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Cherwell District Council
Bodicote House
Bodicote
Banbury
Oxfordshire
OX15 4AA

Our Ref: HGO DL Williams

Your Ref:

17 July 2015

Dear Sirs

Re: Licensing Application – Yarnton Manor Church Lane Yarnton Oxfordshire

On behalf of our clients Michael and Caroline Williams and the Brackenwood Family Trust all care of Kings Retreat, Church Lane, Yarnton please find attached the Transport Report which we are serving on you as ancillary evidence in support of our clients' position and which will be referred to at the hearing for this matter of 28th July 2014.

Yours faithfully

Lightfoots LLP
Secretary

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Technical Note

Job Title	Yarnton Manor, Church Lane, Yarnton, Oxfordshire		
Job Number	J322426	Date	16/07/2015
Copy	Final	File reference	150716MD
Prepared by	Michael Deadman	Approved by	Huw Vaughan Jones
Subject	Transport and Access Appraisal – Cherwell Premises Application		

1 Introduction

- 1.1 This Transport and Access Appraisal report is based upon instructions from Mr Michael Williams of Kings Retreat, Church Lane, Yarnton in Oxfordshire to review the premises licence applied for at Yarnton Manor, Church Lane, Yarnton to Cherwell District Council from a highways perspective.
- 1.2 A site visit has been carried out to appraise the above in terms of vehicle access. As part of this assessment the characteristics and design of the existing highway network has been considered alongside the appropriate design standards in Manual for Street 1 and 2 (MfS), to assess if the location of the proposed licensed events (ref 15/PRM0186/LAPRE1) via Church Lane is appropriate or not.
- 1.3 The proposed licensed events are summarised in the table below:

Table 1.1 Summary of Premises Licence being sought by Yarnton Manor

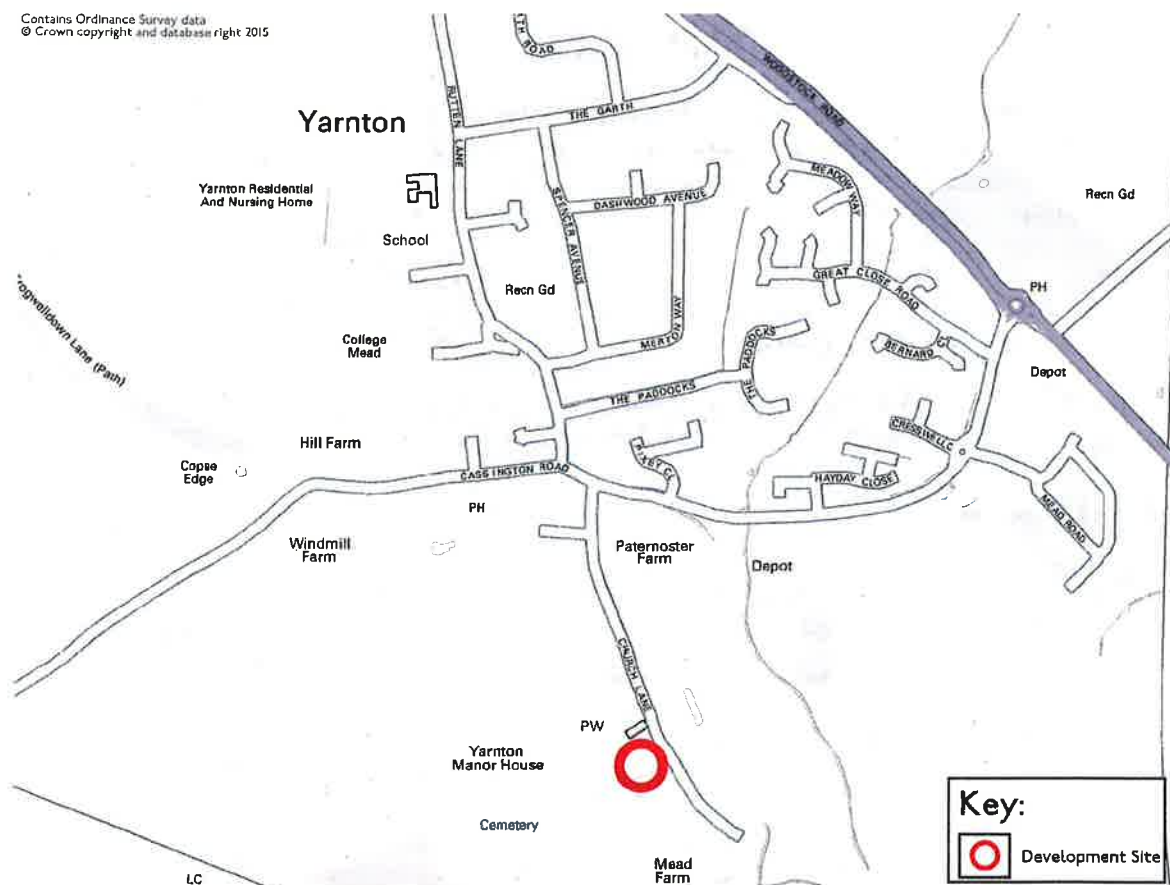
Activity (Indoor & Outdoor)	Time Period	From	To
Playing of Recorded Music (O)	Thursday to Sunday	13.00	00.00 (midnight)
Performance of Live Music (I)	Thursday to Sunday	13.00	00.00 (midnight)
Sale of Alcohol (on premises)	Sunday	13.00	00.00 (midnight)
Exhibition of Films (I)	Monday to Sunday	17.00	02.00
Late Night Refreshment (I & O)	Friday to Saturday	23.00	03.00
Playing of Recorded Music (I)	Thursday to Sunday	13.00	03.00
Performance of Live Music (O)	Thursday to Sunday	13.00	03.00
Exhibition of Films (O)	Monday to Sunday	17.00	23.00
Sale of Alcohol (on premises)	Thursday to Saturday	13.00	03.00

