



**COMBINED PLANNING STATEMENT AND
TRANSPORT STATEMENT**

**ON BEHALF OF
MR LEE JONES**

**APPLICATION FOR
ERECTION OF DWELLING HOUSE, GARAGE AND
ASSOCIATED VEHICULAR ACCESS OFF OXFORD ROAD A4260**

**AT
13 BLACKWOOD CLOSE, BODICOTE**

**Our Ref: ADM/9266
January 2021**

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1. INTRODUCTION

1.1 This combined Planning Statement and Transport Statement accompanies a planning application for “*erection of dwelling house, garage and associated vehicular access off Oxford Road A4260*” at 13 Blackwood Close, Bodicote. It follows the withdrawal of a planning application for a similar development, ref 20/02152/F. The current proposal differs from 20/02152/F as follows:

- The Oxford Road access position is located on the other side of the plot, 16m further north.
- The proposed house is located further away from the rear garden of 11 Blackwood Place.
- Its height is reduced to 6.7m tall, with no rear facing first floor windows.
- Its scale is reduced from 4 bedrooms to 2 bedrooms.
- Different design.
- Single car garage.

2. PLANNING POLICY

The Development Plan

2.1 Under section 38(6) of the Planning and Compulsory Purchase Act 2004, applications are to be determined in accordance with the development plan, unless material considerations indicate otherwise.

2.2 The development plan comprises the adopted Cherwell Local Plan 2011-2031 Part 1 (CLPP1) and ‘saved’ policies within the Cherwell Local Plan 1996 (CLP 1996). Full weight is given to the relevant policies in the Cherwell Local Plan 2011-2031 Part 1, given the Plan is not time-expired and its policies conform with the NPPF (2019).

2.3 The overall strategy for the distribution of development is set out page 10 of the Cherwell Local Plan 2011-2031 Part 1 (CLP) states:

Vision, Strategy and Objectives

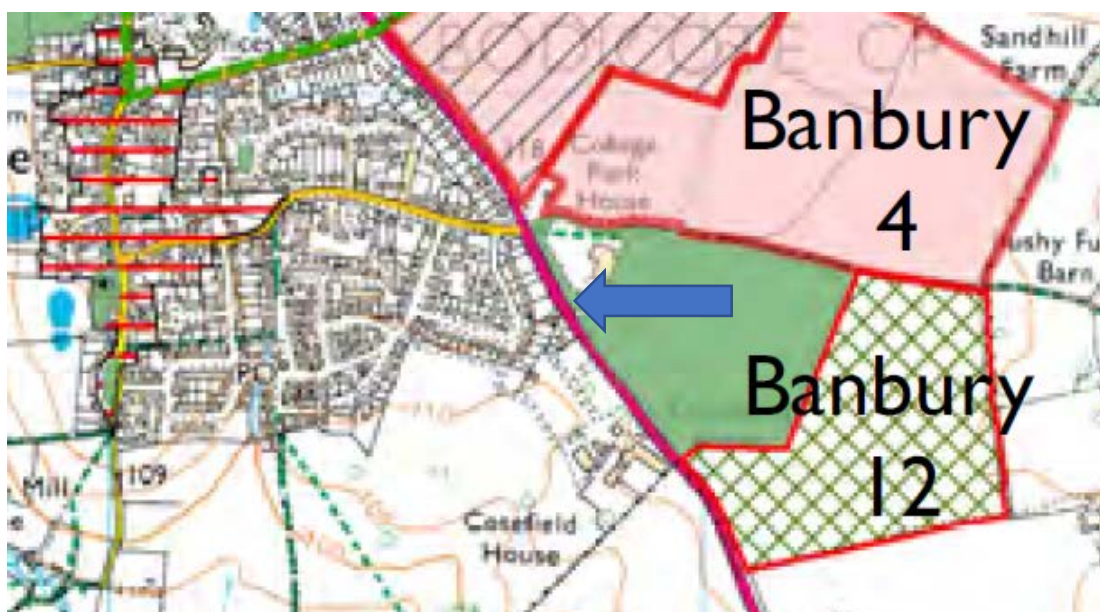
vi. Underpinning the Local Plan is a vision and a spatial strategy for Cherwell District. Our spatial strategy for how we manage the growth of the District can be summarised as:

