact on the local highway network in terms of capacity and safety, especially given the low level of existing traffic on the local highway network.
- The site is located within walking and cycling distance of a number of services and facilities within Hook Norton including shops in the centre of the village.
- The nearest bus stops are located 130m west of the site entrance on Station Road providing public transport access to Banbury.

6.2 In conclusion, the proposed development will result in a relatively modest level of traffic generation and is located such that future residents are able to make journeys without recourse to the private car. Given the above, it is concluded the Highway Authority should be able to make a positive recommendation for the approval of the application to the Local Planning Authority.

Figures

NOTES:

1. This drawing must not be scaled. Work to figured dimensions only.
2. This drawing is to be read in conjunction with all relevant drawings, documents and specifications.
3. All site works shall be in accordance with the Health & Safety Act at Work and the Health & Safety Executive and the Construction regulations.

Issue	Description	Date
1	FIRST ISSUE	29/09/14 SY



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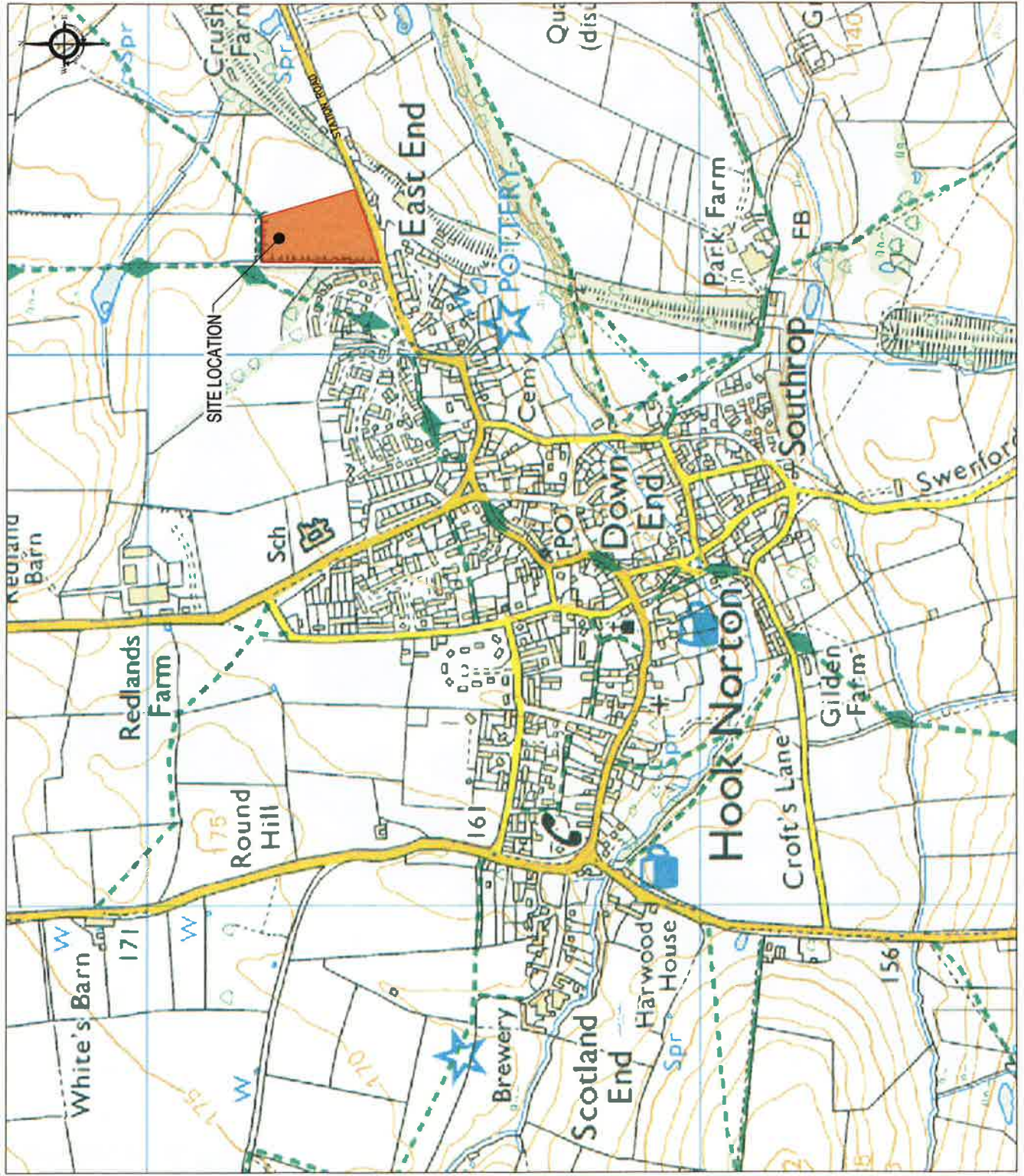
Client: NURSERY GROUND LTD

