

Rachel Tibbetts

From: Planning
Sent: 13 April 2021 15:21
To: DC Support
Subject: FW: 21/00559/F - Carters Yard Main Street Sibford Gower OX15 5RW

From: Plant, Tom - Communities <Tom.Plant@Oxfordshire.gov.uk>
Sent: 13 April 2021 15:19
To: Gemma Magnuson <Gemma.Magnuson@cherwell-dc.gov.uk>
Cc: Transport CDC Minor <Transport.CDCMinor@Oxfordshire.gov.uk>; Planning <Planning@Cherwell-DC.gov.uk>;
Cllr George Reynolds <George.Reynolds@Oxfordshire.gov.uk>
Subject: 21/00559/F - Carters Yard Main Street Sibford Gower OX15 5RW

Dear Gemma,

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

Planning application:	21/00559/F
Location:	Carters Yard Main Street Sibford Gower OX15 5RW
Description:	Conversion of garage building and erection of a single storey extension, to form a granny annexe
Type:	Full Development
Case Officer:	Gemma Magnuson

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 is for the conversion of one of the existing outbuildings on site into a two-bedroom annex of the main dwellinghouse, in addition to the existing annex as shown on Drawing 02 (Survey Plans) of the documents submitted with this planning application.

As covered in the applicants Planning Statement, Design and Access Statement, it is proposed that the main occupiers of the existing dwelling will downsize into this second proposed annex. This will therefore leave the main dwelling and existing annex to be presumably occupied as a separate dwelling and annex. Therefore, for the purpose of this application, and based upon the number of bedrooms proposed (two), the LHA will assess this proposal on the basis that this annex is in fact a new dwelling within the grounds of an existing dwellinghouse and annex. This new dwelling will therefore have to accord with car and cycle parking standards as detailed in Oxfordshire County Council's Residential Road Design Guide (2003) - Second Edition (2015), in addition to provide for the parking provision for the existing dwelling and annex on site.

Prior to the planning permission submission, the applicant has received District led highway pre-application advice as covered in the applicants cover letter and supporting statement. I have reviewed the advice sought, and it is unfortunate that the applicant has not addressed the

concerns adequately as highlighted by my colleague Mr Bbosa, in his comments of September 2020, or my comments to the follow up District led pre-application, provided in November 2020 for a dwelling and two annex's.

Notwithstanding the above, the LHA objection can be broken down into five areas, covering visibility, parking bay dimensions, additional parking within the public highway, insufficient parking provision and construction related constraints.

Unsafe parking provision

Drawings 06B (Proposals Sketch Scheme 2) and 07B (Proposals Sketch Site Plan 2) show a parking configuration of five parking spaces accessed off Colony Road. I will cover below why the parking provision of five vehicles here is inadequate. However, I wish to draw the applicant's attention to the two outer parking spaces as shown on the aforementioned drawings.

In order to egress from either of these spaces bounded by the sites boundary walls, this will require the bonnet of the vehicle to project out by at least a meter if not more, prior to the driver having any visibility at all of pedestrians, cyclists or other road users. This can be clearly seen from drawing 07B and the image of a car parked within this space.

I do accept that any such forward driving gear manoeuvre would be undertaken under extreme caution. However, for a cyclist heading downhill from Sibford towards Hook Norton, the sudden emergence of a vehicle here could result in serious injury, as no prior warning will be given, and the use of highway mirror's is unacceptable in Oxfordshire. The same risk would also occur if this was a vehicle, as this would either require a sudden emergency stop, and the high possibility of rear end collisions, or, evasive driving manoeuvres into the path of oncoming traffic.

As a result, the parking provision proposed does **conflict directly** with **paragraph 109 of the National Planning Policy Framework** ([National Planning Policy Framework - GOV.UK](https://www.gov.uk/national-planning-policy-framework))

Conversely, the existing parking arrangement does not permit parking as described above, due to the tapering boundary walls. This therefore affords some level of advanced warning of vehicular movements from the site.

Proposed parking bay dimensions

Drawings 06B and 07B show parking for five vehicles accessed directly off Colony Road. Currently parking for only two vehicles perpendicular to the highway could be accommodated here, or one vehicle parallel, due to the tapering boundary walls.

