



Kiftsgate House

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Dear Mr Neville

8th August 2019

As promised.

REF 19/01177/F

Huw Jones of HVJ Transport is now on holiday and only had time to send me an email summarising our two meetings. Our District Councillor is also on holiday but has promised to see me on his return.

Huw lists many concerns listed in the enclosed email. Here is an explanation of the photos.

Photo 1.

Is taken by Huw a few yards down the slope towards Water Lane and is the view experienced by traffic leaving the village (and with the proposed scheme of a ROW, apparently a clear road ahead eg no one waiting in the proposed box?) The traffic leaving the village will then accelerate up the slope

Photo 2.

Is taken by Huw from outside our front door looking right down the slope towards Water Lane.

Photo 3

Photo 1. does not show these children and the dog. Whilst we are extremely alarmed at the the affect these proposal have on entry and egress from our front door, any pedestrians and particularly children, cannot be seen by traffic leaving the village and nor can anyone in this position see approaching traffic from the village.

I look forward to meeting you here when your diary allows?



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Hi George

*Email from HVT Transport
18/10/11 77/F*

Good to meet up with you again this afternoon

In my professional opinion and with over 40 years experience in this Transport Development field the proposed shared surface carriageway of South Side immediately outside your dwelling is clearly unsafe for the reasons shown below:-

1. Forward visibility is impaired at the proposed build- outs due to the gradient in the carriageway and also the bend towards the A4260
2. Egress from the public house car park also interferes with the proposed build outs and the sightlines at this access are further compromised with no visibility
3. There are no links in terms of pedestrians safety where the shared surface links in with the footway near to the junction of Water Lane with South Side.
4. I am concerned regarding the pedestrian access point to your house which is also compromised by the proposed works to the adjoining public highway and in view of the many visits every week by your small grandchildren I am also worried regarding the safety aspects of them leaving the house straight in to the new proposed shared carriageway without any warnings or protected area
5. 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
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
7. 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

With regard to polices 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”

Furthermore the “OXFORDSHIRE TRANSPORT PLAN” where “the location of development” according to its policies “where appropriate 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;” Ensuring that the expected nature and volume of traffic and parked vehicles generated by the development would not have a detrimental impact on the character or amenity of the area and would not compromise the safety and/or function of the local or strategic road networks in terms of both volume and type of traffic generated.

The proposed build out will compromise road and highway safety at this particular sensitive location.

This failure and concerns would have been included within a road safety audit stage 1 which is expected to be undertaken with a proposed new development of this size and particularly with regard to section 278 works which involve the build out and priorities. The lack of information together with the lack of a road safety audit will compromise road safety for all modes of transport. With the lack of a road safety audit and the danger to both pedestrians and vehicles including cyclists it is considered to be severe harm within the context of the NPPF.

The access and egress from Mr Daileys 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. In terms of the NPPF (National Planning Policy Framework) this in my mind is considered to be severe harm.

Clearly the statement and policies in both the NPPF and the Oxfordshire Local Plan have not been met and I respectfully ask that this application is refused for the reasons set above.