

Lynne Baldwin

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**From:** Mundy, Ben - Oxfordshire County Council <Ben.Mundy@Oxfordshire.gov.uk>  
**Sent:** 01 November 2022 15:36  
**To:** DC Support; Rebekah Morgan  
**Cc:** Transport CDC Minor  
**Subject:** 22/03049/OUT Land West Of Oxford Close And North Of Corner Farm, Station Road, Kirtlington

Hi Rebekah

I have looked over the planning application above and have the following comments:

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**Planning Application:** 22/03049/OUT

**Location:** Land West Of Oxford Close And North Of Corner Farm, Station Road, Kirtlington

**Description:** Provision of eight single-storey and two-storey detached and semi-detached dwellings with access, parking and amenity space

**Planning Officer:** Rebekah Morgan

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## **Recommendation**

Oxfordshire County Council, as the Local Highways Authority, notify the District Planning Authority that they **object** to the granting of planning permission. Subject to the following condition being met.

## **Comments**

### **Reason for Objection: Visibility Splays**

The proposed access is positioned on a corner that features a prominent crest, limiting visibility. The village has recently changed to a 20mph limit meaning that in normal circumstances, it would only require a 2.4m x 22m visibility splay. However, the access is in close proximity to a speed limit change (50 to 20), meaning that it is likely that speeds could be higher than 20mph as vehicles do not slowdown in time. I would therefore recommend that the applicant is to submit a speed survey, in order to work out the 85<sup>th</sup> percentile of speed, using this to determine what the required splay should be, this should be conducted over a minimum of 1 week. The splays are then to be submitted to the Local Planning Authority for approval.

### **Reason for Objection: Connecting Footway**

The current proposals for the site, do not show a pedestrian link from the site to the existing footway network within Kirtlington Village. This means that there is no safe walking route for pedestrians looking to access the village amenities. This presents the obvious safety issue, but also inadequate sustainable travel facilities have the potential to create a car dependent development as per LTN 1/20, something OCC are strongly opposed to.

We will ensure that all new developments have safe and attractive walking and cycling connections to the site, include a connected attractive network for when people are walking and cycling within the development and that the internal routes connect easily and conveniently to community facilities and the local cycle and walking network. It should be noted that currently the design does not conform to the above points.

### **Reason for Objection: Parking Provision**

When assessing Table 4.1 within the Transport Statement, it contains both discrepancies between it and the site plan, but also has properties that do not conform to the New OCC Vehicular and Cycle Parking Standards:

**Plot 4:** 4/5 bed properties can have up to 3 spaces in rural localities, 1 space is not sufficient for a property of this size.

**Plot 5:** Shown on site plan as having 1 space, but table shows it having 2, due to its size, it should have a minimum of 2.

**Plot 6:** Due to its size, it should have 2 parking spaces.

**Plot 7:** Showing to have 1 in table 4.1, 2 on the site plan. 1 space is not sufficient for a property of this size.

**Plot 8:** Showing to have 1 in table 4.1, 2 on the site plan. 1 space is not sufficient for a property of this size.

The visitor parking provision exceeds the maximum standards set by OCC, there should be a provision of 1 visitor space per 5 dwellings, in this case it should be rounded up to 2.

### **Reason for Objection: Cycle Parking Provision**

OCC's new Vehicular and Cycle Parking Standards state that in order for cycle parking provision to comply with guidance set out within LTN 1/20, cycle parking must be provided at 1 space per bedroom. Table 4.1 does not reflect this.

### **Reason for Objection: Road Layout**

All sections of road that measure over 70m in length must have traffic calming measures in place to ensure that vehicles speeds remain under 20mph.

### **Reason for Objection: Swept Path Analysis.**

Given the positioning of the access to this site, it is not going to be possible for refuse vehicles to stop on the A4095. Therefore a swept path analysis for a 11.6m refuse vehicle should be carried out, to prove that it can manoeuvre around the site safely. The vehicle must not overhang any of the footways and should also be tracked passing a parked car.

### **INFORMATIVE**

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. This is separate from any planning permission that may be granted.

I think it also needs to be made clear as to whether the applicant is looking for OCC to adopt the highways within this site.

If you would like to discuss this application further, please do not hesitate to contact me. I think it is worth noting that this site does not appear to be a sustainable site for development, given the lack of public transport connectivity. Although the Transport document does outline rail transport, OCC do not consider these to be within walking distance and would require the use of a private car. There is also no infrastructure in place that allows for safe cycling in this area.

Kind regards

Ben Mundy  
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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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