



THE CAUSEWAY

STEVENTON PARISH COUNCIL

Mrs. Angela Einon, Parish Clerk

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Minutes of a meeting of the Planning Committee of Steventon Parish Council held on Thursday 13th April 2023 starting at 7 p.m., **in the Main Hall of village hall.**

1. Apologies for Absence
Apologies had been received from Mr Bennett and Mrs C Denton
2. Present
Dr C Wilding, Chair, Mrs S Broadbent, Mr J Clark, Mr J Rice, and Mr M Stimpson-Tame. Mrs A Einon (Clerk) in attendance with 7 members of the public.
3. To receive declarations of interest in accordance with the council's Code of Conduct.
No declarations of interest were made.
4. Public Participation
There was extensive discussion about the effects to the local residents of the proposed 13 flats particularly the lack of parking spaces and the use of the Causeway as entrance for goods vehicles that would not fit under the arch from the High Street. The method of turning vehicles using turntables was inadequate and could be dangerous for pedestrians on the site. The access swing from High Street to the Causeway entrance would involve using both sides of the road which was often obstructed by cars queuing to get out. Local residents already have difficult to get out of their houses because of the queues and were very concerned that overspill parking would further obstruct. All were in favour of the site being brought into use.
5. Planning Applications
 - 5.1. **P22/V1425/FUL 2A, 2, 6 and 6A High Street Steventon Abingdon OX13 6RS**
Retention of the single storey barn, demolition of other existing buildings, and mixed use redevelopment comprise erection of a 3-storey building to the rear, a 2.5 storey building fronting the High Street and a single storey extension to the barn to provide no.13 x residential units (Class C3) and no.2 x Commercial, Business and Service (Use Class E) units, ancillary floorspace, car parking, cycle parking, landscaping, refuse and recycling storage and associated works.
A draft response to be circulated and agreed by the Parish Council before submission by the Clerk.

Steventon Parish Council **objects** to the proposal though does support the principle of the redevelopment of 2-6 High Street and agree with the revised design to incorporate all of the site and the new façade to the High Street.

However, 13 flats and two commercial units is considered too much for this village location. This view is based on the number of cars and parking constraints within the site and surrounding area. To relieve the concerns over parking either reduce the number of flats or, have rent agreements that do not allow tenants to have ownership of a car and where a breach of contract would lead to eviction.

This development amendment incorporates P21/V0140/FUL which was granted on 30th July 2021 which had 10 parking spaces for 7 flats and two commercial units with 3 parking spaces. The current proposal has increased the flats to 13, considerably increased the area to be developed and found 3 parking spaces.

We challenge the OCC Transport Manager's agreement that 13 car parking spaces are sufficient for the development plus three for the commercial aspect. This does not comply with OCC parking requirements for village locations as per OCC Parking Standards for new developments, table 4(b) which if applied to the maximum would result in 22 parking spaces.

We note that there is also no provision for disabled parking spaces or safety of pedestrians (NPPF 112). The existing residents in the Causeway and High Street have not been acknowledged, nor the number of pedestrians who use the path, who would have a much more hazardous journey with two exits/entries. The elderly with mobility scooters and walking frames, mothers with push chairs and small children would take much longer to negotiate these, (CP35 and CP37 of the adopted Local Plan). The residents in the new flats would have to negotiate two-way traffic, parking spaces and turntables, for pedestrian access to their properties.

We consider that the method and timescale of the Parking capacity survey does not comply with the requirements of the OCC Parking Standards for new developments. The beat surveys indicate that they were not undertaken when usage/demand of available parking is at its highest i.e. peak times in the agreed survey area. Roads owned by the Parish Council should not be included in the survey.

Statements that there is sufficient car parking in the vicinity do not take account of the current use by existing residents. The numbers and areas mentioned in the survey (for example, the lay-by on the opposite side of the High Street) do not take account of current driveway access, bus stops etc.

Recent Speedwatch data from the High Street between 4 p.m. and 5 p.m. one way only, into the village, recorded 305 vehicles. Traffic data can be provided from the monitors recording movements in and out of the village and the speeds.

The proposal to use turntables to move cars and vans within the curtilage is again not suitable for a village environment. This type of provision would require an onsite manager to ensure that it was working and used properly. It would seem a major health and safety hazard and a day-to-day trip danger. The car parking spaces suggested are not large enough for loading and unloading or washing the vehicles, apart from the difficulty in accessing or vacating them.

Waste collection: is it proposed that the collection vehicle will access the curtilage to empty the bins from the storage area, or is the vehicle to be blocking the High Street or Causeway while operatives fetch and return the bins?

Comparison of the development with Cedar Court Botley further illustrates that no attention has been paid to the village location. Botley is a suburb of Oxford it is an urban environment close to facilities with dedicated cycle routes, local shops, and buses that run every five minutes, moving people into the city centre in ten minutes.

Steventon is a larger village which has three pubs and one Co-op store/Post office. Facilities have in fact reduced significantly over the past 15 years or so. There are no dedicated cycle routes, buses run half hourly to Oxford but take an hour to get there, also to Didcot 25 minutes, or Wantage 26 minutes (as per timetables). Cycling in the vicinity is hazardous due to narrow roads and lots of traffic.

Crash data quoted is only to 2021, not all events get reported but there have been several incidents since then.

What would the Parish Council like to see?

A reduction in the number of dwellings to the level that all can easily be provided with accessible parking for their cars. Deliveries and waste removal that can happen safely with minimum disruption to all residents.

The Parish Council supports the reduction of vehicle movements but without suitable infrastructure it cannot happen in rural villages.

The meeting closed at 8.05 pm.