- *Focusing the bulk of the proposed growth in and around Bicester and Banbury.*
- *Limiting growth in our rural areas and directing it towards larger and more sustainable villages.*
- *Aiming to strictly control development in open countryside.*

2.4 “Policy BSC1: District Wide Housing Distribution” states:

“Cherwell District will deliver a wide choice of high quality homes by providing for 22,840 additional dwellings between 1 April 2011 and 31 March 2031.”

2.5 The overall strategy directs most new development to the two towns of Bicester and Banbury.



Extract from the CLPP1 interactive map. The application site is identified with a blue arrow.

2.6 No. 13 Blackwood Close is located within the settlement boundary of Banbury and therefore residential development is acceptable in principle. This is a focus for growth in the district. Given it has direct road frontage onto the Oxford Road, it is not “backland development” but rather a continuation of the streetscene (1 and 2 Victoria Cottages and Cotefield Cottage).

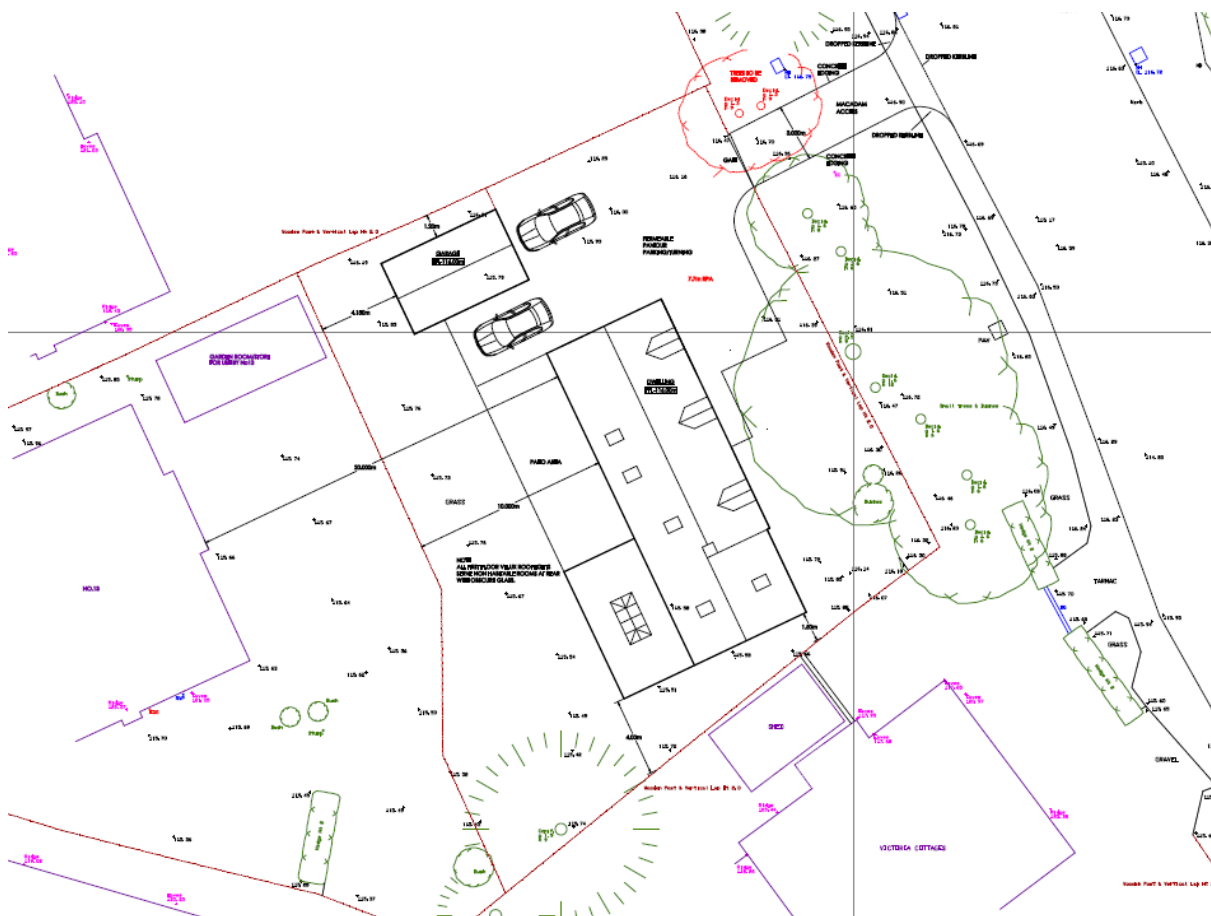
2.7 Policy BSC2 relates to “The Effective and Efficient Use of Land – Brownfield Land and Housing Density” and seeks to make effective and efficient use of land. The proposal makes more efficient use of a large back garden and is supported by Policy BSC2.

