

Comment for planning application 20/01127/F

Application Number	<input type="text" value="20/01127/F"/>
Location	<input type="text" value="Hatch End Old Poultry Farm Steeple Aston Road Middle Aston Bicester OX25 5QL"/>
Proposal	<input type="text" value="Demolition of existing buildings. Erection of replacement business units, ancillary hub and associated external works."/>
Case Officer	<input type="text" value="James Kirkham"/>
Organisation Name	<input type="text" value=""/>
Name	<input type="text" value="Mrs Lisa Boote"/>
Address	<input type="text" value="Dr Radcliffes Church Of England Aided Primary School, Fir Lane, Steeple Aston, Bicester, OX25 4SF"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="See attached"/>
Received Date	<input type="text" value="26/05/2020 14:44:25"/>
Attachments	The following files have been uploaded: <ul style="list-style-type: none">• Letter CDC May 2020 (1).pdf

Dr Radcliffe's Primary School

Fir Lane, Steeple Aston

Bicester.

OX25 4SF

26th May 2020

Cherwell District Council

Planning Dept, Bodicote House

Bodicote. Banbury

OX15 4AA

Dear Mr Kirkham ,

Application No: 20/01127/F /Middle Aston Limited - Proposed Hatch End Development.

I write on behalf of the Governing Body of Dr Radcliffe's Primary School in Steeple Aston in connection with the above planning application. In consequence of the enhanced level of risk resulting from the traffic pinch point outside the front gate of the school, I am setting out our objections to the application. OCC records will confirm the history of safety concerns surrounding the hazard immediately outside a school with some 200 pupils.

The Governing Body **objects to the planning application**. Our primary objection is to the increased traffic this development will create which will have a direct impact on the safety of our pupils and the school community. The amount of traffic passing school is currently a problem and an increase in traffic is a cause of great concern. Our objection also relates to the size of the development; by establishing a trading area of this size traffic will rise, particularly cars and light vans which present a significant danger to children.

Our reasons are as follows:

- 1. No reference has been made** in either the Traffic Statement report or Construction Traffic Management report to the proximity of the school or consideration for the safety of its 200 pupils or school community. There has been no consideration to the increased amount of traffic at school peak times or throughout the day. The school will be directly affected. No consideration /reference has been made to school drop off or pick up times. School opens for Breakfast Club at 8am and closes After School Club at 6pm.
- 2. Ongoing concerns:** Increased vehicle movements are predicted to increase by 42 per hour. School opens at 8.00am and closes at 6.00pm, with peak times from 8.20am to 9am and 2.45pm to 3.30pm no consideration or reference has been made to this.
- 3. Construction concerns:** The proposed route for construction and delivery vehicles is from and to the Steeple Aston end. The hours of operation proposed are 08.00 to 17.00, Monday to Friday. These will be heavy goods vehicles, including articulated lorries. The consequences at school start and finish times would be very serious, including a major threat to safety. The School Bus drops off and picks up outside school Fir Lane and buses pick up school children for school trips. Parents park along this road and there is no space for construction traffic at these times. Adding construction traffic into the mix would be extremely dangerous. An embargo must be considered to protect our school around opening and closing times.
- 4. Sustainability:** Although this is a commercial development of an existing site, we must consider sustainability. The increase in traffic which accompanies both the construction phase of the project but more relevantly the development of additional commercial space, will potentially have a negative impact on the health and safety of the children and parents at the school.

Our responses to the Traffic Survey. The projected figures require re- estimating and require scrutiny:

- 1) 4.1.2 Interim mode share to forecast proportionality of travel is based on 2011 census returns. The figure in the report is based on an estimate of 81.4 travelling by car. Car ownership in the UK has increased by 1.6 million in England since that date. What adjustment has been made for this variation?
- 2) Current total square meterage of lettable space is 2297 of which just 53% (1219 m2) is currently occupied so figures pre-development are likely to be significantly lower than a fully developed site with 38% additional lettable space. What adjustments have been made?
- 3) There are currently 5 tenants in 11 units and the proposal is for a further 19 units. The space has been neglected over many years so the improved quality will significantly increase the potential let ability leading to increased traffic.
- 4) 4.2.3 No figures have been advanced for the critical period mid-afternoon when the school is busy. Table 4.1 allows only for the current 2297 (53% of capacity) lettable space traffic and is there no reflection that at least one of the businesses, The Arty-Crafty Place, runs courses at variable times and it is unlikely this was factored into the numbers.
- 5) The net increases in traffic shown at 4.3.3 will be significantly higher and in addition not limited to the hours shown in 4.3.4 as the commentary suggests. If the capacity of the site is increasing from 2297 to 3170, realistically we would expect the actual vehicle increase to be closer to 100 than 68.
- 6) 5.2 Please clarify if the 10 minute per km walk reflects an adjustment for most of the pedestrians being young children who do not walk at the same pace as an average adult.
- 7) 5.2.5 Footpath provision is not adequate for journeys with young children, particularly in winter months
- 8) 7.2.1 to 7.2.4 We acknowledge the traffic survey took place over a 7 day period and averages generated accordingly but again they exclude the critical hour for the school closing period (3-4pm) and as the survey includes two weekend days, this reduces the number of vehicles during the school. We would further comment that the average number of vehicles per second/per minute does not adequately reflect the inordinate impact of blockage caused by parked traffic which severely impedes smooth traffic flow.
- 9) Appendix 7.63 TRICS list of sites relevant to selection parameters. We would point out that only one out of 8 sites (Bromsgrove) is in a village location comparable with Steeple Aston and this is close to
- 10) Major arterial routes, not a village road of the nature of Fir Lane and is nowhere near a primary school. All others are in built up environments without proximity to a primary school which is already challenged by lack of parking provision and dangerous road conditions.

Our response to Construction Traffic Management Plan:

- 11) 4.6 We note the use of the phrase: We will encourage and would prefer to see 'We would enforce'.
- 12) Construction staff and subcontractors – how is the estimate of 4 two-way delivery trips arrived at? It would appear to be low.
- 13) 5.2.5 **All construction traffic** will be passing Dr Radcliffe's. This is of significant concern to the school.

We understand that Steeple Aston Parish Council, Middle Aston Parish Group and Mid-Cherwell Neighbourhood Plan Forum share our concerns and we wish to support them in their objections.

Yours Faithfully,

Lisa Boote – Chair of Governors Dr Radcliffe's C of E Primary School

On behalf of the Governing Body.