

1.0 Introduction

SLR Consulting Ltd [SLR] has been instructed by Oxton Farm Trust to provide transport and highways consultancy advice in relation to a proposed residential dwelling adjacent to an existing property at Holly Tree Farm, Main Street, Oxton. This Technical Note [TN] sets out the design principles for the access and provides supporting information as relevant.

For full details associated with the site location and proposed development, reference should be made to the Planning Statement produced by Savills, together with associated drawings from Alex McIntyre Architects.

It should be noted that the access proposals to the site have been discussed at length with Nottinghamshire County Council [NCC] Highways prior to this application being submitted. Based on these discussions, the principle of a shared private driveway between the existing and proposed dwellings has been agreed with NCC. This would utilise the existing driveway access on Main Street and further details of the access arrangement are set out in Section Three of this TN.

2.0 Existing Site Context

2.1 Access and Highway

The proposed site is located off Main Street in Oxton, and consists of a number of agricultural outbuildings and an open grassed area, all of which is adjacent to the existing dwelling at Holly Tree Farm. Access to this site is currently provided via a private driveway from Main Street to the west.

Main Street is a single carriageway road, with a width of approximately 7 metres adjacent to Holly Tree Farm, and is subject to a 30mph speed limit. To the north of the site, Main Street narrows to approximately 6 to 6.5 metres in width, and some on-street parking is often observed on the western side of the street (northbound lane) outside of residential properties. No operational issues have been observed with this.

On the eastern side of Main Street, and immediately to the north of the existing driveway to Holly Tree Farm, there is a bus stop which provides access to the 747 service, providing sustainable connections to the local centres of Calverton and Lowdham. This stop is a basic flag and pole arrangement which is placed in the grass verge, and has a narrow and informal hardstanding area adjacent to it; directly opposite the pole this hardstanding area is no more than 1 metre in width and this tapers out to the carriageway of Main Street over a distance of approximately 3 metres.

On the southern frontage of the site is Water Lane, which is a single carriageway road and is subject to a 30mph speed limit. Whilst the road is subject to two way traffic operation, the existing width of the carriageway in the vicinity of the site is in the order of 3 metres and traffic therefore operates on a one-way basis in practice.

For this reason, Water Lane is signed as access only (i.e., not to through traffic) from its junction on Main Street. Given that only two existing properties are served from this east-west section of Water Lane near to Main Street, the number of vehicles using Water Lane is extremely low and the speed of any vehicles using this carriageway are also low due to the aforementioned width.

2.2 Personal Injury Collision Record

The most recent five year Personal Injury Collision [PIC] records have been reviewed from the Crashmap website for Main Street in the vicinity of the site.

Crashmap is based on official accident data reported by the police, and is approved by the National Statistics Authority and reported on by the Department for Transport [DfT] each year. It is therefore a reliable data source

to analyse any safety issues on a local highway network. Data for the local highway network from the DfT is currently available up until 2021, and the five year period between 2017 and 2021 has therefore been analysed.

Based on the DfT data available, the analysis has shown that no PIC's have occurred on any section of Main Street or Water Lane in the vicinity of the site. On the basis of this analysis, therefore, it is reasonable to conclude that there are no existing highway safety issues in the vicinity of the site that a proposed development of one dwelling would exacerbate.

3.0 Design Principles

3.1 Access Arrangement

It is the intention of Oxton Farm Trust to provide a shared private driveway access for use by both the existing and proposed residential dwellings. This would utilise the existing driveway off Main Street and the proposed site layout is shown in Alex McIntyre Architects Drawing 1813(2)-56 enclosed with this Technical Note as **Appendix 01**.

The proposed access arrangement is shown in **SLR Drawing VD22661-VEC-HGN-XXX-DR-CH-100 P05**, included with this Technical Note as **Appendix 02**. As relevant, the design of this has taken account of the Nottinghamshire Highway Design Guide [NHDG] Part 3.1 as adopted on 13th January 2021, and the key design parameters can be summarised as follows:

- The access is based on the existing and consented driveway access location to the existing Holly Tree Farm dwelling;
- The improved access as a shared private driveway for two dwellings could be delivered in line with the geometric requirements set out in the NHDG. A driveway width of 5.3 metres for the first 8 metres has been agreed with NCC, noting the presence of a hedge on the northern boundary and the need to provide a 0.5 metre margin to this;
- A visibility splay of 2.4 x 43 metres in line with a 30mph speed limit is shown to the north, whilst to the south a visibility splay to the middle of the Main Street / B6326 junction has been shown as agreed with NCC;
- Pedestrian visibility splays of 2 x 2m have been shown at the driveway access as requested by NCC; and
- As a result of the widened access, the existing bus stop pole is to be relocated marginally to the north of the proposed access arrangement. An area of hardstanding will be provided adjacent to the relocated pole for any waiting bus passengers, such that this is equivalent to the existing area of hardstanding provision that is adjacent to the existing pole location. The exact details of this will be agreed with NCC Highways at a later date and at the post-planning stage.

In terms of emergency access to the new dwelling for the fire service, it should be noted that the new property is located within 45 metres of the public highway and so there should be no requirement to bring a fire engine vehicle into the site to meet building regulation requirements.

3.2 Car Parking Provision

Car Availability based on Census Data

In order to determine appropriate car parking levels required for the application site, Census data has been analysed for the Lower Layer Super Output Area that covers the village of Oxton (Ref: E01028327 – Newark and

Sherwood 005C) and this demonstrates that the average car availability per dwelling in this area is **1.66**. This data is enclosed in **Appendix 03** for information.