Other material considerations

1. Banbury Vision and Masterplan SPD (December 2016)
2. Cherwell Residential Design Guide Supplementary Planning Document (SPD) (July 2018)

3. THE PROPOSAL

- 3.1 It is proposed to erect a new house in the back garden of 13 Blackwood Close, as set out below.



Impact on the character of the area.

- 3.2 The 250m stretch of Oxford Road, Bodicote from Cotefield Nursery to the signal-controlled junction with Weeping Cross is well landscaped and largely devoid of houses facing onto the road. However, adjacent to (south of) the application site is a pair of houses (1 and 2 Victoria Cottages) with vehicular access off Oxford Road,

including the blank side wall of a detached garage. In that context, erecting a house on adjacent land and sharing the same building line as Victoria Cottages will help ensure the proposal assimilates with the character of the area.

Residential amenity

3.3 Chapter 6.7 of the Cherwell Residential Design Guide SPD states:

Outdoor amenity space should be provided in the form of rear private gardens for houses and balconies, roof gardens or shared gardens for flats.

The amount of gardens and outdoor space should be appropriate to the size of the property, with an expectation that larger properties will be located within larger plots with larger garden, reflecting the likely needs of larger families.

Principles for amenity space

- *Amenity space must be usable and receive sunlight for the majority of the year. Building heights, orientation and access to light must be considered to prevent overshadowing, particularly in north facing gardens.*
- *Areas must not be overlooked, lack suitable privacy, or have other primary functions e.g. car parking, refuse storage and footpaths are not amenity space.*
- *A minimum distance of 22m back to back, between properties must be maintained.*
- *A minimum of 14m distance is required from rear elevation to two storey side gable.*
- *First floor habitable room windows must not be within 7m of neighbouring property.*



3.4 The closest distance between the two houses (13 Blackwood Close and the proposed house) is 20m, which is 2m shorter than the standard. However, in this case a 20m back-to-back distance provides sufficient private amenity space for both houses because:

- the proposed house has a modest height, being 1.5 stories and 6.7m tall,

- it does not have first floor rear windows (only velux rooflights with obscure glass), and
- both houses (existing and proposed) have 32m wide gardens, which will receive sunlight for most of the year.

Design



- 3.5 1 and 2 Victoria Cottages and the associated roadside garage have a fairly ordinary architectural character. Given the lack of other houses on this stretch of Oxford Road, there is scope for almost any design of new house. In this case, the proposed house has an attractive cottage vernacular, with proportionate dormer windows, brick window arches, brick chimney and a slate roof. Its scale is subservient to Victoria Cottage and the houses on Blackwood Place. The proposed building typology is “wide frontage, narrow plan”, as recommended by paragraph 6.5 of the Design Guide. Given the retention of the majority of the roadside trees, it will have little impact on the streetscene (see streetscene drawing 2020/10/01).

