

# Transport Statement

## Proposal:

Two proposed dwellings with associated garaging, alterations to garaging and boundary wall to previously approved Barn. (18/01914/F) (18/01915LB)

## Address:

The Chaff Place Caravan  
High Street  
Bodicote, Banbury  
OX15 4BS

## Applicant:

Alex and Leila Watson

## Date:

November 2019

## Introduction

This statement has been prepared to support planning application 19/02001/F for two proposed dwellings with associated garaging located on the High Street in the village of Bodicote. It considers the current usage and planning permissions of the site, and the proposed usage, focusing on the interaction between the proposed development site and the high way considering any potential impact to the safety of the high way the proposed application may cause.

## The site

The application site lies on the east side of the High Street centrally located in the village of Bodicote between the High Street and Chapel Lane illustrated in the aerial photograph (Fig 1). The boundaries of the application site shown in red in the site location plan below (Fig 2).

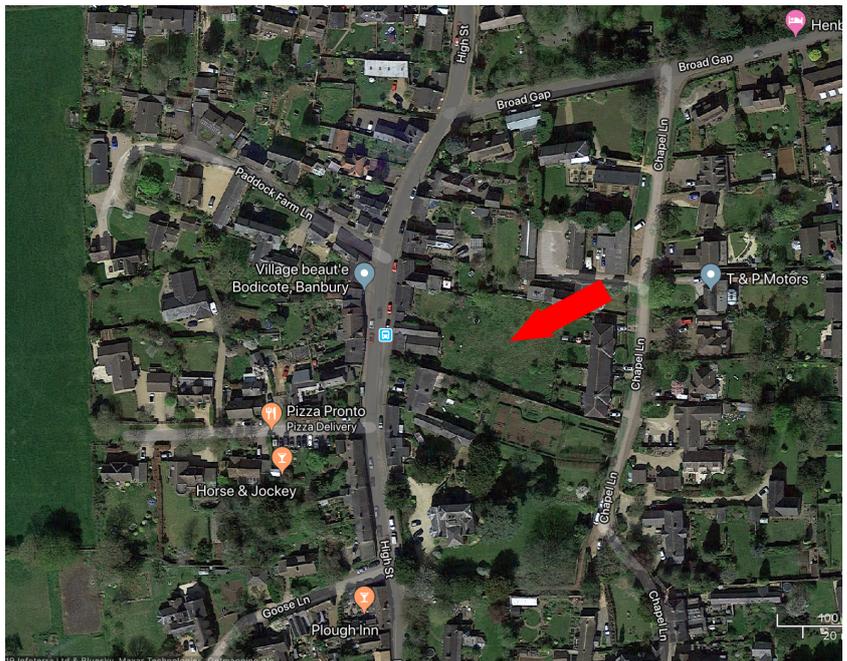


Figure 1: Aerial photograph showing the site - Red arrow.



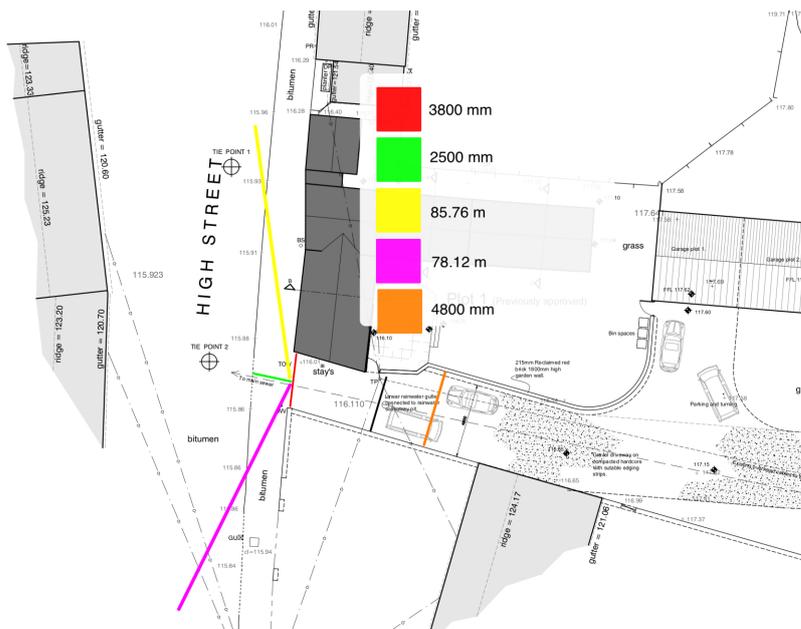
*Figure 4: Site line of access looking north on to the High way*



*Figure 5: Site line of access looking south on to the High way*



Figure 6: Illustrated site plan of access dimensions



### Relevant planning permissions on site

Planning permission has recently been approved for the conversion of the existing listed barns to the west of the site (Fig 15 Site plan, Plot 1) into a dwelling; (18/01914/F) (18/01915LB), along with the construction of a large 4 bay garage, this garaging originally intended to support this new dwelling and another existing neighbouring property to the north of the application site.