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2 Site Location

- 2.1 Yarnton Manor is located within the southern part of the village of Yarnton, which is 1.6km (1 mile) southwest of Kidlington and 6.4km (4 miles) northwest of the City of Oxford. The 2011 Census recorded the parish's population as 2,545.

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- 2.2 The village has a range of local amenities, which include a church, a village hall, a primary school (William Fletcher Primary School) and two public houses, the Red Lion on Cassington Road and the Turnpike on the A44 Woodstock Road.
- 2.3 Yarnton is served by a frequent bus service (S3) between Oxford and Woodstock, continuing on to either Charlbury or Chipping Norton. Most of the regular daily buses go to the rail station. There is a half-hourly service during the day with a limited service on weekday evenings and Sundays. There is a circular service linking Begbroke, Yarton and Kidlington. The majority of the buses go through the centre of the village, stopping in Rutten Lane and Cassington Road.

3 Existing Local Highway Network

- 3.1 Church Lane is designed as a typical rural lane and is classed as an unclassified road. Church Lane runs from its junction with Cassington Road, past Park Close to the entrance of Mead Farm where it terminates (no through road).

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3.2 The speed limit of Church Lane is 30mph with street lighting.

3.3 Measurements on site were undertaken at the Church Lane / Cassington Road junction in accordance with MfS due to the 30mph speed limit. The measurements on site confirmed that the appropriate sightlines of 2.4m x 43m (the 'X' and 'Y' distances) are not achieved (only 2.4m x 27m is available) when looking to the left towards Rutten Lane. The required 2.4m x 43m vision splay to the right is easily achieved i.e. measurements on site of 2.4m x 100+m achieved.

Photos of existing sightlines available at Church Lane / Cassington Road junction



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- 3.4 The carriageway width of Church Lane at 9.5m back from the Cassington Road junction is 5.6m. This width then significantly reduces down to 3.8m a further 10m down Church Lane. There is a partial section of footway on one side of Church Lane that runs for 25.4m from the junction of Church Lane / Cassington Road, which then terminates. The width of this footway is measured at 1.2m. The footway then begins again some 38m later along Church Road for a short distance, until it ends again and begins on the opposite side of Church Lane up to the Church, where it terminates again.
- 3.5 As stated above Park Close is served by Church Lane and is located 67.5m down Church Lane from the Church Lane / Cassington Road junction. Park Close serves approximately 20 existing residential dwellings, most of which are retirement homes. Visibility sightline measurements were undertaken at the junction of Park Close and Church Lane at an 'X' distance of 2.4m. The visibility available to the left, when looking towards the Church Lane / Cassington Road junction meets the appropriate requirement of 43m. However, the vision splay to the right looking towards Yarnton Manor is obstructed by overgrown vegetation and is restricted to only 22m, which does not meet the design guidance in MfS.

Photos of existing sightlines available at Park Close / Church Lane junction



- 3.6 Further carriageway measurements were taken along the remaining length of Church Lane from Park Close. These measurements varied in width from 2.9m to 3.2m up to the entrance of Yarnton Manor where Church Lane was measured at its widest at 4.5m. It was observed on site that there is a single passing bay provided for cars along Church Lane, approximately half way down the road.
- 3.7 Within close proximity to the entrance of Yarnton Manor there is evidence of informal parking taking place associated with the Church and leisure walking due to the number of public rights of way in the area. The width of the entrance into Yarnton Manor (gate post to gate post) is 3.7m. The surfaced area in front of the entrance, which is used as a bell mouth to the site, is approximately 20m in length.



