**From:** Plater, Roger - Communities   
**Sent:** 14 September 2018 14:13  
**To:** James Kirkham  
**Cc:** Cllr Arash Ali Fatemian  
**Subject:** 18-01482-F South Side Steeple Aston

Hi James,

I have looked over the above planning application and have the following comments to make.

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**Planning application:** 18/01482/F

**Location:** Land To The South And Adj To South Side Steeple Aston

**Description:** Erection of 6 no. two-storey residential dwellings with access off South Side, including parking and garaging, landscaping and all enabling and ancillary works

**Type:**                                             Full Development

**Case officer**:                                 James Kirkham

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**Recommendation:**

Oxfordshire County Council, as the Local Highways Authority, hereby notify the District Planning Authority that they ***object*** to the granting of planning permission.

Should the Planning Authority decide to approve the application, then the following conditions are requested:

**Conditions:**

**Access: Full Details**

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of access shall be constructed and retained in accordance with the approved details.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework

**Vision Splay Details**

Prior to the commencement of the development hereby approved, full details of the access vision splays, including layout and construction shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development the vision splays shall be constructed in accordance with the approved details and the land and vegetation within the vision splays shall not be raised or allowed to grow above a maximum height of 0.6m above carriageway level. The splay to the west of the access shall be 2.4m x 107m, and to the east of the access shall be 2.4m x 45m.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework

**Close Existing Access**

Prior to the first use of the access hereby approved, the existing access onto South Side shall be permanently stopped up by means of hedging and verge, and shall not be used by any vehicular traffic whatsoever.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework

**Parking and Manoeuvring Areas Retained**

Prior to the commencement of the development hereby approved, full specification details (including construction, layout, surfacing and drainage) of the parking and manoeuvring areas shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first occupation of the development, the parking and manoeuvring areas shall be provided on the site in accordance with the approved details and shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter.

Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework

**Estate Accesses, Driveways and Turning Areas**

Prior to the commencement of the development hereby approved, full specification details of the vehicular accesses, driveways and turning areas to serve the dwellings, which shall include construction, layout, surfacing and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of any of the dwellings, the access, driveways and turning areas shall be constructed in accordance with the approved details.

Reason - [In](#RC14aa) the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development and to comply with Government guidance contained within the National Planning Policy Framework.

**Comments:**

It appears that this application is identical in all aspects to the one (1702414/F) that was previously withdrawn. It is noted that the Planning Statement and Design & Access Statement have both been re-dated as August 2018, but the content appears to be the same as before.

The LHA comments to 17/02414/F have not been addressed in the latest submission. In particular, the main areas of concern were the visibility splays from the entrance, and the lack of provision for pedestrians between the site and the village. Required visibility splays were calculated (from the limited amount of valid speed data) as 107m to the west and 45m to the east, but the Indicative Site Access drawing in Appendix B of the Transport Statement still shows 90m and 43m respectively. There is no discussion on potential improvements for safe pedestrian access to the village. Therefore, my comments on 18/01482/F remain the same as on 17/02414/F, and I reproduce them here:

*The proposal would create a new vehicular access on to South Side, which would be approximately 10m to the east of the existing agricultural access. Should planning permission be granted, a separate consent in the form of an agreement under Section 278 of the Highways Act 1980 will be required. Pedestrian access will also be available via a footpath to South Side at the east end of the development, although this appears to serve Plot 6 only as this plot is gated off from the rest of the site.*

*My objection is due to the lack of existing provision for pedestrians on the route between the site and the village. There are a number of facilities in the village (as listed in Table 4.2 of the Transport Statement), including the bus stops which serve routes including the regular S4 service between Oxford and Banbury. These facilities would not be able to be reached safely on foot as there is no footway between Water Lane and the site, a distance of approximately 110m to the Plot 6 pedestrian access, or 170m to the main access. There is a curve in the road and a change in gradient near to the Red Lion pub, which results in poor inter-visibility between vehicles and pedestrians, who would be on the carriageway. Thus I do not consider that a safe and suitable access to the site can be achieved for all people, as required by the National Planning Policy Framework (cl. 32).*

*The vehicular access would need to be a bellmouth junction with 6m radii as noted in sect. 3.2.1 of the Transport Statement and shown on the drawings, rather than a verge crossover as suggested in sect. 2.6 of the Access Appraisal.*

*It is recognised that the traffic survey took place during a week when three days were heavily influenced by the snowy and icy weather conditions, which has suppressed the average and 85%ile speeds, as well as the number of vehicles. South Side to the west of the proposed access has a 60mph speed limit up to approx. 20m of the junction, so the Design Manual for Roads and Bridges criteria will apply. The Manual for Streets is appropriate for the east side where the limit is 30mph. Due to the overgrown vegetation it is not possible to measure the actual visibility to the east, but given that the vegetation is within the curtilage of the site it should be possible to achieve the necessary visibility. Locations of the ATCs were appropriate, being around 45m to the east of the junction, and 76m to the west.*

*The speed data gathered during the four days unaffected by bad weather is sufficient to determine the 85%ile speeds, and the visibility required in each direction. The average 85%ile eastbound speed (i.e. towards the village at Site 1) is 40.85mph, and the corresponding westbound speed is 30.89mph at Site 2. Therefore, using the standards referenced above, the required visibility splays will be 2.4m x 107m to the west and 2.4m x 45m to the east. Conditions requiring the construction and maintenance of these splays are requested should the application be approved.*

*Garages in Plots 1 and 2 will need to have internal dimensions of at least 6.0m x 3.0m to count as parking spaces, and to accommodate cycle storage. Plots 3 to 6 have adequate unenclosed parking.*

It should be noted that the NPPF was updated and reissued in July 2018. The requirement for a “safe and suitable access” remains, but is now in clause 108.

If you would like to discuss any of the above in more detail, then please do not hesitate to contact me.

Kind regards

***Roger***

Roger Plater

Transport Planner, Transport Development Control

(Cherwell and West Oxfordshire)

Oxfordshire County Council