Oxfordshire County Council's current guidance for parking space dimensions is set out in the Council's Residential Road Design Guide.

I have measured the parking provision as shown on drawing 06B and I have included the space that still has a tapering boundary wall (southern-most space). A distance of 14.3m is possible, 1.8m more than is required for five unobstructed parking spaces.

However, parking in the southern-most space is not possible without overhanging out onto Colony Road, a situation that is unacceptable to the County Council. Therefore, this fifth space has been discounted. As a result, this leaves only 11.3m for the parking of five standard cars, 1.2m too short.

Should only four cars be proposed to park here instead, then a total minimum unobstructed width of 10m would be required. However, for reasons detailed above, the northern-most space here

cannot be counted due to the serious highway safety risk that is likely to occur if the space is occupied as designed.

As a result of the constrained nature of the parking area proposed, parking for only three standard cars will likely be possible within this area, if all three cars are parked perpendicular to the highway.

A sixth parking space has been proposed within the garage accessed from the lower ground floor. However, this space has not been counted as a parking space, as its dimensions fall below the acceptable minimum levels.

Parking provision on Main Street

Drawings 02 (Survey Site Plan) and 07B show a parking space located on Main Street identified on Drawing 07B as '*existing dedicated parking space for Carters Yard Off Main Street*'.

Please be advised, this area of the highway is adopted. The highway boundary is the continuous frontage of the dwelling and the neighbouring dwellings along Main Street, this includes the unusual hard landscaped highway verge that wraps around Carters Yard on Main Street and Colony Road. Therefore, this area labelled on drawing 07B as '*existing dedicated parking space for Carters Yard Off Main Street*' is **not for the exclusive use** of on single dwelling, but instead **free to use** for the safe parking of **any UK road legal**. As a result, this parking space cannot be included within the overall parking provision for this dwelling, or the existing or proposed annex on site.

As a result, all reference to this parking area for the exclusive / dedicated use of Carters Yard must be removed from this planning application as it is not possible to include the adopted public highway as parking for a any dwelling in Oxfordshire.

Total parking provision

As detailed in full above, the parking provision as proposed is inadequate and does not provide for seven safe and accessible spaces. Instead, only four parking spaces appear technically possible, but that one of these spaces is unsafe for the reasons I have specified above. Therefore, only a **maximum** number of **three safe parking spaces** could be considered **achievable** here for the existing dwelling, existing annex, and proposed new annex.

Please note, should a development not provide adequate levels of off-street parking, overspill parking will then have no other choice other than to be forced to park on the existing adopted public highway.

Please also note, high levels of on street parking can affect access for emergency vehicles, affect the free flow of traffic, amenity, access, refuse collection, and the delivery of goods. Therefore, areas that do currently suffer from high levels of on-street parking, such as here in Sibford Gower, and that the area around Carters Yard for safe on-street parking is limited, in part because of the crossroad junction, but mainly because of the insufficient width of Colony Road and Pound Lane to accommodate safe on-street parking, developments such as this must not be permitted, if they cannot accommodate the necessary minimum safe on-plot parking provision required.

Construction access and contractor parking

Should despite this Highway Objection the proposal be approved, how will the proposal be constructed?

It is presumed that some of the construction materials and apparatus (including the required lift) will arrive on a vehicle greater in weight than 7.5 tonne ([Guide to lorry types and weights - GOV.UK](#)).

Access to and from the site via Colony Road is constrained, especially around the collection of farm buildings in the River Stour area, and must therefore be avoided. Access from North and East via the B4035 or Main Street will require any delivery vehicle needing to complete a 180-degree turn should it intend to leave the site from the direction it arrived from. However, no provision has been included with the application documents to enable this, and the adopted highway is of insufficient width to safely achieve this.

Should access be possible for construction delivery vehicles, where then will delivery materials be stored, or a skip sited, so as to not restrict the existing dwellings parking? And where will contractors park?

As a result of the above, the proposals will result in an adverse and **serious safety risk** that cannot be adequately mitigated for, and would therefore **affect the safe operation** of the highway network along Colony Road, and the proposed construction phase of the development will impact upon the safe operation of the highway network here, and come at the detriment to existing road users of Colony Road, Main Street and Pound Lane crossroad.

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.

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)
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