Project: LAND NORTH OF STATION ROAD
 HOOK NORTON

Title: FIGURE 1: LOCATION PLAN

Project Engineer:	SY	Scale:	1:10000 @ A4
Project Director:	HG	Date:	SEP 2014
Status:	PRELIMINARY		

Drawing No. 4140177-1002



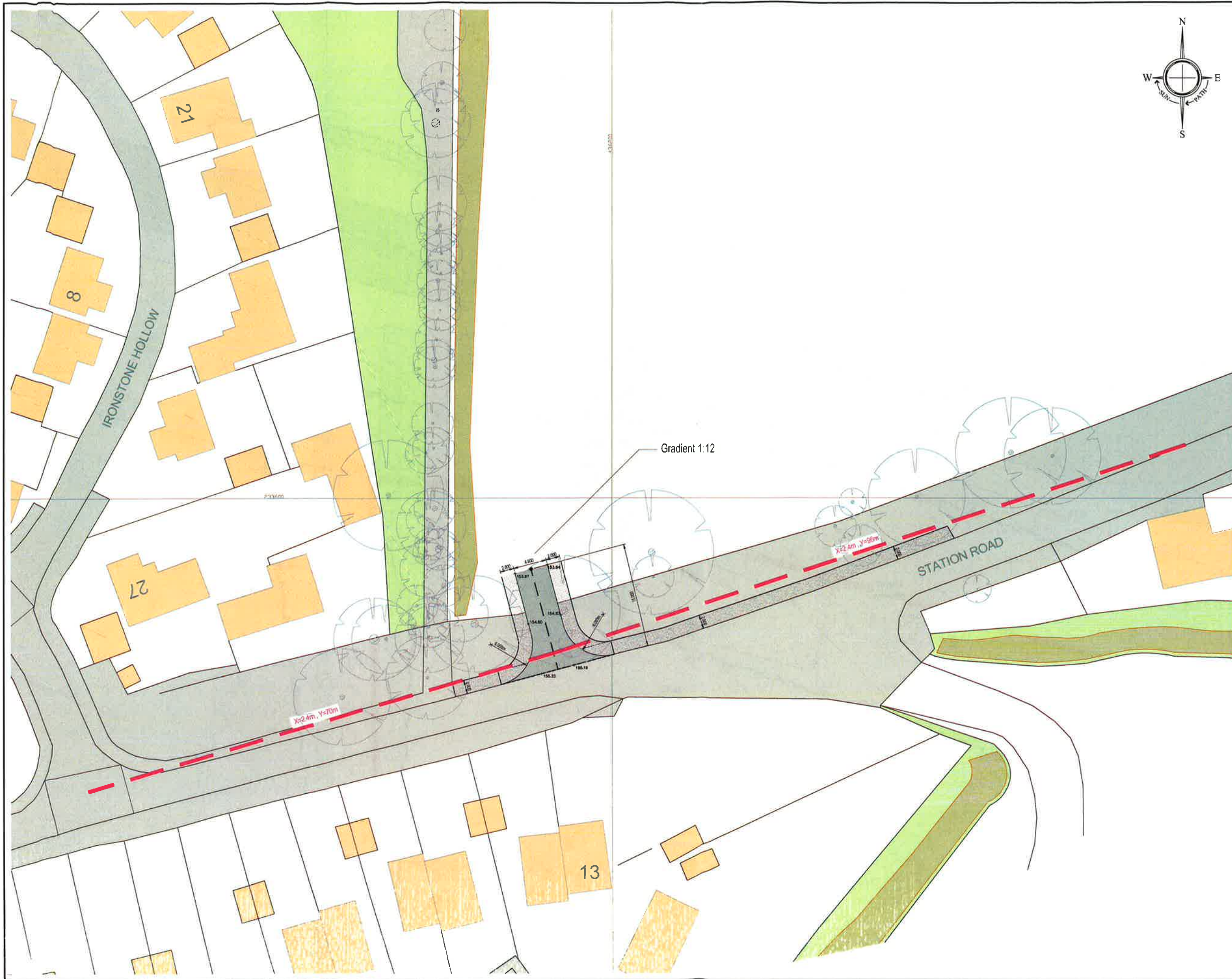
NOTE: DIMENSIONS ARE SHOWN ON THIS AND NOT ON ALL HOUSES.
 HOUSES ARE TO BE BUILT ON A 10' GRASS STRIP. SEE SITE PLAN FOR DETAILS.

