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NORTH

Vale of White Horse  
10 JAN 2011  
District Council



- Denotes area of site for development
- Denotes extent of wider site boundary

10/02344/FUL  
RAD/15745/6

APPENDIX 1

**A+G architects**  
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Rev	Date	Description	By	Chk
A	15.12.10	Planning Issue - Amended location of wider site Boundary	MR	JO

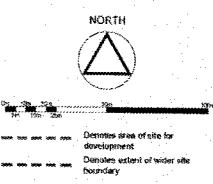
Client: The Northmoor Trust	Project: Thrupp Lake Wetlands Visitors Centre, Radley Lakes
Drawing: OS - Location Plan	

Scale(s): 1:5000	Size: A3	First issue: 30.11.10	Drawn: MR	Checked: JO
Job no: OX0911	Drawing no: 01	Rev: A		

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A	15.12.10	Planning issue - Amended layout of water site boundary	MR	AD
Rev	Date	Description	By	Check

**PLANNING**

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Vale of White Horse  
 10 JAN 2011  
 District Council

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 e: enid@agarchitects.com  
 w: www.agarchitects.com

Client: The Northmoor Trust

Project: Thrupp Lake Wetlands Visitors Centre  
 Radley Lakes, Abingdon

Drawing title: Existing Site Plan

Quoted	Rev	First issue	Drawn	Checked
1:1250	A1	30.11.10	MR	AD
Job no:	Drawing no:	Rev:		
OX0911	02	A		

10/02344/FUL  
 RAD/15745/6

Note. Refer to Giffords Drawing 800 for details of External Lighting

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- KEY**
- Existing tree to be retained
  - Existing tree to be removed
  - Proposed tree
  - Tree root protection zone
  - Site Entrance/Access Point
  - Building Entrance/Access Point
  - Existing site boundary
  - Existing planting retained
  - Existing planting removed
  - Proposed Planting
  - Proposed covered cycle store
  - Denotes existing levels
  - Denotes proposed levels

**SCHEDULE OF MATERIALS**

- Proposed Granite Set Paving laid to falls as traffic ramp
- 'Golpa' type grass finish surface
- Proposed Self-Binding Gravel Surface
- Proposed large format Permeable Paving - Specification to be confirmed
- Proposed Landscape Sculpture/Feature, details TBC
- Proposed Timber Deck
- Existing Grass Area to be retained/reinstated

Rev.	Date	Description	By	Chk
B	06.04.11	Planning arrangement altered and final access added	MR	MR
A	15.12.10	Planting areas + included new signs and A&G's entrance	MR	JC

**PLANNING**



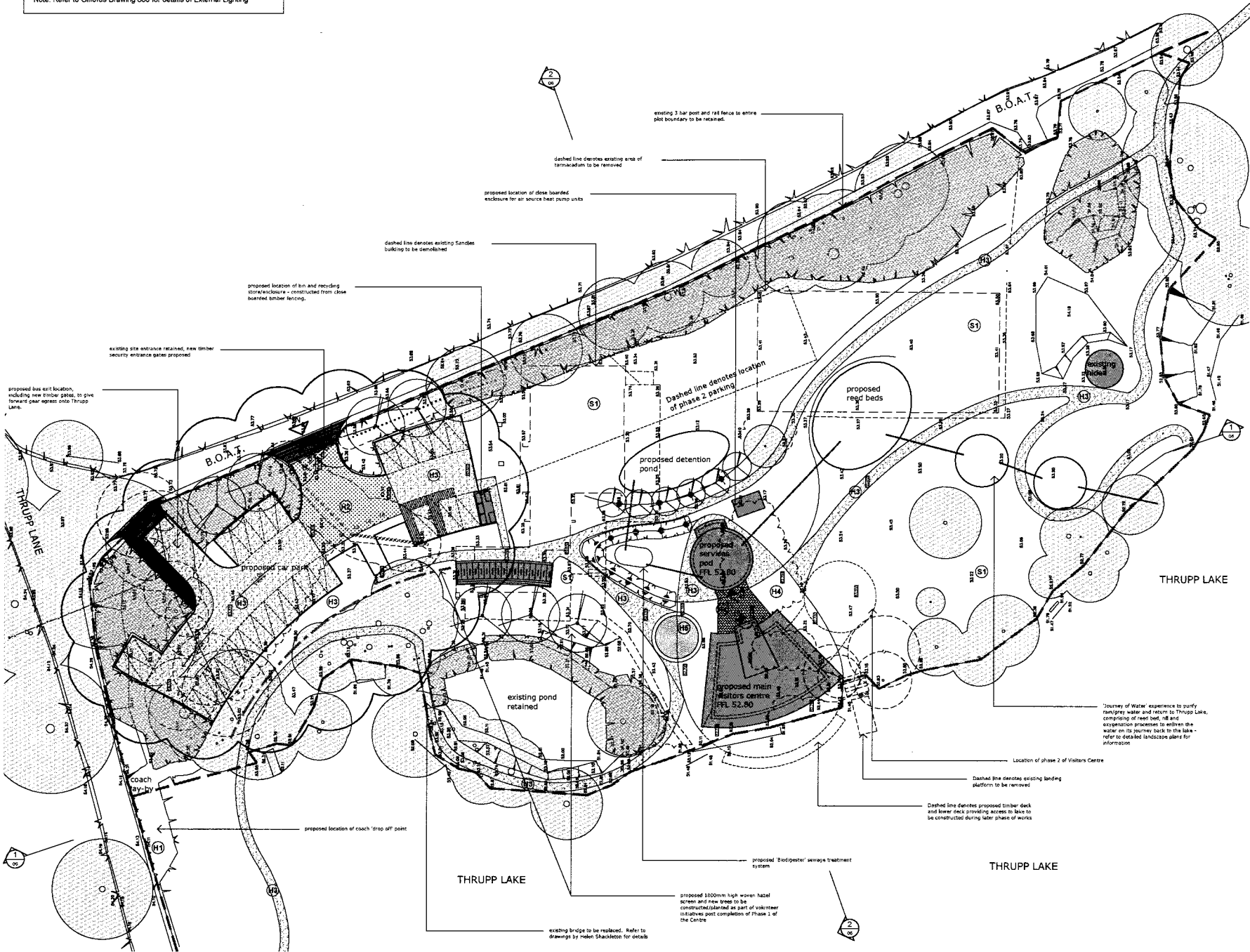
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Client:  
The Northmoor Trust

Project:  
Thrupp Lake Wetlands Visitors Centre  
Radley Lakes Abingdon

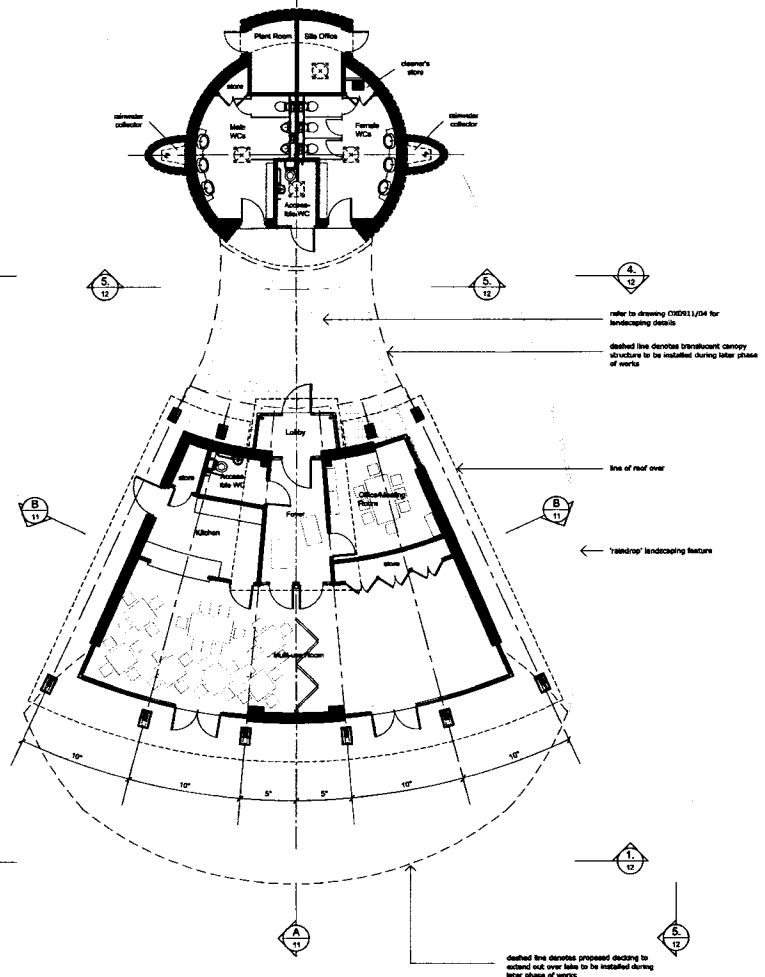
Drawing title:  
Proposed Site Plan - Phase 1

Scale(s)	Size	First issue	Drawn	Checked
1:250	A1	10.11.10	MR	
Job no:	Drawing no:	Rev:		
OX0911	04	B		

