

Lynne Baldwin

From: Plater, Roger - Communities <Roger.Plater@Oxfordshire.gov.uk>
Sent: 20 December 2021 11:01
To: James Kirkham
Cc: DC Support; Transport CDC Minor; Cllr Arash Ali Fatemian
Subject: 21-03947-F Cotefield House Oxford Road Bodicote

Hi James,

Planning application: 21/03947/F
Location: Cotefield House Oxford Road Bodicote OX15 4AQ
Description: 5 attached two bedroom houses, parking and amenity spaces - re-submission of 21/01835/F
Type: Full Application
Case Officer: James Kirkham

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

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The main difference between this application and the previous, withdrawn, application (21/01835/F) is a revised red line area and the submission of a second Technical Note on Highways matters. The comments and concerns raised in the LHA responses to 21/01835/F are still valid but the comments below relate to the new information.

The first "Transport Technical Note", dated September 2021, is also included with this application. This Note states that the access track varies in width between 3.3m and 4.0m (paras. 3.4 and 3.10). The second Note says that the access road is 6.68m wide (this being the clear opening between the stone walls) based on information in the Deed.

The plan in the Deed does not have a scale indicated. By my estimation, which is based on the length of Cotefield House as it is shown in both the Deed plan and the Site Location Plan, is that the width of the track shown in yellow on the Deed plan is closer to 4.7m. There is clearly some doubt about the precise width of the access track/road, but this is not crucial for my recommendation as I am happy that it is wide enough for two vehicles to pass. If the application is to be approved, it should be conditioned that the access track (width to be agreed by applicant and landowner) is clearly delineated by signing and lining and/or surfacing, prior to commencement of construction. As well as defining the agreed extent of the route on the ground, this will help to highlight the possible presence of pedestrians and cyclists to drivers traversing the yard.

It should be noted that the red line area on the Site Location Plan shows a width that narrows along the access road, from a width that scales to approximately 5.7m at the Oxford Road

entrance to approximately 4.5m at the blue line boundary. This contradicts the claim in the second Technical Note that the access road is 6.68m wide.

Para. 2.2 of the first Technical Note says "... a 3.1m wide steel gate, that was installed without the applicant's consent or notification..."

Para. 2.2 of the second Technical Note says "... the steel gate was installed without the applicant's consent or notification. The applicant (the owner) has confirmed that the farmer is under instruction to remove the gates forthwith."

Para. 3.3 of the second Technical Note says "The steel gates are to be removed."

The gate was still in place during my site visit of 13 December and as there is no absolute guarantee that the gate will be removed, this application needs to be assessed on the basis that the gate is there.

As the gate is set back 9.4m from the carriageway, there is adequate space for a car or van to pull off the road while the gate is opened. However, it will be different for a larger truck or HGV, which will project out into the carriageway while waiting at the gate, and this will cause a potentially dangerous obstruction to cyclists and vehicles in this 40mph zone. Furthermore, to pass through the relatively narrow opening, a truck or HGV will have to approach the gate straight on (i.e. perpendicular to the highway) and for a northbound vehicle, this is likely to entail a manoeuvre with a swept path into the southbound lane. The applicant has not provided swept path analysis that demonstrates large construction vehicles may safely enter the site through the existing gate. If the application is to be approved, then a Construction Traffic Management Plan must be conditioned. This must include a commitment to managing the gated access so that the entrance of construction vehicles is not delayed, whilst keeping the gate closed at all other times to prevent access to non-Cotefield House traffic.

If you would like to discuss any of the above in more detail, then please do not hesitate to contact me.

Kind regards

Roger

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

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