

Matthew Swinford

From: Plant, Tom - Communities <Tom.Plant@Oxfordshire.gov.uk>
Sent: 22 January 2020 10:28
To: Shona King
Cc: DC Support
Subject: 19/02001/F - The Chaff Place High Street Bodicote

Hi Shona,

I have looked at the applicants Transport Statement and looked again at the site plan and still conclude that the access as proposed for two dwellings is inadequate due to its width, lack of inter-visibility for pedestrians and inadequate visibility envelope without evidence to suggest a reduced envelope would be acceptable at this proposed intensified access.

Due to the limited width of the proposed intensified access, conflict will arise should two vehicles attempt to use the access at the same time. The lack of visibility into the site has the potential of requiring one of the vehicles to reverse either back into the site (to allow an accessing vehicle to leave the network), or the opposite (with an egressing vehicle taking priority) occurring, forcing the accessing vehicle to reverse back out across the footway and into the highway. As a result of this proposed inadequate access, and with little or no pedestrian inter-visibility, this constitutes an unacceptable highway and pedestrian safety risk.

It is also worth highlighting that whilst High Street is within the village of Bodicote, Highstreet is one of the principal routes into and through the village. The A4260 which runs to the east of the village acts as a bypass for the village taking the majority of through traffic past the village rather than through it. Therefore, whilst it doesn't appear that a traffic or speed survey has been conducted, I would be concerned if a vehicle for whatever reason had to abandon an attempt to enter an access and be then forced to reverse back out in the carriageway, a situation that proposal cannot, at present be designed out or controlled via a conditioned to prevent.

Further, Highstreet is on the B3 bus service connecting Banbury town centre to Bodicote via Bankside and Longford Park. This service uses Highstreet, Freemans Road and Molyneux Drive to loop round and then make the return journey back to Banbury. As a result, the direction of travel for this service is south along Highstreet immediately past the site entrance. Additionally, the bus stop for the 'Old Horse and Jockey' is located immediately adjacent to the proposed site access, further highlighting the potential risk to pedestrian safety and no warning of emerging or reversing vehicles from this proposed access. Therefore with no pedestrian inter-visibility and no pedestrian visibility splays, I have no other option but to maintain my previous objection to this proposal.

Finally, the application appears to lack details of what the achievable visibility is for this proposed intensified access in the form of a plan (that is assumed the site access was acceptable). Without a speed survey it is assumed Manual for Street (MfS) 1 and 2 standards are to be applied.

The updated Transport Statement received December 2019 states that acceptable visibility can be achieved from the site. However I dispute that this is possible as this has not been shown in plan form. Were a plan to show a visibility splay that accords with MfS, I believe due to the curvature of Highstreet, this visibility splay passes through objects including dwellings south of the site, consequently a visibility splay that is in accordance with MfS is not achievable. Had the applicant conducted a speed survey, this may then inform a reduced visibility envelope. However this hasn't been demonstrated and as such MfS has been applied in this assessment of the visibility envelope from the site proposed access.

For the reasons set out above, OCC maintain objection on the grounds of the highway.

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

With regards,

Tom Plant
Area Liaison Officer
(Oxford, Cherwell and West Oxfordshire)
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www.oxfordshire.gov.uk



**OXFORDSHIRE
COUNTY COUNCIL**

From: Shona King <Shona.King@Cherwell-DC.gov.uk>
Sent: 16 December 2019 09:36
To: Plant, Tom - Communities <Tom.Plant@Oxfordshire.gov.uk>
Subject: FW: 19/02001/F - The Chaff Place High Street Bodicote

Hi Tom

Updated Transport Statement for comments please??

Shona King
Senior Planning Officer – General Developments Planning Team
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From: Alex Watson <alexwatson1984@gmail.com>
Sent: 12 December 2019 12:27
To: Shona King <Shona.King@Cherwell-DC.gov.uk>
Subject: Re: 19/02001/F - The Chaff Place High Street Bodicote

Hi Shona,

Further to our correspondence regarding the access of our site this week I attach an amended Transport Statement to included more consideration on points discussed.

- A new section has been added titled; 'Historic road safety data'.
- 'Current use' has been updated to include another illustrated example of agricultural usage, the tele-handler using the access and text added. This added in response to highways comments that agricultural machinery sight lines are in fact better than residential traffic and therefore a safer use....
- Some small amendments in the text of the 'Proposal'.
- A couple of paragraphs of 'The Assessment of impact and conclusion' has been re-written in consideration of the above.

If I could express my main concern with this element of the application Shona it is that due to my relative inexperience on this subject of access, and OCC Highways being a where of this, the Highway department may not take my input, in the form of the supplied Transport Statement seriously, considering the protection/justification of their original position of higher value to them.