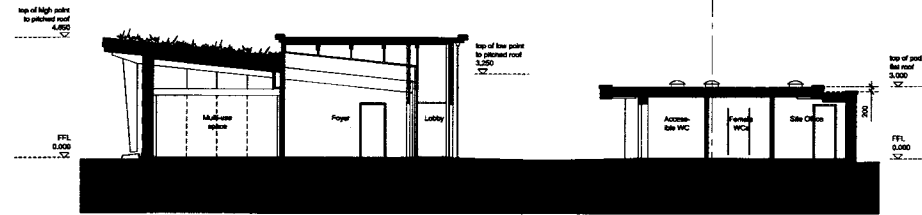


APPENDIX 2

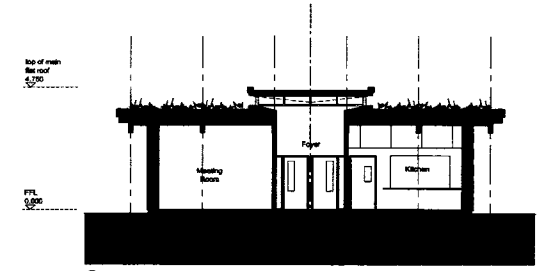
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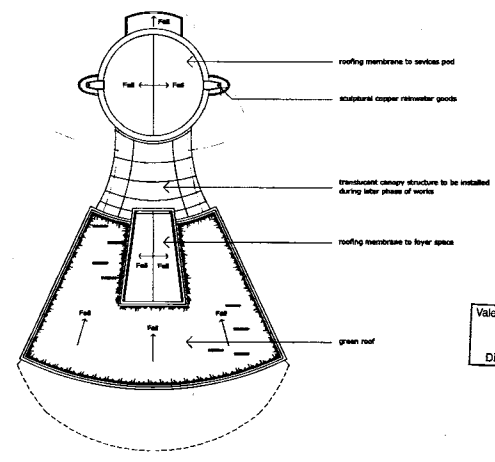
1. Proposed Floor Plan



2. Section A-A



3. Section B-B



4. Proposed Roof Plan @ 1:200

10/02344/FUL  
RAD/15745/6

Ref.	Date	Description	By	JO	Chk.
------	------	-------------	----	----	------

**PLANNING**

**A-3**

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Vale of White Horse  
10 JAN 2011  
District Council

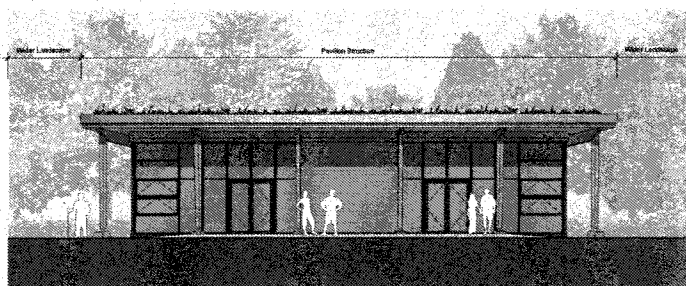
Client:  
The Northcroft Trust

Project:  
Thrupp Lake Wetlands Visitors Centre  
Ratley Lake, Abingdon

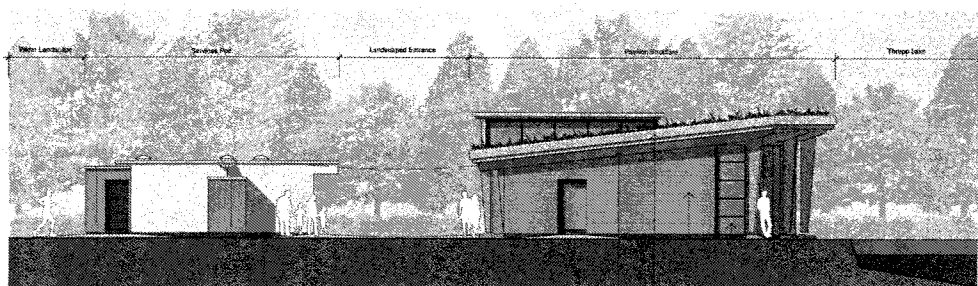
Drawing No:  
Proposed Plan & Sections - Phase 1

Scale:	Sheet:	Date:	Drawn:	Checked:
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Job no:	Drawing no:	Rev:		
OX0911	11	A		

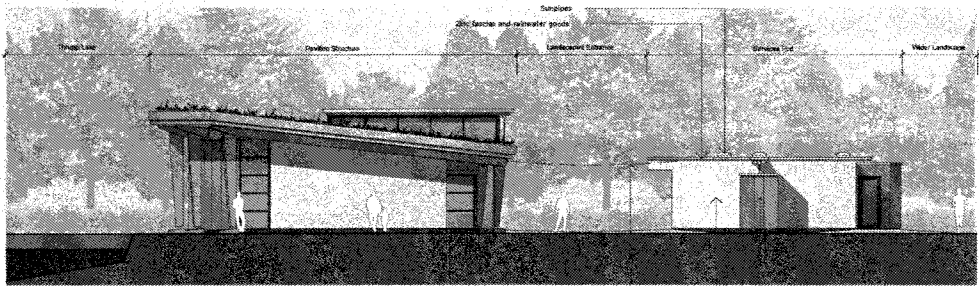
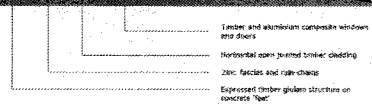
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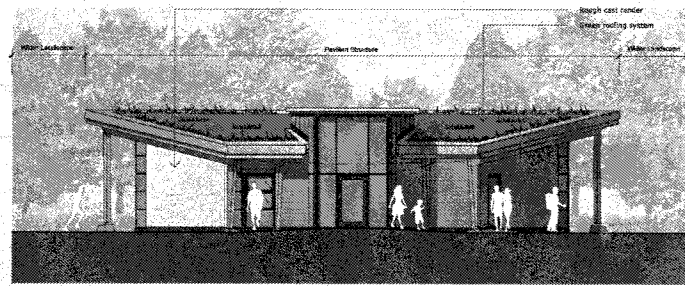
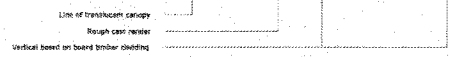
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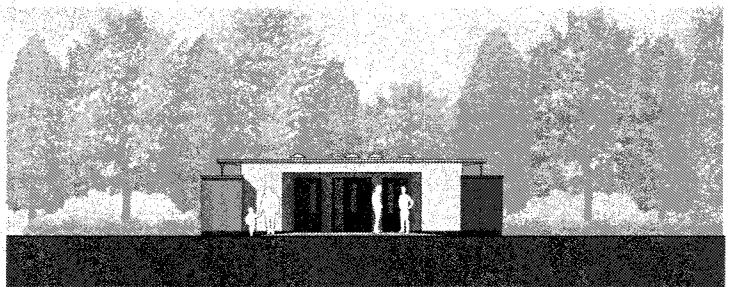
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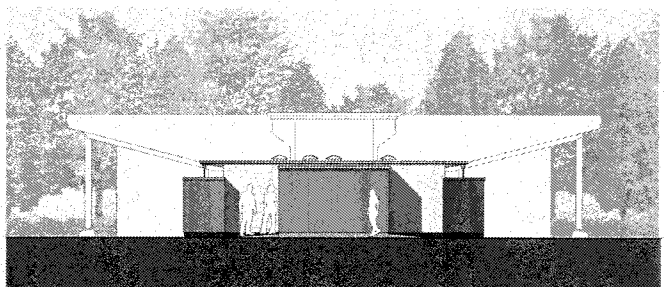
3. South Elevation



4. East Elevation (pavilion structure only)



5. West Elevation of Services Pod



6. East Elevation of Services Pod

10/02344/FUL  
RAD/15745/6

A	15/12/19	Planning team - technical drawing	MR	JO
Rev	1/01	Revisions	BY	15/12/19

**PLANNING**

**A+G architects**

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Valle of White Horse  
18 JAN 2021  
Electoral Council

Client:  
The Northway Trust

Project:  
Thrupp Lake Wetlands Visitors Centre  
Rushy Lakis, Abingdon

Drawing File:  
Proposed Elevations - Phase 1

Scale:	1:100	Sheet:	A1	Date:	08.12.10	Drawn:	JO	Checked:	MR
Job no.:	OX0911	Drawn by:	12	Scale:		Rev:			A

Refer to drawing OX0911/04 for details of existing buildings, trees and vegetation to be removed as part of phase 1 works. Omitted from this drawing for clarity.