On that basis, two parking spaces for the existing and proposed dwelling at the application site would be sufficient to cater for the respective car based demand.

Car Parking Standards

Notwithstanding the above, Newark & Sherwood District Council [NSDC] has a Residential Cycle and Car Parking Standards & Design Guide Supplementary Planning Document [SPD] (dated June 2021), which sets out a recommended approach for new residential development. Table 2 of this document sets out recommended minimum car parking standards for the district outside of Newark on Trent and "Service Centres" and, for 3 bedroom properties such as the existing and proposed dwelling at the site, it recommends 3 spaces per dwelling.

Whilst this level of parking is considered excessive given the specific evidence available for Oxton on car availability, and also noting that the SPD is intended for new residential development and does not therefore necessarily need to be applied to the existing dwelling at the site, the drawings enclosed with this TN (**Drawing VD22661-VEC-HGN-XXX-DR-CH-100 P05** and **VD22661-VEC-HGN-XXX-DR-CH-101 P01**) demonstrate that each dwelling can accommodate 3 parked cars should this be required.

4.0 Summary and Conclusion

4.1 Summary

This TN has outlined the access arrangement to a proposed single residential dwelling off Main Street in Oxton. It has been demonstrated that a suitable shared private driveway arrangement with the existing dwelling of Holly Tree Farm can be provided and NCC Highways has confirmed agreement in principle to this at the pre-application stage.

With regard to car parking provision at the site, this TN has demonstrated that 2 spaces per dwelling would be sufficient to serve its demand based on local car availability data from the Census, however capacity for 3 cars to park (if this was required) has been shown on the site drawings in line with NSDC car parking standards.

4.2 Conclusion

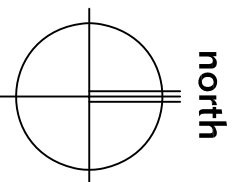
In reaching its decision on this application, SLR would draw attention to paragraphs 110 and 111 of the National Planning Policy Framework [NPPF], which advises that in making decisions, local planning authorities should take account of whether opportunities for sustainable transport modes are taken up, safe and suitable access to the site is provided, any significant operational and highway safety impacts can be cost effectively mitigated, and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are 'severe'.

Whilst not all of the elements referenced above from the NPPF are relevant to this application, the proposal seeks to ensure that a safe and suitable access to the site is provided, the proposal would not cause any operational and highway safety impacts to the local highway network and a bus stop is also located immediately adjacent to the site should future residents wish to make a journey by sustainable means. With this in mind, SLR would conclude that there are no highways or transportation grounds on which to refuse this application.