ESTIMATED ACCOMMODATION SCHEDULE		
AMOUNT	HOUSE TYPE	GVA (sqm/acre)
8	4 bed house	157 sqm/ 1850 sqft
18	3 bed house	90 sqm/ 975 sqft
17	2 bed house	81 sqm/ 868 sqft
2	1 bed house	44 sqm/ 472 sqft
1	2 bed house	80 sqm/ 857 sqft
1	3 bed house	114 sqm/ 1228 sqft
1	3 bed house	97 sqm/ 1050 sqft



revision date description
 07/10/14 DC 1:500 @ A2
PLANNING
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Figure 2 Anderson Orr Architects



NOTES:

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3. All site works shall be in accordance with the Health & Safety Act at Work and associated regulations issued by the Health & Safety Executive and the Construction regulations.

Rev.	Description	Date	Chd
A	FIRST ISSUE	29/09/14	SY

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Client: NURSERY GROUND LTD

Project: LAND NORTH OF STATION ROAD
 HOOK NORTON

Title: FIGURE 3: PROPOSED SITE ACCESS
 WITH EXISTING TREES, VISIBILITY SPLAYS &
 PROPOSED LEVELS

Project Engineer	SY	Scale	1:500 @A2
Project Director	HG	Date	SEP 2014
Status	PRELIMINARY		

Drawing No. 4140177-1009

Drawing No. 4140177-1014

Status: PRELIMINARY
 Project Director: HG
 Date: OCT 2014
 Project Engineer: SY
 Scale: 1:200 @ A3

