

Rachel Tibbetts

From: Plant, Tom - Communities <Tom.Plant@Oxfordshire.gov.uk>
Sent: 22 March 2021 17:05
To: Matthew Chadwick
Cc: Transport CDC Minor; Planning; Cllr Arash Ali Fatemian
Subject: 20/03467/F - Land Adjoining And West Of Stonecroft House Clifton Road Deddington

Dear Matthew,

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

Planning application:	20/03467/F
Location:	Land Adjoining and West Of Stonecroft House Clifton Road Deddington
Description:	Erection of 7 one and two storey age restricted dwellings for older people (60 years) with access, landscaping and associated infrastructure
Type:	Full Development
Case Officer:	Matthew Chadwick

Recommendation:

Oxfordshire County Council, as the Local Highways Authority, hereby notify the District Planning Authority that they **do not object** to the granting of planning permission, subject to conditions and a Section 106 Agreement securing the access works and offsite highway works that include the remodelling of the existing Earls Lane junction and provision of footway as indicatively shown on drawing P19-1601 Figure 2 Rev D.

Conditions:

New Estate Roads

Prior to the first occupation of any of the dwellings hereby approved, all of the estate roads and footpaths (except for the final surfacing thereof) shall be laid out, constructed, lit and drained in accordance with Oxfordshire County Council's „Conditions and Specifications for the Construction of Roads• and its subsequent amendments. Reason - In 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.

Car Parking

Notwithstanding the details submitted, no development shall commence until and unless a plan detailing the proposed parking turning, loading, and unloading provision for vehicles to be accommodated within the site including details of the proposed surfacing and drainage of the provision, has been submitted to and approved in writing by the Local Planning Authority. The approved parking turning, loading, and unloading facilities shall be laid out and completed in accordance with the approved details before the first occupation of the dwellings. The car parking turning, loading, and unloading spaces shall be retained for the parking turning, loading, and unloading of vehicles at all times thereafter. Reason: In the interests of highway safety, to ensure the provision of adequate off-street car parking turning, loading, and unloading and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

Cycle Parking

No dwelling shall be occupied until space has been laid out within the site in accordance with drawing no. 056 (Cycle Storage Plan) for 2 bicycles to be parked and that space shall thereafter be kept available for the parking of bicycles. Reason: In the interests of promoting sustainable transport modes in accordance with Policy ESD1 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

Gates

The access hereby approved shall not be gated and access to the dwellings shall remain unfettered in perpetuity. Reason - In the interests of highway safety, and to facilitate access by refuse and emergency vehicles, and to comply with Government guidance contained within the National Planning Policy Framework.

No Other Access

Other than the approved access no other means of access whatsoever shall be formed or used between the land and the highway. Reason - In the interests of highway safety 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 and that no construction related parking (temporary or otherwise) shall occur within the adopted public highway. 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.
- 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.

Comments:

The proposal is for the erection of seven age-restricted dwellings on land south of Clifton Road, Deddington.

The application is made in full, therefore all matters pertaining to the planning application have been assessed by the Local Highway Authority (LHA).

Access

The proposed site access is located directly opposite the existing Earls Lane junction with Clifton Road. Due to the conflicting nature of the proposed access and the existing Earls Lane junction, the applicant proposes to remodel the existing historic Earls Lane junction, and instead, create a simple priority junction, similar in design to that of the proposed site access. The two junctions will then be offset from the centreline of each other by approximately 16 meters.

It is noted by the LHA and the applicant that this short stagger distance is below the 50m minimum separation distance as set out at paragraph 2.23 of Design Manual for Roads and Bridges (DMRB) CD 123 (Geometric design of at-grade priority and signal-controlled junctions). However, DMRB standards are intended primarily for trunk roads, while Clifton Road is within a 30mph limit in a village setting and where the B4031 is a fairly lightly trafficked road. Taking this into account and the fact that there are many other examples of similar road layouts in village settings, it has therefore been deemed that a shorter stagger distance would be appropriate in this site context. Further, at the request of the LHA, the applicant submitted access drawings which included the proposed remodelled Earls Lane junction for a Stage 1 Road Safety Audit (RSA). Two options were submitted (option 1 and option 2 had alternative pedestrian crossing provision – see below for further details), and as a result of the RSA, the applicants transport consultant sought to address the items flagged, of which neither assessment flagged up the remodelled Earls Lane junction as an area of concern.