APPENDIX 01



PLANNING



north

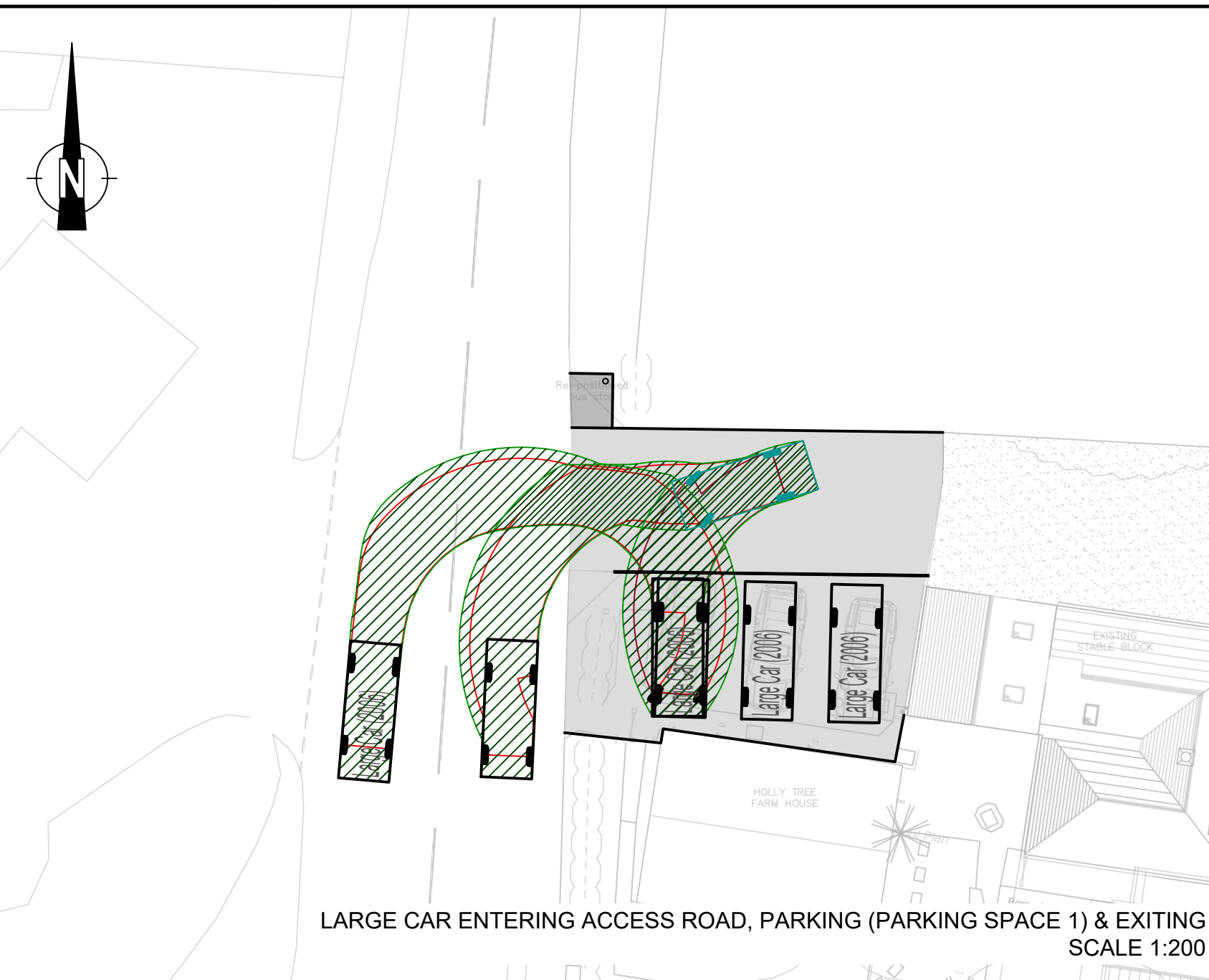
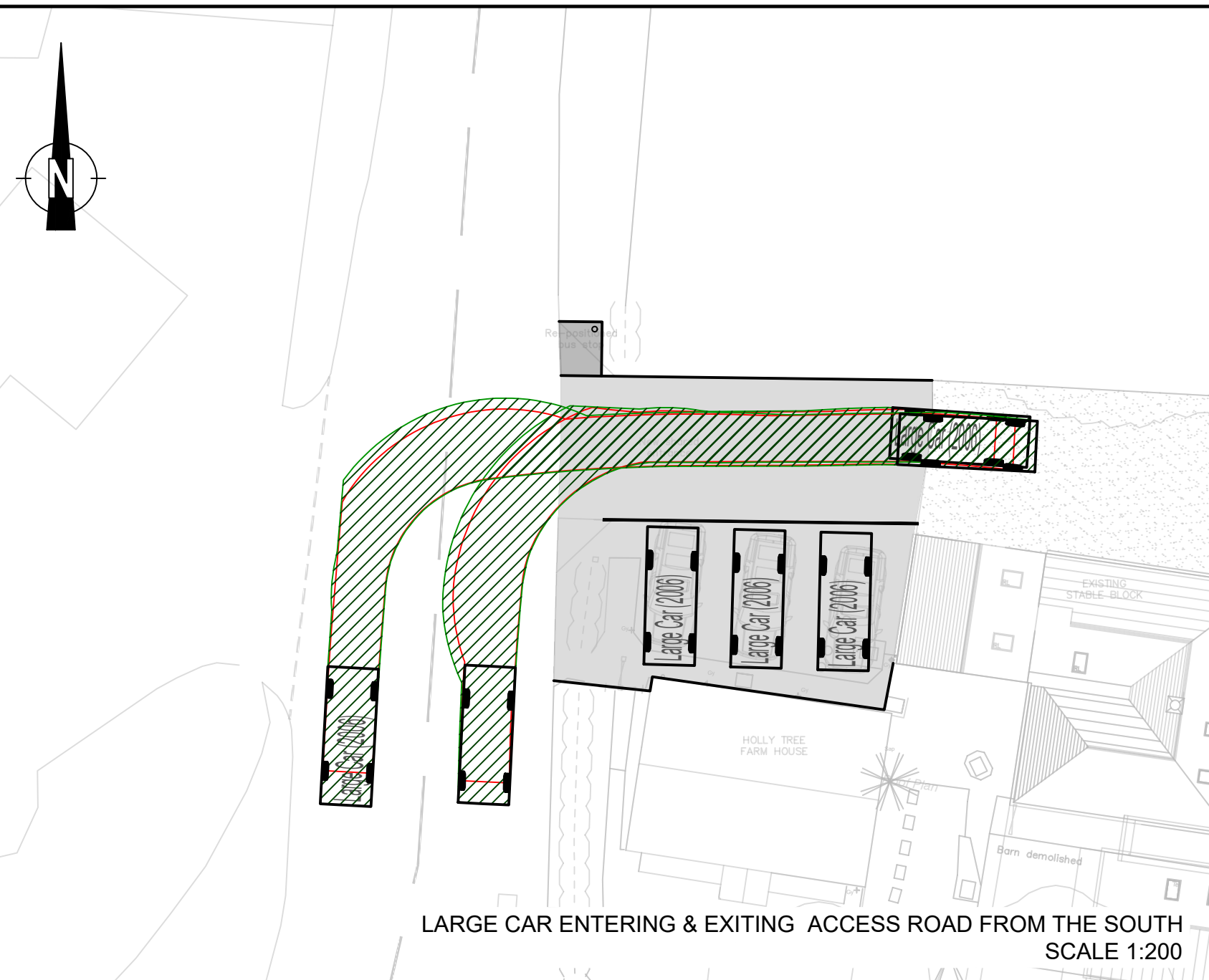
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Drawing Title	Proposed Site Plan	Project No.	1813 (2)	Drwg No.	56	Rev	A