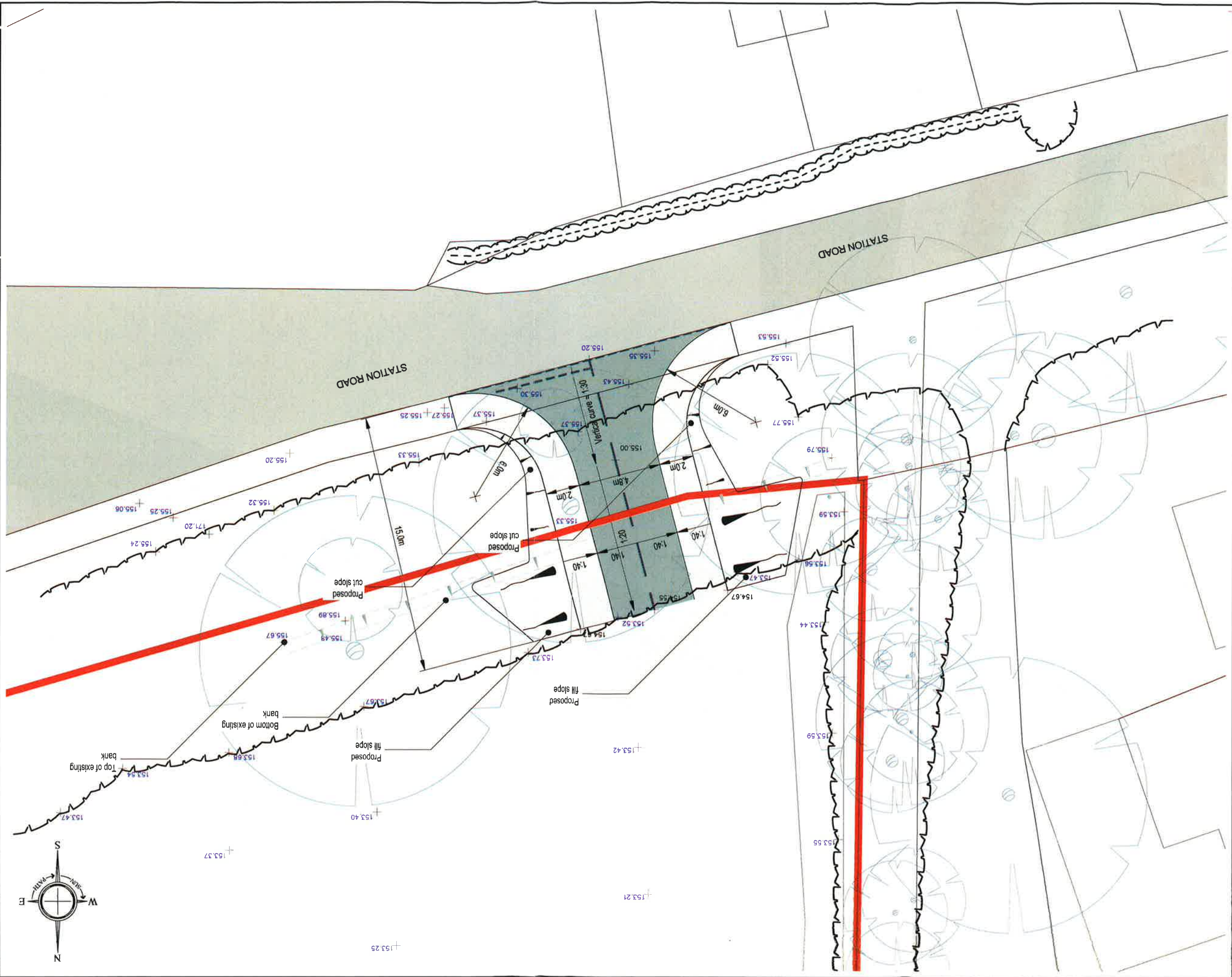
Title: FIGURE 4: SITE ACCESS DETAIL

Project: LAND NORTH OF STATION ROAD
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Rev.	Description	Date	CHKD
1	FIRST ISSUE	06/10/14	SY



KEY

- Proposed Access
- Proposed Footway
- Existing Road
- Proposed Levels
- Existing Levels
- Site Boundary

NOTES

- This drawing must not be sealed. Work to signed dimensions only.
- This drawing is to be read in conjunction with all relevant drawings, documents and specifications.
- All site work shall be in accordance with the Health & Safety Act and Work and associated regulations issued by the Health & Safety Authority. Excavate and the Construction regulations.
- All dimensions in metres unless otherwise specified.
- All levels are relative to Ordnance Datum.

Appendices

Appendix A

Pre- Application Advice from Oxfordshire County Council (28 March 2014)

**OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE
FOLLOWING DEVELOPMENT PROPOSAL**

District: Cherwell

Application No: Pre-App Land north of station road

Proposal: 40-50 dwellings

Location: Land north of station road, Hook Norton

This report contains officer advice and the comments of local members when submitted.

Submission Date: 31 March 2013

ANNEX 1
OFFICER ADVICE

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: Pre-App Land north of station road

Proposal: 40-50 dwellings

Location: Land north of station road, Hook Norton

Transport

Recommendation:

No objection subject to conditions

Key issues:

- Access and vision splays
- Sustainability
- Transport Statement and Travel Plan Statement
- Accessibility
- Rights of Way
- Drainage
- Construction Impact

Legal Agreement required to secure:

The proposal will need to contribute via a S106 agreement towards public transport service and highway infrastructure improvements in the vicinity. This contribution will include a Rights of Way contribution and a sum of £862 (index-linked) per dwelling towards improving the Chipping Norton to Banbury bus service in terms of additional journeys and extended operating hours.

