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14 FEB 2020

Kiftsgate House

Steeple Aston. Oxfordshire. OX25 4RY.



For the Attention of Bob Neville 19/02948/F

I enclose a further report from our Consultants on the most recent application above submitted by Rectory. It shows that far from answering concerns, it highlights the fundamental safety issues in this Application.

As I have made clear in the past, we have no problem with the principle of development of the land next door as long as the proposals properly address providing a pedestrian access into the village in line with NPPF and the West Oxfordshire Local Transport Plan. Until they do, I suggest these proposals are dismissed on fundamentals.

I trust the following comments taken in context with the report from HVJ are helpful.

At some time in the past The Highways recognised the inherent danger of residents leaving our house and installed oak bollards to offer some protection from traffic and to ensure cars lorries buses etc did not swerve when encountering traffic. We have maintained this area for nearly 20 years as did our predecessors for decades.

Nevertheless we are aware it is classed as Highways land

The proposed narrow painted 1.2M surmountable footpath will encourage pedestrians to feel a sense of protection, even entitlement and that is a very dangerous illusion? Anyone who walks with two grandchildren a pram and a dog on a lead as I do, will know that a 1.2M surmountable footpath is insufficient to ensure any degree of safety? Add to that the lack of visibility when they find themselves outside our house looking eastwards? Traffic exiting the village will also be totally unaware of the pres-

ence of say, a family with a dog on a lead? This is further compounded by the very low sun in winter which blinds drivers leaving the village mid afternoon and entering the village at peak morning rush hour. Unless a proper safe footpath is planned, this is a recipe for disaster.

I enclose a plan showing what I and our Consultants believe is the minimal requirement for safety.

It shows a safe or sanctuary area approximately 15 foot by 8 foot outside our front door protected by oak bollards from where pedestrians, families etc can pause, listen and look before stepping out either onto the new proposed stretch of footpath leading down to the junction at Water Lane or continuing their journey westwards. The surmountable build out opposite will need to be relocated nearer to the entrance of the Red lion carpark. Further consideration should also be given to widening the proposed footpath and providing adequate protection by means of a 150mm kerb.

In the past I have made numerous requests for a site meeting to discuss first hand our concerns and those of my Consultants. We recognise this is a very difficult, awkward entrance to Steeple Aston but it is also a Conservation Area. Furthermore safety concerns should not be papered over for commercial gain?

These decisions may well affect lives.



George Dailey 14th February 2020



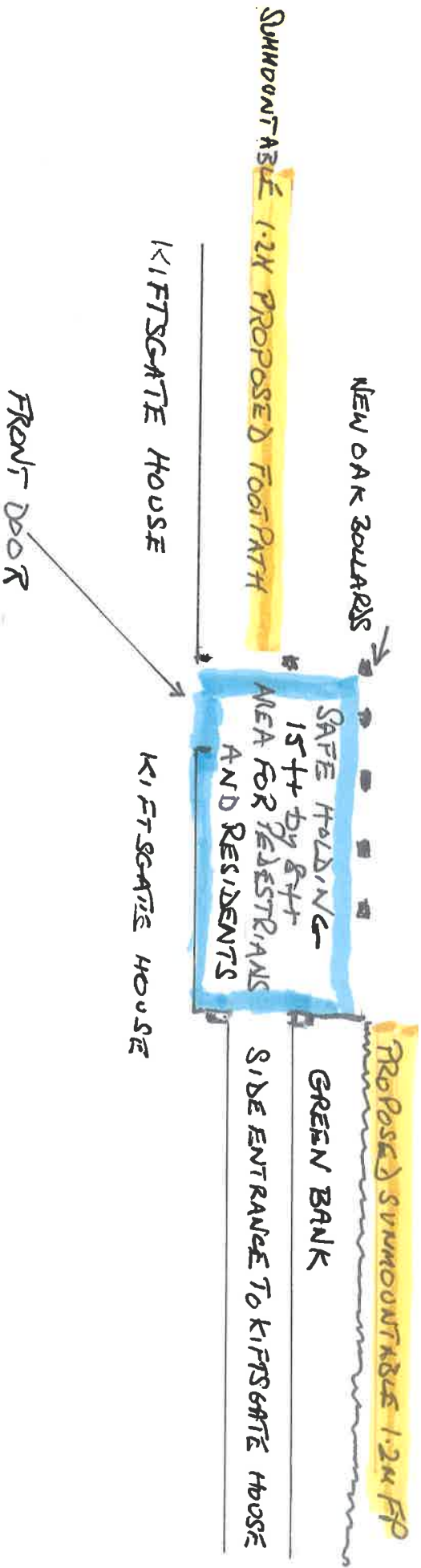
MINIMUM SAFETY REQUIREMENTS

19/02/94 R. NEVILLE

RED 4101

RELOCATE BUILDING TO WEST IF REQ.