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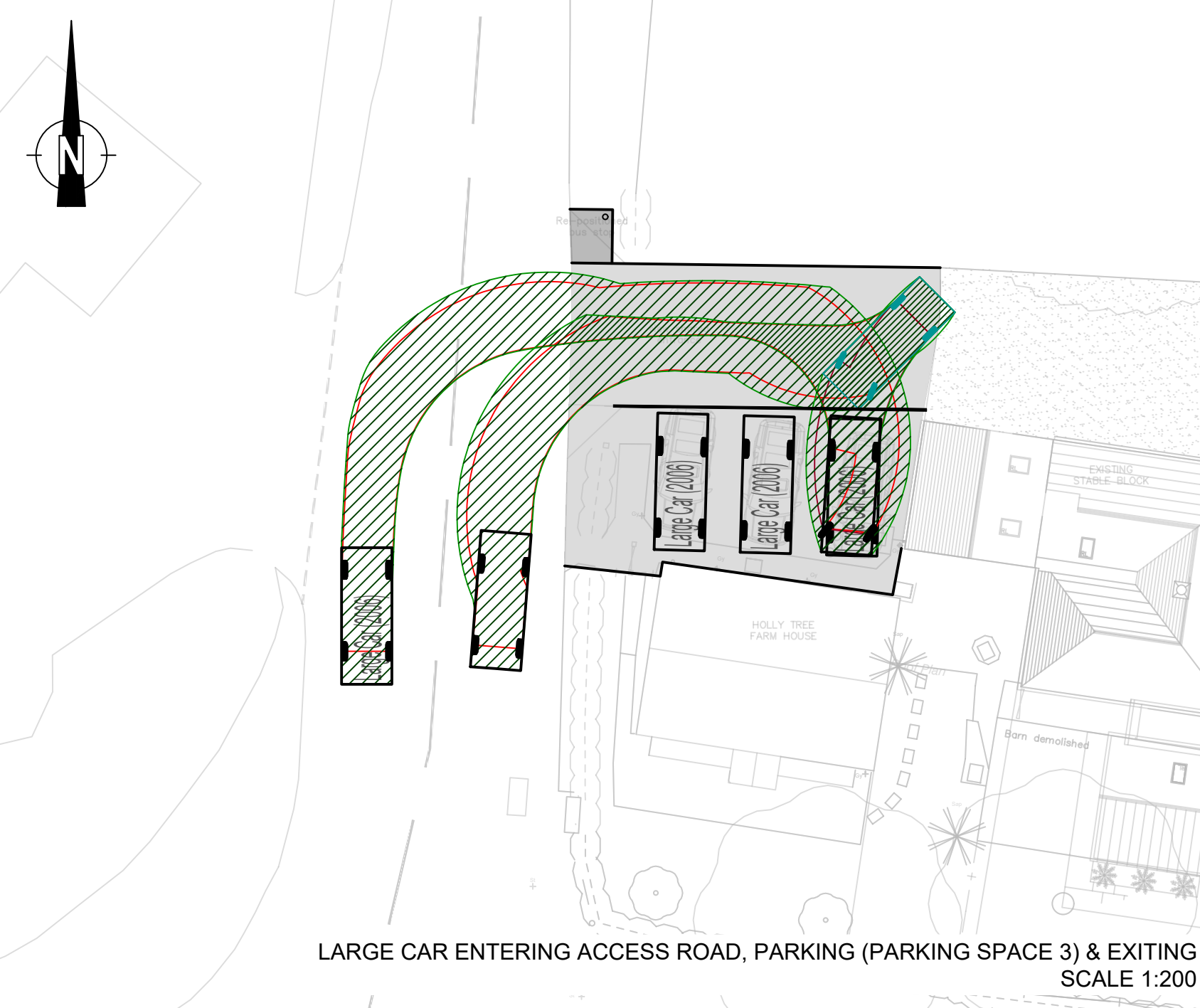