The proposal will necessitate works on the public highway – i.e. new access, footways, public transport infrastructure improvements etc. A Section 278 agreement will be required to deliver these works.

Detailed Comments:

1.0 Introduction

1.1 The proposal is a pre-application enquiry for 40-50 dwellings on land north of Station Road, Hook Norton.

1.2 A location, access and red-line plan has been submitted for comment. At this stage, there is no detailed information on car parking, estate layout etc, which will need to be submitted for consideration and approval in due course and constructed and laid out to OCC specifications.

2.0 Access and vision splays

2.1 The proposal will provide a new minor access road to the site directly off Station Road, with new internal footways of width 2.0m indicated on plans. This access must be constructed in accordance with the specification of OCC for such works, including street-lighting, drainage, layout and materials.

- 2.2 A vision splay of 2.4m x 43m to the west and 2.4m x 120m to the east is proposed. The plan of the proposed vision splay will need to be shown at a larger scale, indicating any highway/ other trees or other infrastructure that may need to be removed/ relocated. OCC's arboriculture team (0845 310 1111) must be consulted on any highway trees to be removed, amended or replaced.
- 2.3 Evidence, i.e. a traffic speed survey, will be needed in line with the proposed/ indicated 120m vision splay. If vehicles are travelling at speeds in excess of 40mph (the speed limit is 60mph to the east), a higher vision splay will be required or traffic calming proposals should be put forward for consideration and approval to ensure reduce traffic speeds to an appropriate level.
- 2.4 It is noted from site visit that there is a significant difference in levels between the carriageway and the site. The applicant is advised to ensure that all access roads and footways into and within the site comply with the necessary gradients. Gradients must not exceed 8 per cent (1 in 12), the maximum permitted in Department for Transport's 'Inclusive Mobility'. A gradient of 5 per cent (1 in 20) is generally preferred, to minimise difficulties for manual wheelchair users.

3.0 Sustainability

- 3.1 The sustainability of the location and opportunities for sustainable travel choices and sustainable travel infrastructure will need to be clearly identified. The applicant will need to demonstrate that opportunities for sustainable transport modes have been taken up, safe and suitable access to the site can be achieved for all people (including disabled people), and whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
- 3.2 The objectives of the Local Transport Plan 2011-30 (Revised April 2012) reinforce the need to ensure the sustainability of rural areas and include objectives for rural transport of:
- Supporting access to work, education and services for the residents of rural Oxfordshire;
 - Supporting the rural economy through access to rural Oxfordshire for all (local residents and non-residents); and
 - Maintaining and improving the condition of local roads, bridleways, footpaths and cycleways, supporting access by all modes.
- 3.3 This site is located adjacent to the 488 Chipping Norton to Banbury bus service, which operates at broadly hourly intervals on weekdays, albeit with some gaps in service (for example, there is no morning peak bus to Chipping Norton. A strategy exists to improve this service, in terms of frequency and hours of operation, with the aim of providing access for residents of villages along the route to employment, education, retail, medical and recreation opportunities in Chipping Norton and Banbury. Other developers along the route have contributed £862 per dwelling towards this purpose and it would be appropriate for this development to contribute an equivalent amount.
- 3.4 The development should support home working e.g. through provision of fast broadband, which can help reduce the need to travel.
- 3.5 The provision of Sustainable Travel information Packs will be required for each dwelling upon first occupation to ensure that sustainable travel behaviour is embedded at the outset.

4.0 Transport Statement and Travel Plan Statement

- 4.1 The scale of the proposal is such that a Transport Statement and Travel Plan statement will be required in line with government and OCC guidance. Please be aware that OCC has newly approved guidance on this subject. Please contact transport.development.control@oxfordshire.gov.uk for a copy of this guidance.

5.0 Accessibility

- 5.1 Improvements will be required towards public transport and pedestrian infrastructure improvements in the vicinity as part of this proposal. A Non-Motorised User Audit is

recommended; any identified infrastructure improvements required as a result of this development should be clearly set out in any formal application submissions.