Trees

- 3.6 An Arboricultural Impact Assessment (December 2020) accompanies the planning application. Previous planning application 20/02152/F proposed the removal of seven trees from the Oxford Road (A4260) highway verge:
- T8 (C2) field maple
 - T9 (C2), field maple,
 - T10 (C1) ash
 - T11 (C2) ash,

T12 (C2) elder,
T13 (C2) field maple and
T14 (C2) elder

3.7 The current planning application proposes a vehicular access located about 16m further north than 20/02152/F and, as a result, only a partial group (G1) and two trees are proposed to be removed from the highway verge:

T3 (C2) holly and
T4 (C2) hazel.

3.8 The retained roadside trees remain an effective buffer that will largely screen the proposed house when viewed from the Oxford Road (see streetscene drawing 2020/10/01).

4. TRANSPORT STATEMENT

4.1 The previous planning application (20/02152/F) was subject to “no objection” from Oxfordshire County Council as highways authority (dated 15th September 2020). The current proposal differs from 20/02152/F by proposing a vehicular access about 16m further north and therefore further away from the layby opposite Victoria Cottages. With both proposals, a visibility splay of 2.4m x 120m can be achieved.

4.2 The current proposal includes the construction of a new vehicular access off the Oxford Road A4260. The key highway features in the locality are:

- The speed limit is 40mph.
- The nearside side of Oxford Road has a pavement. The opposite side does not.
- 124m north of the proposed vehicular access is the signal-controlled junction with Weeping Cross.
- 31m to the south is a pair of vehicular access for 1 and 2 Victoria Cottages.
- 66m south is Cotefield Cottage - a Bed & Breakfast establishment.
- The Oxford Road adjacent to the three properties to the south of the proposed access (1 and 2 Victoria Cottages and Cotefield Cottage) is wider to provide a layby, about 50m long.
- On the opposite (east) side of Oxford Road and about 36m to the south is the junction to a sports centre for Banbury RUFC and Bannatyne’s Health Club &

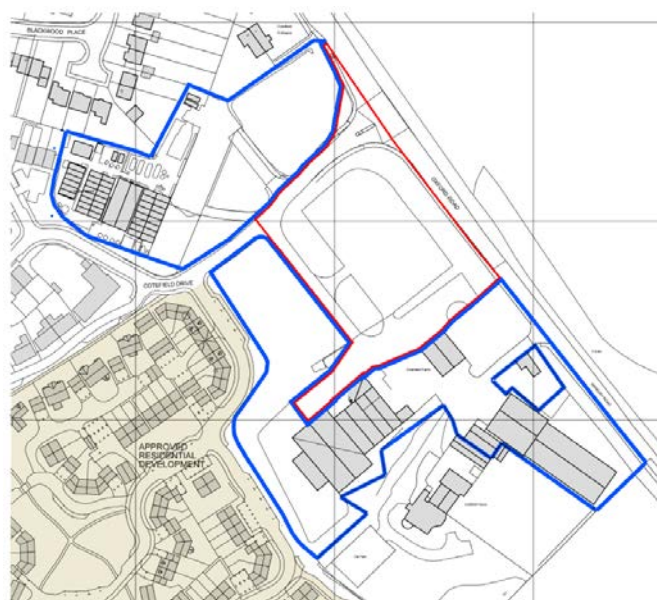
Spa. The Oxford Road has a right hand turning lane associated with the junction to the sports centre.

4.3 Given a speed limit of 40mph, the visibility splay required is 2.4m x 120m. The wide and long highway verge means the necessary visibility splay can be met. About half of car journeys to and from the proposed house will cross the hatched central lane of the Oxford Road. However, the volume of traffic associated with one house is low, forward visibility sightlines are good and there is unlikely to be conflict with other road users.

4.4 There is room within the application site for the parking of two cars and manoeuvring space so that cars can enter and leave in a forward gear.

