**From:** Plant, Tom - Communities   
**Sent:** 18 April 2019 17:56  
**To:** Bob Neville  
**Cc:** DC Support; Cllr Arash Ali Fatemian  
**Subject:** 19-00457-OUT - The Beeches Heyford Road Steeple Aston Bicester OX25 4SN

Hi Bob,

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

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| **Planning application:** | 19/00457/OUT |
| **Location:** | The Beeches Heyford Road Steeple Aston Bicester OX25 4SN |
| **Description:** | Erection of up to 8 No dwellings with all matters reserved except the means of access onto Heyford Road |
| **Type:** | Outline |
| **Case Officer:** | Bob Neville |

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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.

**Comments:**

The proposal does not have a safe pedestrian link from the village to the site rending the occupants of the proposed 8 dwellings unable to use sustainable safe measures to walk from the site to the village services and the north and south bound bus stops that serve Banbury and Oxford.

OCC’s Road Agreements Team prefer to not have a shared surface directly at the access given the gradients involved and would also like to see an informal (not tactile) crossing facility to access the track on the opposite side of the road to give pedestrians the opportunity to not have to walk in the carriageway and have a safe walking route to the village.

A legal agreement may be required for the offsite highway works if the any part  as the proposed works fall outside of the applicants control and is not already adopted highway.

Tracking has not been proposed that shows a 11.6m refuse vehicle can enter, turn and leave in a forward driving gear. The appendix contained in the Transport Statement shows that tracking for a 10.75m is achievable. However this is not what OCC require to be shown. Further the tracking is only shown on the access driveway, and the area of hardstanding marked grey in the key. However at the end of the access drive a turning head is proposed which is labeled ‘courtyard with turning head for emergency and refuse vehicles’. Does this mean the refuse vehicle is expected to drive the full length of the drive and if it does, the tracking will be required for the full drive? If this is not achievable this will result in the refuse vehicle having to reverse the full length of the shared service drive back out onto the highway.

If it is not proposed for the refuse vehicle to entre the site, then a suitable area wholly within the red line are of the site should be provided to accommodate the siting of domestic bins for the whole site that does not interfere with the access. On a typical bin collection day in Cherwell this area could accommodate up to 16 bins. Under no circumstances can these be sited on adopted highway.

The site proposes to use the parent dwellings existing bell-mouth junction. In order for this to serve the proposed 7 new dwellings, the bell-mouth will need to be widened to 5.5m and continue for the first 12m’s at this width. This is in order to allow for any vehicle that is entering the site from Heyford Road, can do without being obstructed by any vehicle that may be egressing the site at the same time. After this, the width of the road can be reduced to a minimum of 4.8m. The current driveway is too narrow to support these proposed new dwellings. Where the road does narrow down to 4.8m a passing place should be provided particularly on the bend portion of the road.

Finally, given the sites location at the edge of the village and the unrestricted speed limit, I would want to see a speed survey to get more accurate data for the vision splays given the proximity of the access to the change in speed limits. 85th%ile is likely to be higher than 30mph therefore DMRB specification will apply here. Further, it will need to demonstrated that the parking bays north of the access do not interfere with splays.

Therefore at present the proposals are likely to have any adverse impact upon the local highway network from a traffic and safety point of view, therefore I object to this application.

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

With regards,

Tom Plant

Area Liaison Officer

(Oxford, Cherwell and West Oxfordshire)

Oxfordshire County Council

County Hall | New Road | Oxford | OX1 1ND