- 5.2 There are no bus stops on the eastern section of Station Road, adjacent to the site. There is a pair of bus stops approx. 300 metres to the west, but one of these is not marked and has no hard-standing area or pedestrian crossing facilities (dropped kerbs etc).
- 5.2 The footway adjacent to the site is approx. 1.2m in width. This will need to be increased to a minimum width of 1.8m (ideally 2.0m) along the site frontage in line with necessary standards.
- 5.3 Refer to Rights of Way comments below re countryside accessibility.

6.0 Rights of Way

- 6.1 Immediately to the west of the proposed access point from Station Road, is a well-used but not recorded public right of way. This is marked track on the plan and runs behind the houses of the eastern end of Ironstone Hollow, to connect with footpath 253/21/10, running parallel with the northern edge of the proposed development. The Countryside Access team would like as part of this application to pursue the possibility of a dedication of this route within this application. The benefit of this would be to record a route that is currently being used and also to connect a route which is a dead end on the definitive map, with another highway.
- 6.2 Provision should be made for some access within the North Eastern Edge of the development to provide a connection onto footpath 21.

7.0 Drainage

- 7.1 The proposal should not increase surface water run-off from the site to the highway or neighbouring properties. A SUDS drainage scheme will be required.

8.0 Construction Impact

- 8.1 A Construction Traffic Management Plan will be required to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents/ businesses, particularly at morning and afternoon peak traffic times.

It should be noted that the above advice represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application which may be submitted.

Officer's Name: Judy Kelly
Officer's Title: Senior Engineer
Date: 28 March 2014

Appendix B
TRICS Outputs – Houses Privately Owned

TRICS 7.1.2

Trip Rate Parameter: Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL

Category A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

- 2 SOUTH EAST
 - EX ESSEX 1 days
 - SC SURREY 1 days
- 3 SOUTH WEST
 - CW CORNWALL 1 days
 - WL WILTSHIRE 1 days
- 4 EAST ANGLIA
 - CA CAMBRIDGESHIRE 1 days
 - NF NORFOLK 2 days
 - SF SUFFOLK 4 days

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

Filtering Stage 2 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: Number of dwellings

Actual Range: 7 to 237 (units:)

Range Selected by User: 7 to 500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 23/01/14

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:

Monday 3 days

Tuesday 5 days

Wednesday 1 days

Thursday 2 days

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

Selected survey types:

Manual count 11 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:

Town Centre 0

Edge of Town Centre 0

Suburban Area (PPS6 Out of Centre) 6

Edge of Town 5

Neighbourhood Centre (PPS6 Local Centre) 0

Free Standing (PPS6 Out of Town) 0

Not Known 0

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:

Industrial Zone 0

Commercial Zone 0

Development Zone 0

Residential Zone 10

Retail Zone 0

Built-Up Zone 0

Village 0

Out of Town 1

High Street 0

No Sub Category 0

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.

Filtering Stage 3 selection:

Use Class:

C3 10 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:

1,001 to 5,000 1 days

5,001 to 10,000 5 days

15,001 to 20,000 3 days

20,001 to 25,000 2 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 2 days

75,001 to 100,000 1 days

100,001 to 125,000 2 days

125,001 to 250,000 5 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 5 days

1.1 to 1.5 6 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 11 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 Plan