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**KEY**

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- Existing tree to be removed
- Proposed tree
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- Existing site boundary
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- Proposed Permeable Paving Setts
- Proposed Self-Binding Gravel Surface
- Proposed Permeable Paving Setts
- Proposed Landscape Sculpture/Feature, details TBC
- Proposed Timber Deck
- Existing Grass Area to be retained/reinstated

Rev	Date	Description	By	CHK
C	05.10.11	Planning arrangement altered and 2nd access added	MR	MR
B	04.12.10	Planning issue	MR	MR
A	01.12.10	Updated drawing to Phase 2 plan only	MR	MR

**PLANNING**

**A-G**

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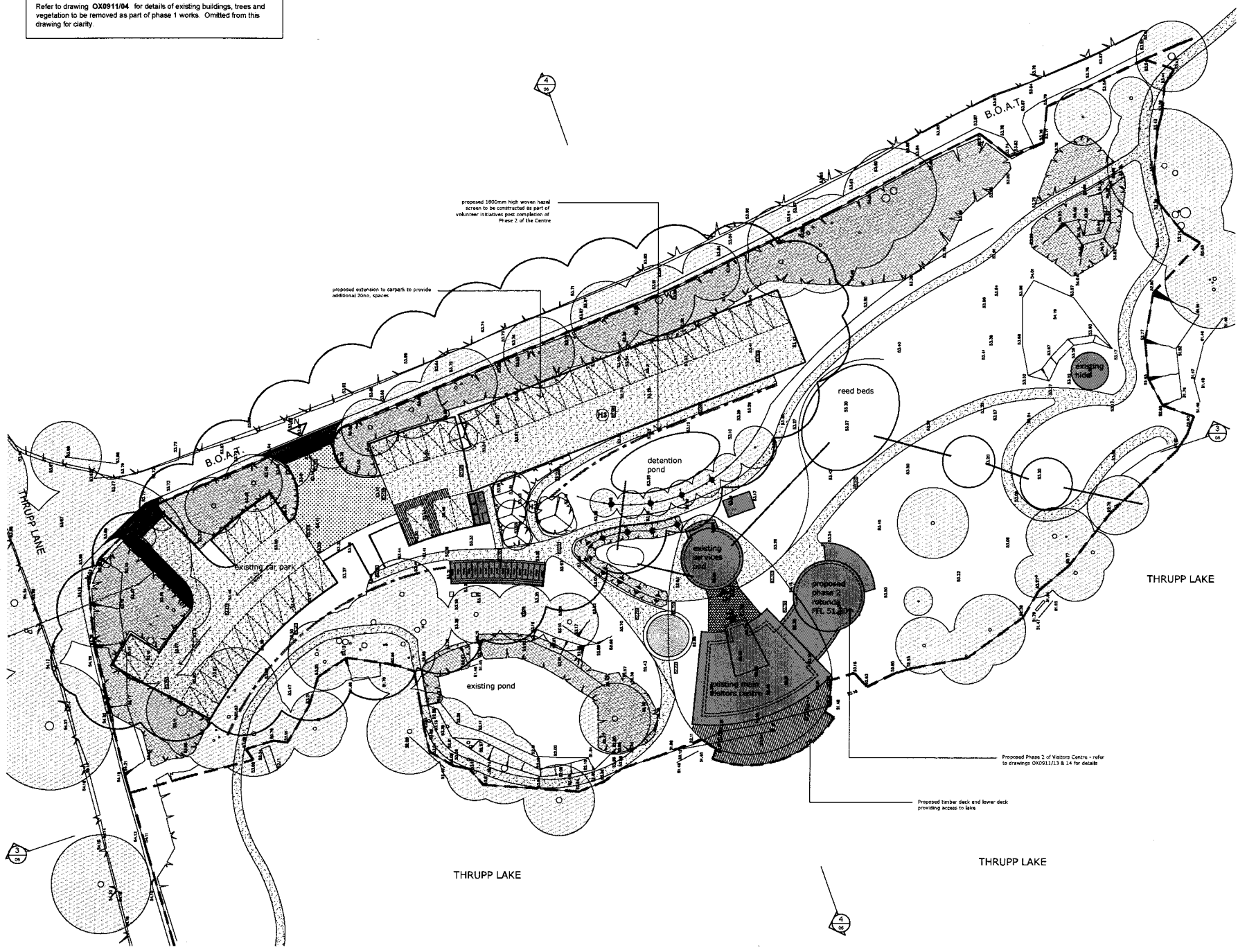
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Client:  
The Northmoor Trust

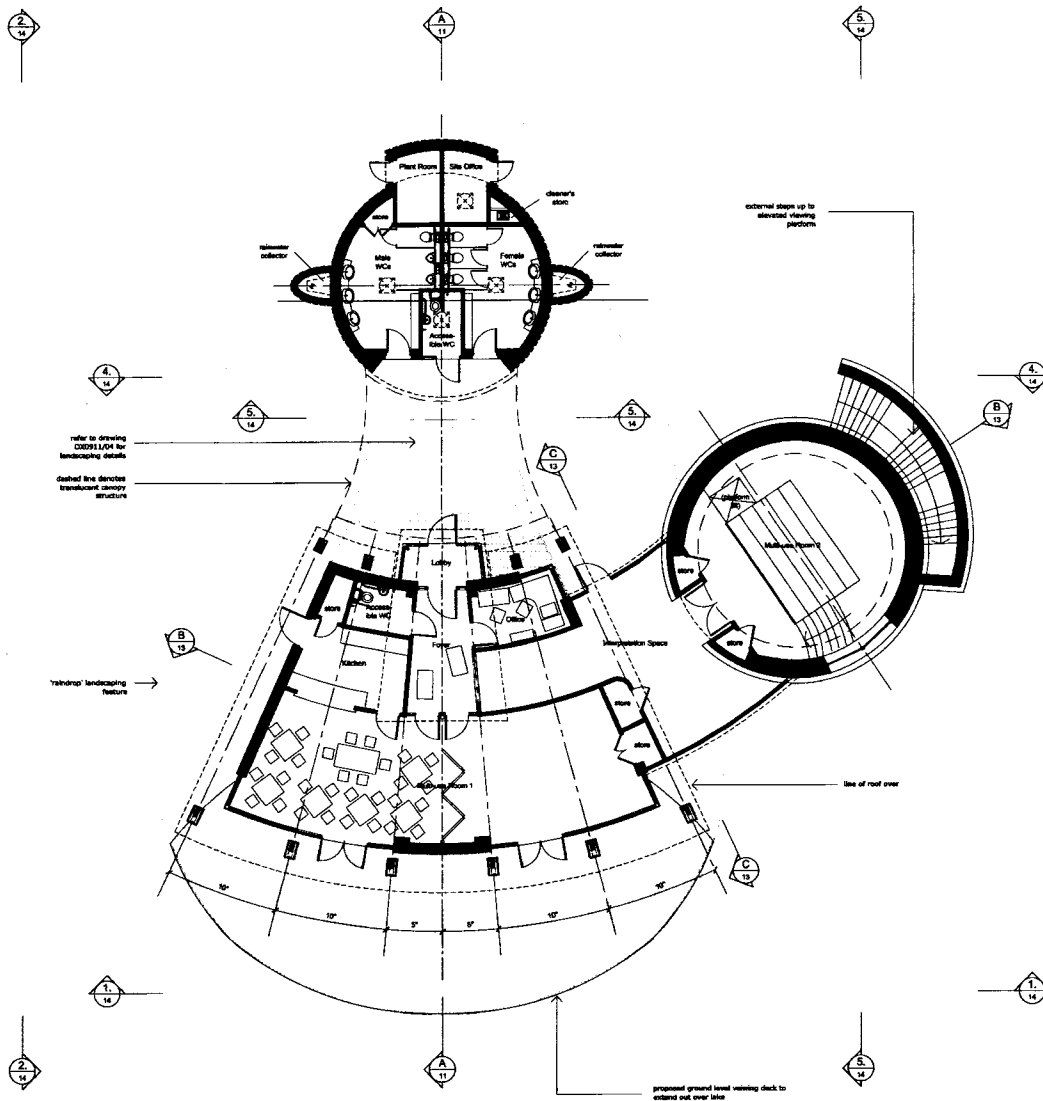
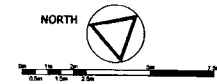
Project:  
Thrupp Lake Wetlands Visitors Centre  
Radley Lakes, Abingdon

Drawing title:  
Proposed Site Plan - Phase 2

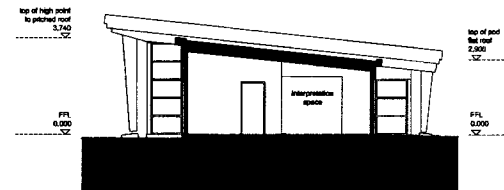
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1:250	A1	10.11.10	MR	
Job no:	OX0911	05	05	C



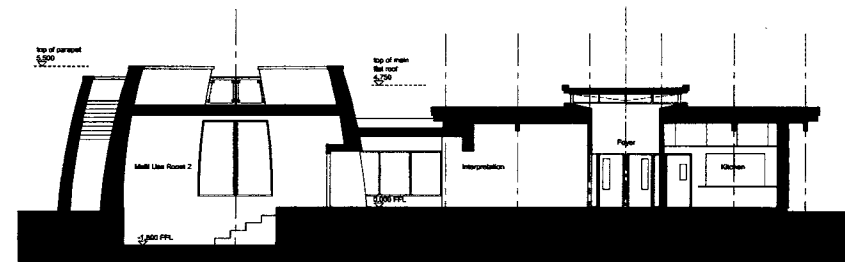
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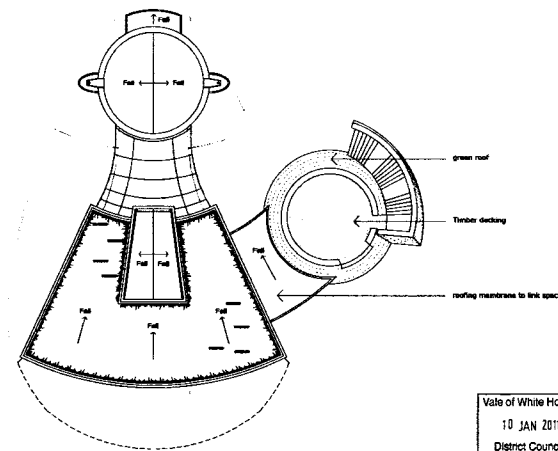
1. Proposed Floor Plan