HEDGE





HVJ TRANSPORT LTD

**REVIEW OF TRANSPORT SUBMISSION
FOR PROPOSED APPLICATION FOR ERECTION OF 10 RESIDENTIAL
DWELLINGS WITH ACCESS OFF SOUTH SIDE INCLUDING A NEW PEDESTRIAN
FOOTWAY ETC P19/02948/F AT
STEEPLE ASTON, OXFORDSHIRE.
ON BEHALF OF
GEORGE DAILEY.**

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1. INTRODUCTION

- 1.1 Huw Vaughan Jones, Director of HVJ Transport Ltd is instructed on behalf of Mr George Dailey of Kiftsgate House, South Side, Steeple Aston OX25 4RY to consider and advise upon the latest and most recent planning application submitted for the development of 10 dwellings with car parking together with a new pedestrian/shared footway with the planning application reference P19/02948/F. Mr George Dailey has commissioned HVJ Transport Ltd to independently review the Transport Statement carried out by Glanville and also respond to the Stage 1 Road Safety Audit dated 5th of November 2019 together with a careful analysis of the safety of access to and from the house.
- 1.2 The submitted Glanville Transport Statement reference number Ref: TR8171225/TF/DW/021 Issue 2: dated 4th of December 2019 appears to have been written in accordance with the Guidance of Transport Assessments issued by the Department for Transport (DFT) and Department for Communities and Local Government (DCLG). Consideration has also been given to the government's current planning guidance-The National Planning Policy Framework (NPPF) dated March 2012. However there is no mention of the West Oxfordshire Local Plan 2031 within the Statement.
- 1.3 The site has been subject to three previous planning applications with the relevant numbers for which are 17/02414/F, 18/01482/F and 19/01177/F. The former two applications sought consent for the erection of six residential dwellings, while the latter sought consent for 10 dwellings. In all three applications, access was proposed to be taken directly from South Side. Following submission of these applications, they were withdrawn prior to determination and therefore have no extant consent on the site.
- 1.4 This review on behalf of Mr Dailey therefore investigates the applicants transport statement together with the road safety audit stage 1 and the designer's response and

also concentrates on the safety aspects and concerns regarding entrance and exit from his own front door.

1.5 The development proposal should comply with the following- "WEST OXFORDSHIRE LOCAL PLAN 2031" and the "OXFORDSHIRE TRANSPORT PLAN" where "the location of development according to policies in both plans state 'where appropriate development should provide for a safe and convenient access to the highway network, provide safe and convenient routes for cyclists and pedestrians and be served by an adequate road network which can accommodate traffic without creating traffic hazards or damage to the environment;'"

1.6 Within the Transport Statement prepared by Glanville's no assessment has been undertaken regarding the transport sustainability of the site in the NPPF which relates to reducing reliance on travel by private car. The sustainable planning framework should: always shape new development in a way which minimizes the need to travel by private car and encourages walking, cycling and the use of public transport.

1.7 The Local Transport Plan for Oxfordshire has a transport vision that envisages:-

- Dependence on travel by private car is reduced by increasing the choices available to meet transport needs:
- Suitable integrated transport networks are provided which are easily accessible for all, particularly those at risk of exclusion by virtue of mobility difficulties, location, income or other reasons; and
- An increasing proportion of trips are made on foot, by bicycle and by public transport.

2. ASSESSMENT OF DEVELOPMENT PROPOSALS AND IMPROVEMENTS.

- 2.1 A site visit was undertaken last year on Thursday 8th of August 2019 and more recently to analyse specifically the concerns raised by Mr Dailey regarding safe access to the front door of his house which has direct access on to South Side. See photo 1 below where the area shown will be much reduced with the new proposals.



Photo 1-Mr Dailey outside the front door with existing limited area between the highway.

- 2.2 There are serious concerns regarding the pedestrian access point to the house which is also compromised by the proposed highway and traffic works to the adjoining public highway and in view of the many visits every week by small grandchildren of the family. There also concerns and worries regarding the safety aspects of the children leaving the house straight in to the new proposed shared carriageway without any warnings or a protected area.



Photo 2- Lack of visibility from the front of Kiftsgate House.

2.3 There also concerns regarding the lack of visibility at the frontage of the house where vehicles on South Side are likely to encounter pedestrians and visitors to the house with no prior warning. –see photo 2 and photo 3. This will be compromised further by the location of the new signing.

2.4 These are very serious concerns especially in regard of the safety aspects of pedestrians and visitors leaving the house virtually straight in to the new proposed shared carriageway without any warnings or protected area. It is therefore clear that the proposed new shared surface road does not therefore meet the requirements as laid down in the Oxfordshire Local Transport Plan or the West Oxfordshire Local Plan 20131 which states that “safe and convenient routes be served’. With this introduction of the new proposed shared road the pedestrian access point to the house is seriously compromised and compounded further by the many visits every week by Mr Dailey’s small grandchildren.