LIST OF SITES relevant to selection parameters

1 CA-03-A-04 DETACHED CAMBRIDGESHIRE

THORPE PARK ROAD

PETERBOROUGH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 9

Survey date: TUESDAY 18/10/2011 Survey Type: MANUAL

2 CW-03-A-02 SEMI D./DETACHED CORNWALL

BOSVEAN GARDENS

TRURO

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 73

Survey date: TUESDAY 18/09/2007 Survey Type: MANUAL

3 EX-03-A-01 SEMI-DET. ESSEX

MILTON ROAD

CORRINGHAM

STANFORD-LE-HOPE

Edge of Town

Residential Zone

Total Number of dwellings: 237

Survey date: TUESDAY 13/05/2008 Survey Type: MANUAL

4 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK

YARMOUTH ROAD

CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 27

Survey date: TUESDAY 16/10/2012 Survey Type: MANUAL

5 NF-03-A-02 HOUSES & FLATS NORFOLK

DEREHAM ROAD

NORWICH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 98

Survey date: MONDAY 22/10/2012 Survey Type: MANUAL

6 SC-03-A-04 DETACHED & TERRACED SURREY

HIGH ROAD

BYFLEET

Edge of Town

Residential Zone

Total Number of dwellings: 71

Survey date: THURSDAY 23/01/2014 Survey Type: MANUAL

7 SF-03-A-01 SEMI DETACHED SUFFOLK

A1156 FELIXSTOWE ROAD

RACECOURSE

IPSWICH

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 77

Survey date: WEDNESDAY 23/05/2007 Survey Type: MANUAL

8 SF-03-A-02 SEMI DET./TERRACEDSUFFOLK

STOKE PARK DRIVE

MAIDENHALL

IPSWICH

Edge of Town

Residential Zone

Total Number of dwellings: 230

Survey date: THURSDAY 24/05/2007 Survey Type: MANUAL

9 SF-03-A-03 MIXED HOUSES SUFFOLK

BARTON HILL

FORNHAM ST MARTIN

BURY ST EDMUNDS

Edge of Town

Out of Town

Total Number of dwellings: 101

Survey date: MONDAY 15/05/2006 Survey Type: MANUAL

10 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK

NORMANSTON DRIVE

LOWESTOFT

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 7

Survey date: TUESDAY 23/10/2012 Survey Type: MANUAL

11 WL-03-A-01 SEMI D./TERRACED W. BASSETT WILTSHIRE

MAPLE DRIVE

WOOTTON BASSETT

Edge of Town

Residential Zone

Total Number of dwellings: 99

Survey date: MONDAY 02/10/2006 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site it displays a unique site reference code and site address the selected trip rate calculation parameter and its value the day of the week and date of each survey and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: VEHICLES

Time Range	ARRIVALS				DEPARTURES				TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	No.
Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	DWELLS
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	11	94	0.089	11	94	0.311	11	94	0.40	
08:00-09:00	11	94	0.155	11	94	0.443	11	94	0.60	
09:00-10:00	11	94	0.176	11	94	0.237	11	94	0.41	
10:00-11:00	11	94	0.141	11	94	0.19	11	94	0.33	
11:00-12:00	11	94	0.189	11	94	0.161	11	94	0.35	
12:00-13:00	11	94	0.204	11	94	0.189	11	94	0.39	
13:00-14:00	11	94	0.19	11	94	0.19	11	94	0.38	
14:00-15:00	11	94	0.19	11	94	0.191	11	94	0.38	
15:00-16:00	11	94	0.341	11	94	0.217	11	94	0.56	
16:00-17:00	11	94	0.337	11	94	0.214	11	94	0.55	
17:00-18:00	11	94	0.41	11	94	0.21	11	94	0.62	
18:00-19:00	11	94	0.272	11	94	0.212	11	94	0.48	
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			2.694			2.765			5.46	

Parameter summary

Trip rate parameter range selected: 7 - 237 (units:)

Survey date date range: 01/01/06 - 23/01/14

Number of weekdays (Monday-Friday): 11

Number of Saturdays: 0

Number of Sundays: 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.