2. Section C-C



3. Section B-B



4. Proposed Roof Plan @ 1:200

10/02344/RUL  
RAD/15745/6

Rev	Date	Description	By	Chk

**PLANNING**

A - C

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Client:  
The Northmoor Trust

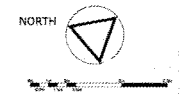
Project:  
Thrupp Lake Wetlands Visitors Centre  
Radley Lakes, Abingdon

Drawing title:  
Proposed Plan & Sections - Phase 2

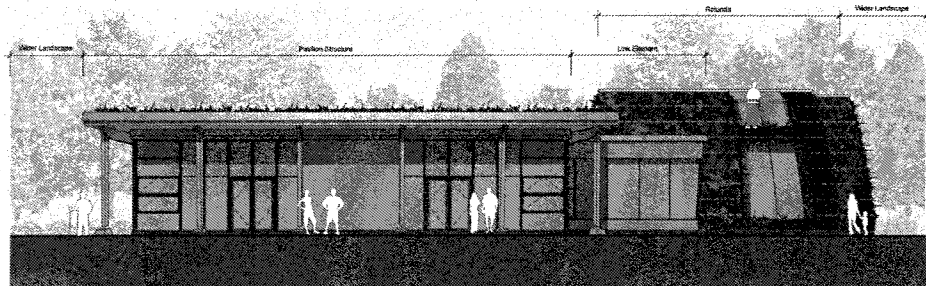
Vale of White Horse  
10 JAN 2011  
District Council

Scale:	Site:	File name:	Drawn:	Checked:
1:100	A1	15.12.10	JO	MR
Job no:	OX0911	Drawing no:	13	Rev:

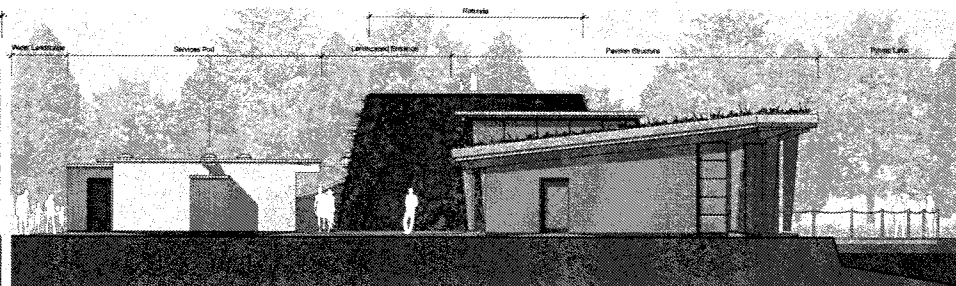




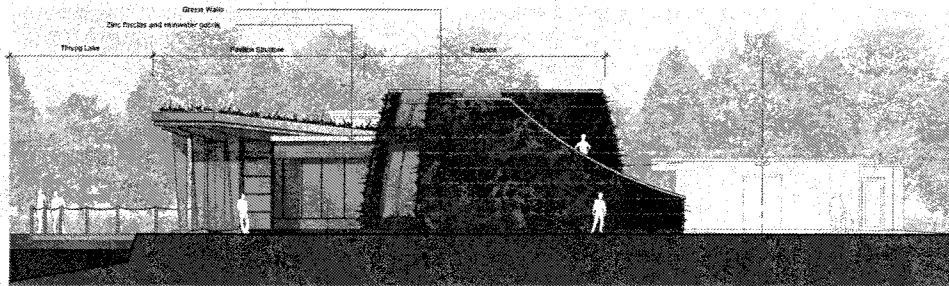
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1. West Elevation

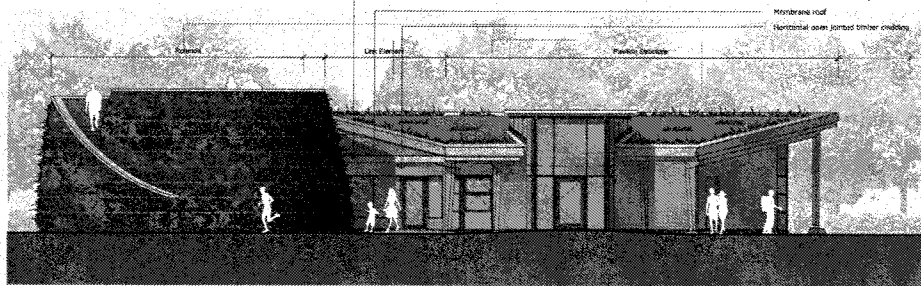


2. North Elevation

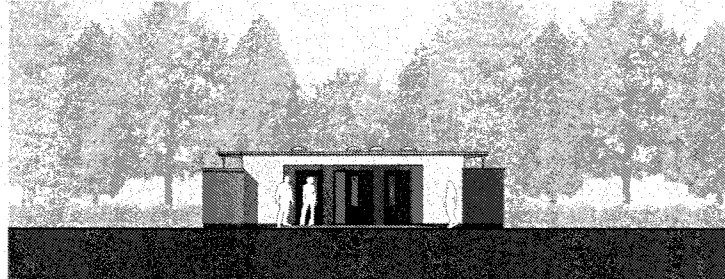


3. South Elevation

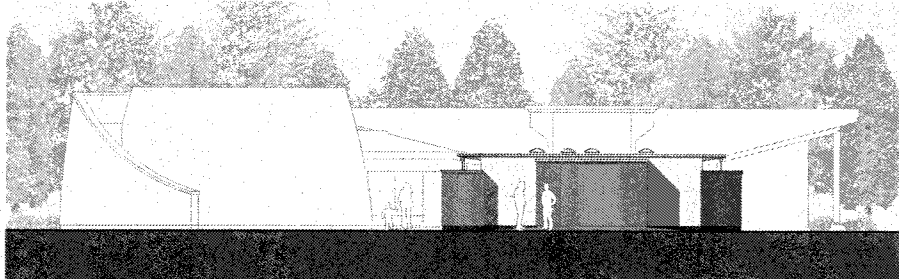
Timber and aluminium composite windows and doors  
Horizontal open jointed timber cladding  
Polished glazing to green walls



4. East Elevation (pavilion structure only)



5. West Elevation of Services Pod



6. East Elevation of Services Pod

DATE	DESCRIPTION	BY	CHK
19/01/2011	Final	JO	MR

**PLANNING**

**A+G architects**  
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w: [www.agarchitects.com](http://www.agarchitects.com)

Client:  
The Northamber Trust

Project:  
Thrupp Lake Wetlands Visitors Centre  
Rusley Lakes, Avington

Drawing title:  
Proposed Elevations - Phase 2

Drawn	Scale	Plot Issue	Drawn	Checked
1:100	A1	15.12.10	JO	MR
JOB NO:	OX0911	Drawn by:	14	Rev:

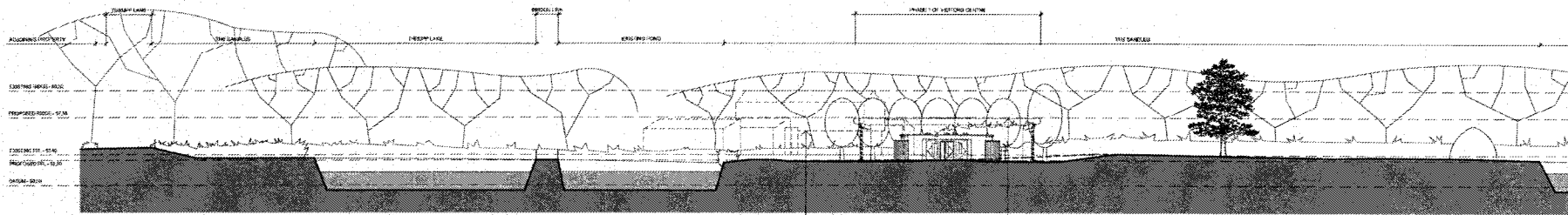
Vale of White Horse  
19 JAN 2011  
District Council

10/02344/FUL  
RAD/15745/6



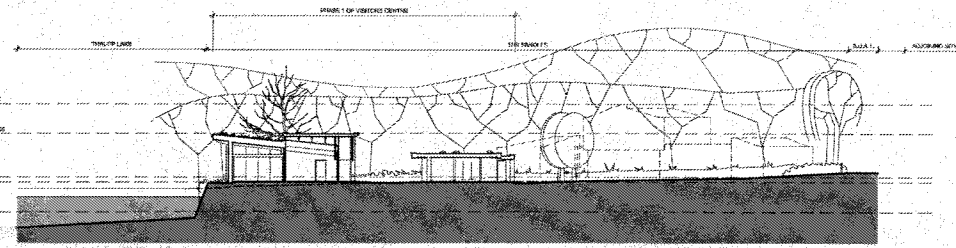
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1:500

