

From: [REDACTED]
Sent: 21 September 2020 20:57
To: Andrew Lewis
Subject: 18/00825/ Hybrid - Dorchester masterplan

David A Jones
Gagle Brook House
Chesterton
Bicester OX26 1UF
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Andrew Lewis
Case Officer
Cherwell District Council
Bodicote House
Bodicote Oxon OX15 4AA

Dear Mr. Lewis,

Planning Application 18/00825/Hybrid

Re B4030 road diversion.

Please accept this statement as an objection to the proposal to re-route Heavy Goods vehicles through Chesterton.

1) My house is beside the A4095 in Chesterton, right opposite the Chesterton Hotel. At present we have regular concerns because of HGV vehicles damaging the side of the road between the bridge over the Gagle Brook and the junction with Vendee Drive.

A few years ago, we were astonished by the extraordinarily sloppy attempt to rectify the collapse of the side of the road against the boundary wall of the Chesterton Hotel. A somewhat more satisfactory job was completed after a gas main was laid along the A4095, but wide HGVs are repeating the erosion of both sides of the road where there is no kerb.

These vehicles are too wide for a road that was cobbled together in the 1920s, by converting village to village country lanes into a cross country road linking Faringdon to Bicester and then giving it category A status.

2) Additionally, because of unsatisfactory replacement of road surfaces after the repair or laying of services across the road, the vibration and noise from passing HGV, and similar vehicles, bouncing up and down is extremely loud and irritating. We have seen the very efficient way that roads are repaired after road work or damage in the Vendee Region of France and so are disgusted by the standard of workmanship tolerated locally.

3) At the time that the Kingsmere development was being considered, there was a proposal to downgrade the A4095 to B4095. It even got as far as a road sign (Figure 1.) being placed at the

junction with Vendee Drive. We were not told why this downgrading was not followed through. But villages along the A4095 are currently seeking to have this done.



Figure 1.

The idea was to take traffic away from Chesterton village. Traffic coming along the A4095 from Kirtlington was to turn left at the Weston to Middleton Stoney road (B430). It would then turn right at the traffic lights and on (B4030) towards Bicester.

4) Planning Application 18/00825/Hybrid would increase traffic through Chesterton, totally contrary to what the village had been promised 15 years or so ago. Furthermore, one of the arguments used to refuse the application by Great Lakes UK Ltd –19/02550/F (the Great Wolf Water Park) for outline planning permission was that the local roads, including the A4095, were entirely unsuitable for the great increase in traffic envisaged. To allow the changes so that there is an increase in traffic, especially HGV traffic, through Chesterton will make it very difficult for CDC to fight off an appeal .

5) We also have two ineffective speed bumps outside our house that add both to the noise and the vibrations caused by these vehicles. When HGVs partly straddle them, even below legal speed, they add to the bouncing noise.

A little research has revealed the following:

1) There are 32 properties and a hotel beside the road in Chesterton that will be affected by the heavy traffic. There are only 14 properties on the stretch of road that would cease to have any further HGV traffic. It is outrageous that the 'suffering' of 14 properties should be transferred and

so imposed on 32 others. To force added pollution onto a rural community is not in any way acceptable.

2) The extra mileage from the traffic lights in Middleton Stoney to Vendee Drive/Howes Lane roundabout along the A4095 via Chesterton is a little under 1.5 miles. This will cause a totally unnecessary extra use of fuel over a year, when the Government target is to reduce fossil fuel consumption and reduce pollution from vehicles.

3) Using Google Earth, it appears that the width of the A4095 in two of the narrowest places in Chesterton is 5.6m and 5.65m. Two measurements at the narrowest parts in Middleton Stoney (one is between the two cottages adjoining the pavement of the B4030) are 5.95m and 5.74m. Any error of measurement will be the same for both roads.

There is no off-road parking for many of the properties beside the A4095 in Chesterton. As a result, the presence of parked cars frequently impedes traffic flow through the village.

4) I have been alarmed several times at the blind junction of the A4095 and the lane to Little Chesterton (The Hale) to be faced with an HGV halfway across my half of the road. Recently I have been waiting at the junction of The Hale to see a car coming out of Chesterton have to take emergency action and ride the footway as the HGV, because of its length, had to swing out at that corner. It was fortunate that there was no one on the footway at the time.

5) In a pamphlet edited by Mike Braun and Harry Jenkins (2000) to commemorate the millennium, the first sentence of the section on Chesterton reads: "The present-day village of Chesterton contains more gems of the past than are obvious to those who hasten through by car. There are pre-Domesday relics here, even Roman, and a peace not to be found everywhere in modern England."

We are anxious that this peace should not be disturbed any further.

6) The *Chesterton Conservation Area Appraisal*, January 2008 (Cherwell District Council publication) updated from 1988 and 1995 adds what the compilers call the 'Northern Character Area'. This includes all the properties on the west side of the A4095 except for the two closest to the Gagle Brook. On the east side it includes all the properties between the Junction of Alcester Road with the A4095 and the brook (Figure 2).

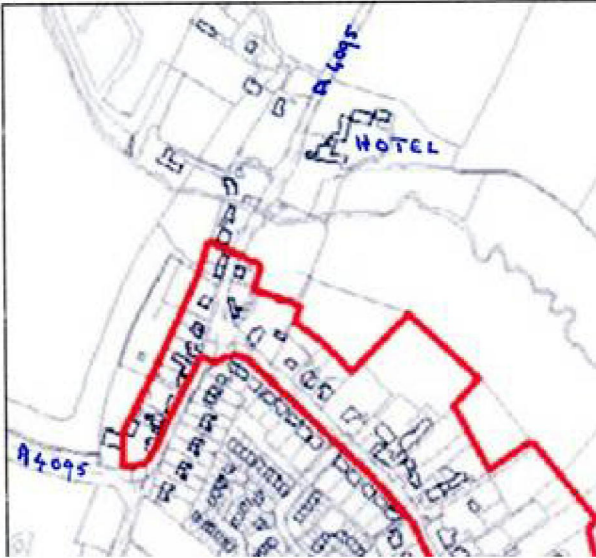


Figure 2 Northern region of the Chesterton Conservation Area 2008

Section 10.7 'Threats' in that appraisal for Northern Area includes: 'Furthermore this area suffers from the high levels of traffic, which uses the A4095, a popular short cut'. Unfortunately, and contrary to what was planned and expected, Vendee Drive has not relieved any pressure because drivers use the village and the B430 to bypass M40 Junction 9 to join the A34 at Middleton Stoney. They return north by the same route.

There is, therefore, overwhelming evidence against increasing HGV traffic through Chesterton.

Yours sincerely,

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