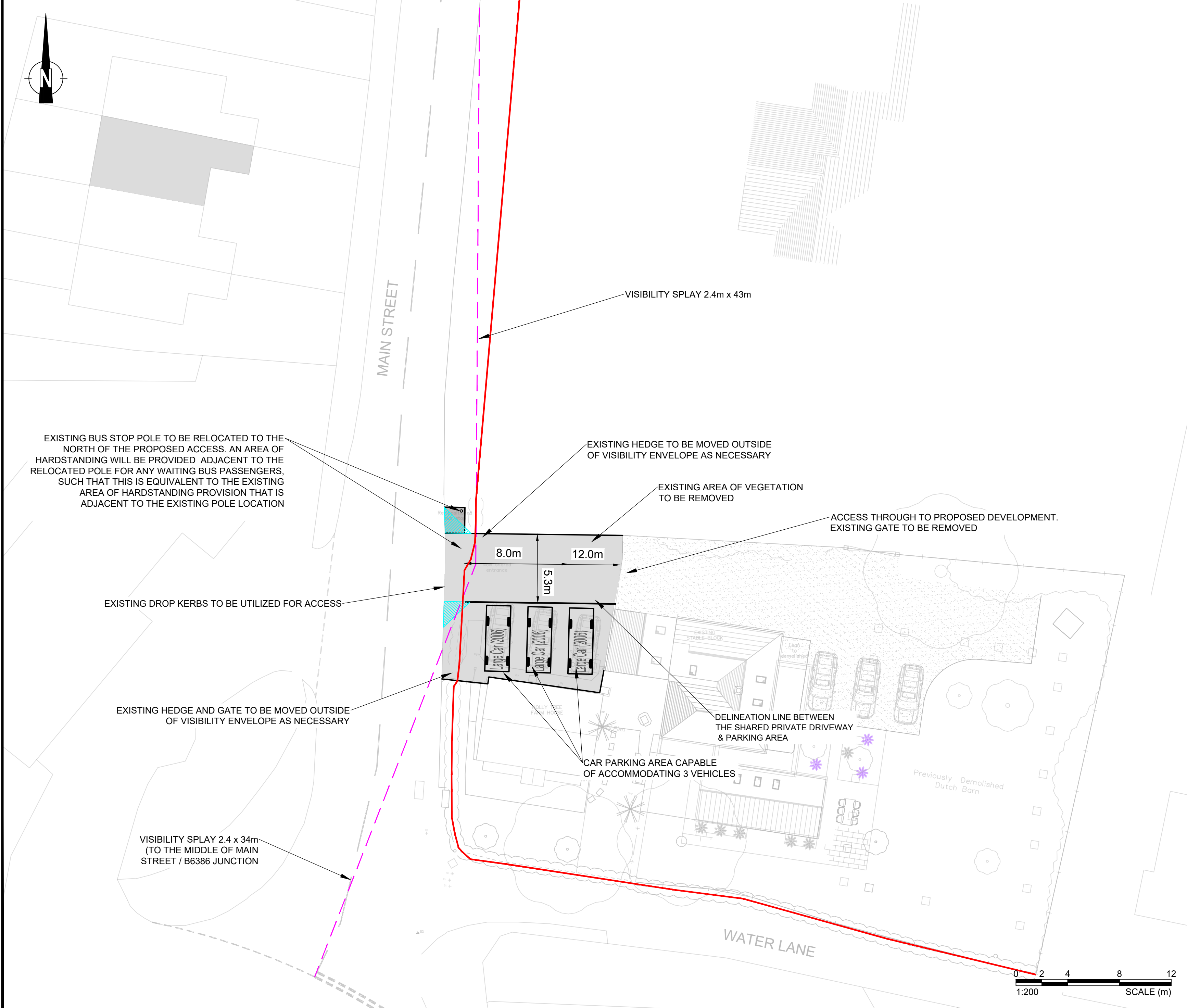
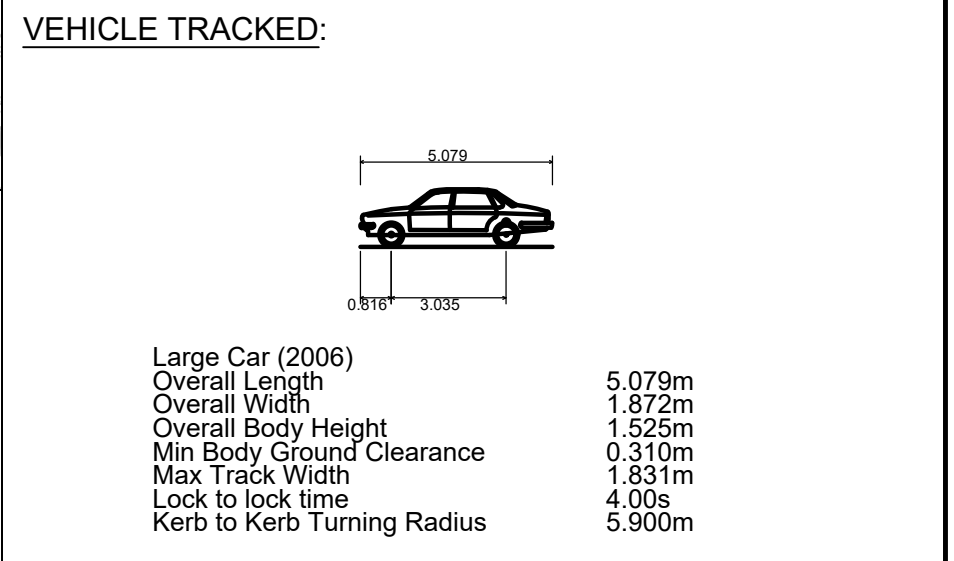
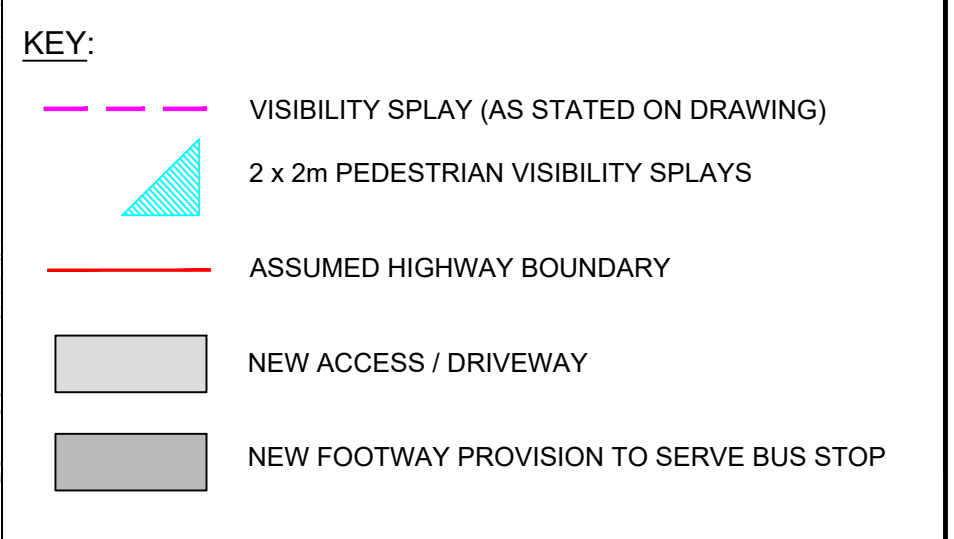