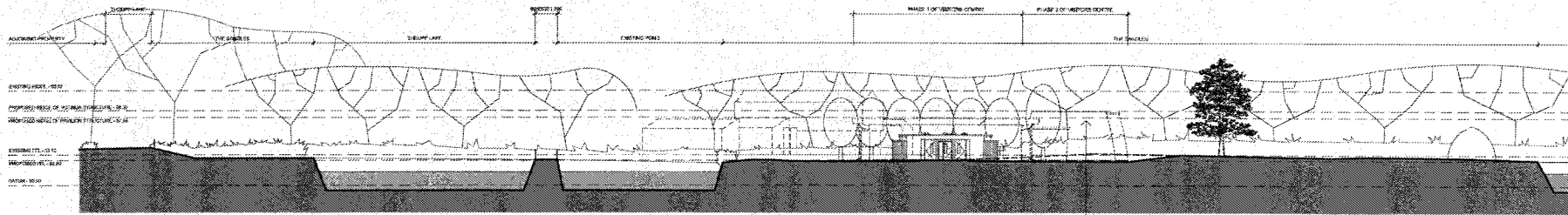


1. Long Section A-A Phase 1

line of pavilion structure in foreground  
line of existing sandthe building to be demolished

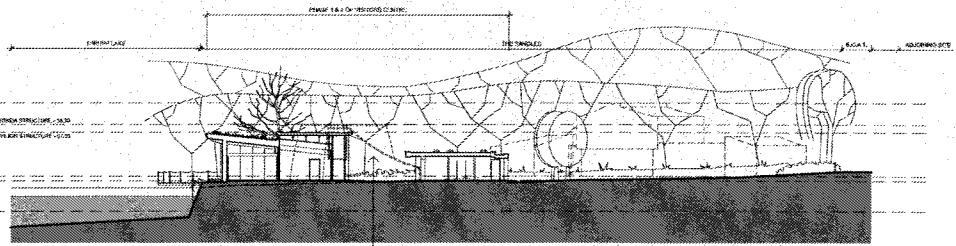


2. Short Section B-B Phase 1



3. Long Section A-A Phase 2

line of pavilion & rotunda structure in foreground



4. Short Section B-B Phase 2

line of rotunda structure in foreground

1:500	1:500	1:500	1:500
-------	-------	-------	-------

**PLANNING**

**A+G architects**  
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Valle of White Horse  
10 JAN 2011  
District Council

Client:  
The Northbrook Trust

Project:  
Truggo Lake Wetlands Visitor Centre  
Radley Lakes, Abingdon

Drawing title:  
Proposed Site Sections - Phases 1 & 2

Scale	Date	Drawn	Checked
1:250	A1	15.12.10	JO
Job No:	OX0911	Drawing no:	6

10/02344/FUL  
RAD/15745/6



# Glanville



**TRANSPORT STATEMENT**  
Thrupp Lake Wetlands Visitors Centre  
Radley Lakes, Abingdon

Prepared for: Northmoor Trust  
Issue 2: 29 November 2010  
Ref: CV291095/JB/LR/007

## Document History

Issue	Date	Description	Prepared By	Checked By
1	23 Nov '10	1 <sup>st</sup> Draft	John Birch	Tim Foxall
2	29 Nov '10	Issue 2	John Birch	Tim Foxall

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- Highway and Traffic Engineers
- Transport Planners
- Land Surveyors
- Building Investigation Experts
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1.0	Introduction .....	1
2.0	Existing Situation and Proposed Development .....	2
3.0	Planning Policy Context.....	4
4.0	Existing Traffic Conditions .....	5
5.0	Traffic Generation and Impact .....	7
6.0	Accessibility .....	9
7.0	Summary and Conclusion .....	10

## Appendices

Appendix A:	Site Location Plan
Appendix B:	Topographical Survey
Appendix C:	Development Proposals
Appendix D:	Traffic Survey Results
Appendix E:	Road Accident Data
Appendix F:	Predicted Visitor Numbers

**1.0 Introduction**

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Northmoor Trust to accompany a planning application for a new visitors centre at Thrupp Lake, Radley near Abingdon in Oxfordshire.
- 1.2 The traffic generated by the proposed use is compared with that generated by the previous use of the site and is assessed in the context of baseline flows on the local road network. The report also considers vehicular access to the site and parking for cars and coaches.

## 2.0 Existing Situation and Proposed Development

### Existing Situation

- 2.1 The site is located immediately adjacent to Thrupp Lake, which lies around 2 kilometres to the east of Abingdon and 1.5 kilometres to the south of Radley. A site location plan is included at Appendix A.
  - 2.2 Thrupp Lake is part of a series of former gravel pits that have flooded and are known collectively as "Radley Lakes". The Northmoor Trust manages Thrupp Lake as a wildlife conservation area and the site is regarded as one of the best sites in Oxfordshire for breeding birds.
  - 2.3 The site, known as "Sandles", is home to a single residential dwelling, which is now unoccupied and has become derelict. A copy of a topographical survey that shows the existing layout of the site is included at Appendix B. The existing building footprint is 349m<sup>2</sup>.
  - 2.4 Vehicular access to the site is from the north, via Radley Road, Thrupp Road and Thrupp Lane. Thrupp Road provides access to a number of residential and commercial premises, including a small industrial estate, a number of gravel extraction sites and a pre-mixed concrete supply plant. The road is relatively heavily trafficked as a result and a high proportion of the traffic is heavy goods vehicles.
  - 2.5 Thrupp Lane is generally too narrow to accommodate the free-flow of two-way traffic, although passing places are located at regular intervals. There are two tight 90 degree bends to the north of the site.
  - 2.6 The site itself is accessed via a short section of Byway Open to All Traffic (BOAT) that runs south from Thrupp Lane. There is a large gravel driveway and parking area in front of the building.
- Proposed Development
- 2.7 It is proposed to demolish the existing building and construct a centre for people visiting Thrupp Lake. A copy of proposed site layout is included at Appendix C.
  - 2.8 The visitors centre will provide a range of facilities including exhibition spaces and installations that will enable the Trust to educate the local community about the rich local habitat. The new centre will be single storey, albeit with some double-height spaces. The proposed footprint (314m<sup>2</sup>) is some 35m<sup>2</sup> less than the existing building (349m<sup>2</sup>).
  - 2.9 The centre will be redeveloped in two phases. The first phase will include the demolition of the existing building and the provision of the main pavilion structure, "Services Pod" and some car parking to meet the immediate needs of the Trust. As visitor numbers increase, a second phase will provide the fixed, multi use space and formal interpretation spaces in the "Rotunda" and "Link" and additional car parking. The planning application covers both phases of development.



- 2.10 Phase 1 will include parking for 30 cars, including two spaces allocated for disabled use. Phase 2 will see the provision of a further 15 spaces, taking the total to 45 spaces. Covered and secure cycle parking will also be provided.
- 2.11 The Trust is keen to keep the provision of car parking to an acceptable minimum to promote more sustainable means of travel to visit the site. This is to be reflected in the high proportion of cycle spaces that will be provided on the site.
- 2.12 Vehicular access to the site will continue to be from the BOAT, via the existing access.
- 2.13 A lay-by will be created on Thrupp Lane, immediately to the west of the junction with the BOAT. This will provide parking for coaches when dropping-off and collecting visitors.

### 3.0 Planning Policy Context

- 3.1 The Vale of the White Horse District Council's Local Plan Maps and Local Plan 2011 (adopted 2006) identify policies relevant to the application site as follows:

#### Policy DC5

Proposals for development will only be permitted provided that:

- i) Safe and convenient access will be provided both within the site and to and from the adjoining highway network for all users including those with impaired mobility, and for all modes of transport;
- ii) The road network can accommodate the traffic arising from the development without causing safety, congestion or environmental problems;
- iii) Adequate provision will be made for loading, unloading, circulation, servicing and vehicle turning;
- iv) Adequate and safe provision will be made for parking vehicles and cycles;
- v) Off-site improvements to the highway infrastructure (including traffic management measures), cycleways, footpaths and the public transport network can be secured where these are not adequate to service the development; and
- vi) The scheme is designed to minimise the impact of vehicles and give priority to the needs of pedestrians, cyclists, the users of public transport and those with impaired mobility.

**4.0 Existing Traffic Conditions**

4.1 Surveys were commissioned to provide baseline traffic flow data to inform this assessment. Automatic traffic counters (ATCs) were placed at two locations, one across Thrupp Road, between Radley Road and Norfolk Close, and on Thrupp Lane, south of Thrupp Road. The locations of the two ATCs are shown on the location plan included at Appendix A.

4.2 The ATCs monitored traffic volumes and speeds for a continuous 7-day period commencing Tuesday 12 October 2010 and the results are summarised below. The figure in brackets is the proportion of the traffic that is comprised of LGVs, HGVs or buses.

