



Beechcroft Developments Ltd

Land at Crowell Road, Chinnor, Oxfordshire

Highways Statement of Common Ground

March 2022



Beechcroft Developments Ltd

Land at Crowell Road, Chinnor

Highways Statement of Common Ground

Application Reference P21/S0804/O
PINS Reference APP/Q3115/W/21/3289271

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1. Introduction and Background

1.1 Introduction

1.1.1 This Highways Statement of Common Ground (HSoCG) has been jointly prepared in order to set out points of agreement between Oxfordshire County Council (OCC) as the Local Highway Authority (LHA) and Beechcroft Developments Ltd (the Appellant) in relation to the highways and transportation issues associated with proposed scheme located on land at Crowell Road, Chinnor (Application Reference P21/S0804/O and Appeal Reference APP/Q3115/W/21/3289271). It also reflects the discussions between the parties and South Oxfordshire District Council (SODC) in their role as Local Planning Authority (LPA) to date.

1.2 Background

1.2.1 A planning application for the proposed site (Ref. P21/S0804/O) was submitted and supported by a Transport Statement (mode Ref. 210205 J325511 TS 001_Rev B) (**Core Document H1**). Following submission of the scheme, OCC provided comments on the submitted application through their formal response (dated 30/04/2021) (**Core Document H2**) in which further information was requested on the following elements:

- Parking (car and cycle) and Internal layout;
- Site access;
- Dimensions;
- Vehicle tracking;
- Proposed bus stops and S106 contributions; and,
- Travel Plan.

1.2.2 These comments were formally addressed as part of the additional Technical Note that was submitted post application (mode Ref. 210629_325511_TN001 Rev C) (**Core Document H3**) alongside additional plans and drawings.

1.2.3 OCC subsequently provided a further round of comments (dated 21/12/2021, issued 11/01/2022) (**Core Document H4**) in which they formally objected to the application, albeit suggesting that if further information could be provided on the following four points, the scheme could be considered further:

- Any new footpath that would connect with the existing footway at the junction between Oakley Road and Oakley Lane is required to be a minimum of 2.0m wide.
- All new footways within the site will be required to be a minimum of 2.0m wide.

- Additional visitor cycle parking spaces should be provided in accordance with OCC standards to encourage travel by this form of transport.
- A new Stage 1 Road Safety Audit for both the proposed site access arrangement and internal site layout will be required as part of any future highway adoption and technical approval process.

1.2.4 The proposed application (P21/S0804/O) went to planning committee on 22/02/2022 and the committee supported the officer's recommendation for refusal with five formal reasons. An extract of the two pertinent reasons in relation to highways is given below:

1. *The proposal fails to demonstrate a design and layout of high quality that incorporates tree planting, landscaping and drainage features and that the development can provide adequate areas of usable open space for residents. The proposed development will be detrimental to the landscape of the area and would result in unsatisfactory amenity space for residents. As such, the proposal is contrary to Policy ENV1 (Landscape and Countryside), Policy DES1 (High Quality Development Proposals), Policy DES2 (Enhancing Local Character), Policy DES4 (Masterplans), Policy DES5 (Outdoor Amenity Space), Policy EP3 (Waste Collection and Recycling) and Policy CF5 (Open Space, Sport and Recreation in New Residential Development and the National Planning Policy Framework).*
2. *The proposal fails to provide safe and secure access arrangements for all vehicles and pedestrians. As such, the proposed development would be detrimental to highway safety and contrary to Policy TRANS5 (Consideration of Development Proposals), Policy EP3 (Waste Collection and Recycling) and the National Planning Policy Framework.*

1.2.5 Prior to receiving OCCs final set of comments (**Core Document H4**), a decision was taken to appeal the proposed application (P21/S0804/O) against non-determination by SODC. In parallel to this, a duplicate planning application was made under reference P21/S5321/O for a resubmission of all the plans and supporting documents accompanying the P21/S0804/O planning application.

1.2.6 As part of the duplicate application (P21/S0804/O) OCC Highways confirmed that the views and comments of Transport Development Control included in the second consultation response (**Core Document H4**) to the P21/S0804/O planning application were still relevant.

1.2.7 The application was discussed with both OCC and SODC and it was agreed that additional work submitted as part of the duplicate application (that addressed the points detailed at para 1.2.3) would be sufficient to remove these comments and ultimately the objection from OCC. The additional work was submitted through a Technical Note (mode Ref. 220225_325511_TN002 Rev D) attached at **Appendix A** of this document.

1.2.8 Following this, it was also agreed with both OCC and SODC that the amended layout (internal only) that addressed the four outstanding comments (attached at **Appendix B**), could be submitted through the Wheatcroft Principle for the Inquiry associated with the P21/S0804/O application and that by submitting an amended layout at that stage, the minor changes would not materially alter the nature of the appeal application or lead to the possible prejudice to other interested parties in this case.

- 1.2.9 SODC has, at para 3.29 of SODC's Full Statement of Case) confirmed that whilst Technical Note 002 Rev D was prepared in response to OCC Highways comments to the duplicate application (P21/S5321/O) it also applies to the appeal application (P21/S0804/O).
- 1.2.10 A final set of comments from OCC Highways (**Core Document H5**) dated 03/03/2022 was issued in which it was confirmed that following the provision of the additional information, OCC Highways did not object to the scheme. An extract provided below:
- *The information provided within the 'Response to Oxfordshire County Council Highways Comments (P21/S5321/O) Technical Note' (Mode, February 2022) has addressed the 4 remaining Transport Development Control issues and concerns stated above; therefore, Oxfordshire County Council has no objection to the development proposal from a Transport Development Control perspective, subject to conditions and obligations.*
- 1.2.11 Given that the additional Technical Note (with plans/drawings) was submitted as part of the duplicate application and the revised masterplan has been submitted as referenced above, the salient points that have allowed OCC to remove their objection have been outlined in this HSoCG and reflect the current position (no objection on highways matters) for the P21/S0804/O application. Updated plans and drawings from that work have also been specifically included within this HSoCG for ease of reference.

2. Areas of Agreement

2.1 Site Location and Existing Conditions

- 2.1.1 It is agreed that the site is located off Crowell Road, Chinnor and that Chinnor is considered to benefit from a good range of sustainable transport infrastructure (cycle provision, footways, bus stops and services) and local facilities which would be sufficient to serve a development of the proposed size and nature. These are all within acceptable walking and cycling distances of the proposed site.
- 2.1.2 There are not considered to be any existing highway safety issues within the vicinity of the proposed site accesses that will need to be addressed as part of the proposed development.

2.2 Development Description

2.2.1 A description of the proposed development is provided below:

- *Outline application (with all matters reserved except Layout and Access), for the erection of up to 54 age restricted dwellings (for people aged 55 and over), including 40% affordable housing and communal facilities, on land to the north of Crowell Road, Chinnor. New vehicular access to be created off Crowell Road, along with the retention of the existing pedestrian access to Oakley Road to the North.*

2.3 Proposed Development

Access

- 2.3.1 The site is to be accessed from a newly constructed ghost island T-junction on the B4009 which will provide 3 metre running lanes and a 3 metre wide right turn lane. The access incorporates the previously consented ghost island T-junction that was provided as part of the application associated with the opposite site (Ref. P14/S1586/O) and form an effective right left staggered crossroad junction. The proposed junction arrangement will not prejudice access to the residential scheme opposite which has already received planning permission and is being built out and part occupied.
- 2.3.2 The access strategy for the proposed scheme remains the same as that previously submitted by an historical application on the same site (Ref. P17/S18667/FUL) that was considered acceptable both in highway safety and capacity terms by the Inspector at a subsequent Inquiry (Pins Ref: APP/Q3115/W/17/3187058).
- 2.3.3 The proposed scheme also represents a less intensive use than the historical residential scheme (Ref. P17/S18667/FUL) with 23 and 26 fewer two-way vehicles in the respective AM and PM peak hour periods. Given that the access strategy for the proposed scheme remains the same as that previously submitted and was considered acceptable both in highway safety and capacity terms by the Inspector, it is considered sufficient to serve the proposed scheme.

2.3.4 Given the revised layout that has been submitted (through the Wheatcroft Principle), the drawings for the site access have been updated to reflect the new masterplan (attached at **Appendix C**) and include the following:

- **Drawing J32-5511-PS-001 Rev B** 'Site Access Arrangement';
- **Drawing J32-5511-PS-002 Rev A** 'Vehicle Tracking Assessment (Refuse Vehicle)'; and,
- **Drawing J32-5511-PS-003 Rev A** 'Vehicle Tracking Assessment (Large Car)'.

2.3.5 The access arrangements are therefore agreed between the parties.

Layout

2.3.6 The footways have been provided at 2.0m throughout the scheme both at the site access and internal layout. This is shown on the attached plans at **Appendix B**.

2.3.7 Vehicle tracking assessments demonstrated that the expected design vehicles (large car – 5.079m in length and SODC refuse truck – 11.63m in length) can access the site, turn around and egress in forward gear.

2.3.8 Refuse collection will be made from bin stores and kerbside locations for which the refuse vehicle can get within suitable distance of. The Appellant has confirmed that due to the nature of the proposed use, an Estate Manager will also be present on site who as part of their wider management/maintenance role manages the bin store ensuring that they are within locations that can be accessed by the refuse vehicle. The Estate Manager also assists the residents if they are unable to take their waste to the bin store.

2.3.9 However, it is the intention that the proposed internal road layout will remain private and not be offered for adoption but will be designed and built to adoptable standards

2.3.10 Given the revised layout that has been submitted, the drawings for the site access have been updated to reflect the new masterplan (attached at **Appendix C**) and include the following:

- **Drawing J32-5511-PS-004 Rev A** 'Vehicle Tracking Assessment (Internal)';
- **Drawing J32-5511-PS-005 Rev A** 'Internal Visibilities'; and,
- **Drawing J32-5511-PS-006 Rev A** 'Vehicle Tracking Assessment'.

2.3.11 As such the internal layout is considered to be agreed between the parties.

Parking

2.3.12 The total parking proposed to be provided on site is 85 with 4 accessible bays will be provided throughout the site and are shown on the plan attached at **Appendix B**.

2.3.13 A total of 56 cycle spaces will be provided for residents (at a rate of 1 x 1 unit) with a further 28 spaces (at a rate of 1 x 2 units) provided for visitors. These have been provided across the site and shown on the attached plans at **Appendix B**.

2.3.14 The parking levels for both vehicles and cycles are considered to be agreed between the parties.

RSA

2.3.15 An updated Stage 1 RSA was commissioned on both the site access and internal layout and a copy of this alongside the associated Designer's Response (DR) is attached at **Appendix D**.

2.3.16 The RSA raised 9 comments, all of which have been addressed as part of the DR and the minor amendments that have been made to the internal layout only which are now reflected in the revised masterplan attached at **Appendix B**.

2.3.17 The results of the RSA and DR demonstrate that the access and internal layout are of a safe and suitable design and considered to be agreed between the parties.

2.4 Development Impact

2.4.1 In terms of the assessment of the proposed scheme, the following points were agreed as part of the highways work submitted as part of the application through the Transport Statement (**Core Document H1**) and Technical Note 001 Rev C (**Core Document H3**);

- The level of assessment (site access junction only);
- Trip generation;
- Level of Committed Development;
- Trip distribution;
- Future year growth factors;
- Future year assessments;
- Sustainable trip impact; and,
- Capacity assessment results.

2.5 Policy

2.5.1 A review of the pertinent policies (in relation to highways) referred to in the reasons for refusal (1 and 2) as part of the planning committee on 22/02/2022, and how the site accords with these is given below. These include Policy EP3, DES1 and TRANS5 of the South Oxfordshire Local Plan 2035 and the National Planning Policy Framework (NPPF).

Policy EP3: Waste Collection and Recycling

- *Development proposals for residential use must ensure:*
 - *i) adequate facilities are provided for the sorting, storage and collection of waste and recycling;*
 - *ii) sufficient space is provided for the storage and collection of individual or communal recycling and refuse containers; and*
 - *iii) access is provided that is safe for existing users/residents and for refuse and recycling collection vehicles.*
- Development proposals for non-residential use must ensure:
 - *i) sufficient space is provided for the storage of communal recycling and refuse containers; and*
 - *ii) provision is made that is adequate for the proposed use. The location and design of recycling and refuse provision should be integral to the design of the proposed development.*
- In assessing recycling and refuse provision, the following points should be considered:
 - *i) the level and type of provision, having regard to the above requirements and relevant space standards;*
 - *ii) the location of the provision, having regard to the need to provide and maintain safe and convenient access for occupants, while also providing satisfactory access for collection vehicles;*
 - *iii) the impact of the provision on visual amenity, having regard to the need to minimise the prominence of the facilities and screen any external provision;*
 - *iv) the impact of the provision on health and amenity of neighbouring development and the proposed development; and*
 - *v) the security of the provision against scavenging pests, vandalism and unauthorised use.*
- Recycling and refuse storage should be separate from cycle storage, car parking and key circulation areas.
- Development will not be permitted if recycling and refuse provision that meets the above requirements cannot feasibly or practicably be provided.

2.5.2 Following the additional information provided to the OCC/SODC it has been demonstrated that the site can be suitably accessed and serviced for refuse collection. This is agreed between the parties and detailed at para 3.20 of SODC's FSoC where it is stated that "*the council's Waste Team have confirmed that the proposed development would accord with waste planning guidance*" and at para 3.32 "*Putative refusal reason 2, refers to policy EP3 Waste Collection and Recycling) which is an error as the site can be safely accessed as confirmed above.*"

Policy DES1: Delivering High Quality Development

2.5.3 The pertinent paragraphs of Policy DES1 in relation to the site and reasons for refusal (highways) are provided below:

- 1. All new development must be of a high quality design that:
 - *viii) provides a clear and permeable hierarchy of streets, routes and spaces to create safe and convenient ease of movement by all users;*
 - *xi) provides access to local services and facilities and, where needed, incorporates mixed uses, facilities and co-locates services as appropriate with good access to public transport;*
 - *xvi) is designed to take account of possible future development in the local area;*
 - *xvii) understands and addresses the needs of all potential users by ensuring that buildings and their surroundings can be accessed and used by everyone;*
 - *xix) ensures a sufficient level of well-integrated and imaginative solutions for car and bicycle parking and external storage including bins*
- 2. Where development sites are located adjacent to sites that have a reasonable prospect of coming forward in the future, integration with the neighbouring site should form part of the proposal's design.
- 3. Where the Council is aware that adjacent or closely related sites with similar delivery timescales are coming forward together, a coordinated, integrated and comprehensive masterplan will be required to be prepared across all the sites.

2.5.4 The work submitted as part of the original Transport Statement (**Core Document H1**) demonstrated that the site was well integrated to the existing infrastructure and provided sufficient linkages for future residents to the local services/facilities/public transport and network or roadside footways. It also demonstrated that the access could be delivered without prejudicing the access associated with the consented scheme on the opposite side of Crowell Road and that there was sufficient capacity within the junction to accommodate future growth and additional local committed developments within Chinnor.

2.5.5 The subsequent work undertaken post application and agreed between the parties, highlights that sufficient parking is provided (car/cycle) and that the layout and hierarchy of roads provides safe and sufficient access for all users.

2.5.6 Following the additional information provided to the OCC/SODC it has been demonstrated that the site can be suitably accessed and serviced for refuse collection. This is agreed between the parties and detailed at para 3.20 of SODC's FSoC where it is stated that *"the council's Waste Team have confirmed that the proposed development would accord with waste planning guidance"*.

2.5.7 The above is considered to be agreed between the parties.

Policy TRANS5: Consideration of Development Proposals

- 1. *Proposals for all types of development will, where appropriate:*
 - *provide for a safe and convenient access for all users to the highway network;*
 - *provide safe and convenient routes for cyclists and pedestrians, both within the development, and including links to rights of way and other off-site walking and cycling routes where relevant;*
 - *provide for covered, secure and safe cycle parking, complemented by other facilities to support cycling where relevant;*
 - *be designed to facilitate access to high quality public transport routes, including safe walking routes to nearby bus stops or new bus stops;*
 - *provide for appropriate public transport infrastructure;*
 - *be served by an adequate road network which can accommodate traffic without creating traffic hazards or damage to the environment;*
 - *where new roads, pedestrian routes, cycleways and street lighting are to be constructed as part of the development, they should be constructed to adoptable standards and be completed as soon as they are required to serve the development;*
 - *make adequate provision for those whose mobility is impaired;*
 - *be designed to enable charging of plug-in and other low- emission vehicles in safe, accessible and convenient locations;*
 - *provide for loading, unloading, circulation and turning space;*
 - *be designed to enable the servicing of properties by refuse collection vehicles;*
 - *provide for parking for disabled people;*
 - *provide for the parking of vehicles in accordance with Oxfordshire County Council parking standards, unless specific evidence is provided to justify otherwise; and*
 - *provide facilities to support the take up of electric and/or low- emission vehicles.*

2.5.8 Following the additional information provided to the OCC/SODC it has been demonstrated that the proposed application accords with Policy TRANS 5. This is agreed between the parties and detailed at para 3.31 of SODC's FSoC where it is stated that *"Accordingly, in the light of the newly submitted Technical Note, putative refusal reason 2 (as set out in the committee report) has been addressed and the appeal proposal would not conflict with policy TRANS5 of the South Oxfordshire Local Plan 2035"*.

National Planning Policy Framework 2021

2.5.9 The pertinent paragraphs of the NPPF in relation to the site and reasons for refusal are provided below:

- 10. *So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).*

2.5.10 The work submitted as part of the original Transport Statement (**Core Document H1**) demonstrated that the site was well located to local facilities and modes of public transport and is agreed between the parties.

- 104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
 - *a) the potential impacts of development on transport networks can be addressed;*
 - *b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - *c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - *d) the environmental impacts of traffic and transport in infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - *e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

2.5.11 The work submitted as part of the original Transport Statement (**Core Document H1**) demonstrated that the site was well integrated to the existing infrastructure. The subsequent work undertaken post application and agreed between the parties, highlights that sufficient parking is provided and that the access, layout and connections are provided to a level deemed acceptable by both OCC and SODC and is agreed between the parties.

- 110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
 - *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *b) safe and suitable access to the site can be achieved for all users;*
 - *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
 - *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.5.12 The work submitted as part of the original Transport Statement (**Core Document H1**) demonstrated that the site would not result in a severe impact on either highway safety or operation of the adjacent highway network.

2.5.13 The subsequent work undertaken post application and agreed between the parties, demonstrate that safe and sufficient access can be provided for all users and that the layout and connections are provided to a level deemed acceptable by both OCC and SODC and is agreed between the parties.

- 111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.5.14 The work submitted as part of the original Transport Statement (**Core Document H1**) demonstrated that the site would not result in a severe impact on either highway safety or operation of the adjacent highway network.

- 112. Within this context, applications for development should:
 - *a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - *c) create places that are safe, secure and attractive—which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.5.15 The work submitted as part of the original Transport Statement (**Core Document H1**) demonstrated that the site was well integrated to the existing infrastructure. The subsequent work undertaken post application, highlights that safe and secure access is provided for all users, the layout can accommodate the expected design vehicles and is deemed acceptable by both OCC and SODC and is agreed between the parties.

- 113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

2.5.16 The application was supported by a Transport Statement (**Core Document H1**) that reviewed the impacts of the site and demonstrated that there would not be a severe impact on either highway safety or operation of the adjacent highway network. A Travel Plan has been included as a potential condition. These points are agreed between the parties.

2.6 Potential Conditions

2.6.1 The following potential conditions were included in OCCs formal response (**Core Document H4**) should the LPA be minded to grant permission. Appellant's response given to each in orange to which OCC has no further remaining concerns.