The above approved application followed another previously approved application; (16/01369/F) (16/01370/LB), the above being mainly internal material amendments to this original application.

It is noted that Oxford County Council Highways department have made no objections in the previously approved applications to the use of this vehicular access to serve plot 1, the neighbouring property to the north, while still providing agricultural access to the land at the rear of these properties.

### Historic road safety data

There has been no recorded road traffic incidents involving this access and the highway to date. There has been one recorded incident in recent time (October the 27th 2016) on the High Street itself further to the south of the application site opposite Goose Lane and the Plough Pub. This incident was categorised as 'slight' and involved a moving vehicle on the high way hitting a parked car in the carriageway. See recorded crash map data at the end of this document (Fig 16,17). It is considered that this isolated incident was not related to the application site and the proposed would not have an influencing factor in its reoccurrence.

### Current use

Currently this site is being used for agricultural and light industrial purposes. The vehicles which serve these industry's, ie; tractors and tele-handlers have increased in size over the years and are now, even though the dimensions of this section of the High Street and associated footpath are generous, increasing the risk to other users of the high way mainly due to their size in consideration of turning and sight lines into and out of site. There in fact often being no sighted entry into the high way due to the length of these vehicles in front of the operator.

Refer to (Fig 7-10) below showing a site comparison of the interaction with the high way at the point of access between a tractor typically used for the purposes of agriculture and a car. Note the lack of a sight line by the operator as the front of the vehicle enters the high way due to the operators position within it. And more so the impact the tractor has on the vision splays of other road users and pedestrians due to its size compared with a typical residential car. The tractor totally obscuring much of the High Street itself.

*Figure 7: Tractor leaving site view looking north*



*Figure 8: Car leaving site view looking north*



*Figure 9: Tractor leaving site view looking south*



*Figure 10: Car leaving site view looking south*



Note below (Fig 11,12) for another example of a typical piece of agricultural/industrial equipment in use the tele-handler leaving site. Again due to the position of the operator sat back from the forward carrying load and also siting lower down within the centre of the machine the below images show the front of the machine approximately 1 metre in to the high way, the operator still has no site line along the road.

*Figure 11: Tele-handler leaving site view looking north*



*Figure 12: Tele-handler leaving site view looking south*



When the cab of the machine is in a sighted position the sight lines are still poor and as a result the boom of these machines is often lifted, against best practice guidelines, to improve the angles. Operation of the machine to gain entry and exit in this way increases the risk to road users in several ways and also damage to over head lines (Fig 13,14).

These agricultural vehicles in this residential context can not be seen as appropriate or safer than residential traffic. As well as the above points, they also often intimidate other road users because of their size and the user not expecting to find such machines in this context, and because of the nature of their use they often leave mud on the footway and highway behind them again increasing risk to other road users.

*Figure 13,14: Tele-handler alternative manoeuvre*



## Proposal

In order to facilitate these two new dwellings within the application site it is proposed to make use of the existing vehicular access on to the village High Street, the access then supporting 3 dwellings in total including the previously approved plot 1 (Fig 15, Proposed site plan). Access for the neighbouring property no longer being part of the application. Access for agricultural vehicles will also cease as the need will be removed permanently.