Site 1 – Thrupp Road

Total (7 days)	Northbound	2646 vehicles	
	Southbound	2652 vehicles	
	Two-way	5298 vehicles	
5-day average 24-hour	Northbound	452 vehicles	
	Southbound	459 vehicles	
	Two-way	911 vehicles	
7-day average 24-hour	Northbound	378 vehicles (22.6%)	
	Southbound	379 vehicles (21.6%)	
	Two-way	757 vehicles (22.1%)	
Weekend Average 24-hour	Northbound	192 vehicles	
	Southbound	204 vehicles	
	Two-way	396 vehicles	
Weekday average AM Peak	Northbound	42 vehicles	
	Southbound	45 vehicles	
	Two-way	97 vehicles	
Weekday average PM Peak	Northbound	28 vehicles	
	Southbound	17 vehicles	
	Two-way	45 vehicles	
Mean (average) speeds	Northbound	22.9mph	36.9km/h
	Southbound	21.9mph	35.2km/h
85 <sup>th</sup> percentile speeds	Northbound	28.7mph	46.2km/h
	Southbound	27.6mph	44.4km/h
<u>Site 2 – Thrupp Lane</u>			
Total (7 days)	North-eastbound	1354 vehicles	
	South-westbound	1356 vehicles	
	Two-way	2710 vehicles	
5-day average 24-hour	North-eastbound	236 vehicles	
	South-westbound	235 vehicles	
	Two-way	471 vehicles	

7-day average 24-hour	North-eastbound South-westbound Two-way	193 vehicles (34.5%) 194 vehicles (33.1%) 387 vehicles (33.8%)	
Weekend Average 24-hour	North-eastbound South-westbound Two-way	88 vehicles 90 vehicles 178 vehicles	
Weekday average AM Peak	North-eastbound South-westbound Two-way	20 vehicles 26 vehicles 46 vehicles	
Weekday average PM Peak	North-eastbound South-westbound Two-way	21 vehicles 8 vehicles 29 vehicles	
Mean (average) speeds	North-eastbound South-westbound	21.1mph 20.3mph	34.0km/h 32.7km/h
85 <sup>th</sup> percentile speeds	North-eastbound South-westbound	27.1mph 25.8mph	43.6km/h 41.5km/h

4.3 The full results from the ATCs are included at Appendix D. The results show that vehicle speeds on Thrupp Road and Lane are relatively low, with average speeds of just over 20mph and 85<sup>th</sup> percentile speeds below 30mph. The proportion of traffic that is LGVs, HGVs or buses is high.

4.4 Accident records for the last five year period to the end of October 2010 were obtained from Oxfordshire County Council and are included at Appendix E. The records reveal a total of 4 personal injury road traffic accidents on the local road network that comprises Thrupp Road, Thrupp Lane and the junction with Radley Road / Foxborough Road.

4.5 Of these accidents, all four resulted in only slight injury. Three of the accidents occurred at the Radley Road / Foxborough Road / Thrupp Road junction. One accident occurred on a bend along Thrupp Lane. The records do not reveal a particular accident pattern and the frequency of accidents overall is low. Therefore, road safety is not considered to be an existing problem within the study area.

**5.0 Traffic Generation and Impact**

Traffic Generation

*Extant Use*

5.1 The site was previously occupied as a single residential dwelling. Within the curtilage of the dwelling there are areas of hardstanding that provide scope for car parking.

5.2 As the site is currently unoccupied, it has not been possible to determine the traffic generation of the existing use by way of traffic surveys. Examination of the TR/CS database suggests that the residential use could generate perhaps two trips during the morning and evening peaks and between six and eight trips over the course of a typical day or perhaps 50 trips (two-way) per week.

*Proposed Use*

5.3 It is proposed to demolish the existing dwelling and construct a new building to be used as a visitors centre for those visiting Thrupp Lake. The proposed footprint of 314m<sup>2</sup> is some 35m<sup>2</sup> less than the existing building. The final scheme will provide a total of 45 parking spaces.

5.4 The Northmoor Trust has provided information in respect of predicted visitor numbers and this is attached at Appendix E. This is based on information from other sites, such as the College Lake site in Tring, which is operated by The Wildlife Trusts. On the basis of this information, the Trust estimates visitor numbers to the site are likely to be as follows:

Year 1	7461 visitors per annum *
Year 2	9991 visitors per annum **
Year 3	17405 visitors per annum ***

- \* centre open weekends only plus school visits and booked events
- \*\* centre open 3 days per week plus school visits and booked events
- \*\*\* centre open 5 days per week plus school visits and booked events

5.5 On this basis, the Trust estimates the number of cars that would visit the site as follows:

Year 1	2073 cars per annum
Year 2	3207 cars per annum
Year 3	6719 cars per annum

Development Impact

5.6 As reported in Section 4, traffic surveys have established daily flows on the local road network over the course of a typical week as follows:

- Site 1 (Thrupp Road) - 5298 vehicles (two-way)
- Site 2 (Thrupp Lane) - 2710 vehicles (two-way)

5.7 The existing dwelling could be re-occupied without the need for planning permission and could generate around 50 trips per week, as set out in paragraph 5.2 above. On this basis, baseline flows would be as follows:

Site 1 (Thrupp Road) - 5348 vehicles (two-way)  
 Site 2 (Thrupp Lane) - 2760 vehicles (two-way)

5.8 The Trust estimates that the visitors centre will attract up to 6719 vehicles each year after the facility becomes established. This equates to an average of 129 vehicles per week or 258 movements (two-way). On this basis, the development would increase traffic flows on a weekly basis as set out below.

	<u>Baseline</u>	<u>Proposed</u>	<u>Future</u>	<u>Increase</u>
Site 1 (Thrupp Road)	5348	258	5556	+4.8%
Site 2 (Thrupp Lane)	2760	258	2968	+9.3%

5.9 The increases in traffic expected on Thrupp Road and Thrupp Lane as a result of the development are relatively low. The visitors centre is expected to generate traffic largely off-peak and at weekends. This is when traffic flows on the local road network are much lower than at peak times and when the existing infrastructure is better able to accommodate the changes in traffic flow that will arise.

5.10 There are no known problems with junction or link capacity on the local road network, either at peak times or off-peak. Thus, the existing infrastructure is considered able to accommodate the traffic arising from the development without the need for any mitigation measures.

5.11 As described in Section 4, records do not reveal a particular pattern of road accidents and the frequency is low. As such, it is considered that the increase in traffic generated by development could be accommodated on the local road network without detriment to highway safety and without the need for any safety-related mitigation measures.



**6.0 Accessibility**

Walking

- 6.1 The site is within reasonable walking distance of the eastern residential areas of Abingdon as well as the villages of Radley and Lower Radley.

Cycling

- 6.2 The site is within reasonable cycling distance of the whole of Abingdon as well as Culham, Sutton Courtenay, Clifton Hampden and Nuneham Courtenay.

- 6.3 The site is close to Route 5 of the National Cycle Network. This is a long distance route which when complete will connect Reading and Holyhead. National Route 5 starts in Reading and follows the northern half of the Thames Valley cycle route crossing the Chiltern Hills and passing through Wallingford, Didcot and Abingdon.

Public Transport

Rail

- 6.4 The nearest mainline railway station is Radley, located approximately 1.5 kilometres to the north-east of the site. The station lies on the London Paddington to Oxford line operated by First Great Western. The station is unstaffed and provides passengers with only limited facilities.

Buses

- 6.5 Local bus provision in the vicinity of the site is average with the nearest stop located on Foxborough Road, approximately 1.2 kilometres north-east of the site.
- 6.6 The stop is served by Oxford Bus Company's Service 35, which operates between Oxford and Abingdon every 15 minutes Monday to Saturday and every 30 minutes on Sundays.

Summary

- 6.7 Although the site is accessible by a variety of transport modes, the location is such that the vast majority of visitors are likely to travel to the site by car (for leisure trips) or by coach (for organised visits). The nature of the scheme is such that it must be located next to Thrupp Lake, and it is not possible to locate the development on a more accessible site.

## 7.0 Summary and Conclusion

### Summary

7.1 This Transport Statement has been prepared to accompany a planning application for the redevelopment of a residential site to provide a visitors centre at Thrupp Lake, Radley near Abingdon in Oxfordshire.

7.2 The principal findings of the assessment are summarised below:

- The site is known as “Sandles” and is home to a single residential dwelling, which is now unoccupied and has become derelict.
- Vehicular access to the site is from the north, via Thrupp Lane. The road is relatively heavily trafficked and a high proportion of the traffic is heavy goods vehicles.
- It is proposed to demolish the existing building and construct a new centre for people visiting Thrupp Lake.
- The visitors centre will provide a range of facilities including exhibition spaces and installations that will enable Northmoor Trust to educate the local community about the local habitat.
- The new building will be single storey, with some double-height internal spaces. The proposed footprint is 314m<sup>2</sup>, some 35m<sup>2</sup> less than the existing building.
- The centre will be redeveloped in two phases. The first phase would include the demolition of the existing building and the provision of the main pavilion structure, “Services Pod” and some car parking to meet the immediate needs of the Trust. As visitor numbers increase, a second phase would provide the fixed, multi use space and formal interpretation spaces. The planning application covers both phases of development.
- Phase 1 will include parking for 30 cars, including two spaces allocated for disabled use. Phase 2 will see the provision of a further 15 spaces, taking the total to 45 spaces.
- Covered and secure cycle parking will also be provided.
- Vehicular access to the site will continue to be from Thrupp Lane, via a Byway Open to All Traffic (BOAT).
- A lay-by will be created on Thrupp Lane, immediately to the west of the junction with the BOAT. This will provide parking for coaches when dropping-off and collecting visitors.
- The visitors centre is expected to generate traffic largely off-peak and at weekends. This is when traffic flows on the local road network are much lower than at peak times and when the existing infrastructure is better able to accommodate changes in traffic flow that may arise as a result of the development.