Pre-application consultation

4.5 Pre-application consultation has taken place with Roger Plater, Transport Planner at Oxfordshire County Council. A copy of that correspondence is at **Appendix 1**. The emails refer to planning application ref (20/00123/OUT) at Cotefield Business Park for “outline application for a food store including access and scale”. The location plan is copied below.



4.6 In the context of 20/02152/F, Roger Plater wrote:

The Planning Statement makes reference to an application for a food store on a nearby site, 20/00123/OUT. OCC had requested that a northbound bus stop

layby be constructed as part of the S278 works for that development; however, the application has been withdrawn. OCC are continuing to explore the opportunities for a bus stop in the vicinity and the layby to the north of Cotefield Drive remains an option, whether or not the layby is extended. Any potential bus stop would serve the S4 route which runs an hourly service, so it would have a minimal impact on the proposed access.

- 4.7 Mr Murphy's email states "The Transport Assessment [dated 23rd December 2019] for the proposed food store included two Automatic Traffic Counters (ATCs), located near the proposed food store junction with Oxford Road.....the position of Site 2 ATC is attached to this email." The ATC position is copied below.



- 4.8 In accordance with Mr Plater's recommendation, a Stage 1 Road Safety Audit has been undertaken, a copy of which is at **Appendix 2**. Appendix 1 of the RSA lists the information that informed the RSA, which include key documents from the planning application for a food store at Cotefield Business Park. The RSA makes three recommendations:

- 1. It is recommended that that any proposed boundary feature does not obscure inter-visibility at the access.*
- 2. It is recommended that the visibility splay should be kept free of obstructions. This may require the cutting back or removal of the bushes and introducing parking restrictions.*

3. *It is recommended that the layby is extended to cover the proposed access.*

4.9 The current planning application proposes a vehicular access located about 16m further north than the proposed access considered by the RSA. However, the findings of the RSA are still valid. The proposed plans show the required visibility splay of 2.4m x 120m can be achieved and that boundary features and landscaping on the highway verge (when cut back) do not obscure the splay. Given the proposed access is located about 16m from the layby, there is no need to extend the layby to include the proposed access.

Stansgate Planning
December 2020

APPENDICES

1. Pre-application email correspondence between Andrew Murphy (on behalf of the applicant) and Roger Plater, Transport Planner at Oxfordshire County Council
2. Stage 1 Road Safety Audit

From: Plater, Roger - Communities <Roger.Plater@Oxfordshire.gov.uk>

Sent: 06 April 2020 14:39

To: Andy Murphy <andy@stansgate.co.uk>

Subject: RE: Pre-application highway advice - minor development - land rear of 13 Blackwood Close, Bodicote (Cherwell DC).

Dear Andrew,

At the moment there is no drawing of the cycle track; the scheme is in the very early stages of development.

With regard to the ATC, I think you could reasonably use the findings of the previous survey. Please make it clear where the data has originated. It will be on the high side for southbound traffic as most vehicles will be accelerating, but will be ideally placed for the northbound flow. If you are having an RSA then that will be the most valuable evidence.

Kind regards

Roger

Roger Plater
Transport Planner, Transport Development Control
(Cherwell and West Oxfordshire)
Oxfordshire County Council
Mobile 07789 653049

From: Andy Murphy <andy@stansgate.co.uk>

Sent: 06 April 2020 11:50

To: Plater, Roger - Communities <Roger.Plater@Oxfordshire.gov.uk>

Subject: Re: Pre-application highway advice - minor development - land rear of 13 Blackwood Close, Bodicote (Cherwell DC).

Dear Roger,

Thank you, that's very helpful. I will undertake the Stage 1 Road Safety Audit.

I've examined the Cotefield Business Park (20/00123/OUT) planning application for a new food store and I've got a couple of follow-up questions:

Cycle track between Cotefield Drive and the traffic signals

I have read about the Section 106 financial contributions in that respect. However, I can't find a plan showing the new cycle track. Is there such a plan?

