

Lynne Baldwin

From: James Kirkham
Sent: 14 May 2021 20:19
To: DC Support
Subject: FW: 21/00922/OUT - Land West Of Foxden Way Great Bourton OX17 1QY

For DEF

From: Plant, Tom - Communities <Tom.Plant@Oxfordshire.gov.uk>
Sent: 14 May 2021 20:07
To: James Kirkham <James.Kirkham@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: 21/00922/OUT - Land West Of Foxden Way Great Bourton OX17 1QY

Dear James,

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

Planning application:	21/00922/OUT
Location:	Land West Of Foxden Way Great Bourton OX17 1QY
Description:	OUTLINE Planning Application for up to 9 entry-level affordable houses - all matters reserved save for access
Type:	Outline Application
Case Officer:	James Kirkham

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 outline planning permission for up to nine entry-level affordable dwellings with all matters reserved except for access.

It is proposed to provide access for vehicular traffic to the site via a simple priority junction out onto Foxden Way. Pedestrian access is shown indicatively on the submitted plans, showing a connection out onto South View. However, the pedestrian access shown on the illustrative masterplan (drawing P01), has not been submitted for consideration here as the proposal is in outline only, and the submitted site location plan (drawing L01), does not show the redline abutting the existing highway infrastructure found on South View.

As a result, the only drawings being considered at this stage include drawing L01 location plan, drawing 001 Rev A proposed site access junction with visibility splays, and drawing 002 Rev A proposed site access junction swept path analysis. All other drawings submitted have been for illustrative purposes only.

Additionally, a Transport Technical Note (TTN), project no: T21512 Rev A and a combined Planning, Design and Access Statement (PDAS) (March 2021) have been submitted for consideration, along with additional documents covering drainage, landscape, and ecological matters.

Contained within the TTN, the applicant sets out a set of baseline conditions. However, for baseline traffic flows, the applicant appears to have used survey data from 2019 and an Automatic Traffic Counter (ATC) sited on School Lane for a development comprising of three dwellings with access taken directly off School Lane (appendix A). However, the application here is for access to be taken off Foxden Way. The ATC on School Lane will likely have captured only a proportion of the likely traffic movements that would have past the site on Foxden Way, this due to the significant carriageway constraints found along School Lane prior to where School Lane meets South View and The Close. Traffic familiar with the area is likely therefore to choose the Crow Lane route when traveling between Great Bourton and Little Bourton, and not the constrained School Lane route, particularly for larger vehicles above 3.5 tonne in weight ([Guide to lorry types and weights - GOV.UK](#)). It is therefore considered the baseline traffic conditions reported within this TTN are not relevant to this current proposal, irrespective of recent local and national travel restrictions that have resulted as a direct response to the COVID-19 pandemic, and what has limited the scope for when traffic counts could occur.

Finally, the TTN includes Personal Injury Accident (PIA) data within the baseline conditions, with the data appended at appendix B. Please note, the most recent five-year period now includes all of 2020. The submitted PIA data (2015-2019) does not include 2020. The PIA data is therefore out of date with regards to this current planning application.

Vehicular access

Access is proposed to be provided by a simple priority junction out onto Foxden Way. This proposed junction will only have a footway provision leading from the site on the southern side of the junction. This footway provision then abruptly terminates. No further footway provision is currently proposed from the site to the North via Foxden Way. For a further assessment of this aspect of the access, please see below.

An assessment of the proposed access has not been informed by a speed survey. A visibility splay has nonetheless been shown on drawing 001 Rev A to the North, showing a splay of 43m (y distance) in length, that is set back 2.4m (x distance). However, this cannot be verified due to drawing 001 Rev A not having a printed scale bar to enable calibration of online measurement tools. In the absence of a speed survey a visibility splay to the South of only 90m has been shown. Again, this cannot be verified. Notwithstanding this, a splay of 90m here, which is located outside of the built-up limits and 30mph area of the village is 125m less than is required.