Conclusion

- 7.3 It has been demonstrated that the site is reasonably accessible by a range of transport modes and that the existing highway infrastructure can accommodate the traffic arising from the development without the need for any mitigation measures. Therefore, the development should be considered acceptable in transport terms.

Predicted Visitor Numbers for Thrupp Lake based on events and visits

	# of days per week	# of days per year	# of cars per day	# of people per day	# of cars per year	# of people per year
<b>Year One</b>						
day visitors by car with 2 people per car and only open weekends, car park half full	2	104	12	25	1248	2600
day visitors by bicycle or walking in	7	365	0	8	0	2920
School visits by coach (class of 30 + 3 teachers)		15	1	33	15	495
Conservation tasks and volunteer events (at least 3 travel by bike)		12	5	8	60	96
Booked events		30	25	45	750	1350
<b>Total</b>					<b>2073</b>	<b>7461</b>

	# of days per week	# of days per year	# of cars per day	# of people per day	# of cars per year	# of people per year
<b>Year Two</b>						
day visitors by car with 2 per car and only open 5 days a week, car park half full	3	156	12	25	1872	3900
day visitors by bicycle or walking in	7	365	0	8	0	2920
School visits by coach (class of 30 + 3 teachers)		25	1	33	25	825
Conservation tasks and volunteer events (at least 3 travel by bike)		12	5	8	60	96
Booked events		50	25	45	1250	2250
<b>Total</b>					<b>3207</b>	<b>9991</b>

	# of days per week	# of days per year	# of cars per day	# of people per day	# of cars per year	# of people per year
<b>Year Three</b>						
day visitors by car with 2 per car and only open 5 days a week, car park half full	5	361	14	28	5054	10108
day visitors by bicycle on sustrans route or walking in	7	365	0	8	0	2920
School visits by coach (class of 30 + 3 teachers)		45	1	33	45	1485
Conservation tasks and volunteer events (at least 3 travel by bike)		24	5	8	120	192
Booked events		60	25	45	1500	2700
<b>Total</b>					<b>6719</b>	<b>17405</b>

LOCAL HIGHWAY AUTHORITY CONSULTATION

APPLICATION DETAILS

<b>District Planning Authority:</b> Vale of White Horse District Council	<b>Application No:</b> RAD/15745/6
	<b>Case No:</b> 10/02344/FUL

<b>Location:</b> Sandles, Thrupp Lane, Radley Abingdon, Oxfordshire, OX14 3NG	<b>Brief description:</b> Change of use from C3 residential to recreational use. Demolition of existing residential structure and erection of new wetlands visitor centre building, associated external works including provision of a 45 no space car park, new path networks and external decking adjacent to the visitors centre.
<b>P.O.:</b> Stuart Walker	
<b>Signed:</b> Judy Kelly	<b>Date referred to Highway Liaison Officer:</b> 24th January 2011

ASSESSMENT – HIGHWAY/TRANSPORTATION

<p>A site visit has been carried out.</p> <p>The application proposes to erect a new wetlands visitor centre on the site of a former residential dwelling. The site is located off Thrupp Lane, via a narrow BOAT (Byway Open to All Traffic), which also forms part of the Susstrans National Cycle Network of cycle routes.</p> <p>The application proposes a new/amended vehicular access, which would need to be constructed to OCC specification, with approval from Drayton Depot (0845 310 1111). Vision displays for the access must be demonstrated on plans and maintained thereafter to OCC standards.</p> <p>The access will be located over 30m from the junction of Thrupp Lane on the BOAT, which is too narrow to permit two-way traffic to and from the site. This is an issue, which is likely to lead to vehicles reversing back onto Thrupp Lane and increased pedestrian/cyclist/vehicle conflict in the area.</p> <p>The application proposes 45 car parking spaces, 30 cycle parking spaces and 2 disabled parking spaces, using self-compacting gravel for vehicular hard-standing areas. All car and cycle parking must conform to OCC specifications, including the use of covered 'Sheffield' type stands for cycle parking. There is no mention of a Travel Plan, nor the applicant's commitment to actively promoting more sustainable modes of travel to the site other than by private car. This is required.</p> <p>This application estimates that the visitor centre may attract as many as 17,405 visitors in Year 3, operating 5 days a week and including bookings. Projected traffic data for later years has not been provided, but may increase. The projected number of car trips to the site is based on 2 people sharing a car, with no detailed analysis of other levels of car occupancy. This may have underestimated the likely number of car trips to the site. The likely Intensification of traffic to the site and on Thrupp Lane due to the proposed visitor centre and car park is considered to be significant.</p> <p>A sustainable drainage scheme is proposed for the site. Details must be submitted for consideration and approval.</p> <p>The application proposes a new coach lay-by on Thrupp Lane, west of the BOAT. The extent of the highway boundary is the junction of Thrupp Lane with the BOAT, therefore the coach lay-by will be located on a private stretch of road. A dedicated turning area for large coaches has not been demonstrated on plans, and is required. It will not be acceptable for coaches to reverse round a blind corner off Thrupp Lane into the BOAT to turn. This would endanger pedestrians, cyclists and any other traffic on the BOAT.</p> <p>There are existing problems with Thrupp Lane, in that the road has been designated as a 'tailed road', requiring substantial funding to improve it. Thrupp Lane struggles with traffic loading to the extent that there is serious overrunning /edge damage to the carriageway. The carriageway itself is not in good condition. The road is not wide enough for passing traffic and the existing passing bays are insufficient in number and of inadequate size and construction. Furthermore, there is limited forward visibility along the road, due to sharp bends. The issue with vehicles overrunning the carriageway edge is not solely a maintenance concern; there could be a highway safety concern re vehicles/bicycles etc leaving the road where the ground level drops adjacent to the carriageway.</p>
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For these reasons, I consider that it is not in the interest of highway safety for traffic on Thrupp Lane to be intensified as proposed without significant mitigation measures.

Recommendation

I recommend **refusal** of planning approval for the above highway safety reasons. The application does not comply with Vale Local Plan Policy DC5, as below. Policies TR2, TR5 and TR9 are also relevant.

- Safe and convenient access to the site and to and from the adjoining highway network for all users including those with impaired mobility, and for all modes of transport has not been demonstrated.
- The road network cannot accommodate the traffic arising from the development without causing safety, congestion or environmental problems.
- Adequate provision has not been made for loading, unloading, circulation, servicing and vehicle turning.
- Off-site improvements to the highway infrastructure network, which is inadequate to service the development, have not been secured.
- The scheme is not designed to minimise the impact of vehicles and give priority to the needs of pedestrians, cyclists, the users of public transport and those with impaired mobility.

**RESPONSE TO DISTRICT COUNCIL PLANNING AUTHORITY:**

**The Oxfordshire County Council as Local Highway Authority:**

- **HEREBY RECOMMEND** the District Planning Authority **TO REFUSE** planning permission for the reasons set out above.

**Signed:** Judy Kelly

**Date referred to District  
Planning Authority: 1st March 2011**



**THRUPP LAKE WETLANDS VISITORS CENTRE - RADLEY LAKES, ABINGDON  
RESPONSE TO HIGHWAY AUTHORITY CONSULTATION**

**Introduction**

This note provides a response to the consultation from Judy Kelly on behalf of the highway authority in respect of the proposed visitors centre at Thrupp Lake (application no. RAD/15745/6, case no. 10/02344/FUL).

**New / Amended Vehicular Access**

It is proposed to retain the existing vehicular access from the BOAT to serve the visitors centre. This access is located some 40m from the junction with Thrupp Lane.

Speed surveys have not been undertaken on the BOAT, but the ATC on Thrupp Lane (Site 2) established average speeds to be just over 20mph and 85<sup>th</sup> percentile speeds to be below 28mph. Speeds on the BOAT can be expected to be below those recorded at Site 2, with 85<sup>th</sup> percentile speeds of less than 25mph. Thus, visibility splays of 2.4m x 33m are considered appropriate, in accordance with *Manual for Streets*. These splays can be achieved in each direction on exit from the site. The proposed tree planting along the boundary with the BOAT will be set back outside of the splays.

The section of Thrupp Lane immediately to the north of the site varies in width between 3.5m and 5.5m with wider passing places at intervals. The mouth of the junction between Thrupp Lane and the BOAT is very wide - in excess of 20m at its widest point, narrowing to around 4.5m over a distance of some 15m. The BOAT then continues to narrow to around 3.2m as it passes the site access where it continues south at a width of just less than 3.0m.

Whilst it is acknowledged that a 20m long section of the BOAT immediately to the north of the site access is too narrow to permit two-way traffic, there is good inter-visibility between the site access and the wider mouth of the junction such that the driver of a vehicle approaching the site from the north would be able to see a vehicle emerging from the site and wait at the mouth of the junction until the opposing vehicle passes.

However, if OCC's concerns persist regarding the width of the BOAT between Thrupp Lane and the site access, then a one-way system could be instigated within the site with all visitor traffic entering via the existing site access and exiting via a second access constructed closer to the Thrupp Lane junction. This is described in more detail below when considering coach and service vehicle access.

**Car / Cycle Parking**

There are no prescribed parking standards for the type of development proposed. As stated in paragraph 2.11 of the Transport Statement, the applicant (Northmoor Trust) is keen to keep the provision of car parking to an acceptable minimum to promote more sustainable means of travel to visit the site and this is reflected in the high proportion of cycle spaces that will be provided.