ATC

The Transport Assessment for the proposed food store included two Automatic Traffic Counters (ATCs), located near the proposed food store junction with Oxford Road. The ATCs were placed for a seven day period (Wednesday 26 September 2018 to Tuesday 2 October 2018). The ATCs state:

Site 1

Access Road, Att - Sign, OSGR: SP 46789 37517

Eastbound 85th percentile speed 23.7mph (speed limit 30mph)

Southbound 85th percentile speed 22.1mph (speed limit 30mph)

Site 2

Oxford Road, Att - L/C, OSGR: SP 46884 37469

Northbound 85th percentile speed 42.5mph (speed limit 40mph)

Southbound 85th percentile speed 44.7mph (speed limit 40mph)

The position of Site 2 ATC is attached to this email. It is located about 80m south of the proposed junction for the new dwelling house (r/o 13 Blackwood Close). Given the reasonable proximity between the two positions, rather than undertake another ATC on Oxford Road can I use the Site 2 ATC to inform my planning application for the new dwelling house and the Stage 1 safety audit?

Kind regards,

*Andrew Murphy BA(Hons) MSc MRTPI
Director
Stansgate Planning
9 The Courtyard
Timothy's Bridge Road
Stratford upon Avon
CV37 9NP*

*Tel: 01789 414097
Fax: 01789 414608
andy@stansgate.co.uk*

*Stansgate Planning is the trading name of Stansgate Planning Consultants Limited
registered in England and Wales with registered number 08010392*

From: Plater, Roger - Communities <Roger.Plater@Oxfordshire.gov.uk>

Sent: 03 April 2020 15:24

To: Andy Murphy <andy@stansgate.co.uk>

Subject: RE: Pre-application highway advice - minor development - land rear of 13 Blackwood Close, Bodicote (Cherwell DC).

Dear Andrew,

There is a slight concern over the suitability of the access location, given the proximity of the junction to Bannatynes/Rugby Club and the traffic signals, but this is unlikely to warrant an objection from the LHA. This is a 40mph speed limit road, and vehicles naturally accelerate southwards away from the signals, which will make a right-turn exit from the site slightly difficult at times. The application would benefit greatly from a speed survey at the access location. A Stage 1 Road Safety Audit would also provide extra reassurance, assuming that no significant issues were identified.

You may be aware that there is a live application for a food store at Cotefield Business Park (20/00123/OUT). OCC have requested a S106 contribution from this scheme, and from another previously approved scheme, towards the construction of a cycle track between Cotefield Drive and the traffic signals, which would take it across the access that you are proposing. Whilst this is unlikely to be an issue for the few vehicle movements from the proposed single dwelling, it is worth taking note of.

Please note that the above advice represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application which may be submitted.

Kind regards

Roger

Roger Plater
Transport Planner, Transport Development Control
(Cherwell and West Oxfordshire)
Oxfordshire County Council
Mobile 07789 653049

From: Plater, Roger - Communities

Sent: 30 March 2020 10:59

To: andy@stansgate.co.uk

Subject: FW: Pre-application highway advice - minor development - land rear of 13 Blackwood Close, Bodicote (Cherwell DC).

Dear Andrew,

Thank you for your email. I expect to be able to respond by the end of the week, by which time I will hopefully have had input from the Licensing and Streetworks Team who are responsible for approving the S184 agreement.

Kind regards

Roger

Roger Plater
Transport Planner, Transport Development Control
(Cherwell and West Oxfordshire)
Oxfordshire County Council
Mobile 07789 653049

From: Andy Murphy <andy@stansgate.co.uk>

Sent: 27 March 2020 14:09

To: Transport CDC Minor <Transport.CDCMinor@Oxfordshire.gov.uk>

Subject: Pre-application highway advice - minor development - land rear of 13 Blackwood Close, Bodicote (Cherwell DC).

Dear Sirs,

FAO Transport Development Control Team.

