



2 NEWTON COURT GERRARD
BURBROP
SIBFORD GOWER
OX 5 5RQ
21st March 2022

Re: Sarah

ref: 22/00336/F resubmission of
21/00565/F

Thankyou for taking the time to speak with me
over the telephone it was most appreciated.

I would like this original submission from
Highways Oxford C.C. to be included in your
consideration. The circumstances described are as
relevant now as they were then.

Yours sincerely


ANIELA DUGGINS 

p.s I tried to do this over the computer but
could not get your email address.

Rachel Tibbetts

From: Planning
Sent: 30 March 2021 15:49
To: DC Support
Subject: FW: 21/00565/F - 1 Meadow Crest Cottages Street Through Burdrop Burdrop OX15 5RQ

Extract from **Consultee Responses** to Planning Application **21/00565/F** –
1 Meadow Crest Cottages Street Through Burdrop Burdrop OX15 5RQ

From: Plant, Tom - Communities
30 March 2021 15:40
Sent: To: Matthew Chadwick
Cc: Transport CDC Minor ; Planning ; Cllr George Reynolds

Subject: Planning Application 21/00565/F - 1 Meadow Crest Cottages Street
Through Burdrop Burdrop OX15 5RQ

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

Description: Part two storey, part single storey rear extension thatched canopy to front door and internal renovations.

Type: Full development

Case Officer: Matthew Chadwick

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 a substantial ground floor, first floor and second floor extension and alterations to an existing modest two-storey, two-bedroom and two-reception room dwelling. The site does not have the benefit of any off-street parking, nor does it appear do any of the other attached thatched properties here. It is therefore presumed the only parking available for this and the adjoining dwellings is on the existing highway network.

The local highway network is very constrained here in its width, geometry, and forward visibility. The network is further constrained by the lack of any formal footways and by the presence of existing on-street parking. It is also clear that

the existing width of the highway is not of sufficient width to facilitate the safe passage of parked cars by vehicles traveling in either direction through the network here, given the evidence of overrun of the highway verges here. Access to the site is also constrained from Hawk's Lane,

As a result, I am very concerned about any intensification along this stretch of the existing highway, including the intensification that would inevitably arise during the construction period alone. How does the applicant propose the development will be constructed? Where will contractors park, where will deliveries occur, what type of delivery vehicle will be required? Where will delivery material be stored, and where will waste product be stored? From which direction will deliveries be made from? Where will any vehicle greater than 3.5 tonne turn? (cf. Guide to lorry types and weights - GOV.UK www.gov.uk). Where would any of the existing on-street parking be displaced to?

I am aware that all of the above questions could be wrapped up into a Construction Traffic Management Plan (CTMP). However, in this instance, how the site would be developed is, in the opinion of the LHA, material to the planning consideration, as by conditioning this detail, this could then lead to a situation where the site gets technical approval but then the site cannot actually be built, without first causing serious highway safety hazards that cannot first be determined at application stage whether these hazards could be overcome successfully by the imposition of a CTMP condition.

I do also appreciate that the construction phase of any development would be of limited inconvenience. However, based upon the above existing identified highway constraints, and the fact that a number of the dwellings here have thatched roofs, any inconvenience, even for a few hours each day, is likely to have a serious impact upon the safe operation of the highway network here, especially for the timely arrival of Oxfordshire County Council's Fire and Rescue, 8.2m x 2.9m, fire tenders for example.

Turning to the existing limitations of the site here, it is unfortunate that the existing modest dwelling has no apparent formal off-street parking provision, but given the above identified highway constraints, I am concerned that by permitting a substantially larger dwelling here, and with the creation of an additional bedroom, this could lead to further intensification of the existing, limited on-street parking demand, along what is already a very constrained stretch of the local highway network here.

In addition to the above, please be aware that high levels of on-street parking can affect not only access for emergency vehicles, but affect highway and

pedestrian safety, affect the free flow of traffic, amenity, access, refuse collection, and the delivery of goods.

I do also appreciate that the length of the network here is not overly long, but with the site context in mind, the network only will require the addition of one or two small vehicles parked along it to impede access for all highway users here.

As a result of the above, the proposals are likely to result in an adverse and serious detrimental impact upon the safe operation of the highway network here during the planned construction period, in addition to impacting the immediate and wider highway network here on grounds of traffic and convenience point of view.

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.

Tom Plant
Area Liaison Officer
(Oxford, Cherwell and West Oxfordshire)
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