- 1) Prior to occupation of the development hereby permitted, the proposed means of access onto B4009 Chinnor Road is to be formed and laid out and constructed strictly in accordance with Local Highway Authority specifications and all ancillary works specified shall be undertaken. Reason: In the interest of highway safety in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.
 - Agreed
- 2) The vision splays shown on the approved plan J32-5511-PS-001 shall not be obstructed by any object, structure, planting, or other material with a height exceeding or growing above 0.9 metres as measured from carriageway level. Reason: In the interest of highway safety in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.
 - Agreed revised Drawing is J32-5511-PS-001 Rev B
- 3) Prior to the first occupation of the development hereby approved, the parking and turning areas shall be provided in accordance with the approved plan 3636.P.110, Rev D and shall be constructed, laid out, surfaced, drained and completed to be compliant with sustainable drainage (SuDS) principles, and shall be retained unobstructed except for the parking of vehicles associated with the development at all times. Reason: In the interests of highway safety and in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.
 - Agreed revised Plan is 3636.P.110 Rev G
- 4) Prior to the occupation of the development here by approved, cycle parking facilities will be provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of development. Reason: To encourage the use of cycles as a means of transport in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.
 - Agreed
- 5) A Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved CTMP shall be implemented prior to any works being carried out on site and shall be maintained throughout the course of the development. Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times and in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.
 - Agreed
- 6) Prior to first occupation of the development hereby approved, a Travel Plan Statement shall be submitted to and approved in writing by the Local Planning Authority. Reason: To promote the use of sustainable modes of transport in accordance with Policy TRANS4 of the South Oxfordshire Local Plan 2035.

- Agreed
- 7) Prior to first occupation of the development hereby approved, a Travel Information Pack shall be submitted to and approved in writing by the Local Planning Authority. The first residents of each dwelling shall be provided with a copy of the approved Travel Information Pack. Reason: To promote the use of sustainable modes of transport in accordance with Policy TRANS4 of the South Oxfordshire Local Plan 2035.
- Agreed

2.7 Summary

- 2.7.1 Following the minor amendments to the masterplan which have been made (through the Wheatcroft Principle) all matters detailed above are therefore considered to be agreed between the parties.
- 2.7.2 It is agreed between the parties, that the highway matters pertaining to the reasons for refusal (1 and 2) have been suitably addressed to remove the highway elements from reason 1 (Policy EP3 and DES1) and fully address reason 2 (Policy TRANS5 and EP3) and subsequently remove reason 2 entirely.
- 2.7.3 I accept the content of this HSoCG as an accurate reflection of consultation, analysis and agreements carried out to date.

3. Areas of Disagreement

3.1 Overview

3.1.1 There are no areas of disagreement between the parties with respect to highway matters.

4. Signatures

4.1 Appellant

4.1.1 Signed on behalf of the Appellant



James Byrne BSc (Hons) MCIHT

Associate Director mode transport planning

4.2 Local Highways Authority (LHA)

4.2.1 Signed on behalf of the LHA



Anthony Bubb BSc (Hons) MSc MTPS

Transport Planner Oxfordshire County Council

APPENDICES

APPENDIX A

Technical Note 220225_J325511_002 Rev D

Crowell Road, Chinnor

Response to Oxfordshire County Council Highways Comments (P21/S5321/O)

Client:	Beechcroft Developments	Job No:	J325511
Date:	25 February 2022	File Name:	220225_325511_TN002 Rev D
Prepared by:	JEGB	Approved by:	BDF

1. Introduction

1.1 Overview

1.1.1 This Technical Note (TN) has been produced following the formal response from Oxfordshire County Council (OCC) in their role as the Local Highway Authority (LHA) (dated 07/02/2022) on the planning application at Crowell Road, Chinnor, Oxfordshire. A copy of this response is provided at **Appendix A**. This TN (220215_J325511_TN002_Rev A) formally addresses the comments made by OCC within their response.

1.2 Planning History

1.2.1 The application seeks outline planning permission with all matters reserved, except for layout and access, for the development of up to 54 age restricted dwellings for people of age 55 and over, including 40% affordable housing and communal facilities, on land to the north of B4009 Chinnor Road in the village of Chinnor.

1.2.2 The first consultation response provided by Transport Development Control to the P21/S0804/O planning application dated 26 April 2021 recommended an objection to the development proposal. Further to this consultation response, a 'Response to OCC Highways Comments (P21/S0804/O) Technical Note' (mode transport planning, June 2021), along with several other amended plans and supporting documents, including a revised 'Site Plan 3636.P.110, Rev D' (BHP Harwood, June 2021) drawing were submitted to address the Transport Development Control objection. However, the second consultation response provided by Transport Development Control dated 21 December 2021 maintained an objection to the development proposal.

1.2.3 A resubmission of all the plans and supporting documents accompanying the P21/S0804/O planning application has been made under reference P21/S5321/O as the P21/S0804/O planning application is the subject of an appeal against non-determination by the Local Planning Authority (LPA). OCC Highways has confirmed that the views and comments of Transport Development Control included in the second consultation response to the P21/S0804/O planning application are therefore still relevant.

2. OCC Highways Comments

2.1 Overview

2.1.1 The comments received from OCC (Ref P21/S5321/O – dated 07/02/2022) are largely consistent with the comments received from OCC on P21/S0804/O and are summarised below:

- Any new footpath which would connect with the existing footway at the junction between Oakley Road and Oakley Lane is required to be a minimum of 2.0m wide.
- All new footway within the site will be required to be a minimum of 2.0m wide.
- More visitor cycle parking spaces should be provided in accordance with Oxfordshire County Council standards to encourage travel by this form of transport.
- A new Stage 1 Road Safety Audit for both the proposed site access arrangement and internal site layout will be required.

2.2 Response

2.2.1 A response to each comment made by OCC is provided below.

- Any new footpath which would connect with the existing footway at the junction between Oakley Road and Oakley Lane is required to be a minimum of 2.0m wide.
- All new footway within the site will be required to be a minimum of 2.0m wide.

2.2.2 The proposed scheme that was submitted provided footways at 2.0m at the site access and the site frontage along Crowell Road which narrowed to 1.8m for footways within the site. This was based on the design criteria for a 'Minor Access Road' detailed within OCC's 'Residential Road Design Guide (2003) – Second Edition (2015)' which was the adopted guidance at the time of the application. The design criteria for the 'Minor Access Road' is given below:

- Minor Access Road – 200 link/loop or 100 cul de sac – 1.8m footways.

- 2.2.3 Whilst it is considered the proposed layout is in accordance with the design criteria at the time of submission, the footways have been increased to 2.0m throughout the layout to address OCCs comment. This is shown on the attached plans at **Appendix B**.
- 2.2.4 It is the intention that the proposed internal road layout will remain private and not be offered for adoption but will be designed and built to adoptable standards.
- More visitor cycle parking spaces should be provided in accordance with Oxfordshire County Council standards to encourage travel by this form of transport.
- 2.2.5 It is acknowledged by both parties, that there are no specific cycle parking standards for this type of residential use and that providing typical residential standards to the scheme is inappropriate for a scheme of this nature.
- 2.2.6 On this basis, a total of 6 spaces were provided for visitors on the previously submitted layout but OCC has requested additional spaces but has not detailed a specific number that they consider appropriate. Given the lack of a specific standard and in order to address OCC's comments, visitor cycle parking has now been provided at a rate of 1/2 units (27 spaces – 14 stands) which is consistent with the policy. These have been provided across the site and shown on the attached plans at **Appendix B**.
- A new Stage 1 Road Safety Audit for both the proposed site access arrangement and internal site layout will be required.
- 2.2.7 As part of the original comments made by OCC on application P21/S0804/O (attached at **Appendix C**) reference was made to the RSA being required and undertaken as part of the 'future adoption and technical approval process' which would indicate that it would be acceptable to undertaken at the relevant S38 (if adopted) or S278 stages. There is an element of duplication as a Stage 1/2 or Stage 2 RSA would be undertaken at the S278 stage or work as part of the Technical Approval stages in any regard.
- 2.2.8 It is also important to note that a RSA was undertaken on the proposed access agreement when it was originally submitted as part of the Planning Appeal (Pins Ref: APP/Q3115/W/17/3187058) for the historical residential scheme and the findings were accepted by the Inspector. Given that the access arrangement has not changed, the findings are still considered relevant and the access is therefore considered sufficient to serve the scheme. A summary of the salient points from the Inspectors report with regards to the access are provided below:
- *80. The highway authority criticises the appellant for not using the Design Manual for Roads and Bridges (DMRB) which applies to motorways and trunk roads. However, DMRB is explicitly not appropriate for priority junctions on non-trunk roads. In my view, the MfS is the most appropriate guidance for the design of the junction to serve the appeal scheme.*
 - *81. An independent Stage 1 RSA has been carried out. Speeds in the vicinity of the proposed access are not excessive. A 30 mph limit starts to the west of the proposed access and would*

be extended. MFS is based on drivers modifying their behaviour to suit the surroundings. Signage and the urban context at the entrance to Chinnor would represent traffic calming features and would be reinforced by a proposed pedestrian refuge. Actual right turn manoeuvres would equate to 1 every 15 mins in the AM peak and one every 5 minutes in the PM peak hour. That would not have a 'severe' impact which is what would be required under paragraph 109 of NNPF2.

- *82. The highway authority has concerns about pedestrian links. It is agreed that the principal desire lines would run from the site north to Chinnor and it was suggested that perhaps 3 people a day might wish to make such a crossing on a road that is already crossed by the footpath network. Speeds are not excessive, even during peak hours, traffic flows well and the highway authority has not recorded any accidents. This puts the objection into perspective. CALA has offered to provide a further pedestrian crossing but I do not consider this necessary where the access for both vehicles and pedestrians would be safe in accordance with the aims of local and national planning policy.*

2.2.9 The proposed scheme represents a less intensive use than the historical residential scheme (23 and 26 fewer two-way vehicles in the respective AM and PM peak hour periods). Given that the access strategy for the proposed scheme remains the same as that previously submitted and was considered acceptable both in highway safety and capacity terms by the Inspector, it is considered sufficient to give surety to OCC that the access is suitable to serve the proposed scheme.

2.2.10 However, to aid OCCs response, a revised Stage 1 RSA has been commissioned on both the site access and internal layout. It is important to note that the intention remains that the proposed internal road layout will remain private and not be offered for adoption but will be designed and built to adoptable standards.

2.2.11 A copy of the Stage 1 RSA and associated Designer's Response is attached at **Appendix D**. This raises 9 comments, all of which have been addressed as part of the Designers Response and minor amendments have been made to the internal layout only which the revised masterplan attached at **Appendix B** reflects.

3. Summary

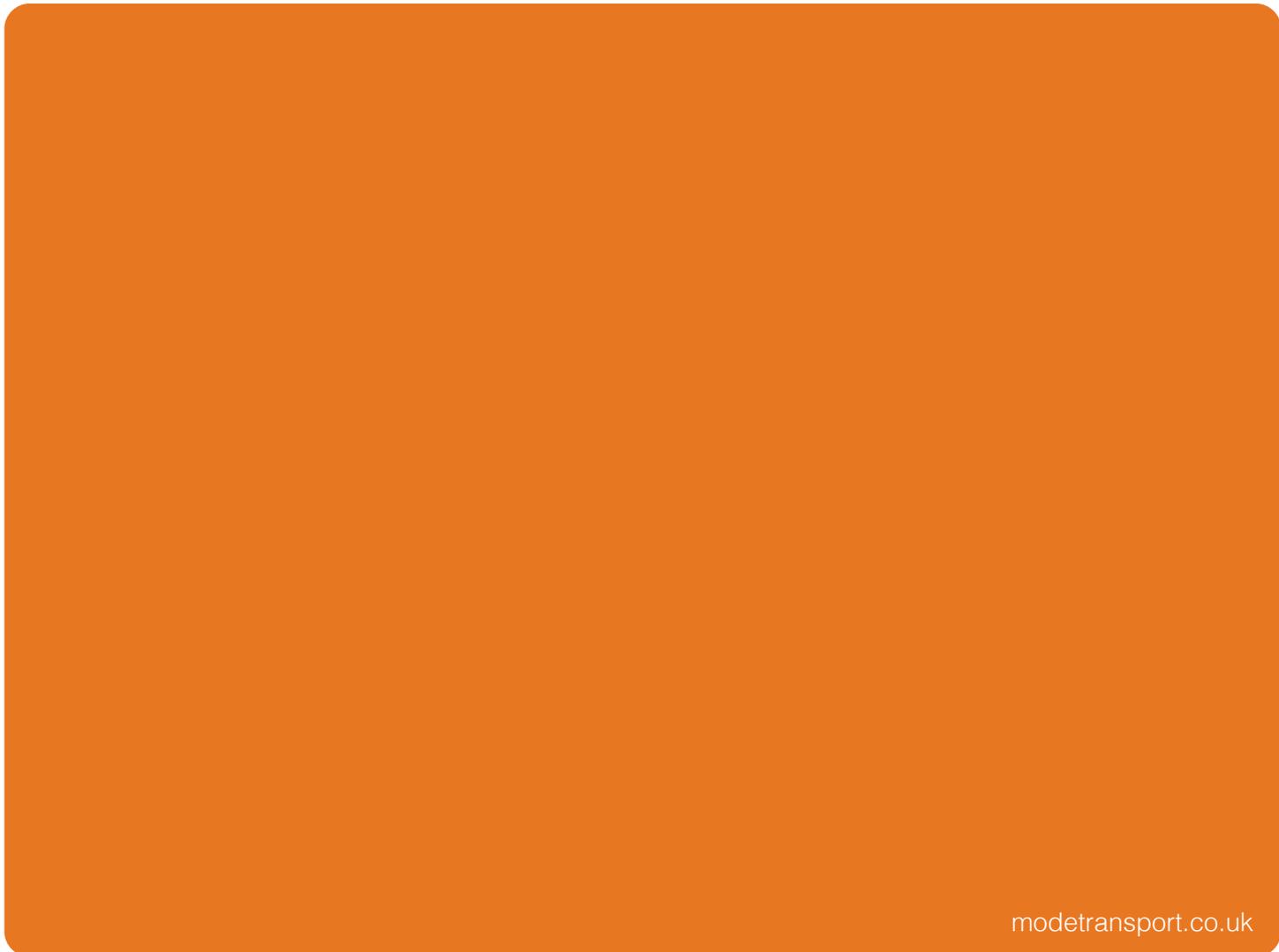
3.1 Overview

3.1.1 In summary, the additional information detailed in this TN is considered sufficient to address the comments raised in OCC's response. It is therefore concluded that the proposed development will not have a significant adverse or severe impact on the operation or safety of the surrounding highway network and therefore in accordance with the NPPF, the proposal should be considered acceptable in transport terms.

3.1.2 For avoidance of doubt, copies of the updated highways drawings have been included at **Appendix E** and include:

- J32 5511 001 Rev B;
- J32 5511 002 Rev A;
- J32 5511 003 Rev A;
- J32 5511 004 Rev A;
- J32 5511 005 Rev A; and,
- J32 5511 006 Rev A.

APPENDICES



APPENDIX A

OCC Response P21/S5321/O (07/02/2022)

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

District: South Oxfordshire

Application no: P21/S5321/O

Proposal: Outline application (with some matters reserved for access and layout), for the erection of up to 54 age restricted dwellings (for people aged 55 and over), including 40% affordable housing and communal facilities, on land to the north of Crowell road, Chinnor. New vehicular access to be created off Crowell road, along with the retention of the existing pedestrian access to Oakley road to the north. Resubmission of application reference P21/S0804/O

Location: Land to the north of Crowell Road Chinnor

Response date: 7th February 2022

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application no: P21/S5321/O

Location: Land to the north of Crowell Road Chinnor

General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - £1500**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application No: P21/S5321/O

Location: Land to the North of Crowell Road, Chinnor

Transport Development Control

Recommendation

Objection – However, if the applicant submits further clarifying information and details, then the Highway Authority will be able to consider further.

Key Issues

- Any new footpath which would connect with the existing footway at the junction between Oakley Road and Oakley Lane is required to be a minimum of 2.0m wide.
- All new footway within the site will be required to be a minimum of 2.0m wide.
- More visitor cycle parking spaces should be provided in accordance with Oxfordshire County Council standards to encourage travel by this form of transport.
- A new Stage 1 Road Safety Audit for both the proposed site access arrangement and internal site layout will be required.

Legal Agreement Required to Secure

Should the Local Planning Authority be minded to grant planning permission, Oxfordshire County Council will seek the below S106 Contributions in direct mitigation of the site or for a zero-rated site on the CIL 123 List.

Contribution	Amount £	Price base	Index	Towards (Details)
Public Transport Services	£55,998	December 2019	RPIx	Improvement to bus services in the vicinity of the site
Public Transport Infrastructure	£714	September 2019	Baxter	Provision of a pole, flag and timetable case at the northbound bus stop on <u>Oakley Lane</u>

Section 278 Agreements

- All necessary works to deliver the proposed site vehicular access arrangement (priority T-junction and ghost island right-turn lane) along B4009 Chinnor Road.
- The provision of 2.0m wide footways at the site access junction and east of the site access junction along the site frontage adjacent to B4009 Chinnor Road.
- The provision of dropped kerbs with tactile paving and a central pedestrian refuge island on B4009 Chinnor Road within the hatched area of the ghost island right-turn lane.
- The connection of a 2.0m wide footpath to the north of the site with the existing footway at the junction between Oakley Road and Oakley Lane.

A section 38 agreement will be required for the adoption of new roads within the site.

Conditions

Should planning permission be approved, the conditions stated below are required.

- 1) Prior to occupation of the development hereby permitted, the proposed means of access onto B4009 Chinnor Road is to be formed and laid out and constructed strictly in accordance with Local Highway Authority specifications and all ancillary works specified shall be undertaken.

Reason: In the interest of highway safety in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

- 2) The vision splays shown on the approved plan J32-5511-PS-001 shall not be obstructed by any object, structure, planting, or other material with a height exceeding or growing above 0.9 metres as measured from carriageway level.

Reason: In the interest of highway safety in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

- 3) Prior to the first occupation of the development hereby approved, the parking and turning areas shall be provided in accordance with the approved plan 3636.P.110, Rev D and shall be constructed, laid out, surfaced, drained and completed to be compliant with sustainable drainage (SuDS) principles, and shall be retained unobstructed except for the parking of vehicles associated with the development at all times.

Reason: In the interests of highway safety and in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

- 4) Prior to the occupation of the development hereby approved, cycle parking facilities will be provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of development.

Reason: To encourage the use of cycles as a means of transport in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

- 5) A Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved CTMP shall be implemented prior to any works being carried out on site and shall be maintained throughout the course of the development.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times and in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

- 6) Prior to first occupation of the development hereby approved, a Travel Plan Statement shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To promote the use of sustainable modes of transport in accordance with Policy TRANS4 of the South Oxfordshire Local Plan 2035.

- 7) Prior to first occupation of the development hereby approved, a Travel Information Pack shall be submitted to and approved in writing by the Local Planning Authority. The first residents of each dwelling shall be provided with a copy of the approved Travel Information Pack.

Reason: To promote the use of sustainable modes of transport in accordance with Policy TRANS4 of the South Oxfordshire Local Plan 2035.

Informatives

Should planning permission be granted, the informatives stated below should be included.

- The Advance Payments Code (APC), Sections 219-225 of the Highways Act 1980, is in force in Oxfordshire to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash

deposit or bond. Should a developer wish for a street or estate to remain private, then to secure exemption from the APC procedure, a 'Private Road Agreement' must be entered into with Oxfordshire County Council to protect the interests of prospective frontage owners.

- This planning permission needs to be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act 1990. This Agreement will take effect when the planning permission is implemented.
- Where works are required to be carried out within the public highway, the applicant is advised not to commence such work before formal approval has been granted by Oxfordshire County Council by way of either a Section 184 Notice under the Highways Act 1980, or a legal agreement between the applicant and Oxfordshire County Council.
- It is an offence under Section 151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway; therefore, appropriate facilities should be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
- No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such obstruction is an offence under Section 137 of the Highways Act 1980.
- No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented.
- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- Trees must not conflict with streetlights and must be a minimum of 10.0m away and a minimum of 1.5m from the carriageway. Trees that are within 5.0m of the carriageway or footway will require root protection. Trees within the highway will need to be approved by Oxfordshire County Council and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.
- The visitor car parking bays parallel to the carriageway can be adopted but accrue a commuted sum. Any other car parking bays (echelon or perpendicular) or private bays will not be considered for adoption.
- No highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design will be subject to a full technical audit.