I would like pre-application consultation from a highway officer regarding a planning application for “*erection of dwelling house and associated vehicular access off Oxford Road A4260*” at land rear of 13 Blackwood Close, Bodicote (Cherwell DC). I attach relevant documents. The planning application has not been submitted yet. I do not seek advice on any other planning matter.

The key issue is the feasibility of vehicular access off Oxford Road A4260.

Kind regards,

*Andrew Murphy BA(Hons) MSc MRTPI
Director
Stansgate Planning
9 The Courtyard
Timothy's Bridge Road
Stratford upon Avon
CV37 9NP*

*Tel: 01789 414097
Fax: 01789 414608
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*Stansgate Planning is the trading name of Stansgate Planning Consultants Limited
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Stage 1 Road Safety Audit

**13 Blackwood Place, Bodicote,
Banbury**

Proposed Site Access

Date: 29/04/2020

Report produced for: Mr L Jones

Report requested by: Stansgate Planning Consultants Ltd

On behalf of: Oxfordshire County Council

Report prepared by: Elaine Bingham, Road Safety Consulting Ltd

Reference: RSC/EB/KS/19062

Document Control Sheet

Project Title 13 Blackwood Place, Bodicote, Banbury
Proposed Site Access

Report Title Stage 1 Road Safety Audit
Reference: RSC/EB/KS/19062

Revision -

Status Final

Control Date 29/04/2020

Record of Issue

Issue	Author	Date	Check	Date	Authorised	Date
Final	E.B	27/04/20	K.S	27/04/20	E.B	29/04/20

Distribution

Organisation	Contact	Copies
Stansgate Planning Consultants Ltd	Andy Murphy	ecopy

1. Introduction

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on the proposed site access associated with planning application for the construction of an additional residential dwelling on land at the rear of 13 Blackwood Place, Bodicote, Banbury. The Audit was carried out during April 2020.
 - 1.2. This Road Safety Audit was produced for (client organisation): Mr L Jones, requested by (design organisation): Stansgate Planning Consultants Ltd, on behalf of (overseeing organisation): Oxfordshire County Council.
 - 1.3. The Audit Team membership was as follows:

Audit Team Leader
Elaine Bingham
B Eng (Hons), MCIHT, MSoRSA
Highways England Certificate of Competence (Road Safety Audit)
Road Safety Consulting Ltd

Audit Team Member
Kevin Seymour
B Sc, PG Dip TS, MCIHT, MSoRSA
Highways England Certificate of Competence (Road Safety Audit)
Road Safety Consulting Ltd
 - 1.4. The audit took place at the offices of Road Safety Consulting Ltd between 24th and 27th April 2020. The audit was undertaken in accordance with the email instruction from Andrew Murphy at Stansgate Planning Consultants Ltd and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119, with the following exception:

➤ A visit to the site was not made due to the coronavirus pandemic limiting the possibility for a site visit to be made. The Audit Team have referenced online mapping and images (Google Streetview) in lieu of the site visit. Images available for this section of development are available for August 2018.
 - 1.5. The audit comprised an examination of the information provided by the Design Organisation and listed in Appendix 1.
 - 1.6. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
 - 1.7. All comments and recommendations are referenced to the design drawing and the locations have been indicated on plans in Appendix 2.
-

2. Items Considered

2.1. Scheme Proposals

2.1.1. The scheme consists of a vehicular crossover to provide direct access onto Oxford Road for a single residential dwelling located on land at the rear of property number 13 Blackwood Place.

2.2. Information Provided to the Audit Team

2.2.1. Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix 1 of this report. The information includes the preliminary design drawings and information regarding a planning application for a food store on Oxford Road.

2.3. Departures from Standards (Design)

2.3.1. The Audit Team has not been advised of any design departures from standards.

2.4. Departures from Standards (Road Safety Audit)

2.4.1. This Road Safety Audit has been produced, with reference to DMRB – GG 119 – Road Safety Audit with the following exceptions.

