

Lynne Baldwin

From: Mundy, Ben - Oxfordshire County Council <Ben.Mundy@Oxfordshire.gov.uk>
Sent: 25 April 2024 12:17
To: Katherine Daniels; DC Support
Cc: Transport CDC Minor
Subject: FW: Planning notification for application reference: 24/00725/DISC
Attachments: eCon_(5).pdf

Hi Katherine,

I have reviewed the above application and I have the following comments:

Condition 3 (Construction Traffic Management Plan) Objection

Our request for a condition included a requirement to manage the opening and closing of gates for HGVs, as part of a Construction Traffic Management Plan, this has not been included within the submitted document and when assessing the objection note on file, it is likely that the applicant does not have the right to remove the gates as stated.

It is likely that construction would require deliveries from some larger vehicles than 10m, including 12m rigid and 16.5m articulated vehicles, so swept paths of those vehicles also need to be demonstrated.

Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site, this should be shown on a map.

Delivery times must be added to the document and must avoid the times of 07:30-09:00, 15:00-16:00 and 16:30-18:00 to avoid school pick up / drop off and network peak hours.

The CTMP outlines that a mirror is to be installed to aid with egress from the site. The applicant must obtain a separate licence for this which has not been demonstrated within the application.

Condition 4 (Site Access Scheme)

This application seeks to discharge Condition 4 of 21/011835/F, which states that 'No part of the development hereby approved shall commence until a detailed scheme for the access to the site from Oxford Road, at an appropriate scale which clearly defines its width, and which details how the full extent of the access to the site from the A4260 to the parking area shall be clearly constructed and delineation on the ground by lining, surfacing and/or signage, shall be submitted and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented in strict accordance with the approved scheme prior to the commencement of any works to dwellings hereby permitted and shall be permanently retained and maintained in accordance with the approved scheme thereafter.' Reason: To provide safe and suitable access to the site for residents and reduce conflict with the neighbouring uses in accordance with Policies SLE4 and ESD15 of the Cherwell Local Plan 2011- 2031 Part 1 and Government guidance in the National Planning Policy Framework.

It is noted that the Highway Authority objected to this development but recommended conditions in the event that the Local Planning Authority granted permission. It is clear from our response that there was uncertainty as to whether the applicant has the right to remove the gates. Our request

for a condition included a requirement to manage the opening and closing of gates for HGVs, as part of a Construction Traffic Management Plan:

‘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.’

Drawing number P1095-01 submitted to discharge Condition 4 (and part of condition 3) clearly shows that removal of the gates or opening them to their full width is necessary to accommodate even 10m rigid HGV movements safely. Rather than proposing management of the opening and closing, as suggested, the applicant has chosen removal of the gates, and there is no mention of management of the gates in the CTMP. I note that the objection on file from the landowner of the access way, states that the applicant does not have the right to remove the gates, or indeed paint the delineating lines. I further note that the swept path is for a 10m rigid vehicle only. It is likely that construction would require deliveries from some larger vehicles, including 12m rigid and 16.5m articulated vehicles, so swept paths of those vehicles also need to be demonstrated.

Condition 5 (Arboricultural Method Statement)

No Comment

Condition 6 (Ecological enhancements)

No Comment

Condition 8 (Slate Sample)

No Comment

Condition 10 (Architectural Detailing)

No Comment

Condition 11 (Landscaping Scheme)

No Comment

Condition 13 (Parking Provision)

No Objection

Condition 14 (Vehicular Electric Charging Points)

No Objection

Condition 15 (Covered Cycle Parking Facilities) Objection

Residential cycle parking infrastructure must be fully enclosed to ensure cycles are protected from adverse weather conditions.

If you would like to discuss this application further, please do not hesitate to contact me.

Kind regards

Ben Mundy
Transport Development Officer
Transport Development Management: Cherwell, West Oxfordshire and Oxford City
Oxfordshire County Council
Environment and Place
Growth and Place
Mobile: 07546760693
Email: Ben.Mundy@oxfordshire.gov.uk

From: CDC Development Management <planning@cherwell-dc.gov.uk>
Sent: Thursday, April 4, 2024 3:48 PM
To: Transport CDC Minor <Transport.CDCMinor@Oxfordshire.gov.uk>
Subject: Planning notification for application reference: 24/00725/DISC

Please see the attached letter for details. Regards Development Management Cherwell District Council Direct Dial 01295 227006 planning@cherwell-dc.gov.uk www.cherwell.gov.uk Find us on Facebook www.facebook.com/cherwelldistrictcouncil Follow us on Twitter @Cherwellcouncil

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