I hope that the information provided within this Transport Statement will be considered without bias against the author, but if this may become a factor then I am still prepared to commission a comprehensive Transport Assessment from an experienced consultancy to further support the application. I am confident in the suitability of this access for the proposed and think we have a really good scheme for this site now.

Kind regards,

Alex.

On 11 Dec 2019, at 11:29, Alex Watson <alexwatson1984@gmail.com> wrote:

Hi Shona,

Further to my email yesterday regarding the concerns Highways have with the proposed schemes impact on the safety of other road users I note that in the comments made by Highways in their consultation response on the 25th of October their are several factual errors which are used to conclude the objection made.

The first is the stated measurement of the width of the access at 3 metres. It is in-fact 3.8 metres in the proposed plans (I have double checked this on site). This width being nearly 30% wider than what Highways used for consideration.

The second in these comments is that previous approval was gained for a scheme including access for one residential dwelling. Access was in-fact gained with no objections from OOC Highways for number 2 residential dwellings, (Plot 1 and the neighbouring property to the north), and in this scheme the piece of agricultural land to the rear of these properties remains with access. So we then have access for 2 dwelling and agricultural access.

I think that not including some kind of Transport Statement initially with the application clearly identifying these details and the improvements proposed before Highways surveyed the site was a mistake on my behalf, but as the objection was made on these factual errors I ask if it would be possible for Highways to re-assess the proposed application taking in to consideration any new supporting documentation and improvements to the proposed provided as the scheme has evolved?

I can in the mean time amended the current Transport Statement to include reference to the crash data and other points recently discussed. If Highway can look at it again, and they feel they require any further information in support I can arrange this.

Thank you for your time on this.

Kind regards,

Alex.

On 10 Dec 2019, at 12:31, Alex Watson <alexwatson1984@gmail.com> wrote:

Hi Shona,

Ok I will start to address these concerns. Firstly I attach the requested report from 2016. This incident which is categorised as 'slight' reads that it involved one vehicle, a push bike, and 2 parked cars which is why it summarises 4 vehicles as being involved.

Looking at the grid reference position the incident took place further south of the application site opposite Goose Lane and the Plough Pub. I was not a where of this incident but in the Transport statement I made reference only to the access of the application site itself.

In brief consideration of OCC Highways comments regards the agricultural vehicles suitability and preference over domestic vehicles due to elevated sight lines; While I understand the point made, as demonstrated in the transport statement while the site line is higher in a tractor it is not available due to its length pushing the operator further back losing the sight line behind the barn and wall in this situation.

While the tractor has this high advantage, other typical agricultural equipment such as the regularly used tele-handler does not the operator sitting low within the machine and the forward carrying load being further in front of the operator still.

I can amend the Transport Statement as necessary to include this information if helpful?

If you had time to discuss on the phone I could give you a call.

Kind regards,

Alex.

<Report-2016430312532.pdf>

On 10 Dec 2019, at 11:21, Shona King <Shona.King@Cherwell-DC.gov.uk> wrote:

Dear Alex

I have received a response from OCC Highways. They have commented that by using an agricultural vehicle to egress the site, the vehicle requires the use of the footway to allow the driver to clearly see in both directions of the High Street without obstruction of the walls on either side. The advantage of the agricultural vehicle over a standard car is it allows the driver to see over any parked vehicles on the highway, thus the existing use as a farm access, whilst not ideal for egressing (utilising the footway), is considered better than what is proposed with a standard domestic vehicle.

The Transport Statement advises that no incidents have occurred in the vicinity. However the Highway Authority has stated that Crashmap.co.uk shows that a 4 vehicle incident occurred in the vicinity of the site in 2016 and they have requested that you provide details for the incident. We would need to know what caused the incident, why so many vehicles were involved and whether the proposal had or could potentially have had an factor in the incident that occurred so that a further assessment can be made.

Until this information has been provided their objection to the application still stands. As a result at the current time I would need to recommend the application for refusal due to the impact of the increased use of the access on highway safety.

Kind regards

Shona King
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From: Alex Watson <alexwatson1984@gmail.com>

Sent: 09 December 2019 09:57

To: Shona King <Shona.King@Cherwell-DC.gov.uk>

Subject: Re: 19/02001/F - The Chaff Place High Street Bodicote

Good morning Shona,

Ok great. Regards public file timing I think the best way forward in consideration of our neighbours at the Homestead is once you are satisfied nothing else is required I will arrange a meeting with them to explain the evolution of the design in consideration of their concerns raised. Hoping this would be the most productive and respectful way of concluding their influence in this design process.

This should only take me a day or two but alternatively if there are time constraints your end happy for you to pop them on and the neighbours can find out the recent amendments publicly.

Kind regards,

Alex.

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