In the absence of speed survey data to inform the required visibility splays, the applicant must demonstrate how the distance of 90m was arrived at and robustly justify to the LHA, and why in this instance a 125m reduction in visibility to the South should be considered acceptable, and whether the visibility to the North, and its close proximity to the junction of Foxden Way is also considered acceptable by the applicant. Failure to demonstrate why a reduced visibility splay should be considered acceptable could result in an unsafe access being permitted in visibility terms, contrary to paragraphs 108 (b), (c), 109, and 110 (a), (c), (d) of the NPPF (National Planning Policy Framework) 2019 – **Reason for objection**.

The applicant has submitted drawing 002 Rev A, swept path analysis, to demonstrate how a refuse vehicle will access this site. Drawing 002 Rev A shows a swept path analysis for a 10.5m Phoenix 2-23W refuse vehicle. Please note, the dimensions used here for this assessment fall over 1m too short to be considered acceptable. Swept path analysis of 11.6m refuse vehicle as used by Cherwell District Council must be demonstrated. Therefore, as submitted, the applicant has failed to

demonstrate whether the site can accommodate a Cherwell refuse vehicle, contrary to paragraph 108 (b), and 110 (c), (d) of the NPPF 2019. – **Reason for objection.**

Please note, at the time of my site visit, I was concerned to see significant verge overrun on both sides of the highway. It therefore concerns the LHA that it would appear from drawing 002 Rev A that with only exceptional technical ability, that the manoeuvre as shown into and out of this access will not occur without any overrun of the highway verge. However, with only a 10.5m vehicle tracked, it is therefore expected significant vehicle overrun will occur. Vehicle overrun is unacceptable and must be avoided, or suitable mitigation measures proposed in line with paragraph 108 (c) of the NPPF 2019. – **Reason for objection.**

Pedestrian access

Pedestrian access with the village has not been included within drawing 001 Rev A. Instead, it is the expectation of the applicant that given the relative quiet nature of Foxden Way, and the junction with Crow and School Lane, that it would be appropriate for pedestrians to walk within the highway and on into Great Bourton and Cropredy. Whilst that is an existing situation, this proposal will introduce nine additional dwellings along Foxden Way where previously none have existed. This will therefore intensify not only the vehicular movements through this junction with Crow and School Lane, but also likely increase the pedestrian movements, and thus conflict between the two. This should therefore be avoided, in line with paragraphs 108 (b), and 110 (a), (b), (c) of the NPPF 2019.

Further, it is a concern to the LHA that whilst the proposal is within Great Bourton, the majority of the local services, such as the nearest primary school, GP surgery and convenience store, are located in Cropredy. Should the proposal not therefore provide pedestrian infrastructure from the site onto Foxden Way, this will result in the most direct route to these services not on a footway, but rather the requirement to walk within the highway along Foxden Way, through the junction with School and Crow Lane, and on along Crow Lane for a distance of approximately 360m before Crow Lane then connects onto the existing pedestrian infrastructure found on Main Street.

Notwithstanding the lack of any proposed pedestrian infrastructure out onto Foxden Way North towards the village, it is proposed by the applicant on the illustrative masterplan drawing P01, that pedestrian infrastructure could be provided to the rear of the site, via a connection out onto South View. However, this drawing is not subject to this assessment, and drawing L01 does not show the redline abutting directly with the existing highway infrastructure or highway verge here found on South View.

Given the deficiencies with the lack of pedestrian infrastructure proposed from the site onto Foxden Way, and with the pedestrian route via South View shown only indicatively, the only pedestrian route currently proposed will require access to all the village services to be accessed only from walking within and through the junction of Foxden Way, Crow and School Lane. This pedestrian access to the rear must therefore be included at outline stage and included within the scope of the 'access' assessment of this planning application. Failure to secure this access provision at this initial stage runs the risk that the access as shown on drawing P01 may never be fulfilled. Therefore, without this inclusion, the proposal fails to provide for a safe pedestrian access route from the site to the village, contrary to paragraphs 108 (a), (b), (c), and 110 (a), (b), (c) of the NPPF 2019. – **Reason for objection.**

I do note that reference is made to this proposed pedestrian access at paragraphs 3.8 and 3.9 of the submitted TTN. However, as stated above, this pedestrian access has only been supplied on an illustrative layout plan and does not guarantee that this route will be fulfilled if left to be determined at reserved matters stage.