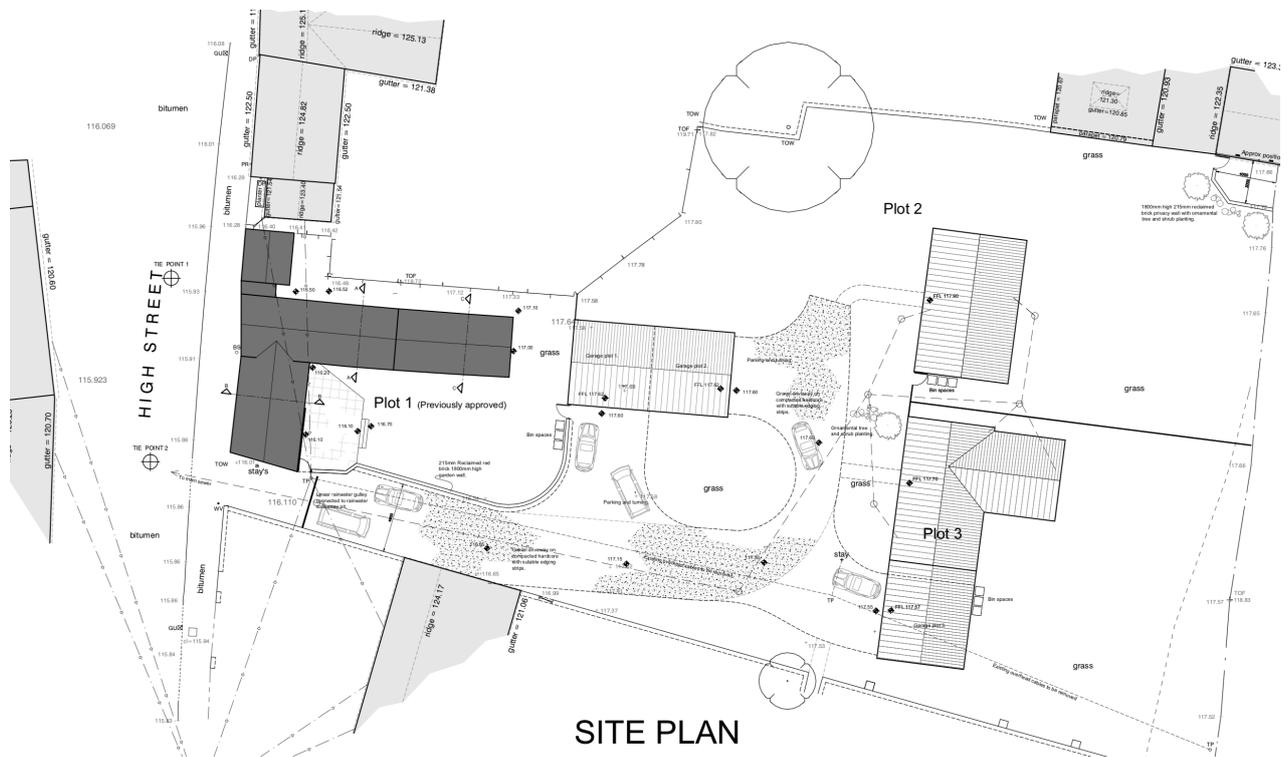
The previously approved 4 bay garaging on site will be kept in the previously approved position and used to serve plots 1 and 2, plot 3 having its own garaging attached to its southern elevation.

Within the site itself ample parking and turning spaces for the 3 properties associated vehicles has been provided to enter and leave site in a safe forward facing direction.

Within this application there are some significant improvements proposed to the vehicular access on current use and previously approved applications to facilitate these dwellings including;

- Permanent removal of the access gates and pillars where the site access meets the footpath and high way, this further widening the access and improving vehicular flow into and out of site, not needing to stop a vehicle in the street to open and close the gates. This in turn also improving vision splays on to footway when leaving site in consideration of improving pedestrian safety on the footpath.
- Removal of the overhead power line pole and stays in the entrance way again widening the current access.
- The widening of the access road within site to 4.8 metres to facilitate 2 cars to be able to pass each other as shown in the below site plan (Fig 15) (Fig 6) This further improving traffic flow related to the proposed from what has been previous approved.

Figure 15: Proposed site plan



## **Assessment of impact and Conclusion**

It is noted that OCC Highways department have made no objects in the previously approved applications to using this vehicular access to serve plot 1, the neighbouring property to the north and, continued agricultural use of the remaining land to the rear. This application therefore seeks to add use of this access by one more residential property than what has been previously approved, this usage replacing the current agricultural one.

With vision splays when entering on to the High way of 85 metres to the north and 78 metres to the south in this central location of the village it is considered that these distances are far greater than the safe minimum distances required and more than adequate to maintain the safety of its users complying with the relevant policy guidance in this area.

It is considered that the improvements to the site access within this application listed above are more than adequate to support the increased trips created by an additional residential dwelling than what has been previous approved on this site, more so when taking in to account the complete removal of agricultural access in exchange. And it is also considered that this change of use would be a significant improvement to highway safety in the immediate, and surrounding areas of the village when compared to this current ongoing agricultural usage, the types of vehicles used being much larger and less appropriate in this residential context of the village than the car.

