

rappor



# Bledington

Tomland Ltd

## Technical Note

December 2023





## TECHNICAL NOTE

**Project Name:** Bledington  
**Client:** Tomland Ltd  
**Job No:** 23-0454  
**TN Status / No:** Issue 01  
**Date:** December 2023  
**Prepared By:** Ben Finch  
**Checked By:** Jonathan Senkbeil

### 1. Introduction

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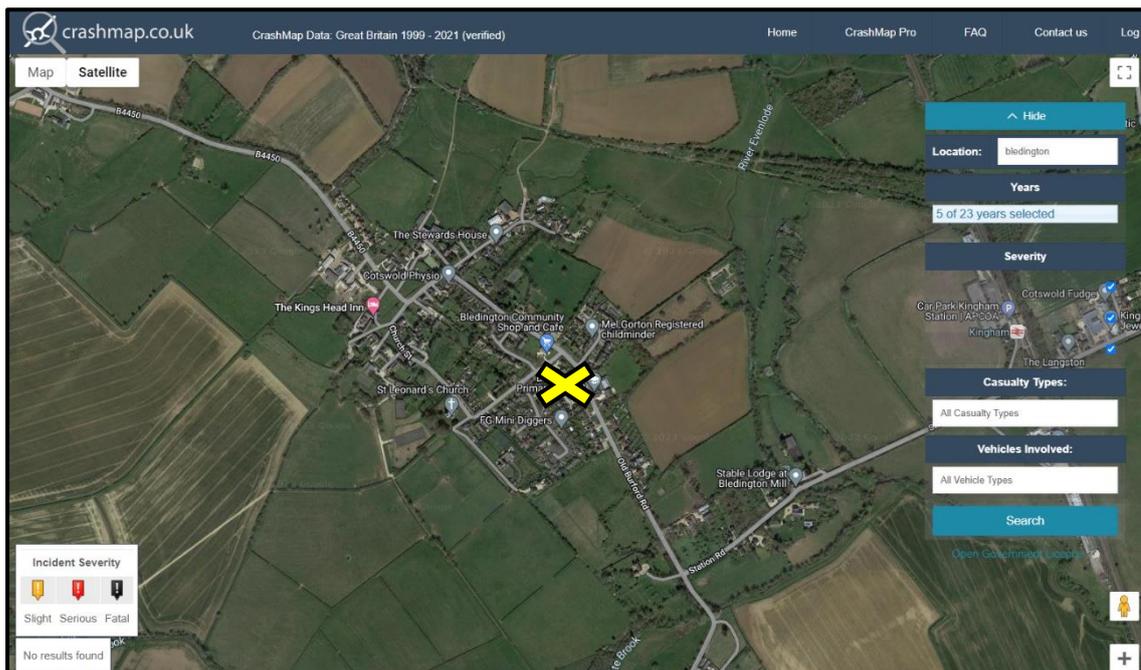
- 1.1 Rappor have been instructed by Tomland Ltd to provide a Technical Note (TN) in support of a planning application on land west of the B4450, Bledington, OX7 6UU.
- 1.2 Planning permission is sought for the erection of two residential dwellings with associated infrastructure, served by a new vehicular access onto Main Street (B4450).
- 1.3 The site location plan is provided at **Appendix A**.
- 1.4 This TN provides justification to demonstrate that the proposed access arrangements are safe and suitable to accommodate vehicular traffic resulting from the proposed development. The key issues addressed / reviewed within this TN, with reference to the size and location of the development proposals are as follows:
  - a) Review of the local highway network, including existing highway safety;
  - b) Assessment of the proposed access arrangements; and
  - c) Forecast vehicle trip generation and impact on the local highway network.
- 1.5 Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This TN concludes that the proposed development, in highway and transportation terms, is acceptable, with safe and suitable access arrangements, and therefore there are no highways or transportation matters that should prevent the planning application from being permitted.

## 2. Local Highway Network

- 2.1 Main Street (B4450) routes through Bledington, roughly in a north to south alignment. To the north, the B4450 continues to the A436, where it forms the minor arm of a bifurcated junction, whilst to the south of the application site, the road continues eastbound, via Churchill, towards Chipping Norton.
- 2.2 Within Bledington, Main Street (B4450) is subject to a 30mph speed limit restriction. Adjacent to the proposed site access, a footway is present along the eastern side of the carriageway only; however, a footway commences along the western side of the carriageway north of the proposed site access.

### Local Highway Safety

- 2.3 To determine whether there are any existing highway safety issues in the vicinity of the site, the CrashMap database has been reviewed within Bledington for the most recent five-year period available until the end of 2021.
- 2.4 A screenshot demonstrating the CrashMap results is provided at **Figure 2.1**, the location of the application site is demonstrated indicatively with a cross.