- Oxfordshire County Council require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site, but the location of the samples must relate to the proposed location of the carriageway/footway.
- A Traffic Regulation Order may be required to enforce the proposed single direction of the central access road. This will be confirmed as part of any S38 adoption process.

Detailed Comments

Overview and Development Proposal

The application seeks outline planning permission with all matters reserved, except for layout and access, for the development of up to 54 age restricted dwellings for people of age 55 and over, including 40% affordable housing and communal facilities, on land to the north of B4009 Chinnor Road in the village of Chinnor.

The first consultation response provided by Transport Development Control to the P21/S0804/O planning application dated 26 April 2021 recommended an objection to the development proposal.

Further to this consultation response, the applicant submitted a 'Response to Oxfordshire County Council Highways Comments (P21/S0804/O) Technical Note' (Mode, June 2021), along with several other amended plans and supporting documents, including a revised 'Site Plan 3636.P.110, Rev D' (BHP Harwood, June 2021) drawing, to address the Transport Development Control objection; however, the second consultation response provided by Transport Development Control dated 21 December 2021 maintained an objection to the development proposal.

It is understood that a resubmission of all the plans and supporting documents accompanying the P21/S0804/O planning application has been made under reference P21/S5321/O as the P21/S0804/O planning application is the subject of an appeal against non-determination by the Local Planning Authority. The views and comments of Transport Development Control included in the second consultation response to the P21/S0804/O planning application are therefore still relevant and are reproduced below, for reference.

Response to Submitted Technical Note

The comments below follow the order of points raised in the first Transport Development Control consultation response to the P21/S0804/O planning application and those in the 'Technical Note', for reference.

Site Access Arrangement

The proposed layout of the site access arrangement is acceptable in principle following the decision of the Planning Inspector; however, the applicant was required to indicate on an appropriate plan the proposed dimensions of the priority junction, ghost island right-turn lane, footway and pedestrian refuge island, the provision of tactile paving opposite the pedestrian refuge island and the extent of public highway and red line site boundary.

The proposed dimensions of the site access arrangement are shown on the 'Site Plan', as stated below.

- The priority junction would be 5.5m wide at the bell mouth, with a 5.0m wide central access road after 12.0m within the site.
- A dropped kerb crossing with tactile paving would be provided along the central access road within the priority junction.
- The ghost island right-turn lane would be 3.0m wide, with a 3.0m wide adjacent running lane either side.
- The footway adjacent to the site frontage would be 2.0m wide, with a 2.0m wide pedestrian refuge island provided within the hatched area of the proposed ghost island right-turn lane.

In addition to these dimensions, the 'Site Plan' also indicates that tactile paving would be provided within the section of footway on the opposite side of the pedestrian refuge as requested.

The 'Site Access Arrangements' drawing included in Appendix B of the 'Technical Note' shows both the red line site boundary and extent of public highway and indicates that the required 2.4m x 53.0m visibility splays would fall within either the red line site boundary or public highway. The applicant should be aware that any area of visibility splay which falls outside of the highway boundary would need to be dedicated to Oxfordshire County Council.

The proposed site access arrangement with the dimensions shown on the 'Site Plan' would be provided in accordance with Oxfordshire County Council standards and would therefore be acceptable.

The applicant should be aware that the Road Agreements team has requested that a new Stage 1 Road Safety Audit for both the proposed site access arrangement and internal site layout as shown will be required.

Site Access Visibility Splays

A visibility splay of 2.4m x 53.0m to both the left and right along B4009 Chinnor Road upon egress from the site as shown on the 'Site Access Arrangements' drawing would be in accordance with Manual for Streets guidance.

While the visibility splay to the left would be acceptable, several large trees along the site frontage would obstruct the visibility splay to the right; therefore, the applicant was required to demonstrate that these trees would be removed to ensure adequate visibility for drivers.

The applicant states in paragraph 2.2.3 of the 'Technical Note' that these trees would be removed as part of the access strategy and that the "...*visibility splay can be provided clear of obstruction*", as requested. This commitment is shown on the 'Landscape Masterplan P21-0246_01, Rev H' (Pegasus, October 2021) drawing along with landscaping treatment which would ensure the visibility splay would be provided unobstructed.

Proposed Footpath and Pedestrian Link

The development proposal includes a new pedestrian link to the north of the site which would connect with the existing footway at the junction between Oakley Road and Oakley Lane. While this pedestrian link would be acceptable in principle, the applicant was required to confirm the proposed width of this route.

The applicant confirms in paragraph 2.2.5 of the 'Technical Note' that the new pedestrian link would be 1.8m wide. Any new footpath which would connect with the existing footway at the junction between Oakley Road and Oakley Lane is required to be a minimum of 2.0m wide.

Bus Service Infrastructure and Financial Contributions

Oxfordshire County Council acknowledges that the applicant agrees to the requested S106 public transport contribution of £56,712 towards improvements to public transport services and existing bus stop infrastructure on Oakley Road and Oakley Lane, as confirmed by the applicant in paragraph 2.2.6 of the 'Technical Note'.

As stated in the previous consultation response, the site is located within an acceptable walking distance of the existing bus stops on both Oakley Road and Oakley Lane. Oxfordshire County Council therefore agrees with the applicant in paragraph 2.2.9 of the 'Technical Note' that a new bus stop along the site frontage to the west of the site access "*...is not required to ensure that the Beechcroft scheme is acceptable in planning terms as the site is already located within an acceptable distance to the local bus stops*".

Proposed Dimensions

The proposed site layout is by and large in accordance with the principles of both Manual for Streets and Oxfordshire County Council standards; however, the applicant

was required to indicate on an appropriate plan the proposed dimensions of the central access road and adjacent footway, as well as each type of car parking space.

In terms of the dimensions of the central access road, the applicant states in paragraph 2.2.13 of the 'Technical Note' that the site would have an "...*access road which is 5.5m in width (which reduces to 5.0m within the site) with 2.0m wide footways on both sides of the carriageway*". Although these dimensions would be in accordance with Oxfordshire County Council standards, the 'Site Plan' indicates that the adjacent footway within the site would be 1.8m wide, which would not be acceptable as footway will be required to be a minimum of 2.0m wide. The applicant should therefore clarify the proposed width of the adjacent footway within the site.

In terms of the dimensions of each type of car parking space, the applicant confirms in paragraphs 2.2.18 & 2.2.20 of the 'Technical Note' that each perpendicular space would be either 2.5m x 5.0m in size or 2.7m x 5.0m in size, all with 6.0m distance behind for vehicles to safely manoeuvre, while each parallel space would be 2.5m x 6.0m in size.

These proposed dimensions are shown on the 'Site Plan', which also indicates that each perpendicular space obstructed on both sides would be 2.9m x 5.0m in size and that more accessible car parking spaces for people with impaired mobility would be a minimum of 3.9m x 5.5m in size, while hardstanding would be provided to the rear of parallel car parking spaces for pedestrian movement.

The size of all car parking spaces to be provided as part of the development proposal would be in accordance with Oxfordshire County Council standards and therefore acceptable.

The 'Vehicle Tracking Assessment' drawing included in Appendix B of the 'Technical Note' demonstrates that a large car could safely manoeuvre into and out of several of the more onerous car parking spaces of the site in both a forward gear and reverse gear.

The applicant should be aware that the Road Agreements team has requested that a new Stage 1 Road Safety Audit for both the proposed site access arrangement and internal site layout as shown will be required.

Car Parking Provision

It is understood from the 'Technical Note' that the dwelling mix of the scheme has been amended following the previous consultation response so that 54 x 2-bedroom units (33 private and 21 affordable) are now proposed; therefore, the total number of car parking spaces across the site has been adjusted to reflect this.

In terms of car parking for the 33 private dwellings, each unit would be provided with 1 allocated car parking space; therefore, a maximum of 33 allocated car parking spaces and 20 unallocated car parking spaces could be provided for these dwellings.

In terms of car parking for the 21 affordable dwellings, all units would be provided with unallocated car parking; therefore, a maximum of 29 unallocated car parking spaces could be provided for these dwellings.

The applicant confirms in paragraphs 2.2.17 & 2.2.19 of the 'Technical Note' that a total of 85 car parking spaces would be provided across the site as part of the development proposal. This would be below the maximum threshold for this type of development and therefore in accordance with Oxfordshire County Council standards.

Of the 85 car parking spaces, 4 would be more accessible bays for people with impaired mobility. This exceeds the minimum requirement of 5% of unallocated car parking spaces being more accessible bays and is therefore in accordance with Oxfordshire County Council. The 'Site Plan' also indicates that these car parking spaces would be located close to entrances of buildings, which would be beneficial for people with mobility difficulties.

Cycle Parking Provision

It was understood that cycle parking would be provided in safe and secure communal storage units throughout the site; however, the applicant was required to indicate the number of resident and visitor cycle parking spaces to be provided as part of the development proposal, as well as the form this would take.

The applicant confirms in paragraph 2.2.23 of the 'Technical Note' that a total of 56 cycle parking spaces would be provided for residents, with a further 6 cycle parking spaces provided for visitors.

As stated in the previous consultation response, the number of cycle parking spaces to be provided at the site as part of the development proposal should be in accordance with Oxfordshire County Council standards. For new residential developments, the minimum approved cycle parking standards are:

- Resident cycle parking – 1 space per 1 bed unit, 2 spaces for larger units; plus
- Visitor cycle parking – 1 stand per 2 units, where more than 4 units.

Based on the minimum cycle parking standards above, a minimum of 108 resident spaces and 54 visitor spaces, or 27 unallocated stands, should be provided as part of the development proposal. While 1 cycle parking space for each dwelling would be acceptable on this occasion given the nature of the development proposal for people of age 55 and over, the applicant should provide additional visitor (communal) cycle parking spaces to encourage travel by this form of transport.

The proposed location of these cycle parking spaces is shown in the 'Site Plan'. For reference, the specific details with regards to the form of both the resident and visitor (communal) cycle parking spaces can be secured through an appropriate planning condition.

Refuse Vehicle Tracking

As stated in the previous consultation response, the applicant was required to demonstrate that an 11.6m long refuse vehicle could safely pass an on-coming or parked large car throughout the development.

The applicant states in paragraph 2.2.26 of the 'Technical Note' that a refuse vehicle within the site "...will be a very infrequent movement to the site (once a week) and therefore will have minimal interaction with other vehicles within the site". The swept path analysis of an 11.6m long refuse vehicle around the central access road as shown on the 'Site Plan' is acceptable, given that it is proposed the central access road would form a single direction loop where vehicles would not be required to pass one another.

Internal Visibility Splays

In terms of pedestrian visibility splays, the applicant was required to demonstrate that 2.0m x 2.0m splays between car parking spaces 3-6 / 7-10 and the adjacent carriageway would be achievable. These visibility splays are shown on the 'Internal Visibilities' drawing included in Appendix B of the 'Technical Note' and are therefore achievable.

In terms of vehicle visibility splays, the applicant was required to demonstrate that 2.4m x 25.0m splays would be achievable at all internal junctions within the site. These visibility splays are shown on the 'Internal Visibilities' drawing included in Appendix B of the 'Technical Note' and are therefore achievable. The justification for some of these visibility splays is provided by the applicant in paragraph 2.2.30 of the 'Technical Note', which is acceptable.

Travel Plan Statement and Travel Information Pack

As stated in the previous consultation response, a Travel Plan Statement should be submitted for approval prior to first occupation of the development, while a Travel Information Pack should be provided to future residents upon first occupation of each new dwelling. The applicant states in paragraph 2.2.31 of the 'Technical Note' that a Travel Information Pack "...can be produced and distributed to the residents upon occupation", as requested.

Both the required Travel Plan Statement and Travel Information Pack can be secured through an appropriate planning condition, which the applicant agrees to in paragraph 2.2.32 of the 'Technical Note', which is acceptable.

Officer's Name: Anthony Bubb

Officer's Title: Transport Planner – South & Vale TDC

Date: 25 January 2021

Application no: P21/S5321/O

Location: Land to the north of Crowell Road Chinnor

Lead Local Flood Authority

Recommendation:

No objection subject to conditions

Key issues:

- As the application is in outline only, the FRA is preliminary

Detailed comments:

This application is preliminary so it will be acceptable if the following conditions are met:

Construction shall not begin until a detailed surface water drainage scheme for the site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- A compliance report to demonstrate how the scheme complies with the “Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire”;
- Full drainage calculations for all events up to and including the 1 in 100 year plus 40% climate change and 10% urban creep (Note: the Cv values should be set to 0.95 and MADD should be 0.0);
- A Flood Exceedance Conveyance Plan;
- Comprehensive infiltration testing across the site to BRE DG 365;
- Detailed design drainage layout drawings of the SuDS proposals including cross-section details;
- Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element;
- Details of how water quality will be managed during construction and post development in perpetuity; and
- Consent for any connections into third party drainage systems

Prior to first occupation, a record of the installed SuDS and site wide drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:

- As built plans in both .pdf and .shp file format;
- Photographs to document each key stage of the drainage system when installed on site;
- Photographs to document the completed installation of the drainage structures on site; and
- The name and contact details of any appointed management company.

Officer's Name: Diane Rotherham

Officer's Title: Flood Risk Engineer

Date: 25 January 2020

Application no: P21/S5321/O

Location: Land to the north of Crowell Road Chinnor

Archaeology

Recommendation:

No objection subject to conditions

Key issues:

An archaeological evaluation has been undertaken on the site which has recorded archaeological remains dating from the Iron Age through to the medieval period. These consisted of pits and ditches along with an undated burial. These remains are not considered to be of such importance to require their physical preservation, but a programme of archaeological mitigation and recording will need to be undertaken ahead of any development of the site, this requirement being appropriately acknowledged in the applicants submitted heritage statement.

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of archaeological investigation to be maintained during the period of construction. This can be ensured through the attachment of suitable negative conditions.

Legal agreement required to secure:

None

Conditions:

8 Prior to any demolition and the commencement of the development a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation, relating to the application site area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2021).

2. Following the approval of the Written Scheme of Investigation referred to in condition 1, and prior to any demolition on the site and the commencement of the

development (other than in accordance with the agreed Written Scheme of Investigation), a programme of archaeological mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2021).

Informatives:

None

Detailed comments:

We previously made comment regarding proposals for development on the application site under the reference P21/S0804/O (dated 26th February 2021) wherein it was noted that the site is located in an area of archaeological potential immediately north of an area where Saxon burials were discovered in the 1930s (PRN 2814) and 500m south east of the site of a possible Roman villa (PRN 2825). The site is also situated immediately north of the proposed route of the Lower Icknield Way, a Roman road (PRN 8930). A number of Roman pottery sherds have been recovered, along with a Roman coin, to the north west of the proposed development area. Prior to this a number of roman mosaic tiles were also recovered in the same area. Archaeological field walking in the 1970s recorded further sherds of Roman pottery between the site of the possible villa and the proposed development area. A Roman coin of Trajan has also been found 270m west of the proposal site (PRN 17285). A series of undated ditches were recorded during archaeological investigations 100m to the south east of this proposal (PRN 28175).

An archaeological evaluation has been undertaken on the site which has recorded archaeological remains dating from the Iron Age through to the medieval period. These consisted of pits and ditches along with an undated burial. These remains are not considered to be of such importance to require their physical preservation, but a programme of archaeological mitigation and recording will need to be undertaken ahead of any development of the site, this requirement being appropriately acknowledged in the applicants submitted heritage statement.

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of archaeological

investigation to be maintained during the period of construction. This can be ensured through the attachment of suitable negative conditions.

Officer's Name: Steven Weaver

Officer's Title: Archaeologist

Date: 18 January 2022

APPENDIX B

Plans

NOTES:
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REVISIONS

Rev.	Date	Description
A	27.01.21	Redline amended
B	29.01.21	Redline amended
C	03.02.21	Redline amended
D	04.02.21	Redline amended
E	29.04.21	Landscape updated
F	29.04.21	Updated
G	18.06.21	Updated
H	24.06.21	Updated
J	05.07.21	Updated
K	26.10.21	Updated
L	03.02.22	Updated
M	25.02.22	Updated



Client:
 Beechcroft
 Developments Ltd.

Job:
 Crowell Road,
 Chinnor

Drawing Title:
 Conceptual
 Schematic Layout

Scale:
 1:500 @A2

Date: Jan 21 Drawn By: RN/ SR Checked: RN/ SR

Drawing No: 3636.P.102 Revision: M

PLANNING

The White Barn, Manor Farm, Manor Road
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REVISIONS

Rev.	Date	Description
A	26.01.21	Site Boundary updated
B	28.01.21	Layout updated
C	28.01.21	Potential PROW zone added
D	29.01.21	Updated
E	02.02.21	Updated
F	29.04.21	Updated
G	10.06.21	Updated
H	11.06.21	Updated
J	14.06.21	Updated
K	15.06.21	Updated
L	16.06.21	Updated
M	16.06.21	Updated
N	24.06.21	Updated
O	22.10.21	Updated
P	27.10.21	Updated
Q	02.02.22	Updated
R	14.02.22	Updated
S	15.02.22	Updated
T	23.02.22	Updated



Client:
 Beechcroft
 Developments Ltd

Job:
 Land at Crowell Road
 Chinnor

Drawing Title:
 Site Plan

Scale:
 1:500 @ A1
 Date: Jan 21 Drawn By: RN/SR Checked: RN

Drawing No: 3636.P.101 Revision: T

PLANNING

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REVISIONS

Rev.	Date	Description
A	15.06.21	Updated
B	16.06.21	Updated
C	16.06.21	Updated
D	24.06.21	Updated
E	02.02.22	Updated
F	14.02.22	Updated
G	23.02.22	Updated



NORTH



Client :
 Beechcroft
 Developments Ltd

Job :
 Land at Crowell Road
 Chinnor

Drawing Title:
 Site Plan

Scale:
 1:500 @ A1

Date: Jan 21 Drawn By: RN/SR Checked: RN

Drawing No.: 3636.P.110 Revision: G

PLANNING

The White Barn, Manor Farm, Manor Road
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APPENDIX C

OCC Response P21/S0804/O (11/01/2022)

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

District: South Oxfordshire

Application no: P21/S0804/O

Proposal: Outline application (with all matters reserved except Layout and Access), for the erection of up to 54 age restricted dwellings (for people aged 55 and over), including 40% affordable housing and communal facilities, on land to the north of Crowell Road, Chinnor. New vehicular access to be created off Crowell Road, along with the retention of the existing pedestrian access to Oakley Road to the North (additional information received 31 March 2021 and 6 June 2021 and 29 October 2021)

Location: Land at Crowell Road, Chinnor

Response date: 11th January 2022

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application no: P21/S0804/O

Location: Land at Crowell Road, Chinnor

General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - £1500**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application No: P21/S0804/O

Location: Land at Crowell Road, Chinnor

Transport Development Control

Recommendation

Objection – However, if the applicant submits further clarifying information and details, then the Highway Authority will be able to consider further.

Key Issues

- Any new footpath which would connect with the existing footway at the junction between Oakley Road and Oakley Lane is required to be a minimum of 2.0m wide.
- All new footway within the site will be required to be a minimum of 2.0m wide.
- More visitor cycle parking spaces should be provided in accordance with Oxfordshire County Council standards to encourage travel by this form of transport.
- A new Stage 1 Road Safety Audit for both the proposed site access arrangement and internal site layout will be required as part of any future highway adoption and technical approval process.

Legal Agreement Required to Secure

Should the Local Planning Authority be minded to grant planning permission, Oxfordshire County Council will seek the below S106 Contributions in direct mitigation of the site or for a zero-rated site on the CIL 123 List.