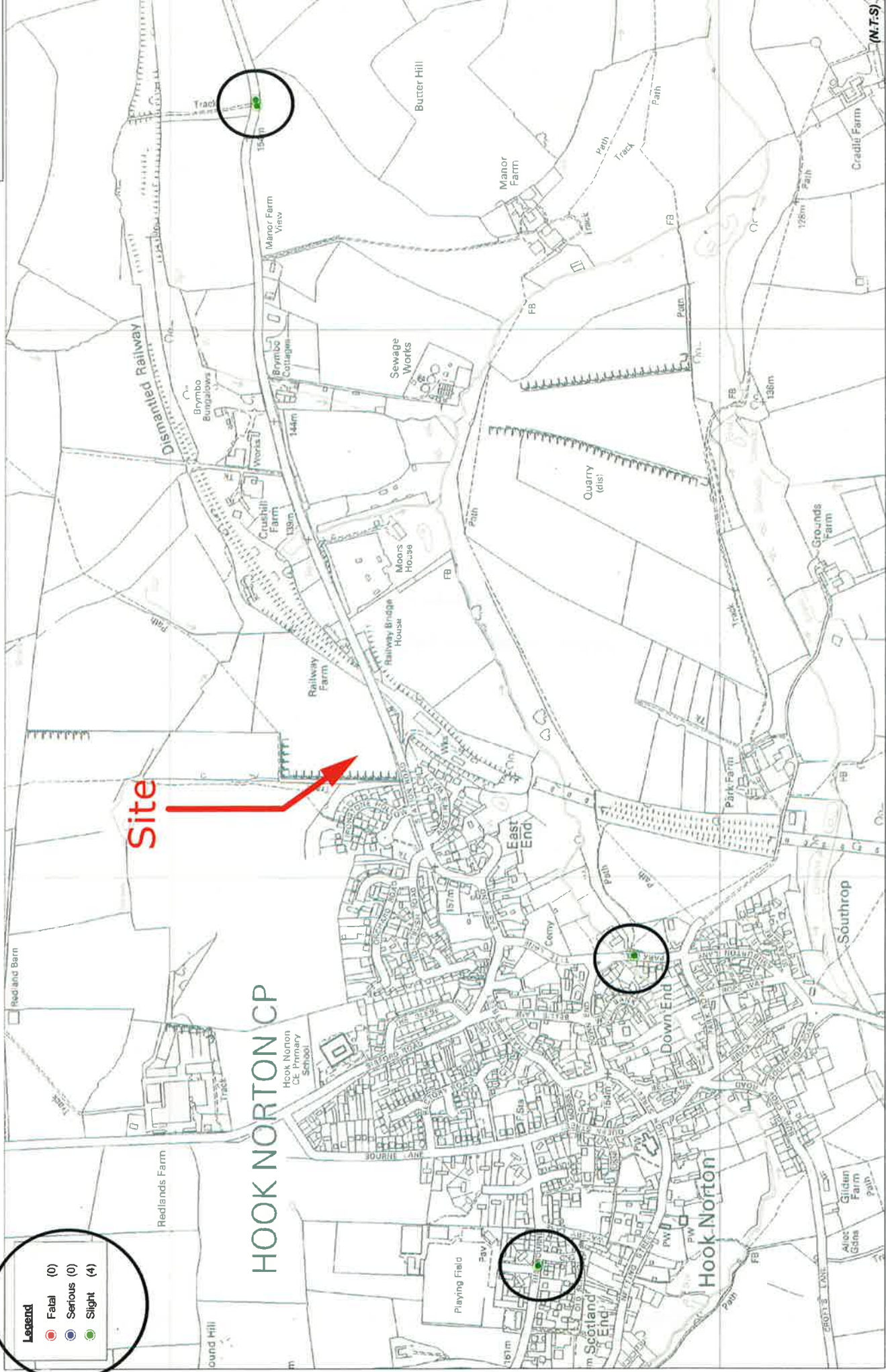
The trip rate calculation parameter range of all selected surveys is displayed first followed by the range of minimum and maximum survey dates selected by the user. Then the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix C

Five year accident record from Oxfordshire County Council

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT

Accidents between following dates:
01/01/2009 and 30/06/2014



Redlands Farm
Hook Norton CE Primary School
Playing Field
Scotland End
Down End
Southrop
Gladen Farm
Aloc Glna
200 FT
125m



Date drawn: 19/08/2014
Drawn by: CJM

Map centre:
easting: 436360, northing: 233500

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Appendix D
Public Rights of Way

Public Rights of Way at Land North of Station Road, Hook Norton

Oxfordshire Countryside Access Map

provided by [Oxfordshire Countryside Service](#)

This map shows Public Rights of Way, access land and walks and rides in Oxfordshire. It allows you to measure distances and report problems. [How to use the map](#)

Map transparency level: 100% ▾

Map Satellite Hybrid Reset map zoom Printable map

Map layers

Route type

- Promoted routes
- Public rights of way
- Footpaths
- Bridleways
- Byways
- Restricted Byways

Find a location ▾

Click the "Find me" button to plot your current estimated location on the map

Find me

Enter a postcode to show the centre of that area on the map

Postcode:

Find postcode

Location found

Select a parish to move the map to that location

Select a parish:



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Boundary Way,
Hemel Hempstead,
Hertfordshire HP2 7TE

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