Alex McIntyre
ARCHITECTS

APPENDIX 02



- NOTES:**
1. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 2. THE APPROVING HIGHWAY AUTHORITY (HA) NOTTINGHAMSHIRE COUNTY COUNCIL (NCC)
 3. ALL HIGHWAY WORKS TO BE TO ADOPTABLE STANDARDS AND SHALL COMPLY WITH THE LOCAL AUTHORITY SPECIFICATION AND WHERE NECESSARY THE RELEVANT SECTIONS OF THE DMRB, SPECIFICATIONS FOR HIGHWAY WORKS (SHW) AND BRITISH STANDARDS.
 4. DRAWING BASED ON TOPOGRAPHICAL SURVEY RECEIVED FROM THE CLIENT. SLR DOES NOT ACCEPT ANY LIABILITY FOR ANY INACCURACIES THIS INFORMATION MAY CONTAIN.



Rev	Details	Drawn	Checked	Auth	Date
P05	ARCH LAYOUT UPDATED	NL	JM	JM	12.01.23
P04	ADDITIONAL PARKING SPACE ADDED	NL	JM	JM	19.12.22
P03	AMENDED FOLLOWING NCC COMMENT	NL	JM	JM	14.09.22
P02	AMENDED FOLLOWING JM COMMENTS	NL	JM	JM	16.08.22
P01	FIRST ISSUE	NL	JM	JM	19.05.22

INFORMATION ISSUE S0

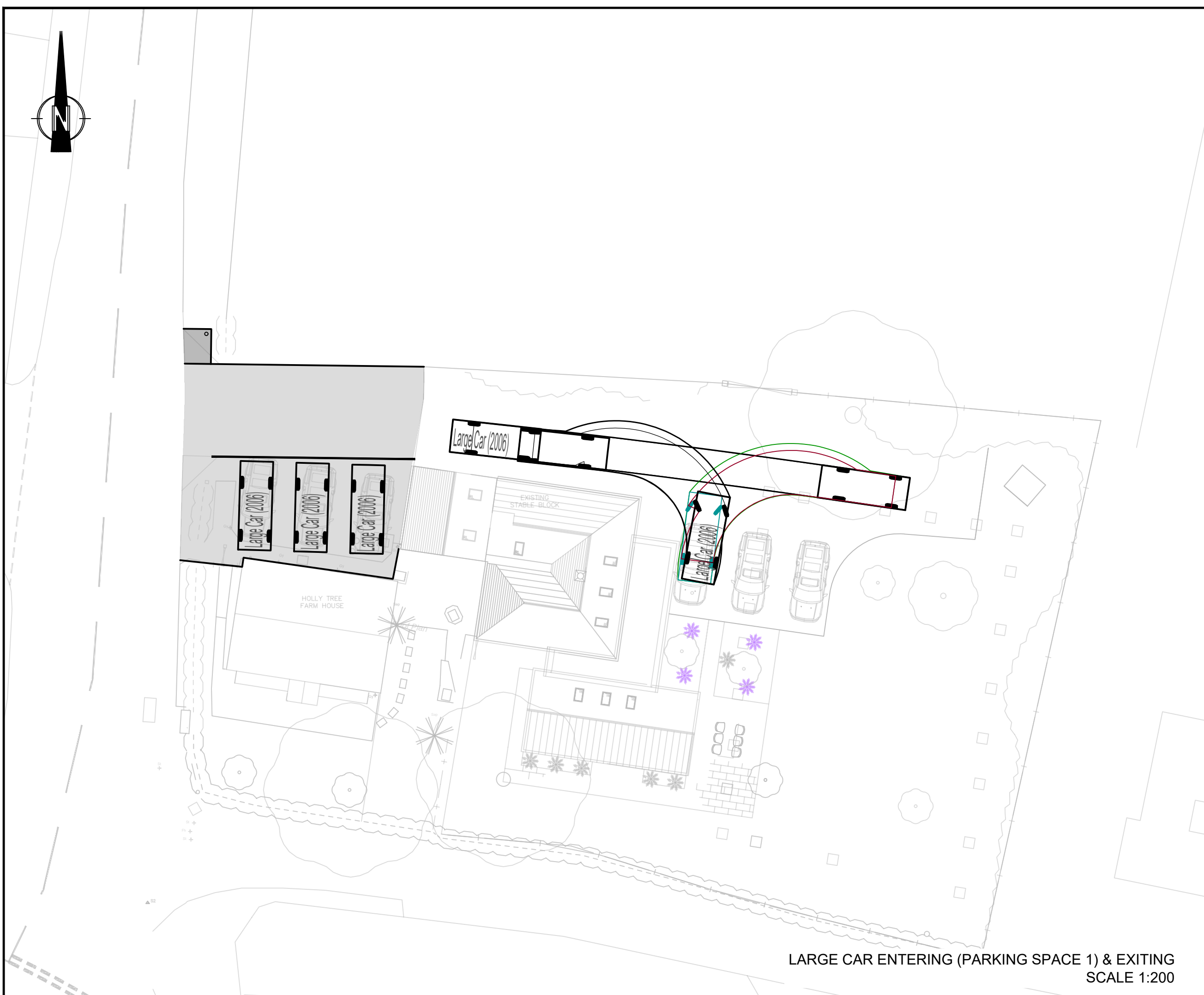
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Client: OXTON FARM TRUST