Contribution	Amount £	Price base	Index	Towards (Details)
Public Transport Services	£55,998	December 2019	RPix	Improvement to bus services in the vicinity of the site
Public Transport Infrastructure	£714	September 2019	Baxter	Provision of a pole, flag and timetable case at the northbound bus stop on Oakley Lane

Section 278 Agreements

- All necessary works to deliver the proposed site vehicular access arrangement (priority T-junction and ghost island right-turn lane) along B4009 Chinnor Road.
- The provision of 2.0m wide footways at the site access junction and east of the site access junction along the site frontage adjacent to B4009 Chinnor Road.
- The provision of dropped kerbs with tactile paving and a central pedestrian refuge island on B4009 Chinnor Road within the hatched area of the ghost island right-turn lane.
- The connection of a 2.0m wide footpath to the north of the site with the existing footway at the junction between Oakley Road and Oakley Lane.

A section 38 agreement will be required for the adoption of new roads within the site.

Conditions

Should planning permission be approved, the conditions stated below are required.

- 1) Prior to occupation of the development hereby permitted, the proposed means of access onto B4009 Chinnor Road is to be formed and laid out and constructed strictly in accordance with Local Highway Authority specifications and all ancillary works specified shall be undertaken.

Reason: In the interest of highway safety in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

- 2) The vision splays shown on the approved plan J32-5511-PS-001 shall not be obstructed by any object, structure, planting, or other material with a height exceeding or growing above 0.9 metres as measured from carriageway level.

Reason: In the interest of highway safety in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

- 3) Prior to the first occupation of the development hereby approved, the parking and turning areas shall be provided in accordance with the approved plan 3636.P.110, Rev D and shall be constructed, laid out, surfaced, drained and completed to be compliant with sustainable drainage (SuDS) principles, and shall be retained unobstructed except for the parking of vehicles associated with the development at all times.

Reason: In the interests of highway safety and in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

- 4) Prior to the occupation of the development hereby approved, cycle parking facilities will be provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of development.

Reason: To encourage the use of cycles as a means of transport in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

- 5) A Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved CTMP shall be implemented prior to any works being carried out on site and shall be maintained throughout the course of the development.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times and in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

- 6) Prior to first occupation of the development hereby approved, a Travel Plan Statement shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To promote the use of sustainable modes of transport in accordance with Policy TRANS4 of the South Oxfordshire Local Plan 2035.

- 7) Prior to first occupation of the development hereby approved, a Travel Information Pack shall be submitted to and approved in writing by the Local Planning Authority. The first residents of each dwelling shall be provided with a copy of the approved Travel Information Pack.

Reason: To promote the use of sustainable modes of transport in accordance with Policy TRANS4 of the South Oxfordshire Local Plan 2035.

Informatives

Should planning permission be granted, the informatives stated below should be included.

- The Advance Payments Code (APC), Sections 219-225 of the Highways Act 1980, is in force in Oxfordshire to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private, then to secure exemption from the APC procedure, a 'Private Road Agreement' must be entered into with Oxfordshire County Council to protect the interests of prospective frontage owners.

- This planning permission needs to be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act 1990. This Agreement will take effect when the planning permission is implemented.
- Where works are required to be carried out within the public highway, the applicant is advised not to commence such work before formal approval has been granted by Oxfordshire County Council by way of either a Section 184 Notice under the Highways Act 1980, or a legal agreement between the applicant and Oxfordshire County Council.
- It is an offence under Section 151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway; therefore, appropriate facilities should be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
- No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such obstruction is an offence under Section 137 of the Highways Act 1980.
- No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented.
- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- Trees must not conflict with streetlights and must be a minimum of 10.0m away and a minimum of 1.5m from the carriageway. Trees that are within 5.0m of the carriageway or footway will require root protection. Trees within the highway will need to be approved by Oxfordshire County Council and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.
- The visitor car parking bays parallel to the carriageway can be adopted but accrue a commuted sum. Any other car parking bays (echelon or perpendicular) or private bays will not be considered for adoption.
- No highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design will be subject to a full technical audit.
- Oxfordshire County Council require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site, but the location of the samples must relate to the proposed location of the carriageway/footway.
- A Traffic Regulation Order may be required to enforce the proposed single direction of the central access road. This will be confirmed as part of any S38 adoption process.

Detailed Comments

Overview and Development Proposal

The application seeks outline planning permission with all matters reserved, except for layout and access, for the development of up to 54 age restricted dwellings for people of age 55 and over, including 40% affordable housing and communal facilities, on land to the north of B4009 Chinnor Road in the village of Chinnor.

A consultation response to the planning application dated 26 April 2021 was provided by Oxfordshire County Council which recommended an objection to the development proposal from a Transport Development Control perspective.

Further to this previous consultation response, the applicant has since submitted a 'Response to Oxfordshire County Council Highways Comments (P21/S0804/O) Technical Note' (Mode, June 2021), along with several other amended plans and supporting documents, including a revised 'Site Plan 3636.P.110, Rev D' (BHP Harwood, June 2021) drawing, to address the Transport Development Control objection to the development proposal.

A review of the submitted 'Technical Note' and revised 'Site Plan' is undertaken below, with clarification as to why an objection is maintained from a Transport Development Control perspective.

Response to Submitted Technical Note

The comments below follow the order of points raised in the previous Transport Development Control consultation response and those in the 'Technical Note', for reference.

Site Access Arrangement

The proposed layout of the site access arrangement is acceptable in principle following the decision of the Planning Inspector; however, the applicant was required to indicate on an appropriate plan the proposed dimensions of the priority junction, ghost island right-turn lane, footway and pedestrian refuge island, the provision of tactile paving opposite the pedestrian refuge island and the extent of public highway and red line site boundary.

The proposed dimensions of the site access arrangement are shown on the 'Site Plan', as stated below.

- The priority junction would be 5.5m wide at the bell mouth, with a 5.0m wide central access road after 12.0m within the site.
- A dropped kerb crossing with tactile paving would be provided along the central access road within the priority junction.
- The ghost island right-turn lane would be 3.0m wide, with a 3.0m wide adjacent running lane either side.

- The footway adjacent to the site frontage would be 2.0m wide, with a 2.0m wide pedestrian refuge island provided within the hatched area of the proposed ghost island right-turn lane.

In addition to these dimensions, the 'Site Plan' also indicates that tactile paving would be provided within the section of footway on the opposite side of the pedestrian refuge as requested.

The 'Site Access Arrangements' drawing included in Appendix B of the 'Technical Note' shows both the red line site boundary and extent of public highway and indicates that the required 2.4m x 53.0m visibility splays would fall within either the red line site boundary or public highway. The applicant should be aware that any area of visibility splay which falls outside of the highway boundary would need to be dedicated to Oxfordshire County Council.

The proposed site access arrangement with the dimensions shown on the 'Site Plan' would be provided in accordance with Oxfordshire County Council standards and would therefore be acceptable.

The applicant should be aware that the Road Agreements team has requested that a new Stage 1 Road Safety Audit for both the proposed site access arrangement and internal site layout as shown will be required as part of future highway adoption and technical approval process.

Site Access Visibility Splays

A visibility splay of 2.4m x 53.0m to both the left and right along B4009 Chinnor Road upon egress from the site as shown on the 'Site Access Arrangements' drawing would be in accordance with Manual for Streets guidance.

While the visibility splay to the left would be acceptable, several large trees along the site frontage would obstruct the visibility splay to the right; therefore, the applicant was required to demonstrate that these trees would be removed to ensure adequate visibility for drivers.

The applicant states in paragraph 2.2.3 of the 'Technical Note' that these trees would be removed as part of the access strategy and that the "...*visibility splay can be provided clear of obstruction*", as requested. This commitment is shown on the 'Landscape Masterplan P21-0246_01, Rev H' (Pegasus, October 2021) drawing along with landscaping treatment which would ensure the visibility splay would be provided unobstructed.

Proposed Footpath and Pedestrian Link

The development proposal includes a new pedestrian link to the north of the site which would connect with the existing footway at the junction between Oakley Road and Oakley

Lane. While this pedestrian link would be acceptable in principle, the applicant was required to confirm the proposed width of this route.

The applicant confirms in paragraph 2.2.5 of the 'Technical Note' that the new pedestrian link would be 1.8m wide. Any new footpath which would connect with the existing footway at the junction between Oakley Road and Oakley Lane is required to be a minimum of 2.0m wide.

Bus Service Infrastructure and Financial Contributions

Oxfordshire County Council acknowledges that the applicant agrees to the requested S106 public transport contribution of £56,712 towards improvements to public transport services and existing bus stop infrastructure on Oakley Road and Oakley Lane, as confirmed by the applicant in paragraph 2.2.6 of the 'Technical Note'.

As stated in the previous consultation response, the site is located within an acceptable walking distance of the existing bus stops on both Oakley Road and Oakley Lane. Oxfordshire County Council therefore agree with the applicant in paragraph 2.2.9 of the 'Technical Note' that a new bus stop along the site frontage to the west of the site access *"...is not required to ensure that the Beechcroft scheme is acceptable in planning terms as the site is already located within an acceptable distance to the local bus stops"*.

Proposed Dimensions

The proposed site layout is by and large in accordance with the principles of both Manual for Streets and Oxfordshire County Council standards; however, the applicant was required to indicate on an appropriate plan the proposed dimensions of the central access road and adjacent footway, as well as each type of car parking space.

In terms of the dimensions of the central access road, the applicant states in paragraph 2.2.13 of the 'Technical Note' that the site would have an *"...access road which is 5.5m in width (which reduces to 5.0m within the site) with 2.0m wide footways on both sides of the carriageway"*. Although these dimensions would be in accordance with Oxfordshire County Council standards, the 'Site Plan' indicates that the adjacent footway within the site would be 1.8m wide, which would not be acceptable as footway will be required to be a minimum of 2.0m wide. The applicant should therefore clarify the proposed width of the adjacent footway within the site.

In terms of the dimensions of each type of car parking space, the applicant confirms in paragraphs 2.2.18 & 2.2.20 of the 'Technical Note' that each perpendicular space would be either 2.5m x 5.0m in size or 2.7m x 5.0m in size, all with 6.0m distance behind for vehicles to safely manoeuvre, while each parallel space would be 2.5m x 6.0m in size.

These proposed dimensions are shown on the 'Site Plan', which also indicates that each perpendicular space obstructed on both sides would be 2.9m x 5.0m in size and that more

accessible car parking spaces for people with impaired mobility would be a minimum of 3.9m x 5.5m in size, while hardstanding would be provided to the rear of parallel car parking spaces for pedestrian movement.

The size of all car parking spaces to be provided as part of the development proposal would be in accordance with Oxfordshire County Council standards and therefore acceptable.

The 'Vehicle Tracking Assessment' drawing included in Appendix B of the 'Technical Note' demonstrates that a large car could safely manoeuvre into and out of several of the more onerous car parking spaces of the site in both a forward gear and reverse gear.

The applicant should be aware that the Road Agreements team has requested that a new Stage 1 Road Safety Audit for both the proposed site access arrangement and internal site layout as shown will be required as part of future highway adoption and technical approval process.

Car Parking Provision

It is understood from the 'Technical Note' that the dwelling mix of the scheme has been amended following the previous consultation response so that 54 x 2-bedroom units (33 private and 21 affordable) are now proposed; therefore, the total number of car parking spaces across the site has been adjusted to reflect this.

In terms of car parking for the 33 private dwellings, each unit would be provided with 1 allocated car parking space; therefore, a maximum of 33 allocated car parking spaces and 20 unallocated car parking spaces could be provided for these dwellings.

In terms of car parking for the 21 affordable dwellings, all units would be provided with unallocated car parking; therefore, a maximum of 29 unallocated car parking spaces could be provided for these dwellings.

The applicant confirms in paragraphs 2.2.17 & 2.2.19 of the 'Technical Note' that a total of 85 car parking spaces would be provided across the site as part of the development proposal. This would be below the maximum threshold for this type of development and therefore in accordance with Oxfordshire County Council standards.

Of the 85 car parking spaces, 4 would be more accessible bays for people with impaired mobility. This exceeds the minimum requirement of 5% of unallocated car parking spaces being more accessible bays and is therefore in accordance with Oxfordshire County Council. The 'Site Plan' also indicates that these car parking spaces would be located close to entrances of buildings, which would be beneficial for people with mobility difficulties.

Cycle Parking Provision

It was understood that cycle parking would be provided in safe and secure communal storage units throughout the site; however, the applicant was required to indicate the number of resident and visitor cycle parking spaces to be provided as part of the development proposal, as well as the form this would take.

The applicant confirms in paragraph 2.2.23 of the 'Technical Note' that a total of 56 cycle parking spaces would be provided for residents, with a further 6 cycle parking spaces provided for visitors.

As stated in the previous consultation response, the number of cycle parking spaces to be provided at the site as part of the development proposal should be in accordance with Oxfordshire County Council standards. For new residential developments, the minimum approved cycle parking standards are:

- Resident cycle parking – 1 space per 1 bed unit, 2 spaces for larger units; plus
- Visitor cycle parking – 1 stand per 2 units, where more than 4 units.

Based on the minimum cycle parking standards above, a minimum of 108 resident spaces and 54 visitor spaces, or 27 unallocated stands, should be provided as part of the development proposal. While 1 cycle parking space for each dwelling would be acceptable on this occasion given the nature of the development proposal for people of age 55 and over, the applicant should provide additional visitor (communal) cycle parking spaces to encourage travel by this form of transport.

The proposed location of these cycle parking spaces is shown in the 'Site Plan'. For reference, the specific details with regards to the form of both the resident and visitor (communal) cycle parking spaces can be secured through an appropriate planning condition.

Refuse Vehicle Tracking

As stated in the previous consultation response, the applicant was required to demonstrate that an 11.6m long refuse vehicle could safely pass an on-coming or parked large car throughout the development.

The applicant states in paragraph 2.2.26 of the 'Technical Note' that a refuse vehicle within the site "*...will be a very infrequent movement to the site (once a week) and therefore will have minimal interaction with other vehicles within the site*". The swept path analysis of an 11.6m long refuse vehicle around the central access road as shown on the 'Site Plan' is acceptable, given that it is proposed the central access road would form a single direction loop where vehicles would not be required to pass one another.

Internal Visibility Splays

In terms of pedestrian visibility splays, the applicant was required to demonstrate that 2.0m x 2.0m splays between car parking spaces 3-6 / 7-10 and the adjacent carriageway would be achievable. These visibility splays are shown on the 'Internal Visibilities' drawing included in Appendix B of the 'Technical Note' and are therefore achievable.

In terms of vehicle visibility splays, the applicant was required to demonstrate that 2.4m x 25.0m splays would be achievable at all internal junctions within the site. These visibility splays are shown on the 'Internal Visibilities' drawing included in Appendix B of the 'Technical Note' and are therefore achievable. The justification for some of these visibility splays is provided by the applicant in paragraph 2.2.30 of the 'Technical Note', which is acceptable.

Travel Plan Statement and Travel Information Pack

As stated in the previous consultation response, a Travel Plan Statement should be submitted for approval prior to first occupation of the development, while a Travel Information Pack should be provided to future residents upon first occupation of each new dwelling. The applicant states in paragraph 2.2.31 of the 'Technical Note' that a Travel Information Pack "*...can be produced and distributed to the residents upon occupation*", as requested.

Both the required Travel Plan Statement and Travel Information Pack can be secured through an appropriate planning condition, which the applicant agrees to in paragraph 2.2.32 of the 'Technical Note', which is acceptable.

Officer's Name: Anthony Bubb

Officer's Title: Transport Planner – South & Vale TDC

Date: 21 December 2021

Application no: P21/S0804/O

Location: Land at Crowell Road, Chinnor

Lead Local Flood Authority

Recommendation:

No objection subject to conditions.

Detailed comments:

This is a standard outline application and as such will probably be acceptable subject to conditions set by the South and Vale drainage team.

Officer's Name: Diane Rotherham

Officer's Title: Flood Risk Engineer

Date: 08 December 2021

Application no: P21/S0804/O

Location: Land at Crowell Road, Chinnor

Archaeology

Recommendation:

Comments

Comments:

The submitted amendments do not alter our original comments as provided 26th March 2021.

Officer's Name: Steven Weaver

Officer's Title: Archaeologist

Date: 10 January 2022

APPENDIX D

Stage 1 RSA



Stage 1 Road Safety Audit Report (Feasibility)

Land at B4009 Crowell Road, Chinnor
S278 & 38 Highway works
Proposed new residential
development
(Designers response)

Produced for:
Beechcroft Developments

Date: 21st February 2022



trafficmanagementconsultants@hotmail.co.uk



07771 557382

DOCUMENT REGISTER

Project Name: Land at Crowell Road Chinnor S278 & 38 Highway Works

Report Title: Stage 1 (Feasibility) Road Safety Audit

Date: 21st February 2022

Client: Beechcroft Developments

Audit Team	Name	Position	Date
Audit Team Leader:	Peter Ronald	Director	21/02/2022
Audit Team Member:	Paul Salmon	Road Safety Auditor	21/02/2022
Approved By:	Peter Ronald	Director	21/02/2022

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
-	21/02/2022	Draft	PR	PS	PR
A	21/02/2022	Final	PR	PS	PR
B	24/02/2022	Report updated	PR		
C	24/02/2022	Auditor response added	PR		

Prepared By: **Traffic Management Consultants Ltd**

Unit 2

71A Hamilton Road

READING

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1. Executive Summary

- 1.1 This scheme is promoted by Beechcroft Developments. This Road Safety Audit is supplied under the provisions of the Safety Audit request dated 15th February 2022.

2. Introduction

- 2.1 This report results from a Stage 1 (Feasibility) Road Safety Audit request for a new residential development on land off the western side of B4009 Crowell Road south of Greenwood Avenue and opposite Lummas Mead. The works include a new side road T junction with ghost right turn, pedestrian crossing point with central refuge and internal access roads for new development

2.2 Audit Team Membership

The Audit Team comprised the following individuals:

Peter Ronald I.Eng, AMICE, MCIHT, MSoRSA, (HE - RSA Cert of Comp)
(Audit Team Leader)

Paul Salmon, MCIHT, MSoRSA

(Audit Team Member)

The Audit also comprised an examination of the drawings provided by BHP Architects and any additional support documents completed by the Audit Team as listed in the Appendices. All safety issues are with reference to the scheme as implemented.

2.3 Audit Site Visit

A site visit was made to the site on Friday 18th February 2022 at 3.00pm by the team. The weather conditions were cloudy and dry traffic flows were low and limited pedestrian /cycle movements were observed. Vehicle speeds were perceived to be with the posted 30mph speed limit along Crowell Road.

2.2 Strategic Decisions

The Audit Team has not been advised of any Strategic Decisions made by the local Highway Authority or by the local Planning Authority.

2.3 Audit Brief

The Audit Team were not provided with an Audit Brief

2.4 Terms of Reference

The terms of reference of the audit are based on “Guidelines For the Safety Audit of Highway Schemes” published by the Institution of Highways and Transportation, other guidance references are the Traffic Signs Regulations and General Directions 2016, and GG 119 Design Manual for Roads and Bridges.

The Audit Team has examined and reported only on the road safety implications of the scheme and has not verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard or other guidance documents.

2.5 **Audit Recommendations**

Recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified road safety audit matters, and in no way imply that a formal design process has been undertaken.

There may be alternative measures of addressing a problem which would be equally acceptable or superior in achieving the desired degree of mitigation and these should be considered by the designer when responding to this report.

2.6 **Scope of Road Safety Audits**

Road Safety Audit shall only be concerned with Road Safety Matters, i.e. *an element of the existing road environment or proposed road environment that could potentially contribute to a road traffic collision or features that could present a risk of injuries to road users.*

Road Safety Audit is not a technical check that the design conforms to standards and/or best practice guidance.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Road Safety Audit does not consider structural safety.