As stated in Section 2 of the Transport Statement, the centre will be developed in two phases. The intention was to provide 30 car parking spaces with the first phase and a further 15 spaces with the second phase, which would be constructed as and when visitor numbers increase. It is now proposed to reduce the first phase of car parking to only 25 spaces, to monitor the use of these spaces over time and to provide additional car parking in response to demand. Permission is sought for the full capacity of 45 spaces to give the Trust the ability to construct more than the initial 25 spaces if demand dictates without the need to obtain further consent.

It is important to recognise that the wetlands already attract significant numbers of visitors and, in the absence of any dedicated facilities, cars currently park in an ad-hoc way on the verges of Thrupp Lane and the BOAT, and no turning facilities are available, which is far from ideal as vehicular traffic mixes with pedestrians and cyclists. The provision of a dedicated car park will remove this parking from Thrupp Lane and the BOAT and provide turning facilities to allow vehicles to enter and leave the site in forward gear, which will provide road safety benefits.

The car park will be laid out to appropriate standards, with conventional 2.4m x 4.8m parking bays and 6.0m wide aisles.

Cycle parking will be provided in the form of 'Sheffield' type stands. Paragraph 2.1 of the Transport Statement clearly states that cycle parking will be covered, and indeed the proposed site plan included at Appendix C (A+G drawing OX0911/05) clearly shows the location of the cycle store. A total of 16 'Sheffield' type stands will be installed, providing parking for 32 cycles.

#### **Travel Plan**

The centre will employ very few people, with perhaps a maximum of 2 or 3 staff on site at any one time. Therefore, a Travel Plan would be of only very limited benefit in terms of reducing private car use by staff.

Instead, the Trust will promote more sustainable modes of travel by raising visitor awareness. As above, the Trust's commitment to sustainable modes of travel is evidenced by the high proportion of cycle spaces that will be provided.

#### **Intensification of Use**

Visitor numbers have been estimated by the Northmoor Trust and show a gradual increase year on year, up to a maximum opening of five days per week. The numbers are based on information provided by the operators of three similar sites which has been scaled up or down as necessary to relate to the size of the Thrupp Lake proposal. The three sites are as follows:

- Stockgrove Country Park, Bedfordshire - 25 space car park with trails and woodland. Open seven days a week.
- College Lakes Nature Reserve, Tring - 35 space car park, gravel extraction lake about twice the size of Thrupp Lake site.
- Millennium Country Park, Bedfordshire - 250 space car park, trails and nature reserve. Much larger site than Thrupp Lake (600 acres).

Car visitors to this type of facility tend to be families. The number of car passengers ranges from 1 to 5 with an average of 2 per car across the total number of visits. This is based on data from the country park in Bedfordshire that has been recording visitor numbers and car occupancy for the last three years. These figures are a combination of visitors attending larger events and those simply visiting to independently walk the site for leisure purposes.

Again, it is important to recognise that Radley Lakes already attract significant numbers of visitors. The Transport Statement does not quantify the existing number of traffic movements to and from the wetlands. However, Appendix D contains the results of the traffic surveys on Thrupp Road and Thrupp Lane and this data can be used to provide an estimate of existing traffic generation.

The automatic traffic counter located at Site 2 (Thrupp Lane to the east of the BOAT) recorded the volume of cars / car based LGVs at the weekend as follows:

<i>Saturday 16/10/10</i>	
North-eastbound	81 vehicles
South-westbound	77 vehicles
<i>Sunday 17/10/10</i>	
North-eastbound	44 vehicles
South-westbound	47 vehicles

Whilst the ATC cannot differentiate between traffic accessing the industrial uses from that visiting the wetlands, given that the industrial uses accessed via Thrupp Lane will not generally be operational on Saturday afternoons or on Sundays, it can be assumed that a large proportion of the traffic recorded at Site 2 at these times are leisure trips associated with the wetlands. This demonstrates that the wetlands already generate a significant number of vehicle movements.

Assuming that perhaps 40% of the vehicle movements recorded at Site 2 on Saturdays and 80% on Sundays are visiting the wetlands, the above figures suggest a total of 3,536 vehicle movements per annum. Assuming that each vehicle contains two people, this would equate to 7,072 existing visitors to the wetlands each year. Thus, the visitor predictions from the Trust suggest that in Year 1, visitor numbers will be broadly as existing, with the centre open at weekends only, with the occasional school visit and booked event. Therefore, in the first year there is expected to be only a small increase in traffic and the intensification of use in future years as visitor numbers increase will not be as significant as set out in the Transport Statement. Even in Year 3, when visitor numbers may increase to 17,405 per annum, there would be only 25 cars visiting the site each day.

#### **Sustainable Drainage**

Paragraph 4.17 of the Flood Risk Assessment states that the proposal will not increase the footprint of the building or the area of any hardstanding. As such, the existing surface water drainage regime, i.e. discharge to soakaways, will be replicated to serve the proposed development. Further details of the sustainable drainage scheme do not need to be provided at this stage, but the applicant would accept the approval of such details to be the subject of a pre-commencement planning condition.

#### **Coach / Service Vehicle Access**

It is now proposed to accommodate coaches within the site rather than via a lay-by on Thrupp Lane. Attached to this note is a copy of the revised site plan and associated swept path drawing that shows a coach driving forwards down Thrupp Lane, turning left into the BOAT and right into the site where passengers would board and alight. The coach would then drive forwards into the northern parking area and turn right to exit the site via a new access that would be constructed onto the BOAT. The existing access would be widened to accommodate the coach turning in and the access road within the site would be strengthened to take the weight of a coach.

The new access onto the BOAT could be for coach use only and controlled using a gate that would only be opened when a coach or other large vehicle needs to exit. Alternatively, if OCC's concerns persist regarding the narrowness of the BOAT between Thrupp Lane and the site access, then a one-way system could be instigated within the site with all traffic entering via the existing site access and exiting via the new access.

### Condition of Thrupp Lane

Thrupp Lane is adopted highway and as such it is the duty of the highway authority to maintain the road to a safe and serviceable standard. If OCC considers the condition of the road to be such that it is a highway safety concern, then it is the responsibility of the Council to undertake remedial works.

Accident records for the five year period to the end of October 2010 reveal a total of only 4 personal injury road traffic accidents on the local road network, all of which resulted in only slight injury. This is stated in Section 4 of the Transport Statement.

Three of the accidents occurred at the Radley Road / Foxborough Road / Thrupp Road junction and are therefore not attributable to the condition of Thrupp Lane. One accident occurred on a bend along Thrupp Lane. However, this involved a horsebox pulling slightly into the opposing carriageway when negotiating the bend and colliding with an oncoming car. Thus, the records do not reveal any evidence of a road safety concern related to the condition of Thrupp Lane.

Paragraph 5.8 of the Transport Statement calculates that the development will increase traffic flows by less than 5% on the northern section of Thrupp Lane (ATC 1) and 10% on the southern section (ATC 2). However, given that a large proportion of traffic visiting the centre will already be visiting the wetland, as discussed above, the actual increases are expected to be very much less, perhaps less than 2.5% at ATC 1 and 5% at ATC2.

In any event, the increases in traffic will be largely off-peak and at the weekend, and the vast majority will be cars, not commercial vehicles. The key element in road pavement design is the flow of commercial vehicles. Paragraph 2.6 of HD 24/06 *Traffic Assessment* of the publication *Design Manual for Road and Bridges* states that the structural wear caused by lighter traffic (i.e. bikes, cars and light goods vehicles) is considered to be negligible.

Therefore, the poor condition of Thrupp Lane is attributable to the high level of commercial vehicles that use the road. There is no evidence to suggest that the development will affect the condition of Thrupp Lane or that road safety will be compromised as a result of the intensification of use.

### Summary

It has been demonstrated that safe and convenient access to the site can be provided for all road users. Given the number of visitors that the wetlands already attract, the change of use from residential to recreational will not result in a significant intensification of use and the road network can accommodate the additional traffic arising from the development safely and without causing congestion or environmental problems. The revised scheme makes adequate provision for coaches and delivery vehicles and has been designed to minimise the traffic impact, giving priority to the needs of pedestrians, cyclists and those with impaired mobility. Therefore, the scheme should be considered acceptable in highway terms.

14/04/2011

APPENDIX 7

Without going into a detailed analysis of Glanville's transport response of April 2011, the Local Highway Authority's main areas of concern over this application remain, as follows:

1. The application is likely to significantly increase vehicular traffic on an unsuitable road, which is likely to increase risk to highway safety and highway users.
2. There are still concerns over the detail of the application (e.g. coach tracking/ manoeuvring, visibility splays, width of the BOAT limiting two-way traffic to / from the proposed site).
3. The application proposes no mitigation measures to improve access via Thrupp Lane. Given the concerns over Thrupp Lane (ref my original consultation response), the LHA is opposed to proposals on Thrupp Lane that will generate additional vehicular trips.
4. The application includes no details of travel plan measures, accessibility improvements and promotion of sustainable transport choices, beyond stating that there will be cycle parking provided.
5. The application is not proposing a reduction in car parking, compared to that originally proposed.

Kind regards,

**Judy**

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