- 3.8 Church Lane does not terminate at the entrance of Yarnton Manor, this rural lane continues past the manor house for a further 164m. The width of this section of Church Lane varies in width from 3.2m to 3.6m up to the entrance of Mead Farm where Church Lane ends. It was noted at the end of Church Lane there is no turning head to enable vehicles to turn and travel back down the lane in a forward gear.



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Heavy Goods Vehicles (HGVs) or Lorries, Van/Mini Bus and Cars

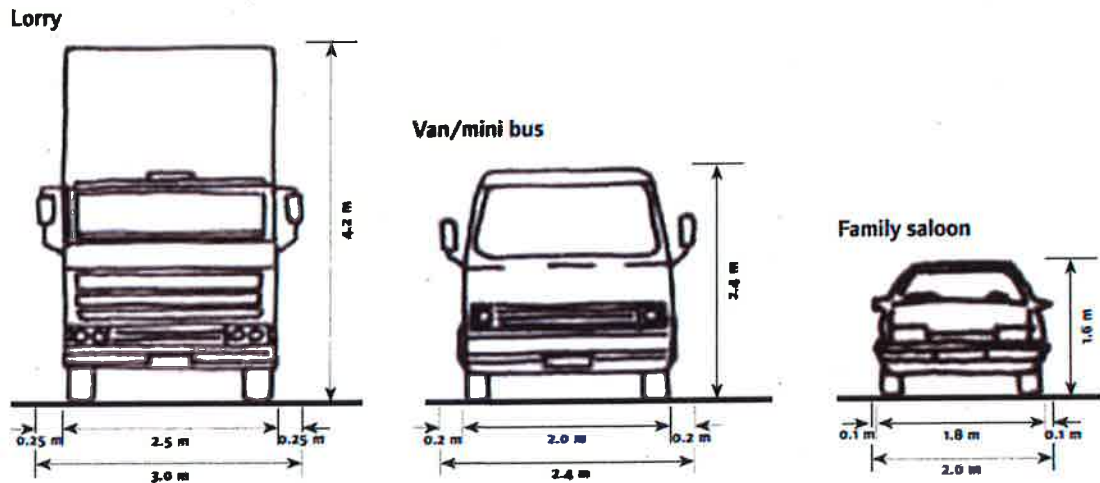


Figure 6.18 Private and commercial motor-vehicles – typical dimensions.

Coaches/Bus

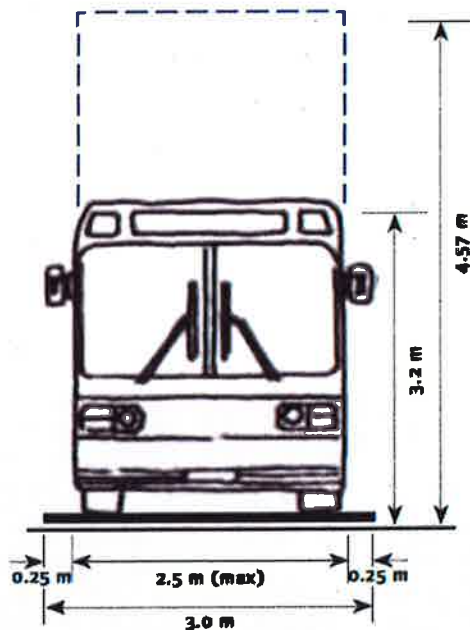


Figure 6.16 Typical bus dimensions

- 4.2 The width of Church Lane (described in Chapter 3) for the majority of its length is too narrow to accommodate the expected vehicle types associated with the planned events at Yarnton Manor, as they cannot physically pass each other along this public highway.

For example below is an extract from MfS, which illustrates a minimum carriageway width of 4.1m, which is required for two cars to pass each other. For a car and HGV to pass each other a 4.8m carriageway is required.

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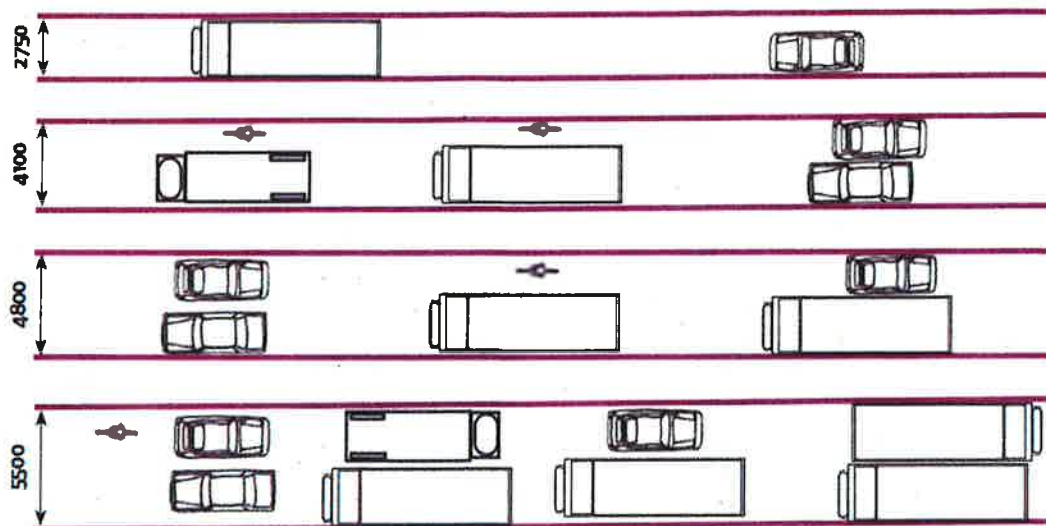


