

## James Kirkham

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**From:** Speakman, Glenn - Oxfordshire County Council  
<Glenn.Speakman@Oxfordshire.gov.uk>  
**Sent:** 06 April 2022 10:54  
**To:** cllrsueupton@bourtons-cherwell-pc.gov.uk  
**Cc:** James Kirkham; clerk@bourtons-cherwell-pc.gov.uk; Cllr George Reynolds;  
Councillor Phil Chapman  
**Subject:** RE: Ref: Planning Application 21/00922/OUT, Land West of Foxden Way, Great Bourton, Ox17 1QY Outline Planning Application with all matters reserved save for access for up to 9 First Homes

Dear Sue,

Thank you for your email ad highlighting these issues. Whilst I fully accept the complexities of achieving a CTMP we can be happy with, I don't believe we could rule out a development in this location due to inadequacies of the construction access. I am sure you are aware that 3 developments have taken place in the vicinity of this application for a total of 7 new dwellings.

Personally I hate to see damages to verges so I will be strictly enforcing a pre-commencement survey within the CTMP. We will also make sure that the best possible route in and out of the site is selected (I know there is no "best" route as someone will always be inconvenienced.) Deliveries will be made not only outside of AM and PM peaks but also school pick up and drop off times. I will make every effort to ensure the CTMP is as thorough as possible.

Regards,

Glenn Speakman MSc  
Area Liaison Officer (Cherwell)  
Oxfordshire County Council  
Mobile: 07768331664

Did you know that a new Oxfordshire Street Design Guide has been launched? You can view it [here](#).

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**From:** cllrsueupton@bourtons-cherwell-pc.gov.uk <cllrsueupton@bourtons-cherwell-pc.gov.uk>  
**Sent:** 06 April 2022 02:31  
**To:** Speakman, Glenn - Oxfordshire County Council <Glenn.Speakman@Oxfordshire.gov.uk>  
**Cc:** james.kirkham@cherwell-dc.gov.uk; clerk@bourtons-cherwell-pc.gov.uk; Cllr George Reynolds <George.Reynolds@Oxfordshire.gov.uk>; councillorphil.chapman@cherwell-dc.gov.uk  
**Subject:** Ref: Planning Application 21/00922/OUT, Land West of Foxden Way, Great Bourton, Ox17 1QY Outline Planning Application with all matters reserved save for access for up to 9 First Homes

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Dear Glenn

We have noted your latest response to the above application updated from your department's first submission dated 14 May 2021. We note also that you have approved the vision splay calculation and the swept path analysis together with the approved widening of Foxden Way at the proposed access site.

We are concerned however, that no details or recommendations have been provided regarding the Construction Management Plan. In the previous report, Tom Plant detailed his concerns after two site visits outlining the difficulties in achieving a viable route to Foxden Way stating the following:

*“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 pantehnicon 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.”*

In fact, in one of the telephone conversations I had with Tom, he reiterated his concerns regarding the difficulties of securing an acceptable construction management plan following his site visits. No doubt you will have a recording of that conversation somewhere.

The attached images in Appendix I show some of the damage caused at the narrow end of Crow Lane nearest the junction with Main Street, following the construction of only two dwellings in School Lane therefore the comments in the Highways first response are in our view, still valid.

The first highways report also commented on the sustainability credentials outlining particularly the lack of good public transport services, access to a GP surgery or primary school and makes the point that that this is even more important given the proposal's development description.

In terms of sustainability, since the first Highways report in May 2021, nothing has changed in terms of our parish amenities and the addition of an unlit pedestrian access from South View will provide no safer or more practical route to the aforementioned amenities via the existing pedestrian infrastructure from Main Street to Cropredy.

No mention has been made in your latest report regarding the ATC survey sited on School Lane in 2019 where the baseline traffic conditions reported within the TTN are not relevant to this latest application, whereas our own ATC from May 2021 taken on Foxden Way, the results of which were forwarded to your department on June 17<sup>th</sup> 2021, give a much clearer picture of the volume of traffic and the potential hazards for pedestrians, cyclists, horse riders and mobility scooter users. The results are attached for you but as you can see, show 1,526 weekly vehicle movements, 59 of which were exceeding the speed limit, compared to only 799 vehicle movements per week recorded in School Lane.

Parish Councils rely on the expertise and guidance from the professional consultees on the critical issues surrounding an application such as this, therefore we would very much appreciate your comments on the above.

Kindest regards

**Sue Upton**

Chairman

Bourtons Parish Council

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