Road Safety Audit does not cover health and safety issues concerning road workers during the construction phase but may cover the future maintenance and operation of the road.

Road safety matters resulting from the operation of facilities for highway maintenance that affect road users shall be included in the scope of Road Safety Audit.

The needs of all road users shall be assessed when undertaking Road Safety Audits.

3. **Risk Assessment**

3.1 Each of the Auditors' responses is classified as either a 'Problem' or a 'Nil Response/Comment'. Items classified as a 'Problem' denote matters likely to result in significant road safety hazards. Items marked as 'Nil Response/Comment' are less

serious but worthy of consideration by the Designer and/or by the Overseeing Organisation.

3.2 Although all of the problems identified are considered to be of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide to assist the client in determining the priority of the road safety matters raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	****Problem**** (Urgent)				
Critical		***Problem*** (High Risk)			
Major			**Problem** (Medium Risk)		
Minor				*Problem* (Low Risk)	
Negligible					Comment

4. Historical Summary

4.1 Unknown.

5. Existing Environment

5.1 The site is currently a green field site located opposite Lummas Mead

5.2 B4009 Crowell Road is a single carriageway classified road that links Watlington/M40 to Chinnor and Princess Risborough beyond. It has a single carriageway and verges along its western side and footway along its eastern side, fronting residential development as you enter the village.

There is a 90-degree left-hand bend just north of the new development as you access the village that slows down vehicle speeds.

A 30mph speed limit is present as a result of the street lighting provision along the road in front of the site.

6. Collision Data

- 6.1 The Audit Team have not been provided with any recorded injury collision data as part of this road safety audit. However, interrogation of www.crashmap.co.uk indicates that there have been no personal injury collisions in the vicinity of the S278 junction that is the subject of this audit during the 2016 - 2020 five-year period.

7. Survey Information

- 7.1 None provided.

8. Audit Assessment

- 8.1 The table below summarises the findings from this audit which are described in detail within the following pages.
- 8.2 The auditors assume that the development will be restricted to 30mph by virtue to there being a system of street lighting present

Identified locations of Road Safety Audit Matters are indicated on drawings within **Appendix A** to the rear of this report.

	Item	Comments	Notes
A1	General		
A1.1	Departures from Standards		None reported
A1.2	Cross-sections		
A1.3	Cross-sectional Variation		
A1.4	Drainage		Not detailed
A1.5	Landscaping		
A1.6	Public Utilities/ Services Apparatus		
A1.7	Lay-bys		
A1.8	Access		
A1.9	Emergency Vehicles		
A1.10	Future Widening		
A1.11	Adjacent Development		
A1.12	Basic Design Principles	Problem	(8.1) No clearance from buildings (Plots 46-54) to adjacent carriageway
A2	Local Alignment		
A2.1	Visibility		
A2.2	New/Existing Road Interface		
A2.3	Vertical Alignment		
A3	Junctions		
A3.1	Layout	Problems	(8.2) Parking bays 34-37 located at start of one-way system around island. Vehicles may ignore one-way

			(8.3) Layout at junction on southern end of one way may encourage vehicles to ignore one-way
A3.2	Visibility		
A4	Non-Motorised User Provision		
A4.1	Adjacent land		
A4.2	Pedestrian/cycle routes provided	Problems	<p>(8.4) No continuous pedestrian footway from new development path onto Oakley Lane/Oakley Road accessing into Chinnor Centre without walking over private car park</p> <p>(8.5) Pedestrian crossing point across Crowell Road onto length of raised footway on eastern side of road</p> <p>(8.6) No pedestrian crossing points detailed within development</p> <p>(8.7) Proposed footways within development divert along back of parking bays and not along road edge</p> <p>(8.8) Existing vegetation along Crowell Road obstructs pedestrian visibility at crossing point</p>
A4.3	Facilities adequate		
A4.4	Separation from carriageway		
A4.5	Special requirements elderly/young infirm		
A4.6	Tactile paving/guardrails		
A4.7	Junctions		
A4.8	Routes clear of obstruction	Problem	(8.9) Corner of building plots 42-45 appears to conflict with proposed footway.
A4.9	Equestrians		
A5	Road Signs, Carriageway Markings And Lighting		
A5.1	Signs		
A5.2	Lighting		Not detailed
A5.3	Poles and Columns		
A5.4	Road Markings		

8.1 *Problem* (Item A1.12)	
Location:	Carriageway adjacent to plots 46-54
Summary:	No clearance from building to adjacent carriageway
A new building is detailed without any clearance from the adjacent carriageway. This may result in vehicle collisions with the building. Provide required clearance from building to adjacent carriageway.	
TYPE OF CONFLICT/COLLISION	
Vehicle collisions with building.	
RECOMMENDATION	
Amend design	

8.2 *Problem* (Item A3.1)	
Location:	Parking bays 34-37
Summary:	There are parking bays detailed at the start of the one-way gyratory carriageway around the central island. Vehicles may ignore one-way when exiting parking spaces
There are parking bays detailed adjacent to the start of the one-way gyratory carriageway. Vehicles may ignore the one way when exiting from these parking spaces causing collisions with vehicles coming in the opposite direction. Amend carriageway layout at parking bays to remove conflict.	
TYPE OF CONFLICT/COLLISION	
Collisions due to vehicles ignoring one-way.	
RECOMMENDATION	
Amend carriageway layout.	

8.3 *Problem* (Item A3.1)	
Location:	Junction adjacent to plots 42-45 at end of one way
Summary:	There is a wide junction at the end of the one-way system around the island that may result in a vehicle travelling in the wrong direction to access parking for plots 38-41
There is a large wide junction at the end of the one way gyratory that may result in vehicles travelling in the wrong direction. Amend junction layout to deter vehicles from proceeding in wrong direction.	
TYPE OF CONFLICT/COLLISION	
Head-on vehicle collisions at junction.	
RECOMMENDATION	
Redesign junction	

8.4 *Problem* (Item A4.2)	
Location:	End of footpath onto Oakley Lane
Summary:	Pedestrians exiting footpath from new development onto Oakley Lane have no footway to access into Chinnor Centre
	
<p>There is a footpath from the new development that exits onto Oakley Lane where there is then no footway into Chinnor Centre along Oakley Road unless you walk over the car park for the Wheatsheaf pub. Provide additional pedestrian facilities to enable pedestrian access to Chinnor Centre along B4009 Oakley Road.</p>	
TYPE OF CONFLICT/COLLISION	
Pedestrians having to walk over third party land / pub car park to access village centre.	
RECOMMENDATION	
Provide additional pedestrian facilities at junction.	

8.5 *Problem* (Item A4.2)	
Location:	B4009 Crowell Road. Pedestrian crossing point
Summary:	Pedestrian crossing point leads onto raised footway
	
<p>There is a pedestrian crossing point detailed that crosses the B4009 Crowell Road onto a raised footway. This may cause construction problems providing the low-level pedestrian crossing landing area. Carry out site investigation to confirm crossing point can be constructed where detailed given the raised footway.</p>	
TYPE OF CONFLICT/COLLISION	
Crossing landing area unable to be provided due to raised footway.	
RECOMMENDATION	
Carry out site investigation to confirm crossing point can be constructed where detailed given the raised footway.	

8.6 *Problem* (Item A4.2)	
Location:	Various locations
Summary:	No pedestrian crossing points detailed where required at junctions between footways
There are no dropped kerb /tactile paved pedestrian crossing points detailed across roads where pedestrians will be expected to cross over the roads between footways near junctions. Provide pedestrian crossing points where required.	
TYPE OF CONFLICT/COLLISION	
Pedestrians having to cross over full height kerbs to cross over roads.	
RECOMMENDATION	
It is recommended that dropped kerb/tactile paved pedestrian crossing points be provided where required at junctions.	

8.7 *Problem* (Item A4.2)	
Location:	Various locations
Summary:	Footways divert around the back of end on parking bays and not in desire line for pedestrians walking along road
There are several footways that divert around the back of parking bays and are not in the desire line for pedestrians walking along the roads. Pedestrians may choose to walk on the carriageway in front of the parking areas rather than divert resulting in collisions with vehicles.	
TYPE OF CONFLICT/COLLISION	
Pedestrians walking in carriageway in collisions with vehicles.	
RECOMMENDATION	
It is recommended that footways be provided across the front of the parking areas along the main development access road.	

8.8 *Problem* (Item A4.2)	
Location:	B4009 Crowell Road northern side of pedestrian crossing point
Summary:	Verge vegetation obstructs visibility at pedestrian crossing point
	
<p>There is verge vegetation /hedging that obstructs the visibility of oncoming vehicles for pedestrians crossing the road at the new pedestrian crossing point. Ensure adequate clear visibility splay is provided at the pedestrian crossing point.</p>	
TYPE OF CONFLICT/COLLISION	
<p>Pedestrians in collisions due to reduced visibility of oncoming vehicles.</p>	
RECOMMENDATION	
<p>It is recommended that adequate clear visibility splay is provided at the pedestrian crossing point.</p>	

8.9 *Problem* (Item A4.2)	
Location:	Footway in front of plots 42-45
Summary:	Proposed corner of building too near new footway
The corner of the building for plots 42-45 is directly in-line with the back of the proposed footway. Any pedestrians walking along the footway may wander and collide with the corner of the building. Offset corner of building from new footway.	
TYPE OF CONFLICT/COLLISION	
Pedestrians walking into corner of building.	
RECOMMENDATION	
It is recommended that the building be set back from the footway.	

9. Nil Response/Comments

9.1 No comments

10. Non-Motorised User Report (NMU's)

10.1 This report has identified road safety matters affecting NMU's that should be resolved.

11. Audit Team Statement

I certify that we have examined the drawings listed within **Appendix A** and that the site has been inspected. The examination has been carried out with the sole purpose of identifying road safety matters that can be addressed in order to improve the safety of the scheme.

The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

I can confirm that we have not been involved with the scheme design.



Peter Ronald
(Audit Team Leader)

21st February 2022



Paul Salmon
(Audit Team Member)

21st February 2022

12. Appendix A – List of Documents

Drawings

Title	Drg No	Revision
Site plan	3636.P.110	E
Concept Schematic layout	3636.P.102	L
Site plan with tracking	3636.P.101	Q
Highways planning responses		

Other Documents

13. Identified Road Safety Audit Matters location plan



14. Designer's Response to Stage 1 Road Safety Audit

Stage 1 (Feasibility) Road Safety Audit DESIGNER'S ROAD SAFETY AUDIT RESPONSE		
Scheme Name: Land at Crowell Road Chinnor S278 & 38		
The issues categorised in this road safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme Designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in this report are made for the benefit of the Designer and are not referred to below.		
RSA Matter	Summary of RSA Problem	Designer's Response
8.1	No clearance from building to adjacent carriageway	A verge/offset from the building line (c.1,000mm) has been provided that forms a continuation of the radius/kerbline to provide a buffer from the building's edge
8.2	There are parking bays detailed at the start of the one-way gyratory carriageway around the central island. Vehicles are likely to ignore one-way when exiting parking spaces	<p>A 'keep left' sign will be provided within the central island in this location based on diagram 610 from the TSRGD to re enforce the route to drivers.</p> <p>Further to this, given the nature of the residential use (55+) and that the site will be managed by an onsite estate's manager, there is a form of control and management with the residents. Residents who have these spaces allocated to them will be informed at the time of purchase on how to access/egress the spaces.</p> <p>Further to this, it is important to note that the development generates very little traffic. In the AM and PM peaks, it is forecast to generate 10 two way trips respectively and therefore there will be very few movements that could conflict if the driver ignored the layout.</p>

8.3	There is a wide junction at the end of the one-way system around the island that will encourage vehicle to go in the wrong direction to access parking for plots 38-41	<p>A 'keep left' sign will be provided within the central island in this location based on diagram 610 from the TSRGD to re enforce the route to drivers.</p> <p>Further to this, given the nature of the residential use (55+) and that the site will be managed by an onsite estate's manager, there is a form of control and management with the residents. Residents who have these spaces allocated to them will be informed at the time of purchase on how to access/egress the spaces.</p> <p>Further to this, it is important to note that the development generates very little traffic. In the AM and PM peaks, it is forecast to generate 10 two way trips respectively and therefore there will be very few movements that could conflict if the driver ignored the layout.</p>
8.4	Pedestrians exiting footpath from new development onto Oakley Lane have no footway to access into Chinnor Centre	The area in front of the public house is not part of the car park and is in fact registered as public highway maintained by OCC (attached plan). On this basis, the route does form a footway which can be used by residents.
8.5	Pedestrian crossing point leads onto raised footway	This would be addressed as part of the S278 works associated with the site access. Suitable access and drop kerbs will be provided.
8.6	No pedestrian crossing points detailed where required at junctions between footways	Tactile drop kerb crossings have been provided throughout the scheme design and are shown on the revised masterplan ((attached Rev T).
8.7	Footways divert around the back of end on parking bays and not in desire line for pedestrians walking along road	This is not considered to be an issue as it is not a large diversion (length of a bay – 4.8m) and some footways are required at the back to access the units. However, where possible some spaces have been reversed to allow the footway to run alongside the carriageway. This is shown on the revised masterplan (attached Rev T).
8.8	Verge vegetation obstructs visibility at pedestrian crossing point	The frontage of the site will be cleared of obstruction/vegetation as part of the landscaping works and site access S278 works to ensure visibility is not obstructed. A central pedestrian refuge is also provided at the crossing to allow pedestrians to wait and cross in two stages which also aids with visibility.

8.9	Proposed corner of building too near new footway	A 2.0m wide footway is provided in this location which allows sufficient width for pedestrians to walk past the building without conflict. The 2.0m width is not affected as the building is at the back of footway. Visibility is good and this is not considered to be any different to footways where lighting columns, signs etc are within the footway especially when in this instance the footway is clear.
-----	--	--

AUDIT TEAM RESPONSE

- 8.1 Agreed
- 8.2 Agreed
- 8.3 Agreed
- 8.4 Agreed. Providing footway is available in front of public house
- 8.5 Agreed. Providing footway can be lowered
- 8.6 Agreed
- 8.7 Agreed
- 8.8 Agreed
- 8.9 Noted, corner of building needs to be offset from back of footway

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

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REVISIONS

Rev.	Date	Description
A	26.01.21	Site Boundary updated
B	28.01.21	Layout updated
C	28.01.21	Potential PROW zone added
D	29.01.21	Updated
E	02.02.21	Updated
F	29.04.21	Updated
G	10.06.21	Updated
H	11.06.21	Updated
J	14.06.21	Updated
K	15.06.21	Updated
L	16.06.21	Updated
M	16.06.21	Updated
N	24.06.21	Updated
O	22.10.21	Updated
P	27.10.21	Updated
Q	02.02.22	Updated
R	14.02.22	Updated
S	15.02.22	Updated
T	23.02.22	Updated



Client :
Beechcroft
Developments Ltd

Job :
Land at Crowell Road
Chinnor

Drawing Title:
Site Plan

Scale:
1:500 @ A1
Date: Jan 21 Drawn By: RN/SR Checked: RN

Drawing No: 3636.P.101 Revision: T

PLANNING

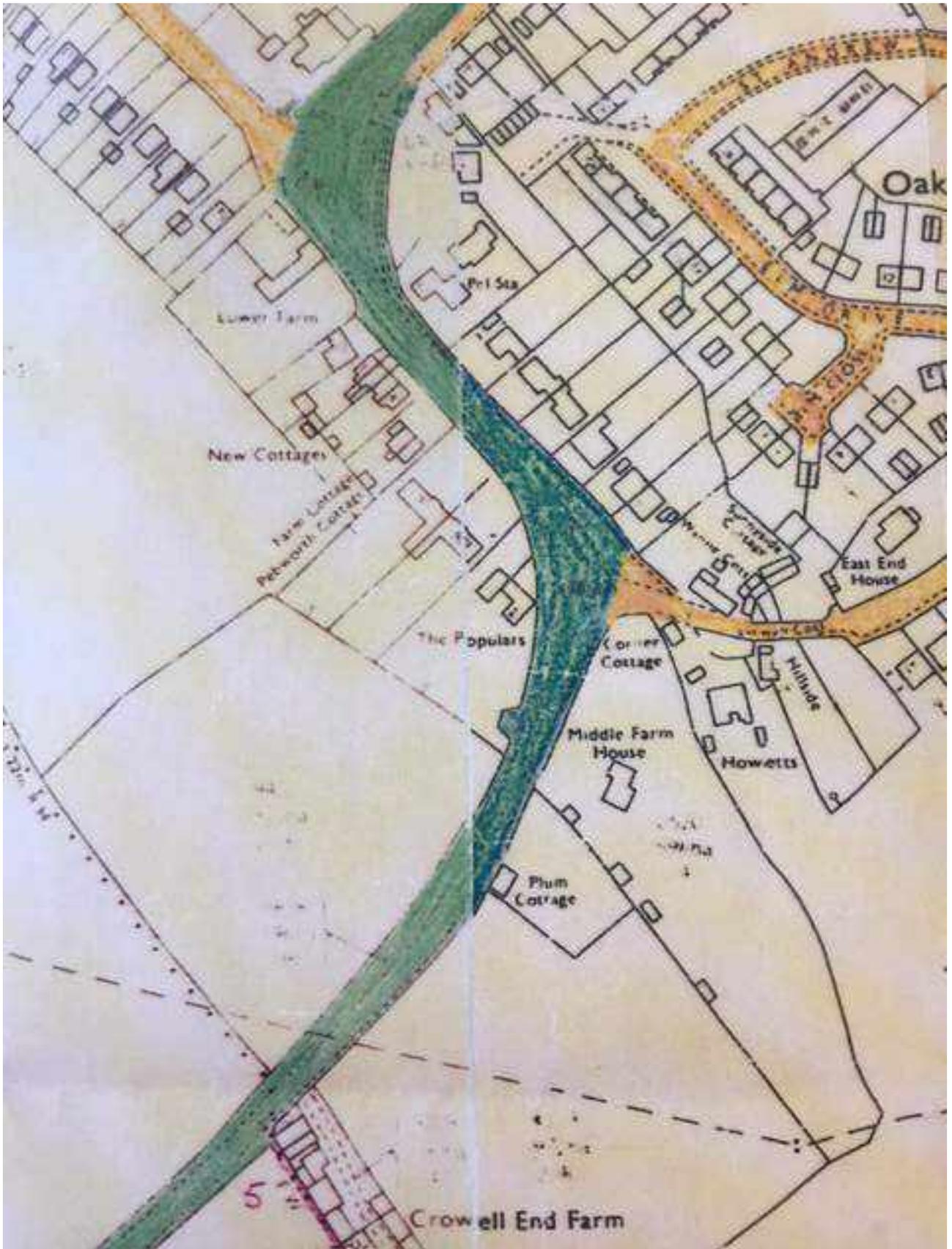
The White Barn, Manor Farm, Manor Road
Wantage, Oxfordshire, OX12 8NE
T: 01235 765322 F: 01235 765373