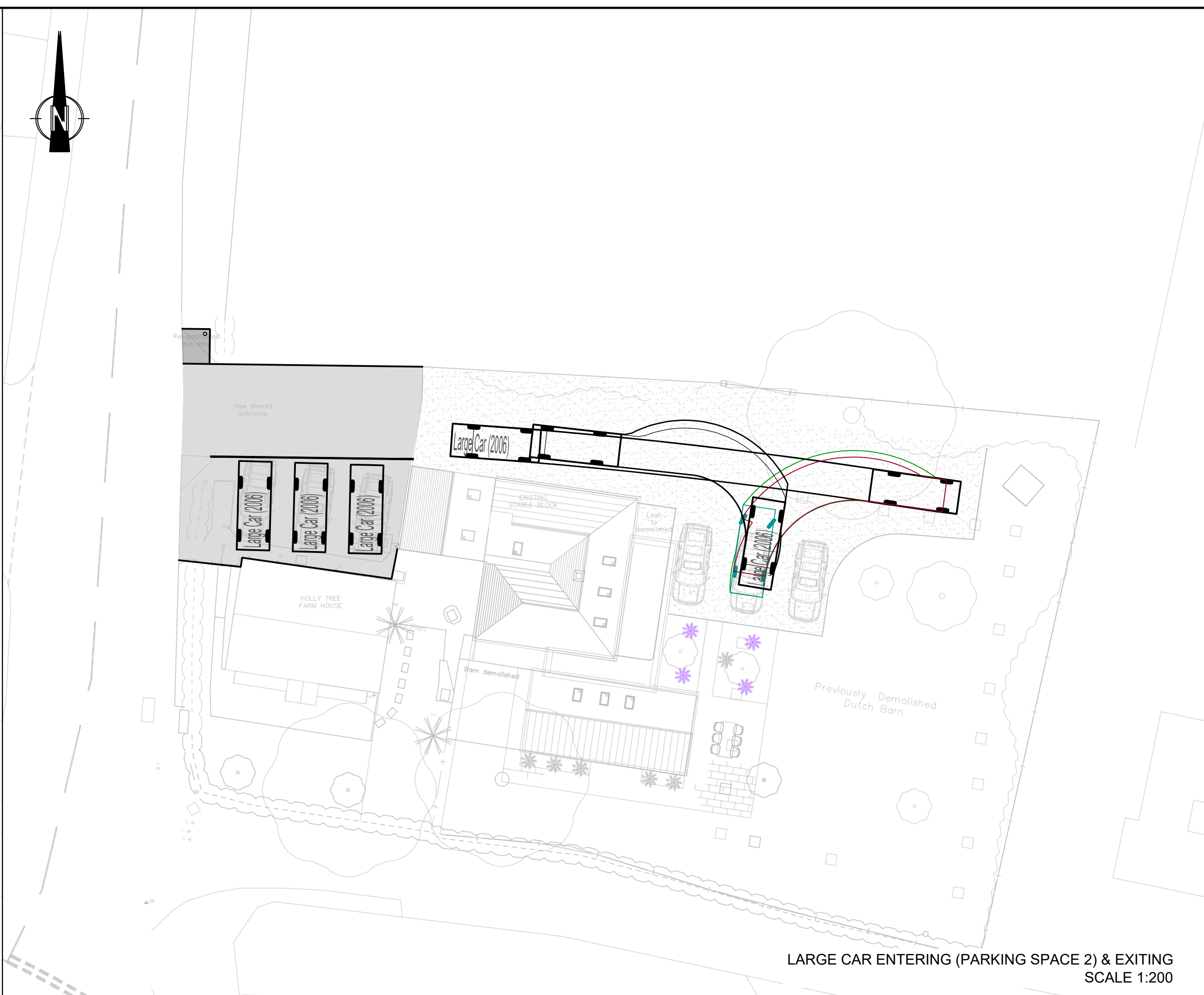
Project Title: HOLLY TREE FARM, OXTON

Drawing Title: GENERAL ARRANGEMENT

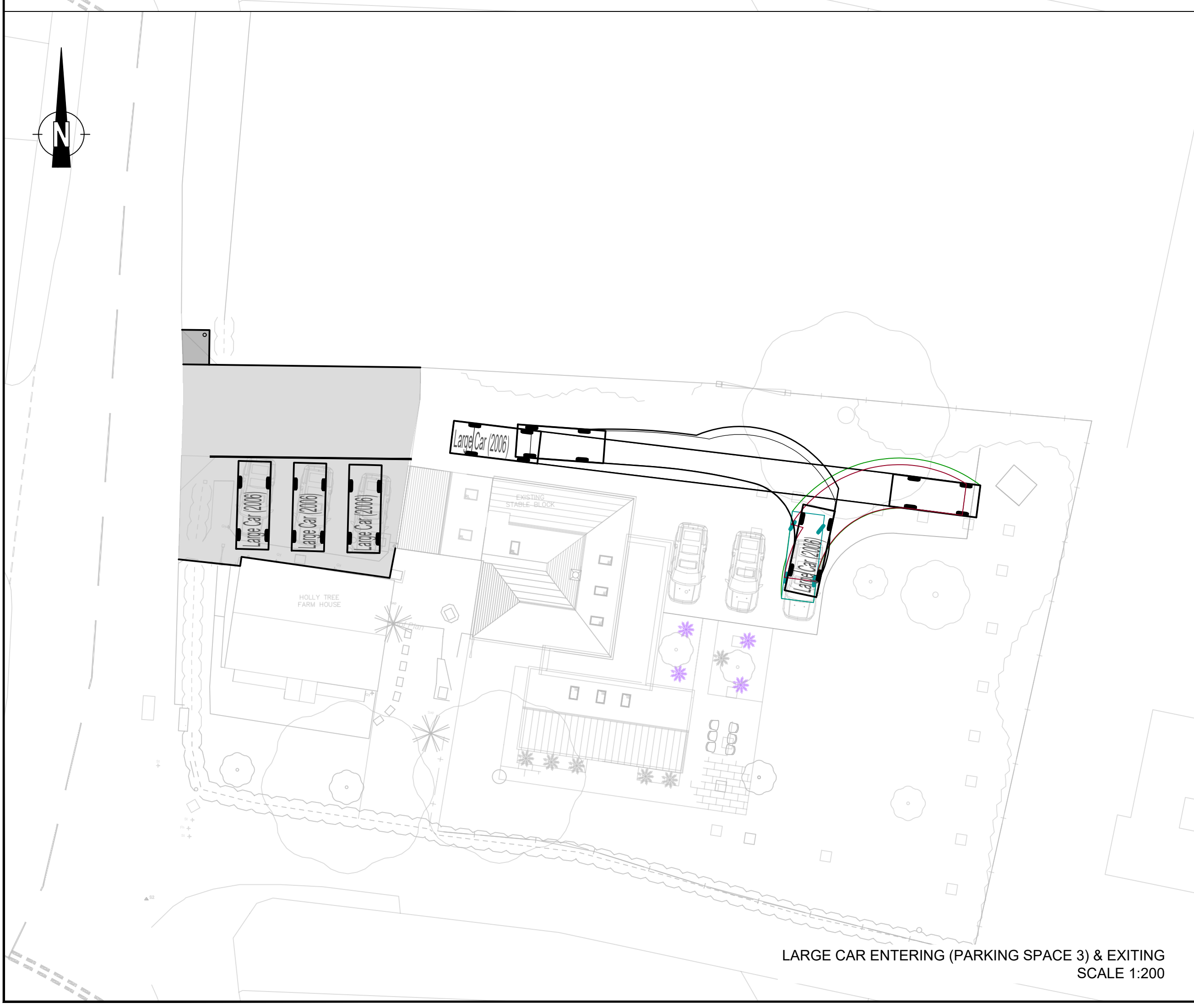
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Original Size	A1	Date	21.04.22	Date	21.04.22	Date	21.04.22	Date	21.04.22
Drawing Number	VD22661 - VEC-HGN-	Originator	XXX	Location	-DR-CH-	Volume	100	Project Ref. No.	VD22661
Revision	P05								



LARGE CAR ENTERING (PARKING SPACE 1) & EXITING
SCALE 1:200



LARGE CAR ENTERING (PARKING SPACE 2) & EXITING
SCALE 1:200

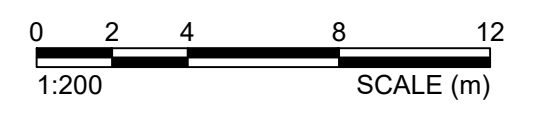


LARGE CAR ENTERING (PARKING SPACE 3) & EXITING
SCALE 1:200

- NOTES:**
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 4. DRAWING BASED ON TOPOGRAPHICAL SURVEY RECEIVED FROM THE CLIENT. SLR DOES NOT ACCEPT ANY LIABILITY FOR ANY INACCURACIES THIS INFORMATION MAY CONTAIN.

VEHICLE TRACKED:

Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



Rev	Details	Drawn	Checked	Auth	Date
P01	FIRST ISSUE	NL	JM	JM	12.01.23

Drawing Status	Suitability
INFORMATION ISSUE	S0

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Client: OXTON FARM TRUST

Project Title: HOLLY TREE FARM, OXTON

Drawing Title: REVIEW OF INTERNAL PARKING ARRANGEMENT & TURNING HEAD

Scale	Designed	Drawn	Checked	Authorised
1:200	NL	NL	SR	SR
Original Size	Date	Date	Date	Date
A1	21.04.22	21.04.22	21.04.22	21.04.22

Drawing Number	Project Ref. No.
VD22661 - VEC -HGN-	VD22661
Revision	
P01	

APPENDIX 03

KS404EW - Car or van availability

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population All households; All cars or vans
units Households
area type 2011 super output areas - lower layer
area name E01028327 : Newark and Sherwood 005C
rural urban Total

Cars	2011	
	number	%
All categories: Car or van availability	672	100.0
No cars or vans in household	75	11.2
1 car or van in household	241	35.9
2 cars or vans in household	257	38.2
3 cars or vans in household	65	9.7
4 or more cars or vans in household	34	5.1
sum of all cars or vans in the area	1,113	-

Average Car Availability per Dwelling	1.66
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- These figures are missing.

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.