In addition to the advantages for the applicant by remodelling the existing Earls Lane junction, the proposed new geometry will allow vehicles on Earls Lane approaching the give way line to better assess approaching eastbound traffic on the B4031, and also reduce the speed at which this turn is made, this should therefore serve to improve safety for all road users too.

Visibility from the proposed site access to the left is considered acceptable, based upon the geometry of the site and the recorded 85th percentile speeds as noted in the accompanying Transport Statement at section 3, '*Local Highway Network*'. The geometry of the B4031 further assists with suppressing vehicular speeds on traffic traveling east from the village towards Clifton. Finally, the relatively straight alignment of the B4031 means visibility looking right from the site is more than adequate.

Pedestrian access

Pedestrian access is proposed via two two-metre footways either side of the five-metre access. The western footway tapers off a short distance into the site, whereas the eastern footway continues south into the site.

An informal pedestrian crossing has been proposed to the west of the site's access, so that a north south pedestrian crossing can be provided that links up with the existing footway provision found on the northern side of the B4031. This informal pedestrian crossing ensures that a safe and

continuous footway link is provided for this site and on into the village centre via the B4031. Details of this crossing and an alternative provision were submitted for the Stage 1 RSA as requested above. However, based upon feedback from the audit, the current crossing point was chosen as the most appropriate and most likely to be used as it is located closer to the desire line than that of the crossing located further west along the southern side of the B4031.

The applicant has also proposed to provide a further footway provision east along the northern side of the B4031, and round past Rushall House, by using newly created highway verge, so that this development proposal can tie into the committed footway provision that will be delivered by planning application 19/00831/OUT, permitted at appeal in October 2020. This additional footway provision will also ensure that both the committed development of 15 dwellings located further east from this application site will provide a safe crossing point over the B4031, and a safe, continuous footway from Clifton Road along Earls Lane, onto the Deddington Health Centre, and Primary School. Finally, by providing the north south pedestrian crossing closer to Earls Lane, this crossing will likely be better used, than if it were located further west, as was indicated in option 1 of the two options submitted for Stage 1 RSA.

Field access

A secondary access from the B4031 had been included within the submitted application documents. This access would have served to provide maintenance access into the adjacent field. However, this access is not existing and was not included within the scope of the current application, and as such an assessment of this access had not been completed by the applicant or the LHA. Consequently, and for the avoidance of doubt, all reference to this secondary access will be omitted as per the applicants email to the LHA dated 24th February 2021.

Site layout

Each dwelling is proposed to have parking for at least two vehicles, and each dwelling is proposed to contain a shed in order to provide sheltered accommodation for bicycles.

Refuse

The submission documents show the site being gated. However, for the purpose of refuse collection, adoption, and access by emergency vehicles, all reference to these gates have now been omitted by way of the applicant's email to the LHA dated 24th February 2021.

The applicant has submitted swept path assessments (Figure 3 of the TS) that show a fire tender and refuse vehicle that can access and egress the site in a forward driving gear. However, both the dimensions of the vehicles used fall below that of the minimum 11.6m for a Cherwell refuse vehicle, and 8.2m for an OCC Fire tender. Therefore, these assessments will need to be updated to reflect these larger dimensions. I am however confident that revised swept path assessments will show the site layout will still be able to accommodate these two vehicles.

Advance Payment Code

Please note, the Advance Payments Code (APC), Sections 219 -225 of the Highways Act 1980, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private, then to secure exemption from the APC procedure, a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. For guidance and information on road adoptions etc. please visit our [website](#).

Highway works

Please note If works are required to be carried out within the public highway, the applicant shall not commence such work before formal approval has been granted by Oxfordshire County Council by way of legal agreement between the applicant and Oxfordshire County Council.

For the reasons as outlined above, and based upon the discussions between the LPA, LHA and the applicant during the life of this planning application, the LHA can conclude that the proposals are unlikely to result in any additional adverse impact upon the local highway network from a traffic, safety and convenience point of view, therefore I offer no objection, subject to conditions and a legal agreement to secure the access and off-site highway works as indicatively shown on Drawing P19-1601 Figure 2 Rev D.

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
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