The Mansion House, Hartham Park, Corsham,
Wiltshire, SN13 0RP
T: 01249 700489 F: 01249 470077

info@bpharwood.co.uk www.bpharwood.co.uk

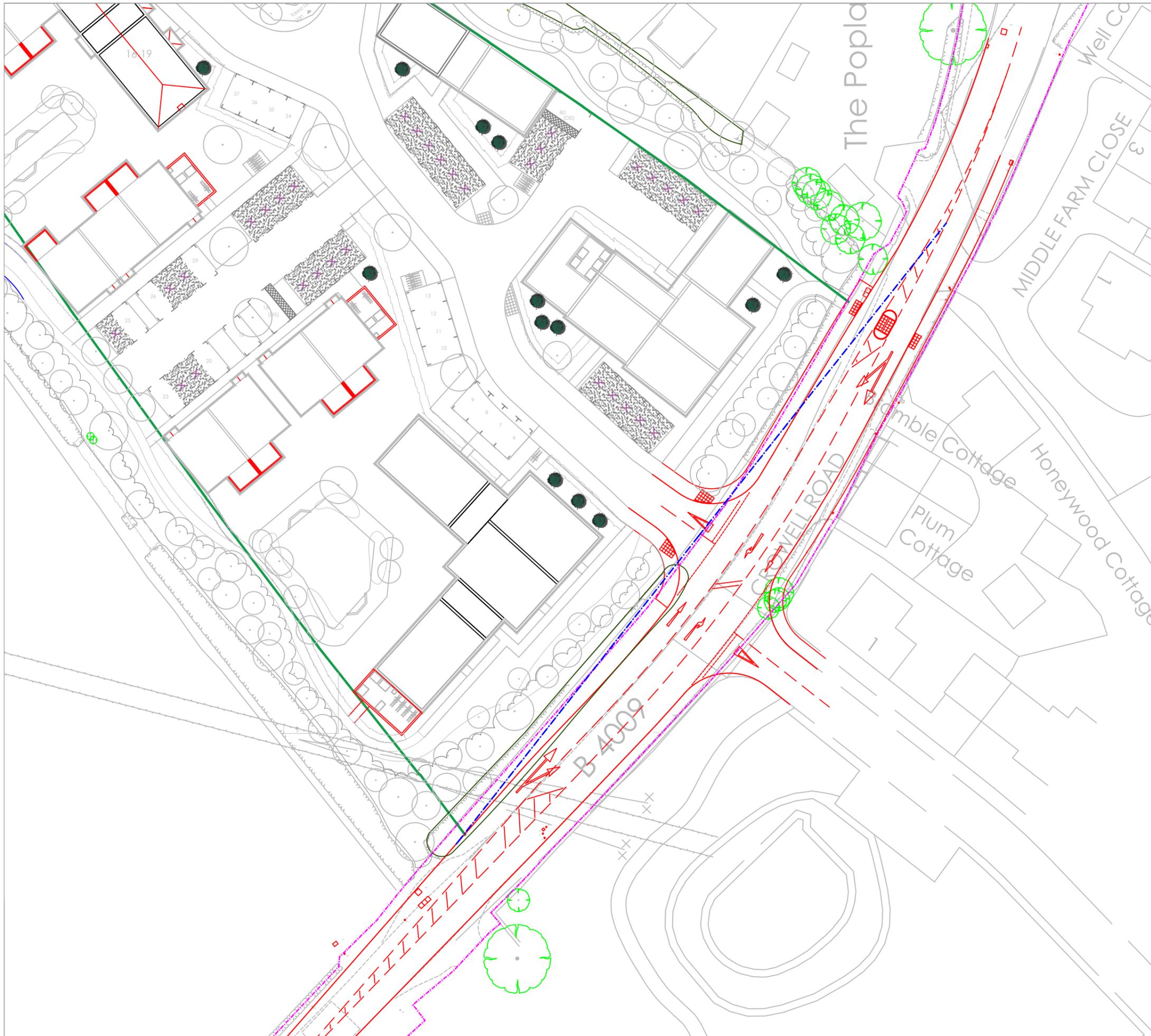


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APPENDIX E

Drawings



NOTE:

1. THIS DRAWING IS BASED UPON DRAWING NUMBER 3636 Scheme 24 BY BHP HARWOOD ARCHITECTS.
2. THIS DRAWING IS BASED UPON THE ORDNANCE SURVEY'S (1:250) MAP WITH PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT RESERVED.
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5. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
6. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

KEY

- VISIBILITY SPLAY 2.4m x 53m
(VISIBILITY SPLAYS ARE BASED UPON MIS STANDARDS)
- Highway Boundary



REV	DATE	REMARKS
B	25.02.2022	AMENDED LAYOUT
A	29.06.2021	AMENDMENTS
-	04.02.2021	INITIAL ISSUE

CLIENT

BEEHCROFT DEVELOPMENTS

JOB TITLE

CROWELL ROAD, CHINNOR

DRAWING TITLE

SITE ACCESS ARRANGEMENT

DRAWING NO.

J32-5511-PS-001

DRAWN

JEGB

CHECKED

BDF

CREATED

FEB '21

SCALE

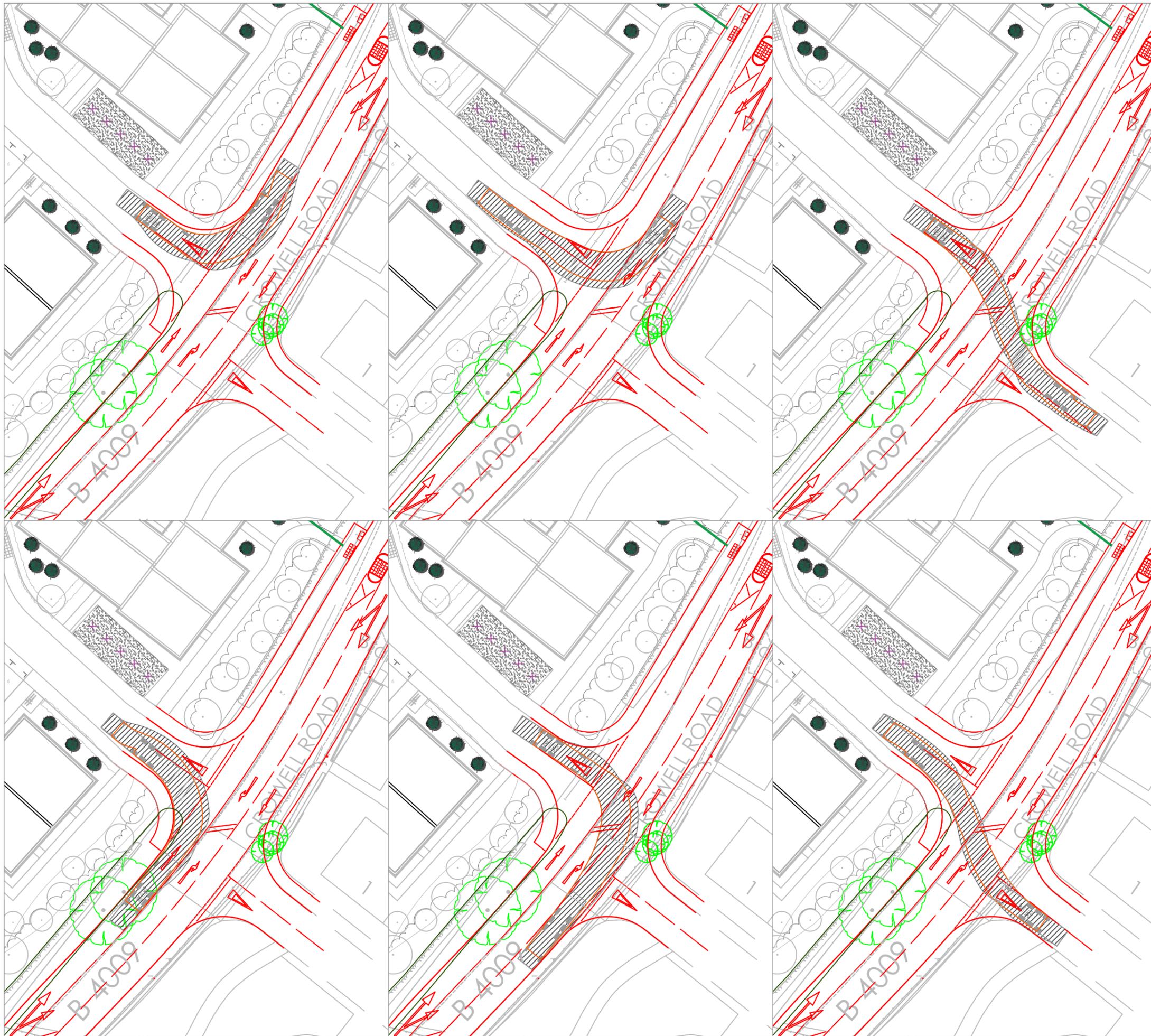
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mode transport planning
 LOMBARD HOUSE
 145 GREAT CHARLES STREET
 BIRMINGHAM
 B3 3LP



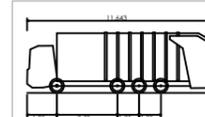
T 0121 794 8390
 E INFO@MODETRANSPORT.CO.UK
 W WWW.MODETRANSPORT.CO.UK

transport planning



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Ref 11.643
 Overall Length 11.643m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 11.250m



REV	DATE	REMARKS
A	25.02.2022	AMENDED LAYOUT
-	04.02.2021	INITIAL ISSUE

BEEHCROFT DEVELOPMENTS

JOB TITLE
 CROWELL ROAD, CHINNOR

DRAWING TITLE
 VEHICLE TRACKING ASSESSMENT
 (REFUSE VEHICLE)

DRAWING NO.
 J32-5511-PS-002

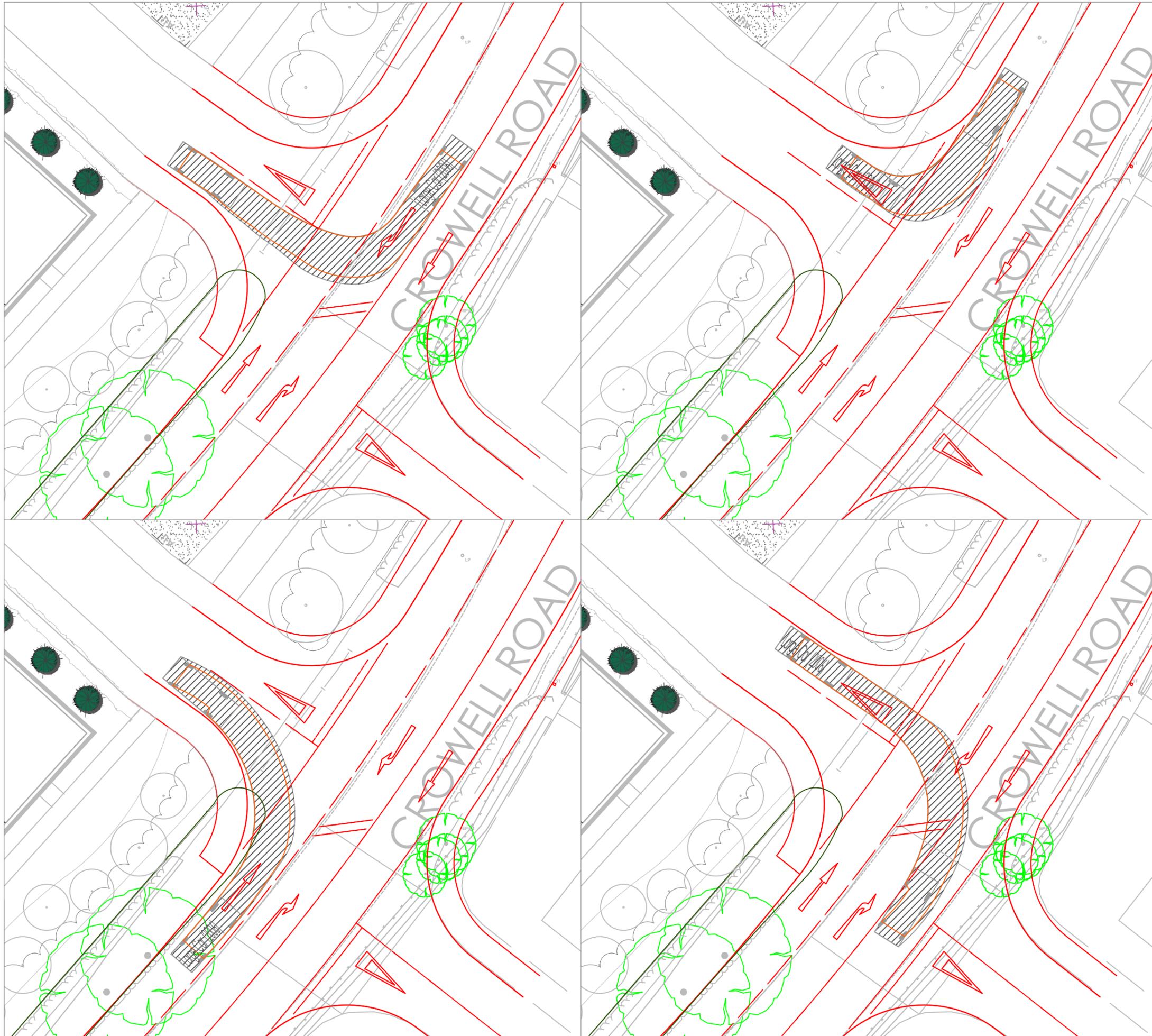
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transport planning



NOTE:

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5. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
6. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

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 4.93s
 Kerb to Kerb Turning Radius 5.900m



REV	DATE	REMARKS
A	25.02.2022	AMENDED LAYOUT
-	04.02.2021	INITIAL ISSUE

CLIENT

BEEHCROFT DEVELOPMENTS

JOB TITLE

CROWELL ROAD, CHINNOR

DRAWING TITLE

VEHICLE TRACKING ASSESSMENT
(LARGE CAR)

DRAWING NO.

J32-5511-PS-003

DRAWN

JEGB

CHECKED

BDF

CREATED

FEB '21

SCALE

1:250 @A3

mode transport planning
 LOMBARD HOUSE
 145 GREAT CHARLES STREET
 BIRMINGHAM
 B3 3LP



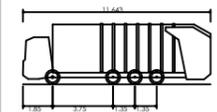
T 0121 794 8390
 E INFO@MODETRANSPORT.CO.UK
 W WWW.MODETRANSPORT.CO.UK

transport planning

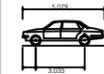


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Ref 11.643
 Overall Length 11.643m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 11.250m



Large Car (2004)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.529m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m



REV	DATE	REMARKS
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-	04.02.2021	INITIAL ISSUE

CLIENT

BEEHCROFT DEVELOPMENTS

JOB TITLE

CROWELL ROAD, CHINNOR

DRAWING TITLE

**VEHICLE TRACKING ASSESSMENT
(INTERNAL)**

DRAWING NO.

J32-5511-PS-004

DRAWN

JEGB

CHECKED

BDF

CREATED

FEB '21

SCALE

1:500 @A3

mode transport planning
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 145 GREAT CHARLES STREET
 BIRMINGHAM
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REV	DATE	REMARKS
A	25.02.2022	AMENDED LAYOUT
-	28.06.2021	Initial Issue

CLIENT
Beechcroft Developments

JOB TITLE
Crowell Road, Chinnor

DRAWING TITLE
Internal Visibilities

DRAWING NO.
J32-5511-PS-005

DRAWN	JEGB	CHECKED	BDF
CREATED	Jun'21	SCALE	1:250@A3

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 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

REV	DATE	REMARKS
A	25.02.2022	AMENDED LAYOUT
-	28.06.2021	Initial Issue

CLIENT

Beechcroft Developments

JOB TITLE
Crowell Road, Chinnor

DRAWING TITLE
Vehicle Tracking Assessment

DRAWING NO.
J32-5511-PS-006

DRAWN	JEGB	CHECKED	BDF
CREATED	Jun'21	SCALE	1:250@A3

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 145 GREAT CHARLES STREET
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transport planning

keep up with mode:



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☎ 0121 794 8390

London

☎ 020 7293 0217

Manchester

☎ 0161 464 9495

Reading

☎ 0118 211 8180

✉ info@modetransport.co.uk 📍 modetransport.co.uk 🐦 [@mode_transport](https://twitter.com/mode_transport)

APPENDIX B

Revised Plans

NOTES:
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 DIMENSIONS BEFORE ANY WORK IS FABRICATED

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REVISIONS

Rev.	Date	Description
A	26.01.21	Site Boundary updated
B	28.01.21	Layout updated
C	28.01.21	Potential PROW zone added
D	29.01.21	Updated
E	02.02.21	Updated
F	29.04.21	Updated
G	10.06.21	Updated
H	11.06.21	Updated
J	14.06.21	Updated
K	15.06.21	Updated
L	16.06.21	Updated
M	16.06.21	Updated
N	24.06.21	Updated
O	22.10.21	Updated
P	27.10.21	Updated
Q	02.02.22	Updated
R	14.02.22	Updated
S	15.02.22	Updated
T	23.02.22	Updated



Client:
 Beechcroft
 Developments Ltd

Job:
 Land at Crowell Road
 Chinnor

Drawing Title:
 Site Plan

Scale:
 1:500 @ A1
 Date: Jan 21 Drawn By: RN/SR Checked: RN

Drawing No: 3636.P.101 Revision: T

PLANNING

The White Barn, Manor Farm, Manor Road
 Wantage, Oxfordshire, OX12 8NE
 T: 01235 765322 F: 01235 765373
 The Mansion House, Hartham Park, Corsham,
 Wiltshire, SN13 0RP
 T: 01249 700489 F: 01249 470077
 info@bpharwood.co.uk www.bpharwood.co.uk



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REVISIONS

Rev.	Date	Description
A	27.01.21	Redline amended
B	29.01.21	Redline amended
C	03.02.21	Redline amended
D	04.02.21	Redline amended
E	29.04.21	Landscape updated
F	29.04.21	Updated
G	18.06.21	Updated
H	24.06.21	Updated
J	05.07.21	Updated
K	26.10.21	Updated
L	03.02.22	Updated
M	25.02.22	Updated



Client:
 Beechcroft
 Developments Ltd.