**Figure 2.1** CrashMap Extract

- 2.5 The review indicated that no vehicle collisions have occurred within Bledington during the assessment period. It is therefore concluded that the existing local highway network operates safely and suitably and, based on the low level of vehicle trips forecast to arise from the site, this is expected to continue.



### 3. Access Arrangements

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- 3.1 Planning permission is sought for the erection of two residential dwellings with associated infrastructure, served by a new vehicular access onto Main Street (B4450) that splits into two private driveways. The proposed access consolidates an existing access to the neighbouring 'Tally Ho Cottage' to the south, which will remain as per its current location.
- 3.2 To ensure that the vehicular access to the site is safe and suitable, in accordance with Paragraph 110 of the National Planning Policy Framework (NPPF), the proposed site access will comply with Manual for Gloucestershire Streets standards and not have a detrimental impact on the safety and operation of both the local highway network and the internal site.
- 3.3 The access arrangements are shown on the site layout plan provided at **Appendix B**.
- 3.4 The access will measure approximately 6.5m in width, forming two separate private drive access points at 3m wide each. To the north and south, ~6m corner radii will be provided to facilitate safe and suitable access. The access will be surfaced in tarmac for the first ~10m from the edge of the adjacent carriageway.

#### Access Visibility

- 3.5 To demonstrate that the proposed site access can operate safely and in a suitable manner, a visibility assessment of the access has been undertaken.
- 3.6 Main Street (B4450) adjacent to the proposed site access is subject to a 30mph speed limit restriction, therefore visibility requirements have been derived from Manual for Streets (MfS) for a 30mph design speed, Table 7.1. The guidance states that a design speed of 30mph requires visibility splays of 43m in each direction.
- 3.7 For the 'X' distance, the standard 2.4m has been applied.
- 3.8 On this basis, the drawing at **Appendix C** demonstrates visibility splays of 2.4m x 43m in each direction from the access onto Main Street (B4450). The splays are wholly achievable within the extent of the adopted highway and land controlled by the Applicant. Adopted highway boundary data for Main Street (B4450) is provided at **Appendix D**.

#### Swept Path Analysis

- 3.9 To demonstrate the suitability of the proposed access arrangements swept path analysis has been undertaken, attached at **Appendix E**, which demonstrates that vehicles can access / egress each private drive off the main shared access.

#### Summary

- 3.10 Based on the assessment set out above, safe, and suitable access can be achieved at the application site, in accordance with Paragraph 110 of the NPPF.



## 4. Forecast Trip Generation

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- 4.1 Based on previous GCC consultations, a singular dwelling would be expected to generate approximately five daily vehicular trips with approximately 0.4 vehicle trips occurring at peak hours. Applying this to two dwellings equates to one vehicle trip occurring at peak hours and approximately 10 daily vehicle trips.
- 4.2 Paragraph 111 of the NPPF states that development should only be prevented or refused on highway grounds where there will be an unacceptable impact on highway safety or a severe residual cumulative impact on the road network. In view of the forecast trip generation of the site, from a suitable access, this would not be an unacceptable impact on highway safety and the residential cumulative impacts of the development would not be significant or severe.

## 5. Summary and Conclusion

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- 5.1 Rappor have been instructed by Tomland Ltd to provide a TN in support of a planning application on land west of the B4450, Bledington, OX7 6UU.
- 5.2 Planning permission is sought for the erection of two residential dwellings with associated infrastructure, served by a new vehicular access onto Main Street (B4450).
- 5.3 This TN has demonstrated the following:
  - a) There is no existing pattern of vehicle collisions in the vicinity of the proposed access that could indicate an existing highway safety issue;
  - b) The proposed access is provided with sufficient geometry and consolidates an existing access to the south for the neighbouring dwelling;
  - c) Suitable visibility can be achieved from the proposed site access onto the adjacent highway in accordance with MfS guidance;
  - d) Vehicle movements at the site access are achievable, supported by vehicle a swept path analysis drawing; and
  - e) The forecast trip generation associated with the two dwellings will not result would not have a detrimental impact on the surrounding highway network.
- 5.4 Paragraph 111 of the NPPF states that *'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.'*
- 5.5 On balance, when considering the level of vehicle trips forecast by two dwellings and the levels of achievable emerging visibility, the development proposal will not have an *'unacceptable impact on highway safety'*, nor will the proposals result in a *'severe'* impact on the road network and therefore the proposal does not conflict with Paragraph 111 of the NPPF. As such, there are no significant highways or transportation matters that should prevent the planning application from being permitted.