2.5 Forward visibility is also impaired at the proposed build- outs due to the gradient in the carriageway and also the bend towards the A4260.



Photo 3- the lack of actual visibility to and from Kiftgate House.

2.6 Furthermore the forward visibility towards the A4260 at the proposed build out and give ways etc are compromised even further by the setting of the sun etc

2.7 The access and egress from Mr Dailey’s front door and house has serious safety issues where the sightlines and visibility are seriously compromised and unsafe—it is clear from the photos above that there is no visibility for drivers of vehicles including the buses (S4 service) entering or leaving the proposed build outs in relation to the front access to Mr Dailey house especially where all safety is serious. An area is required to be set aside to protect the residents and visitors.



Photo 4- The existing wooden bollards denoting the highway boundary for over 25 years.

2.8 The proposed carriageway widths measured accurately by calibrated wheel show widths between 4.3m and 4.9m which are considered insufficient for 2 vehicles to pass each other and this is further compromised by the shared surface. Large vehicles such as the bus-S4- and farm and agricultural vehicles which use this route frequently will be forced on to the side of the road next the front door of Kiftsgate.

2.9 As shown in photo 4 with the localised widening envisaged for this part there will be an area of carriageway that will adjoin the house frontage where there are no protected areas etc.

2.10 Egress from the public house car park also interferes with the proposed build out and the sightlines at this access are further compromised with no visibility.

2.11 There are no links in terms of pedestrian safety where the shared surface links in with the footway near to the junction of Water Lane with South Side.

- 2.12 The Highway Authority must also recognise that the proposed works and signage are subject to a traffic regulation order which will require a form of public consultation process. With regard to the appropriate signage it would appear from the safety audit that they interfere with the visibility of the shared surface road. With regard to the RSA statement 8 problems were identified with the proposed layout and works on South Side.
- 2.13 As stated within the introduction and regard to policies relevant to the proposed site and the proposed highway works the **National Planning Policy Framework (NPPF) –March 2012** recognizes the following:-
“ safe and suitable access can be achieved for all people”
“give priority to pedestrian and cycle movements and have access to high quality public transport facilities”
It is clear from the submitted plans and layout that safe and suitable access is not provided within these proposals especially for access to and from Kiftsgate House.
- 2.14 Clearly the statement and policies in both the NPPF and the Oxfordshire Local Transport Plan have not been met and I respectfully ask that this application is amended to show a safe and suitable pedestrian access to Kiftsgate House.
- 2.15 The proposal should create a safe and secure layout which minimises conflicts between traffic and cyclists or pedestrians. NB Although the NPPF says that “Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe,” a “residual” impact is one that remains AFTER NPPF requirements to give priority to pedestrian and cycle movements have already been followed.
- 2.16 Another point to raise and with respect to the NPPF, the County Council and the developers agents have not met the objectives in their documents and the majority if not

all residents of the new development will be encouraged to use their cars as opposed to walking and cycling.

3 CONCLUSION

- 3.1 This Transport Review is written on behalf of Mr George Dailey of Kiftgates House, South Side, Steeple Aston who is clearly affected by the proposals specifically in terms of access to and from the dwelling and has been completed to show that the development fails with respect to safe access to the property as stated.
- 3.2 The scheme is **NOT** in accordance with the aims and objectives of local and national policy with regard to safe and suitable access to all people. The access and egress from Mr Dailey's front door and house has serious safety issues where the sightlines and visibility are seriously compromised and unsafe—please see attached photos—it is clear from the attached photos that there is no visibility for drivers of vehicles including the buses (S4 service) entering or leaving the proposed build outs in relation to the front access to Mr Dailey house especially where all safety is serious.
- 3.3 Occupiers of the new development proposal will not therefore have a real choice in their mode of travel and will have to rely on the car. The lack of connectivity between the appeal site and its sustainability and accessibility of being near facilities and services conflicts with NPPF 70, which requires that planning decisions should 'plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environment and to ensure an integrated approach to considering the location of housing and services etc'.
- 3.4 The proposed scheme **does not** demonstrate that the location of the development will minimise demand for travel, offer genuinely sustainable travel choices, improve road safety and support the objectives within the Oxfordshire Transport Plan.

3.5 The scheme is **NOT** in accordance with the aims and objectives of local and national policy with regard to accessibility by walking, cycling and public transport. Occupiers will not therefore have a real choice in their mode of travel and will have to rely on the car.

3.6 The scheme is **NOT** in accordance with the aims and objectives of local and national policy.