Job:
 Crowell Road,
 Chinnor

Drawing Title:
 Conceptual
 Schematic Layout

Scale:
 1:500 @A2

Date: Jan 21 Drawn By: RN/SR Checked: RN/SR

Drawing No: 3636.P.102 Revision: M

PLANNING

The White Barn, Manor Farm, Manor Road
 Wantage, Oxfordshire, OX12 8NE
 T: 01235 765322 F: 01235 765373

The Mansion House, Hartham Park, Corsham,
 Wiltshire, SN13 0RP
 T: 01249 700407 F: 01249 470077

info@bpharwood.co.uk - www.bpharwood.co.uk

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REVISIONS

Rev.	Date	Description
A	15.06.21	Updated
B	16.06.21	Updated
C	16.06.21	Updated
D	24.06.21	Updated
E	02.02.22	Updated
F	14.02.22	Updated
G	23.02.22	Updated



Client :
 Beechcroft
 Developments Ltd

Job :
 Land at Crowell Road
 Chinnor

Drawing Title:
 Site Plan

Scale:
 1:500 @ A1

Date: Jan 21 Drawn By: RN/SR Checked: RN

Drawing No.: 3636.P.110 Revision: G

PLANNING

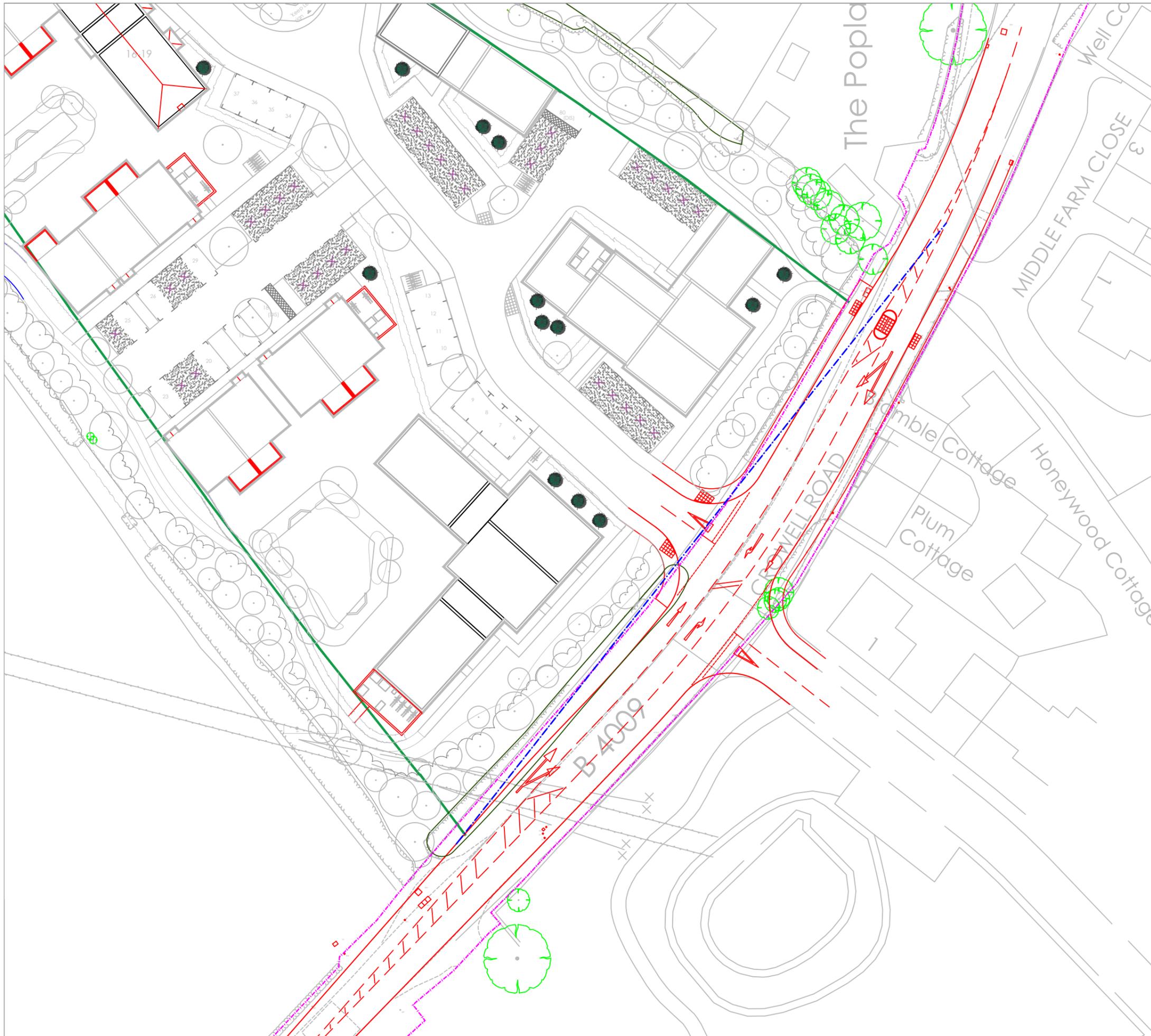
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 Wantage, Oxfordshire, OX12 8NE
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APPENDIX C

Drawings



NOTE:

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KEY

- VISIBILITY SPLAY 2.4m x 53m
(VISIBILITY SPLAYS ARE BASED UPON MIS STANDARDS)
- Highway Boundary



REV	DATE	REMARKS
B	25.02.2022	AMENDED LAYOUT
A	29.06.2021	AMENDMENTS
-	04.02.2021	INITIAL ISSUE

CLIENT

BEEHCROFT DEVELOPMENTS

JOB TITLE

CROWELL ROAD, CHINNOR

DRAWING TITLE

SITE ACCESS ARRANGEMENT

DRAWING NO.

J32-5511-PS-001

DRAWN

JEGB

CHECKED

BDF

CREATED

FEB '21

SCALE

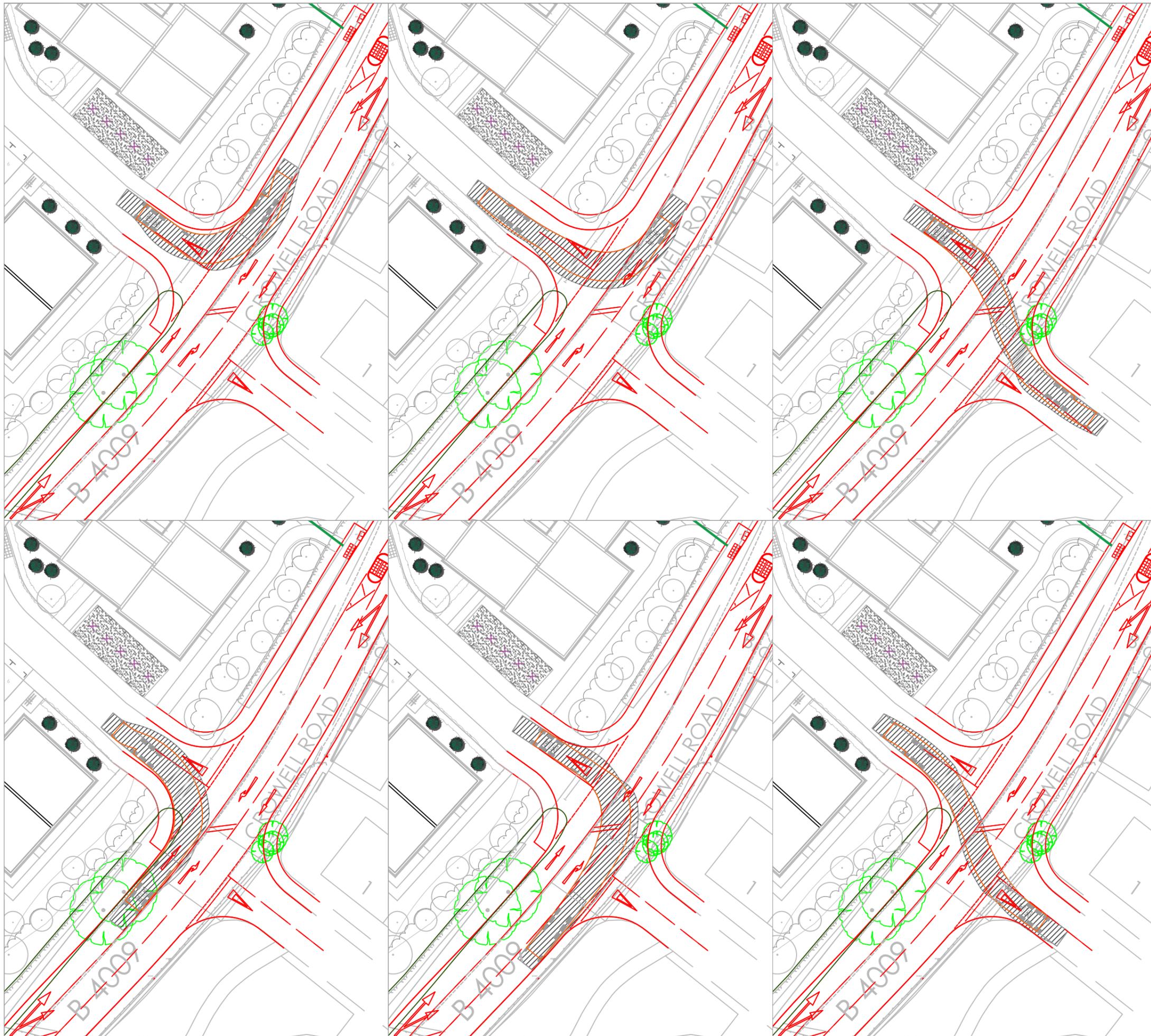
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mode transport planning
 LOMBARD HOUSE
 145 GREAT CHARLES STREET
 BIRMINGHAM
 B3 3LP



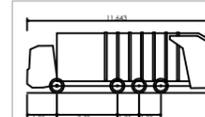
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Ref 11.643
 Overall Length 11.643m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 11.250m



REV	DATE	REMARKS
A	25.02.2022	AMENDED LAYOUT
-	04.02.2021	INITIAL ISSUE

CLIENT: BEEHCROFT DEVELOPMENTS

JOB TITLE: CROWELL ROAD, CHINNOR

DRAWING TITLE: VEHICLE TRACKING ASSESSMENT (REFUSE VEHICLE)

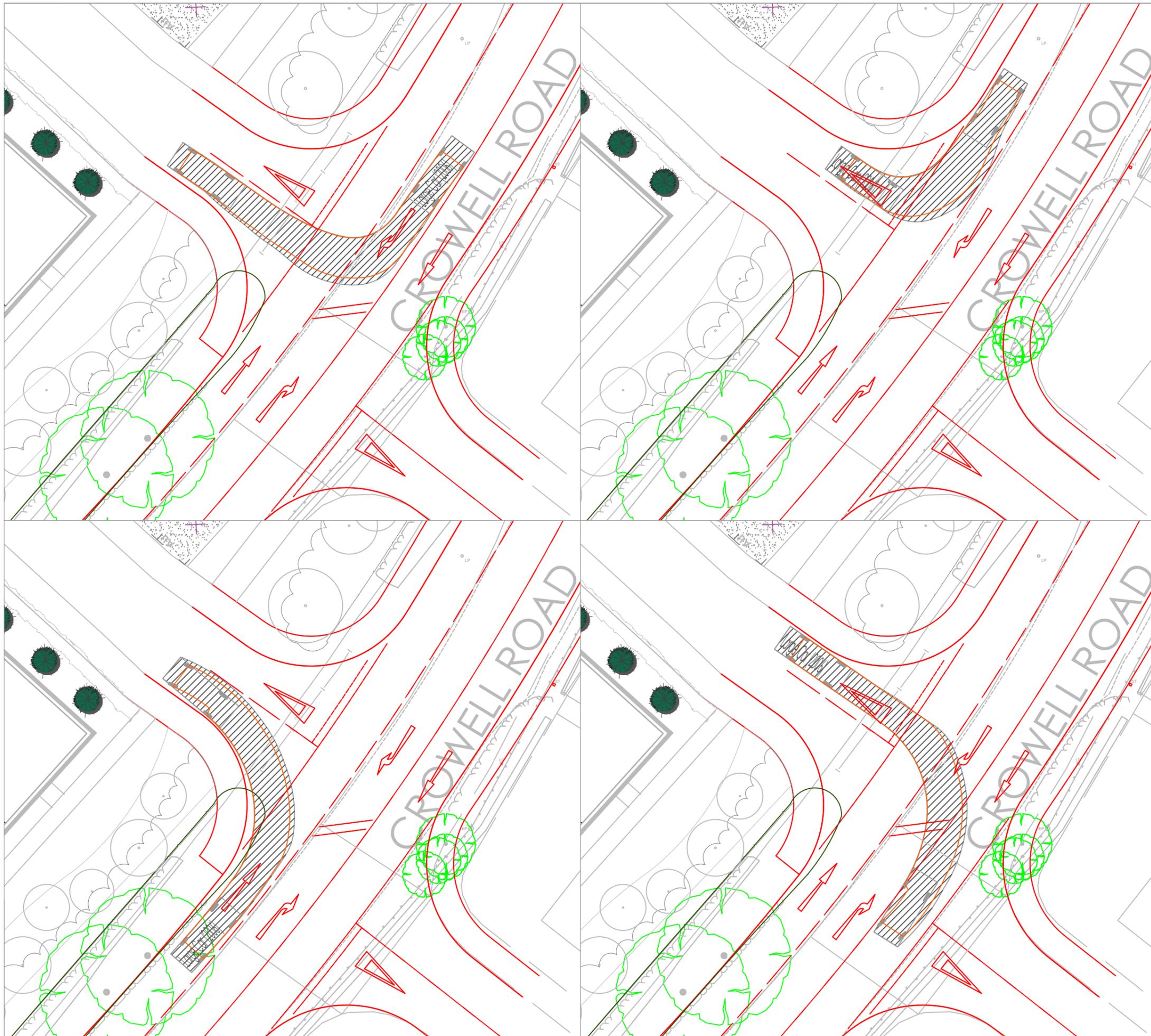
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DRAWN	JEGB	CHECKED	BDF
CREATED	FEB '21	SCALE	1:500 @A3

mode transport planning
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REV	DATE	REMARKS
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-	04.02.2021	INITIAL ISSUE

CLIENT

BEEHCROFT DEVELOPMENTS

JOB TITLE

CROWELL ROAD, CHINNOR

DRAWING TITLE

VEHICLE TRACKING ASSESSMENT
(LARGE CAR)

DRAWING NO.

J32-5511-PS-003

DRAWN

JEGB

CHECKED

BDF

CREATED

FEB '21

SCALE

1:250 @A3

mode transport planning
 LOMBARD HOUSE
 145 GREAT CHARLES STREET
 BIRMINGHAM
 B3 3LP



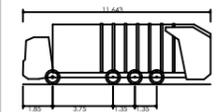
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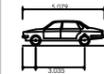


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-	04.02.2021	INITIAL ISSUE

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BEEHCROFT DEVELOPMENTS

JOB TITLE

CROWELL ROAD, CHINNOR

DRAWING TITLE

**VEHICLE TRACKING ASSESSMENT
(INTERNAL)**

DRAWING NO.

J32-5511-PS-004

DRAWN **JEGB** CHECKED **BDF**

CREATED **FEB '21** SCALE **1:500 @A3**

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REV	DATE	REMARKS
A	25.02.2022	AMENDED LAYOUT
-	28.06.2021	Initial Issue

CLIENT: **Beechcroft Developments**

JOB TITLE: **Crowell Road, Chinnor**

DRAWING TITLE: **Internal Visibilities**

DRAWING NO.: **J32-5511-PS-005**

DRAWN	JEGB	CHECKED	BDF
CREATED	Jun'21	SCALE	1:250@A3

mode transport planning
 LOMBARD HOUSE
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 BIRMINGHAM
 B3 3LP



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transport planning



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REV	DATE	REMARKS
A	25.02.2022	AMENDED LAYOUT
-	28.06.2021	Initial Issue

CLIENT

Beechcroft Developments

JOB TITLE
Crowell Road, Chinnor

DRAWING TITLE
Vehicle Tracking Assessment

DRAWING NO.
J32-5511-PS-006

DRAWN	JEGB	CHECKED	BDF
CREATED	Jun'21	SCALE	1:250@A3

mode transport planning
 LOMBARD HOUSE
 145 GREAT CHARLES STREET
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 B3 3LP



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transport planning

APPENDIX D

Stage 1 Road Safety Audit



Stage 1 Road Safety Audit Report (Feasibility)

Land at B4009 Crowell Road, Chinnor
S278 & 38 Highway works
Proposed new residential
development
(Designers response)

Produced for:
Beechcroft Developments

Date: 21st February 2022



trafficmanagementconsultants@hotmail.co.uk



07771 557382

DOCUMENT REGISTER

Project Name: Land at Crowell Road Chinnor S278 & 38 Highway Works

Report Title: Stage 1 (Feasibility) Road Safety Audit

Date: 21st February 2022

Client: Beechcroft Developments

Audit Team	Name	Position	Date
Audit Team Leader:	Peter Ronald	Director	21/02/2022
Audit Team Member:	Paul Salmon	Road Safety Auditor	21/02/2022
Approved By:	Peter Ronald	Director	21/02/2022

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
-	21/02/2022	Draft	PR	PS	PR
A	21/02/2022	Final	PR	PS	PR
B	24/02/2022	Report updated	PR		
C	24/02/2022	Auditor response added	PR		

Prepared By: **Traffic Management Consultants Ltd**

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1. Executive Summary

- 1.1 This scheme is promoted by Beechcroft Developments. This Road Safety Audit is supplied under the provisions of the Safety Audit request dated 15th February 2022.

2. Introduction

- 2.1 This report results from a Stage 1 (Feasibility) Road Safety Audit request for a new residential development on land off the western side of B4009 Crowell Road south of Greenwood Avenue and opposite Lummas Mead. The works include a new side road T junction with ghost right turn, pedestrian crossing point with central refuge and internal access roads for new development

2.2 Audit Team Membership

The Audit Team comprised the following individuals:

Peter Ronald I.Eng, AMICE, MCIHT, MSoRSA, (HE - RSA Cert of Comp)
(Audit Team Leader)

Paul Salmon, MCIHT, MSoRSA

(Audit Team Member)

The Audit also comprised an examination of the drawings provided by BHP Architects and any additional support documents completed by the Audit Team as listed in the Appendices. All safety issues are with reference to the scheme as implemented.

2.3 Audit Site Visit

A site visit was made to the site on Friday 18th February 2022 at 3.00pm by the team. The weather conditions were cloudy and dry traffic flows were low and limited pedestrian /cycle movements were observed. Vehicle speeds were perceived to be with the posted 30mph speed limit along Crowell Road.

2.2 Strategic Decisions

The Audit Team has not been advised of any Strategic Decisions made by the local Highway Authority or by the local Planning Authority.

2.3 Audit Brief

The Audit Team were not provided with an Audit Brief

2.4 Terms of Reference

The terms of reference of the audit are based on “Guidelines For the Safety Audit of Highway Schemes” published by the Institution of Highways and Transportation, other guidance references are the Traffic Signs Regulations and General Directions 2016, and GG 119 Design Manual for Roads and Bridges.

The Audit Team has examined and reported only on the road safety implications of the scheme and has not verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard or other guidance documents.

2.5 **Audit Recommendations**

Recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified road safety audit matters, and in no way imply that a formal design process has been undertaken.

There may be alternative measures of addressing a problem which would be equally acceptable or superior in achieving the desired degree of mitigation and these should be considered by the designer when responding to this report.

2.6 **Scope of Road Safety Audits**

Road Safety Audit shall only be concerned with Road Safety Matters, i.e. *an element of the existing road environment or proposed road environment that could potentially contribute to a road traffic collision or features that could present a risk of injuries to road users.*

Road Safety Audit is not a technical check that the design conforms to standards and/or best practice guidance.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Road Safety Audit does not consider structural safety.

Road Safety Audit does not cover health and safety issues concerning road workers during the construction phase but may cover the future maintenance and operation of the road.

Road safety matters resulting from the operation of facilities for highway maintenance that affect road users shall be included in the scope of Road Safety Audit.

The needs of all road users shall be assessed when undertaking Road Safety Audits.

3. **Risk Assessment**

3.1 Each of the Auditors' responses is classified as either a 'Problem' or a 'Nil Response/Comment'. Items classified as a 'Problem' denote matters likely to result in significant road safety hazards. Items marked as 'Nil Response/Comment' are less

serious but worthy of consideration by the Designer and/or by the Overseeing Organisation.

3.2 Although all of the problems identified are considered to be of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide to assist the client in determining the priority of the road safety matters raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	****Problem**** (Urgent)				
Critical		***Problem*** (High Risk)			
Major			**Problem** (Medium Risk)		
Minor				*Problem* (Low Risk)	
Negligible					Comment

4. Historical Summary

4.1 Unknown.

5. Existing Environment

5.1 The site is currently a green field site located opposite Lummas Mead

5.2 B4009 Crowell Road is a single carriageway classified road that links Watlington/M40 to Chinnor and Princess Risborough beyond. It has a single carriageway and verges along its western side and footway along its eastern side, fronting residential development as you enter the village.

There is a 90-degree left-hand bend just north of the new development as you access the village that slows down vehicle speeds.

A 30mph speed limit is present as a result of the street lighting provision along the road in front of the site.

6. Collision Data

- 6.1 The Audit Team have not been provided with any recorded injury collision data as part of this road safety audit. However, interrogation of www.crashmap.co.uk indicates that there have been no personal injury collisions in the vicinity of the S278 junction that is the subject of this audit during the 2016 - 2020 five-year period.

7. Survey Information

- 7.1 None provided.

8. Audit Assessment

- 8.1 The table below summarises the findings from this audit which are described in detail within the following pages.
- 8.2 The auditors assume that the development will be restricted to 30mph by virtue to there being a system of street lighting present

Identified locations of Road Safety Audit Matters are indicated on drawings within **Appendix A** to the rear of this report.