## **Appendices**

Appendix A	Site Location Plan
Appendix B	Site Layout Plan
Appendix C	Access Arrangements Drawing
Appendix D	Adopted Highway Boundary Data
Appendix E	Swept Path Analysis Drawing

## Appendix A – Site Location Plan

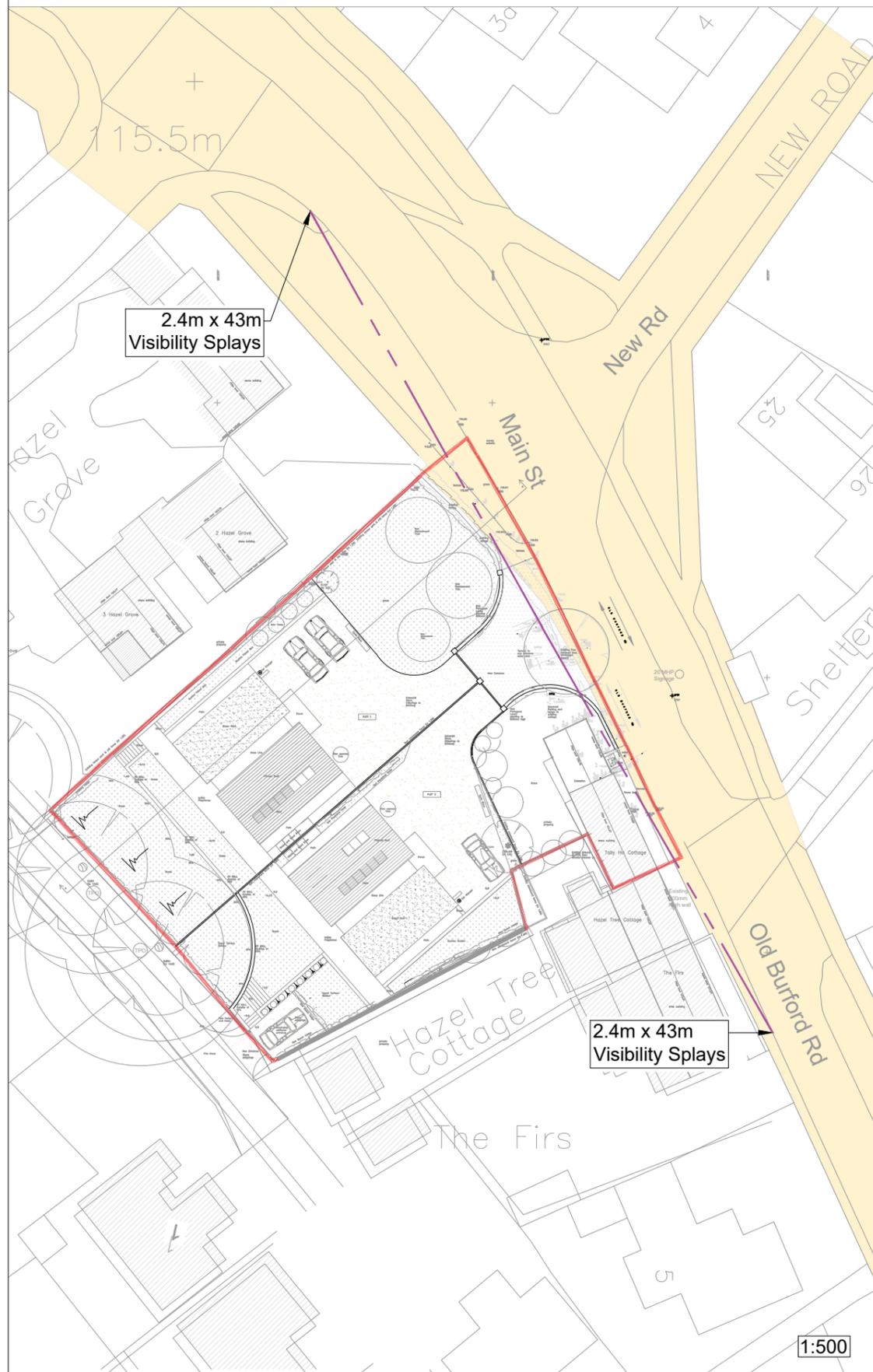


## Appendix B – Site Layout Plan

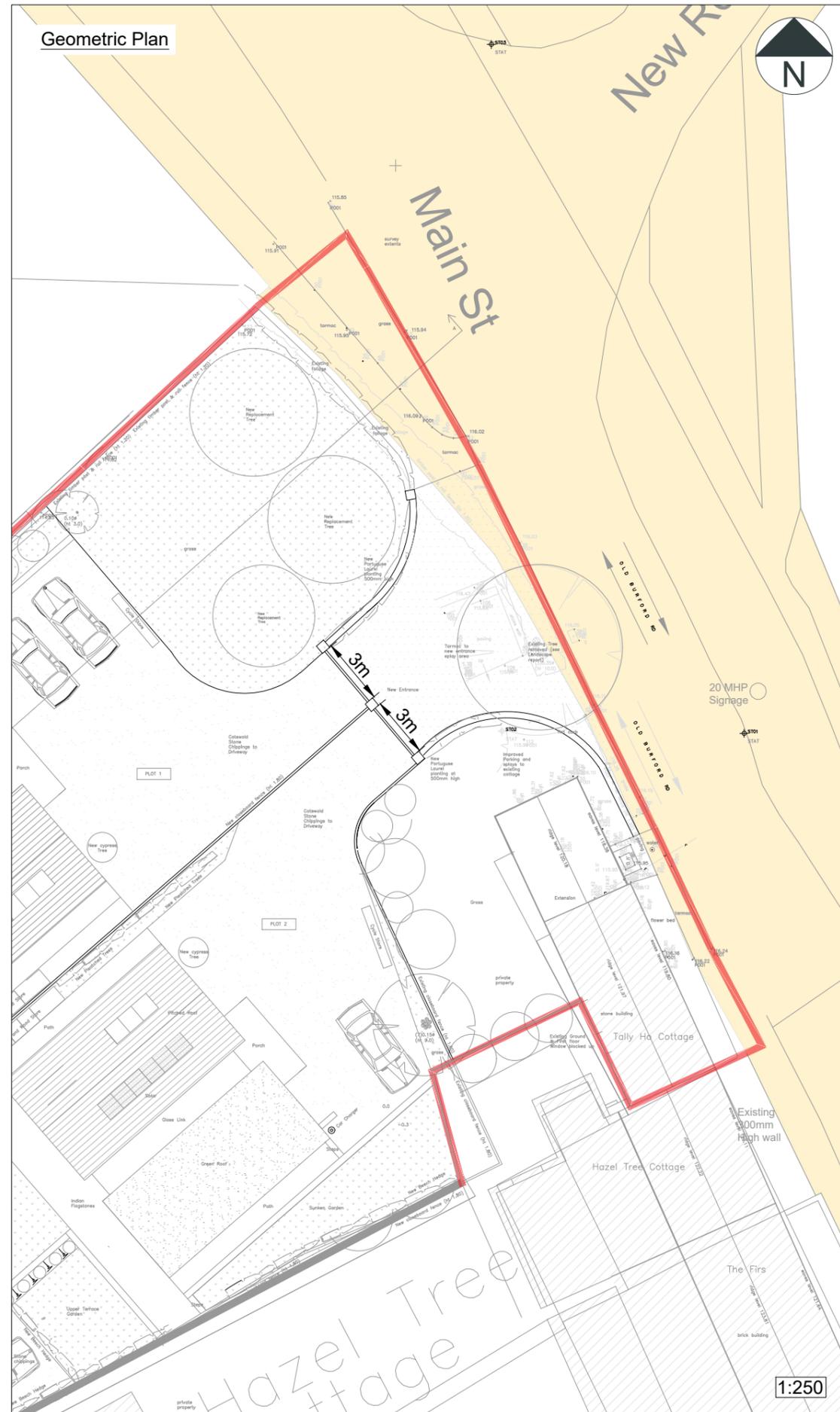


## Appendix C – Access Arrangements Drawing

**Junction Visibility Splays**



**Geometric Plan**



**Notes:**

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This topographical drawing was received from Midlands Survey Ltd, drawing number 97826, & dated June 2023.
3. Highway boundary information has been provided by Gloucestershire County Council (25/07/2023) and has been overlaid by Rappor onto the Topographical Survey & Ordnance Survey on a best fit basis.
4. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.
5. This drawing is based on the Architect's layout by DMD-group and drawing date 06.12.2023.

**Key:**

- Site Boundary
- Adopted Highway Boundary
- 2.4m x 43m Visibility Splay (30mph)

Rev	Date	Details	By	Chkd
P04	07.12.23	Updated Layout	FA	JS
P03	02.10.23	Minor text amendment	BF	JS
P02	21.09.23	Updated Layout & VIS	FA	JS
P01	16.08.23	Updated Red Line Boundary	FA	JS

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CLIENT: **Tomland Ltd**

PROJECT: **Bledington**

TITLE: **Proposed Access Arrangement & Visibility Assessment**

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Stated	01.08.23	FA	JS	JS

STATUS: **PLANNING**

DRAWING NO:	REVISION:
230454-RAP-XX-XX-DR-TP-3200	P04

## Appendix D – Adopted Highway Boundary Data



## Appendix E – Swept Path Analysis Drawing



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