Finally, a proposed section of footway is proposed south out of the site onto Foxden Way. However, this footway then abruptly stops. It is noted at paragraph 3.9 of the TTN that this will offer a potential connection to the allotments to the South of the site. Should however the proposal not include a footway to the North along Foxden Way, but it does include the link out onto South View, this proposed development would then serve as the connection via the existing village pedestrian infrastructure found on South View to the allotments. The LHA will therefore require the developer to provide an additional stretch of approximately 100m footway along the highway verge of Foxden Way to the allotments to then link the development within the highway to the allotments.

Construction access

It is evident from the sites rural location that access for construction will be a significant burden upon the immediate and wider highway network. It is therefore concerning that minimal consideration of this has occurred at this stage, given it is unlikely that School Lane and Spring Lane in Little Bourton will be able to accommodate a 44 tonne HGV for example. The applicant must therefore demonstrate to the LHA that access for construction will be possible, and because of the constrained nature of School Lane, and Spring Lane in Little Bourton, that construction access will only occur from Crow Lane.

Following the two detailed site visits that I undertook, and a detailed assessment of the possible construction routes to the site, whilst Crow Lane is the most suitable of the three approach roads, I am concerned that the junction with Crow Lane and Main Street may struggle to accommodate larger HGV vehicles. The applicant must therefore demonstrate to the LHA beyond all reasonable doubt that this junction can accommodate these vehicles, and that no overrunning of the highway verge or footway will occur. As this junction will be the only junction used for construction access, its use by larger vehicles will intensify, above and beyond the ad hoc use it would otherwise see with occasional use by pantechnicon and agricultural vehicles. Failure to demonstrate at outline stage whether construction traffic will actually be able to access this site, and not impact upon the safe efficient operation of the existing highway is a concern for highway and pedestrian safety. This matter must therefore be addressed prior to any permission being given at outline stage. – **Reason for objection.**

Sustainability credentials

As stated in the submitted application documents, the proposal is for entry-level affordable homes. It is therefore assumed that site selection for such homes should be in sustainable locations with good connectivity with existing infrastructure, or the ability to connect onto existing infrastructure. This infrastructure is not just the addition of a new footway, cycleway or vehicle access, but also to good existing public transport services, health care facilities, educational opportunities, and local shops and services.

Unfortunately, Great Bourton does not benefit from good public transport services, access to a GP surgery, or primary school. The village only has immediate access to two village halls, a church and one Public House. The vast majority of services that would constitute a sustainable location are instead found in the Parish of Cropredy 1.3-2km from the site. This distance increases when the route is taken from South View, and not along the actual desire route that these journeys will almost certainly occur on, along Foxden Way and Crow Lane. This will therefore mean pedestrians and cyclist being forced to walk within the highway, through a junction, an on along Crow Lane for a distance of approximately 360m before they then connect onto the existing pedestrian infrastructure found on Main Street and on towards Cropredy. This distance is excessive, particularly for young children walking to school, along unlit winding lanes which will be the primary route for access to Cropredy Primary School, should pedestrian access not be secured via South View.

Conversely, recent developments within Cherwell and the Parishes of Adderbury, Ambrosden, Bletchington, Bloxham, Deddington, Heyford, and Hook Norton have all provided developments that have included affordable housing, and that have services such as public transport, GP surgery and schools, in addition to other locally available services within the Parish of development.

The site and the wider Parish is further compromised by the current poor provision of public transport to the village, with services only on Thursdays and Saturdays between a window of 1030 and 1400hrs, on either day. This does not therefore provide reliable or viable public transport options for commuting to places such as Banbury, Brackley, Oxford or Southam for work for example. As a result, journeys for work will have to occur only via private transport, and not via sustainable modes offered by public transport. This is even more important given the proposals development description.

It is therefore for the reasons as set out above, that as the application is currently submitted, the LHA **objects in principal** as the proposal is likely to result in a detrimental impact upon the local highway network from a traffic and safety point of view, the impacts of which have not been adequately mitigated within the portfolio of documents currently submitted.

Please note, 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 - 0345 310 1111.
Transport Development Control – Cherwell, Oxford, and West Oxfordshire. Growth and Place. Environment and Place Directorate.
Oxfordshire County Council – County Hall, New Road, Oxford, OX1 1ND.



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