

Rachel Tibbetts

From: Linda Porter [REDACTED]
Sent: 05 October 2020 08:14
To: Andrew Lewis
Cc: Richard Porter
Subject: Planning Application ref: F/00825/HYBRID - DORESET LIVING

Dear Mr Lewis

We are writing to strongly object to the above noted planning proposals that affect the A4095 in Chesterton, as reflected in the Dorchester Masterplan to be submitted to the Planning Committee [on October 8th](#).

The proposals include the realignment of traffic flows at the Middleton Stoney crossroads as far as the B4030 Bicester road is concerned, restricting HGVs on this road and routing them instead from the B430/A4095 junction to use the A4095 through the village of Chesterton to link up with Vendee Drive and Howes Lane.

The redirection of HGV traffic from a sparsely populated straight road to Vendee drive onto a road no wider, with a number of blind bends and through the heart of an historic rural village does not make any sense at all and would likely prove highly dangerous and exacerbate traffic conditions in Chesterton and the surrounding areas.

There are a number of areas on the A4095 from the B430 through Chesterton to Vendee drive that make the route for HGVs highly unsuitable. Including:

1. The junction of the B430 and the A4095 is already a dangerous junction with no traffic flow assistance in place. Turning from the B430 onto the A4095, coming from the Middleton Stoney direction, is a sharp blind left turn. Vehicles approaching this junction from Chesterton on the A4095 in the opposite direction cannot be seen. To turn left an HGV would have to go over onto the other side of the road resulting in potential hazards to approaching vehicles. In addition, if a vehicle from the opposite direction was already waiting at this junction, the HGV would be unable to turn and would have to wait until a queue of traffic had moved, which is quite lengthy at rush hours, resulting in an obstruction for traffic heading south on the B430.
2. The A4095 is a narrow country road with a couple of sharp blind bends. From the B430 the first, near the service entrance to the Bicester, Golf and Spa hotel. Numerous vehicles have come off the road into the ditch at this narrow bend, as they go over the centre of the road onto the other side and swerve to miss unseen vehicles coming in the opposite direction. A fatal accident occurred on this bend three years ago. If the number of HGVs using this road were to increase, the likelihood of accidents would also increase. The speeding of vehicles on this section of the road is also of particular concern.
3. Once in the village of Chesterton the 90 degree blind bend at the Hale junction would also be an area of great concern. Currently vehicles in both directions have to slow down and be sure to stay on their side of the road. For larger vehicles and HGVs this is particularly difficult or impossible putting other oncoming unseen vehicles at risk. Also this would affect traffic flow as an HGV would have to wait until a gap in oncoming vehicles, which they wouldn't be able to see. There would be a high risk of fatalities should HGVs attempt this bend in the centre of a rural village.

Already any HGV approaching the village seeing this bend on their sat navs stop, block the road, reverse into someone's driveway destroying grass verges, knocking down posts and turn back. This happens almost daily!

4. Increasing HGV traffic through the heart of a rural village increasing noise and air pollution affecting substantial more residences than the B4930 just doesn't make any sense and is not in accordance with the Cherwell Development plan, which emphasises consideration of quality of life and well being of local residents and respect for our rural areas and villages.

5. HGVs are unable to navigate safely through the existing narrow chicane and speed hump used for traffic calming through the village.

Just the other day an HGV approaching the chicane towards the village, who did not have right of way, carried on with speed to try and get through the chicane despite a vehicle coming in the other direction with right of way. He realised if he stopped at the chicane he would not be able to take the angle into the chicane and would have to bulldoze anything in its path. Luckily the oncoming vehicle realised what was happening and stopped, giving up its right of way to allow the HGV to drive straight ahead on the wrong side of the road! Clearly an accident waiting to happen!

6. The junction of the A4095 and Vendee drive is already overloaded due to the increase in development in the area, resulting in long tail backs at rush hours.

This junction would be unable to cope with HGVs waiting for a large gap in which to exit from the A4095 onto Vendee drive, resulting in even longer tailbacks and disruption to traffic flows.

So in conclusion, for the reasons outlined above, the proposal to route HGVs from the B4030 a sparsely populated straight road, no smaller than the A4095, to the A4095 from the B430, through the heart of a rural village, with a negative impact on traffic flows and higher risks of accidents at dangerous bends just doesn't make any sense and we strongly object to this proposal.

In fact, it's this section of the A4095, where consideration should be given for a vehicle weight restriction to prevent HGVs attempting to go through the village.

Kind regards

Yours sincerely

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Linda Porter