	Item	Comments	Notes
A1	General		
A1.1	Departures from Standards		None reported
A1.2	Cross-sections		
A1.3	Cross-sectional Variation		
A1.4	Drainage		Not detailed
A1.5	Landscaping		
A1.6	Public Utilities/ Services Apparatus		
A1.7	Lay-bys		
A1.8	Access		
A1.9	Emergency Vehicles		
A1.10	Future Widening		
A1.11	Adjacent Development		
A1.12	Basic Design Principles	Problem	(8.1) No clearance from buildings (Plots 46-54) to adjacent carriageway
A2	Local Alignment		
A2.1	Visibility		
A2.2	New/Existing Road Interface		
A2.3	Vertical Alignment		
A3	Junctions		
A3.1	Layout	Problems	(8.2) Parking bays 34-37 located at start of one-way system around island. Vehicles may ignore one-way

			(8.3) Layout at junction on southern end of one way may encourage vehicles to ignore one-way
A3.2	Visibility		
A4	Non-Motorised User Provision		
A4.1	Adjacent land		
A4.2	Pedestrian/cycle routes provided	Problems	<p>(8.4) No continuous pedestrian footway from new development path onto Oakley Lane/Oakley Road accessing into Chinnor Centre without walking over private car park</p> <p>(8.5) Pedestrian crossing point across Crowell Road onto length of raised footway on eastern side of road</p> <p>(8.6) No pedestrian crossing points detailed within development</p> <p>(8.7) Proposed footways within development divert along back of parking bays and not along road edge</p> <p>(8.8) Existing vegetation along Crowell Road obstructs pedestrian visibility at crossing point</p>
A4.3	Facilities adequate		
A4.4	Separation from carriageway		
A4.5	Special requirements elderly/young infirm		
A4.6	Tactile paving/guardrails		
A4.7	Junctions		
A4.8	Routes clear of obstruction	Problem	(8.9) Corner of building plots 42-45 appears to conflict with proposed footway.
A4.9	Equestrians		
A5	Road Signs, Carriageway Markings And Lighting		
A5.1	Signs		
A5.2	Lighting		Not detailed
A5.3	Poles and Columns		
A5.4	Road Markings		

8.1 *Problem* (Item A1.12)	
Location:	Carriageway adjacent to plots 46-54
Summary:	No clearance from building to adjacent carriageway
A new building is detailed without any clearance from the adjacent carriageway. This may result in vehicle collisions with the building. Provide required clearance from building to adjacent carriageway.	
TYPE OF CONFLICT/COLLISION	
Vehicle collisions with building.	
RECOMMENDATION	
Amend design	

8.2 *Problem* (Item A3.1)	
Location:	Parking bays 34-37
Summary:	There are parking bays detailed at the start of the one-way gyratory carriageway around the central island. Vehicles may ignore one-way when exiting parking spaces
There are parking bays detailed adjacent to the start of the one-way gyratory carriageway. Vehicles may ignore the one way when exiting from these parking spaces causing collisions with vehicles coming in the opposite direction. Amend carriageway layout at parking bays to remove conflict.	
TYPE OF CONFLICT/COLLISION	
Collisions due to vehicles ignoring one-way.	
RECOMMENDATION	
Amend carriageway layout.	

8.3 *Problem* (Item A3.1)	
Location:	Junction adjacent to plots 42-45 at end of one way
Summary:	There is a wide junction at the end of the one-way system around the island that may result in a vehicle travelling in the wrong direction to access parking for plots 38-41
There is a large wide junction at the end of the one way gyratory that may result in vehicles travelling in the wrong direction. Amend junction layout to deter vehicles from proceeding in wrong direction.	
TYPE OF CONFLICT/COLLISION	
Head-on vehicle collisions at junction.	
RECOMMENDATION	
Redesign junction	

8.4 *Problem* (Item A4.2)	
Location:	End of footpath onto Oakley Lane
Summary:	Pedestrians exiting footpath from new development onto Oakley Lane have no footway to access into Chinnor Centre
	
<p>There is a footpath from the new development that exits onto Oakley Lane where there is then no footway into Chinnor Centre along Oakley Road unless you walk over the car park for the Wheatsheaf pub. Provide additional pedestrian facilities to enable pedestrian access to Chinnor Centre along B4009 Oakley Road.</p>	
TYPE OF CONFLICT/COLLISION	
Pedestrians having to walk over third party land / pub car park to access village centre.	
RECOMMENDATION	
Provide additional pedestrian facilities at junction.	

8.5 *Problem* (Item A4.2)	
Location:	B4009 Crowell Road. Pedestrian crossing point
Summary:	Pedestrian crossing point leads onto raised footway
	
<p>There is a pedestrian crossing point detailed that crosses the B4009 Crowell Road onto a raised footway. This may cause construction problems providing the low-level pedestrian crossing landing area. Carry out site investigation to confirm crossing point can be constructed where detailed given the raised footway.</p>	
TYPE OF CONFLICT/COLLISION	
Crossing landing area unable to be provided due to raised footway.	
RECOMMENDATION	
Carry out site investigation to confirm crossing point can be constructed where detailed given the raised footway.	

8.6 *Problem* (Item A4.2)	
Location:	Various locations
Summary:	No pedestrian crossing points detailed where required at junctions between footways
There are no dropped kerb /tactile paved pedestrian crossing points detailed across roads where pedestrians will be expected to cross over the roads between footways near junctions. Provide pedestrian crossing points where required.	
TYPE OF CONFLICT/COLLISION	
Pedestrians having to cross over full height kerbs to cross over roads.	
RECOMMENDATION	
It is recommended that dropped kerb/tactile paved pedestrian crossing points be provided where required at junctions.	

8.7 *Problem* (Item A4.2)	
Location:	Various locations
Summary:	Footways divert around the back of end on parking bays and not in desire line for pedestrians walking along road
There are several footways that divert around the back of parking bays and are not in the desire line for pedestrians walking along the roads. Pedestrians may choose to walk on the carriageway in front of the parking areas rather than divert resulting in collisions with vehicles.	
TYPE OF CONFLICT/COLLISION	
Pedestrians walking in carriageway in collisions with vehicles.	
RECOMMENDATION	
It is recommended that footways be provided across the front of the parking areas along the main development access road.	

8.8 *Problem* (Item A4.2)	
Location:	B4009 Crowell Road northern side of pedestrian crossing point
Summary:	Verge vegetation obstructs visibility at pedestrian crossing point
	
<p>There is verge vegetation /hedging that obstructs the visibility of oncoming vehicles for pedestrians crossing the road at the new pedestrian crossing point. Ensure adequate clear visibility splay is provided at the pedestrian crossing point.</p>	
TYPE OF CONFLICT/COLLISION	
<p>Pedestrians in collisions due to reduced visibility of oncoming vehicles.</p>	
RECOMMENDATION	
<p>It is recommended that adequate clear visibility splay is provided at the pedestrian crossing point.</p>	

8.9 *Problem* (Item A4.2)	
Location:	Footway in front of plots 42-45
Summary:	Proposed corner of building too near new footway
The corner of the building for plots 42-45 is directly in-line with the back of the proposed footway. Any pedestrians walking along the footway may wander and collide with the corner of the building. Offset corner of building from new footway.	
TYPE OF CONFLICT/COLLISION	
Pedestrians walking into corner of building.	
RECOMMENDATION	
It is recommended that the building be set back from the footway.	

9. Nil Response/Comments

9.1 No comments

10. Non-Motorised User Report (NMU's)

10.1 This report has identified road safety matters affecting NMU's that should be resolved.

11. Audit Team Statement

I certify that we have examined the drawings listed within **Appendix A** and that the site has been inspected. The examination has been carried out with the sole purpose of identifying road safety matters that can be addressed in order to improve the safety of the scheme.

The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

I can confirm that we have not been involved with the scheme design.



Peter Ronald
(Audit Team Leader)

21st February 2022



Paul Salmon
(Audit Team Member)

21st February 2022

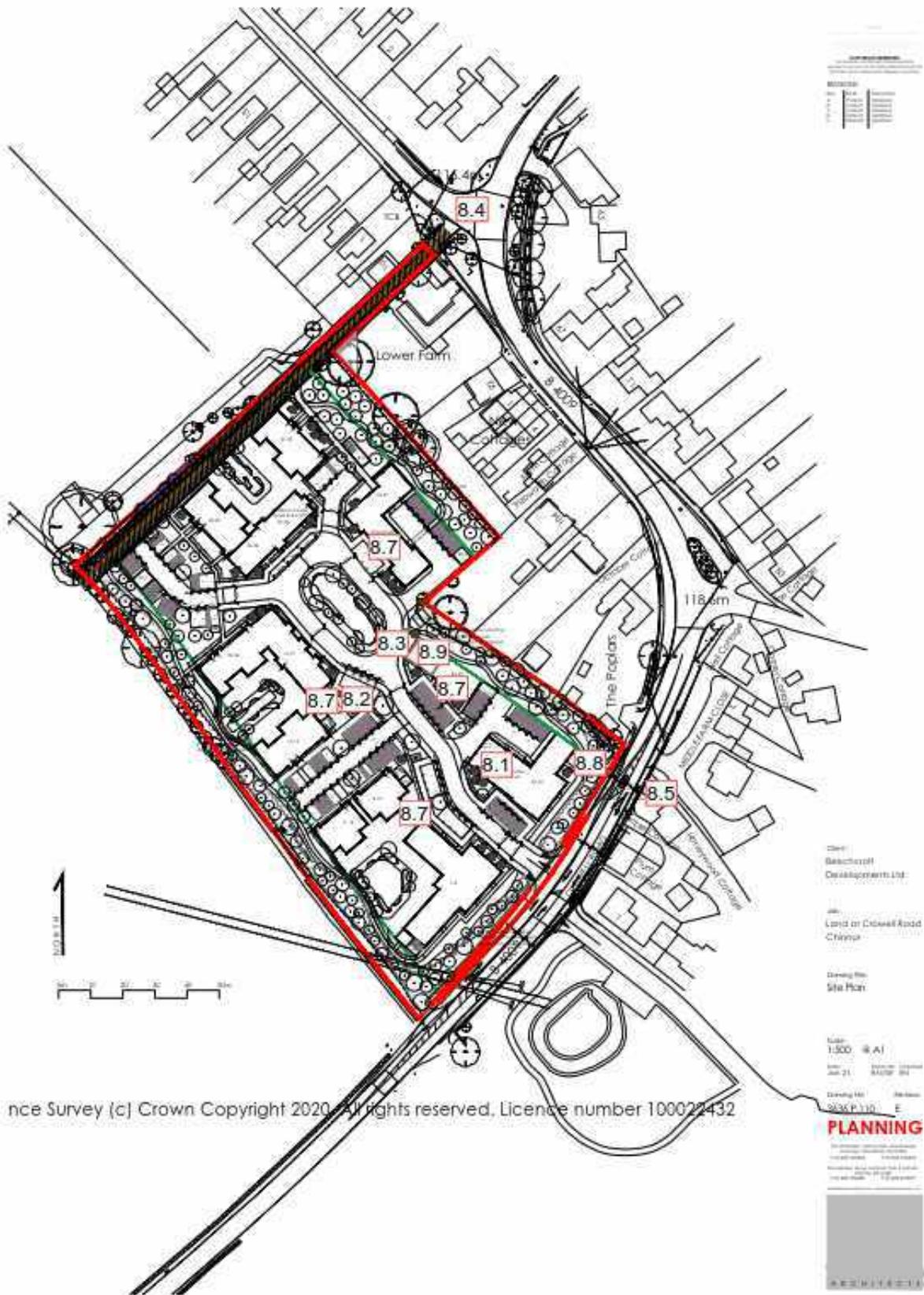
12. Appendix A – List of Documents

Drawings

Title	Drg No	Revision
Site plan	3636.P.110	E
Concept Schematic layout	3636.P.102	L
Site plan with tracking	3636.P.101	Q
Highways planning responses		

Other Documents

13. Identified Road Safety Audit Matters location plan



14. Designer's Response to Stage 1 Road Safety Audit

Stage 1 (Feasibility) Road Safety Audit DESIGNER'S ROAD SAFETY AUDIT RESPONSE		
Scheme Name: Land at Crowell Road Chinnor S278 & 38		
The issues categorised in this road safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme Designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in this report are made for the benefit of the Designer and are not referred to below.		
RSA Matter	Summary of RSA Problem	Designer's Response
8.1	No clearance from building to adjacent carriageway	A verge/offset from the building line (c.1,000mm) has been provided that forms a continuation of the radius/kerbline to provide a buffer from the building's edge
8.2	There are parking bays detailed at the start of the one-way gyratory carriageway around the central island. Vehicles are likely to ignore one-way when exiting parking spaces	<p>A 'keep left' sign will be provided within the central island in this location based on diagram 610 from the TSRGD to re enforce the route to drivers.</p> <p>Further to this, given the nature of the residential use (55+) and that the site will be managed by an onsite estate's manager, there is a form of control and management with the residents. Residents who have these spaces allocated to them will be informed at the time of purchase on how to access/egress the spaces.</p> <p>Further to this, it is important to note that the development generates very little traffic. In the AM and PM peaks, it is forecast to generate 10 two way trips respectively and therefore there will be very few movements that could conflict if the driver ignored the layout.</p>

8.3	There is a wide junction at the end of the one-way system around the island that will encourage vehicle to go in the wrong direction to access parking for plots 38-41	<p>A 'keep left' sign will be provided within the central island in this location based on diagram 610 from the TSRGD to re enforce the route to drivers.</p> <p>Further to this, given the nature of the residential use (55+) and that the site will be managed by an onsite estate's manager, there is a form of control and management with the residents. Residents who have these spaces allocated to them will be informed at the time of purchase on how to access/egress the spaces.</p> <p>Further to this, it is important to note that the development generates very little traffic. In the AM and PM peaks, it is forecast to generate 10 two way trips respectively and therefore there will be very few movements that could conflict if the driver ignored the layout.</p>
8.4	Pedestrians exiting footpath from new development onto Oakley Lane have no footway to access into Chinnor Centre	The area in front of the public house is not part of the car park and is in fact registered as public highway maintained by OCC (attached plan). On this basis, the route does form a footway which can be used by residents.
8.5	Pedestrian crossing point leads onto raised footway	This would be addressed as part of the S278 works associated with the site access. Suitable access and drop kerbs will be provided.
8.6	No pedestrian crossing points detailed where required at junctions between footways	Tactile drop kerb crossings have been provided throughout the scheme design and are shown on the revised masterplan ((attached Rev T).
8.7	Footways divert around the back of end on parking bays and not in desire line for pedestrians walking along road	This is not considered to be an issue as it is not a large diversion (length of a bay – 4.8m) and some footways are required at the back to access the units. However, where possible some spaces have been reversed to allow the footway to run alongside the carriageway. This is shown on the revised masterplan (attached Rev T).
8.8	Verge vegetation obstructs visibility at pedestrian crossing point	The frontage of the site will be cleared of obstruction/vegetation as part of the landscaping works and site access S278 works to ensure visibility is not obstructed. A central pedestrian refuge is also provided at the crossing to allow pedestrians to wait and cross in two stages which also aids with visibility.

8.9	Proposed corner of building too near new footway	A 2.0m wide footway is provided in this location which allows sufficient width for pedestrians to walk past the building without conflict. The 2.0m width is not affected as the building is at the back of footway. Visibility is good and this is not considered to be any different to footways where lighting columns, signs etc are within the footway especially when in this instance the footway is clear.
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AUDIT TEAM RESPONSE

- 8.1 Agreed
- 8.2 Agreed
- 8.3 Agreed
- 8.4 Agreed. Providing footway is available in front of public house
- 8.5 Agreed. Providing footway can be lowered
- 8.6 Agreed
- 8.7 Agreed
- 8.8 Agreed
- 8.9 Noted, corner of building needs to be offset from back of footway

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

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REVISIONS

Rev.	Date	Description
A	26.01.21	Site Boundary updated
B	28.01.21	Layout updated
C	28.01.21	Potential PROW zone added
D	29.01.21	Updated
E	02.02.21	Updated
F	29.04.21	Updated
G	10.06.21	Updated
H	11.06.21	Updated
J	14.06.21	Updated
K	15.06.21	Updated
L	16.06.21	Updated
M	16.06.21	Updated
N	24.06.21	Updated
O	22.10.21	Updated
P	27.10.21	Updated
Q	02.02.22	Updated
R	14.02.22	Updated
S	15.02.22	Updated
T	23.02.22	Updated



Client:
 Beechcroft
 Developments Ltd

Job:
 Land at Crowell Road
 Chinnor

Drawing Title:
 Site Plan

Scale:
 1:500 @ A1
 Date: Jan 21 Drawn By: RN/SR Checked: RN

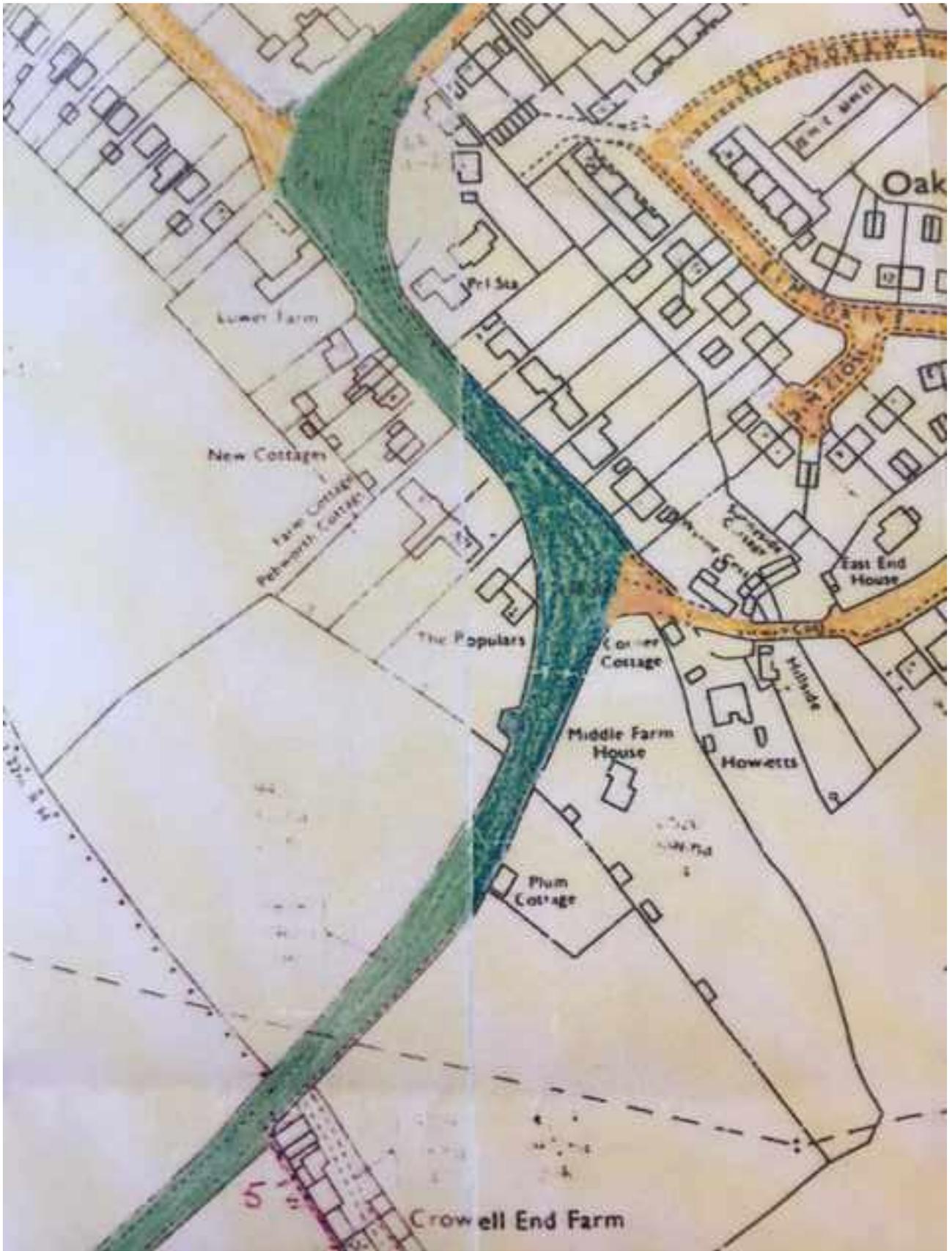
Drawing No: 3636.P.101 Revision: T

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