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

* Information sourced from MfS

- 4.3 It was observed on that site that while the footway provisions along Church Lane are sporadic, a number of pedestrians were seen using Church Lane and the surrounding public rights of way routes (leisure walking). Any increase in traffic movements associated with the proposed premises licence can only have a detrimental impact upon the existing pedestrian environment along Church Lane; and increase the likelihood of pedestrians and motor vehicles coming into conflict due to the lack of proper footway provisions and suitable areas for pedestrians to take refuge.



5 Local Concerns & Observations

- 5.1 In respect of the proposed premises licence being sought local residents have observed a frequent number of large vehicles using Church Lane that are associated with Yarnton Manor. Some of which are shown below and are attached to this report as Appendix A.





- 5.2 It is acknowledged some of these traffic movements are linked to the permitted use of the site. However, it can be clearly seen these observed vehicles are physically too large to be accommodated by Church Lane and any increase in their frequency should not be accepted and resisted on highway safety grounds.

6 Local and National Policies

6.1 While the proposed premises licence to Cherwell District Council is not subject to a formal planning application, consideration to Cherwell District Council, Oxfordshire County Council and national policies should be given, especially the policies related to safe and suitable access. Such as:

Adopted Cherwell Local Plan 1996 (saved policy): Policy TR7

“Development that would regularly attract large commercial vehicles or large numbers of cars onto unsuitable minor roads will not normally be permitted”.

Oxfordshire Local Transport Plan 2011-2030: General Policy G3

“Oxfordshire County Council will work to ensure that the transport network can meet the requirements of the county’s world class economy, whilst protecting the environment and the amenity of Oxfordshire residents”.

Oxfordshire Local Transport Plan 2011-2030: Policy SD1 Supporting Development

“Oxfordshire County Council will seek to ensure that:

- the location and layout of new developments minimise the need for travel and can be served by high quality public transport, cycling and walking facilities;*
- developers promote sustainable travel for all journeys associated with new development, especially those to work and education, and;*
- the traffic from new development can be accommodated safely and efficiently on the transport network”.*

National Planning Policy Framework (NPPF)

Government planning policy on transport is set out principally in the National Planning Policy Framework (NPPF). This provides advice on how local authorities should integrate land use and transport, particularly through the development process and promotes sustainable transport. Its key objectives are to ensure:

- The opportunities for sustainable transport have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- Safe and suitable access to the site can be achieved for all people; and.*
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

7 Summary

- 7.1 The location of the site being promoted for the premises licence is unsuitable due to the design of the local highway network that serves Yarnton Manor and the nearby residential properties in the area.
- 7.2 Measurements on site have confirmed that the majority of Church Lane only has a width of just over 3m, which is not sufficient enough to physically allow two motor vehicles to pass i.e. 4.1m or 4.8m is required.
- 7.3 The traffic generation and impact from the proposed events associated with the premises licence is expected to be high due to experiences from other known events within Oxfordshire, which is a highway safety and capacity concern.
- 7.4 Church Lane is well used by pedestrians using sections of the footways provided and the local public rights of way routes. Any increase in traffic movements associated with the proposed premises licence can only have a detrimental impact upon the existing pedestrian environment along Church Lane, and increase the likelihood of pedestrians and motor vehicles coming into conflict.
- 7.5 Photographic evidence has confirmed that Church Lane cannot accommodate the existing traffic movements generated by Yarnton Manor and any additional traffic movements associated with the premises licence will only have a detrimental impact on the safety of users of this public highway.
- 7.6 The proposed site appears to be contrary to the current and emerging local and national policies for the area

8 Conclusion

- 8.1 This Transport and Access Appraisal report provides a robust analysis of the highway and access issues on the local highway network demonstrating that Church Lane is not suitable to accommodate the proposed events to be associated with Yarnton Manor.
- 8.2 Given these findings the grant of a premises licence is likely to significantly increase the risks to public safety and the noise generated by the increased traffic is likely to impact adversely on the local environment.

Appendix A Site Photos

Views of Church Lane / Cassington Road Junction



Views of Church Lane