There has been no incidents with the highway involving this access to date and considering the current and potentially more hazardous agricultural usage and the improvement to the access proposed in this application in consideration of highway safety, it is felt that highway safety would in-fact be improved in support of this application and that the impact of essentially adding one more dwellings use to this improved access, while also removing agricultural access in return, would be more than mitigated by the above.

Figure 16: Crash Map Data 1/2

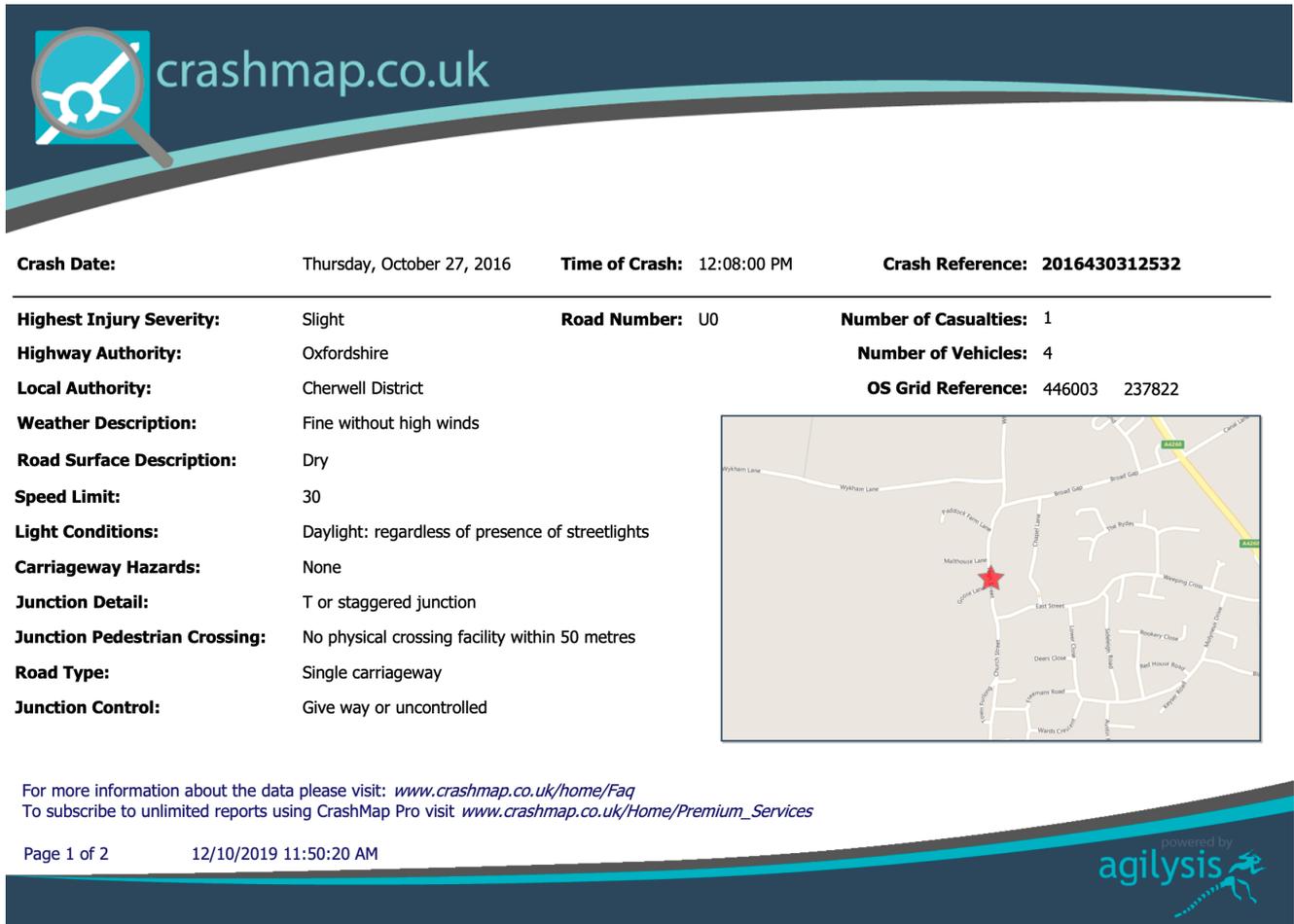


Figure 17: Crash Map Data 2/2