- A formal Road Safety Audit brief, approved by Oxfordshire County Council, has not been provided to the RSA Team, however the RSA Team received a supporting email with relevant background data and information and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.
- A visit to the site was not made due to the corona virus pandemic limiting the possibility for a site visit to be made. The Audit Team have referenced online mapping and images (Google Streetview) in lieu of the site visit. Images available for this section of development are available for August 2018.
- Roger Plater from Oxfordshire County Council confirmed that a desktop RSA would be accepted due to the current coronavirus pandemic limiting the possibility for a site visit to be made.

3. Items Raised by this Stage 1 Road Safety Audit

3.1. Problem

Location: Vehicular Access

Summary: Non-motorised user (NMU)
to vehicle collisions



There is an existing footway running along the development side of Oxford Road.

The Audit Team has been advised that as part of the Food Store development at Cotefield Business Park, there is a proposal to install a cycle route along Oxford Road, however it is unclear whether this is to be an on-carriageway or off-road facility.

At the access, NMU to driver inter-visibility may be reduced by any proposed boundary feature, for example a hedge, fence or wall. Poor inter-visibility between NMUs and emerging drivers may lead to NMU injury.

Recommendation:

It is recommended that any proposed boundary feature does not obscure inter-visibility at the access.

3.2. Problem

Location: Vehicular Access

Summary: Restricted visibility may lead
to pull-out type collision



It is acknowledged that a 120m visibility splay has been shown on the drawing. However, there are some large bushes within the verge area and vehicles parked in the existing layby may restrict visibility for drivers emerging from the access. Restricted visibility may lead to pull-out type collisions.

Recommendation:

It is recommended that the visibility splay should be kept free of obstructions. This may require the cutting back or removal of the bushes and introducing parking restrictions.

3.3. Problem

Location: Vehicular Access

Summary: Late braking rear end shunt collisions involving vehicles turning left turn into access



The existing properties, which have direct access onto Oxford Road, are served via a layby. Drivers travelling behind a vehicle wishing to turn left into the proposed access may not be aware of the access and this may lead to late braking rear end shunt type collisions.

Recommendation:

It is recommended that the layby is extended to cover the proposed access.

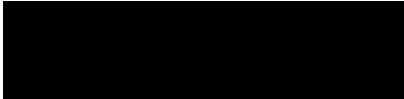
End of Safety Comments

4. Audit Team Statement

We certify that this Stage 1 Road Safety Audit has been carried with reference to GG 119, with the exceptions highlighted in paragraph 2.4.1 of this report.

Audit Team Leader

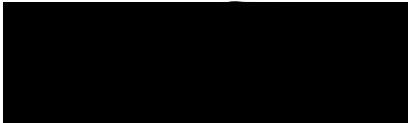
Elaine Bingham,
B Eng (Hons), MCIHT, MSoRSA
Highways England Certificate of Competence (Road Safety Audit)

Signed:  Dated 27th April 2020

Director of Road Safety Consulting Ltd

Audit Team Member

Kevin Seymour
B Sc, PG Dip TS, MCIHT, MSoRSA
Highways England Certificate of Competence (Road Safety Audit)
Director of Road Safety Consulting Ltd

Signed:  ... Dated 27th April 2020

Director of Road Safety Consulting Ltd

Road Safety Consulting Ltd
4 Paramore Close
Whetstone
Leicestershire
LE8 6EY

APPENDIX 1: Information Provided

List of Information Provided

Document Reference Number	Revision	Title
Drawing 190802	-	Site Location Plan
Drawing 20200302	-	Proposed visibility splay
Drawing 20200302	-	Proposed Block Plan
-		Site photos
-	March 2020	Planning Statement for the Single Residential Dwelling
39042-05		Proposed site plan for Food Store at Cotefield Business Park
JNY9860-03	Dec 2019	Transport Assessment for Proposed Food Store at Cotefield Business Park

APPENDIX 2: Drawing Showing Problem Locations

Problem numbers shown on the attached drawing refer to Problem numbers within the report.

