

From: Speakman, Glenn - Oxfordshire County Council
Sent: 14 July 2022 11:25
To: James Kirkham; DC Support
Cc: Transport CDC Minor; Cllr Ian Corkin
Subject: 21/02553/OUT Land Adjoining The Cottage, The Green, Fringford

Hi James

I have looked over the above planning application and have the following comments:

Planning application:	21/02553/OUT
Location:	Land Adjoining The Cottage, The Green, Fringford
Description:	Erection of 9 detached dwellings, formation of new vehicular and pedestrian access, associated landscaping, drainage and associated works
Case Officer:	James Kirkham

Recommendation:

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

Comments:

Sustainability

The proposals are located in an extremely unsustainable location. Fringford has sparse amenities and lacks a viable bus service or shop. The opportunities for sustainable modes of transport are non-existent, and most journeys will require the use of a private car. The proposals contravene OCC's sustainable travel policies and would promote car-dependent development.

Trip rates

The applicant has conducted a TRICS analysis using sites that should not be compared to the proposals. A TRICS analysis comparing the site to larger settlements with more amenities has resulted in what we believe to be an unrealistically low AM/PM peak trip generation figure. We believe that a development in this location would more realistically produce 5-6 two-way trips in the AM/PM peak.

Despite this discrepancy, the additional trips would be unlikely to have a severe impact on the local highway network. Most vehicle trips would likely head west, out of the village.

Access

The proposed bell mouth access is considered acceptable and would require a section 278 agreement between OCC and the applicant. The visibility splays are acceptable and will need to be kept clear. The applicant has proposed localised widening to form a passing place west of the site access. The passing place solves the issue of potential conflict between vehicles on a single-track road. The inclusion

of a footpath running east into the village from the site access is considered appropriate and can be secured via section 278 agreement.

Internal Layout

The applicant has not provided a detailed parking plan. Without this, it is difficult to assess the acceptability of any parking arrangements. Four-bed dwellings would benefit from having three off-street car parking spaces to reduce the need for unallocated visitor parking on-site. Currently, there is no visitor parking. A minimum of two unallocated visitor spaces should be provided within the curtilage of the site.

If planning permission is granted, despite our objections, the following conditions should be applied to any grant of planning permission:

Conditions:

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, lighting 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 the interests of highway safety, to ensure a satisfactory standard of construction and layout for the development

Car Parking

No dwelling shall be occupied until car parking space(s) to serve that dwelling have been provided according to details that have been submitted to and agreed in writing by the Local Planning Authority. All car parking shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter, unless otherwise agreed in writing beforehand by the local planning authority.

Reason: To ensure appropriate levels of car parking are available at all times to serve the development, and to comply with Government guidance contained within the National Planning Policy Framework.

Provision of New Permanent Public Footpaths

Prior to the first use of any new public footpath, the new footpath shall be formed, constructed, surfaced, laid and marked out, drained and completed in accordance with specification details which shall be firstly submitted to and approved in writing by the Local Planning Authority.

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

Construction Traffic Management Plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the

Local Planning Authority. The CTMP shall include a commitment to deliveries only arriving at or leaving the site outside local peak traffic periods. Thereafter, the approved CTMP shall be implemented and operated in accordance with the approved details;

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times.

The proposals are located in an unsustainable location and are in contravention of OCC sustainable travel policies. OCC **object** to the granting of planning permission.

If you would like to discuss any of the above in more detail, feel free to contact me.

Regards,

Glenn Speakman MSc
Area Liaison Officer (Cherwell)
Oxfordshire County Council