

Comment for planning application 21/01123/F

Application Number	21/01123/F
Location	Hatch End Old Poultry Farm Steeple Aston Road Middle Aston Bicester OX25 5QL
Proposal	Demolition of existing buildings. Construction of replacement business units and associated external works. (Re-submission of 20/01127/F)
Case Officer	James Kirkham
Organisation	
Name	John Williamson
Address	The Granary,Oakridge,Middle Aston,Bicester,OX25 5PX
Type of Comment	Objection
Type	neighbour
Comments	<p>Although there are several benefits from the proposal, I lodge this objection to outline my concerns over 4 key elements: 1. Highways / traffic / parking capability and impact 2. Safety and health risks to pedestrians 3. Pollution to village life and failure to consider Net-zero aims 4. Totally inappropriate extension of the application to incorporate a 'Class E' permission Firstly I recognise 5 potential benefits: a) Old buildings in dis-repair to be replaced with new b) Encouraging to small start-up businesses as no capital outlay for office, and not impinging upon home capacity/environs c) Potential health benefits for occupiers, as those without appropriate space and conditions for virtual/hybrid working at the home can set up in a professional environment d) In the long-range, subject to caveats below, it could prove environmentally supportive by reduction of commuting to city offices e) Potentially reduced risk for drop-offs at Dr Radcliffe's Primary school gates area - IF cars / parents from the west can access the site and use a new walk-way for short-stay safe drop offs/pick ups even if they do not rent a unit. However my specific objections are paramount and outweigh these potential benefits far more tangible grounds: a) Impacts during the 'Build' phase Inadequate capability of all infra-structure highway routes to the west and east of the site to provide safe HGV transport Many properties adjacent to the highways in both directions are within 1 metre of the road subjected to HGV vibration - historic dry stone walls are in even closer proximity and at risk of collapse by this disturbance Significant safety risks to pedestrians and children - even if outside school pickup and drop-off times (which are not confined to the short periods mentioned in the application papers) Heavy traffic noise pollution for local residents will be at unacceptable levels without more extensive and robust mitigation proposals Environmental pollution within the new UK net-zero context requires more fulsome and robust mitigation proposals - this could include potential delay until quiet/less intrusive electric HGV transport is available Strong nudging during the build period will influence pedestrians to stop walking/running/cycling with adverse impacts upon their health and life-styles b) Impacts during the 'Operating' phase Inadequate capability of all infra-structure highway routes to the west and east of the site to provide safe transport for 500-800 passing vehicles per day Many properties adjacent to the highways in both directions are within 1 metre of the road subjected to HGV vibration - historic dry stone walls in even closer proximity are also at risk with volumes of traffic at this level Significant safety risks to pedestrians and children - unit occupiers will be peak travelling the roads at same times as school pedestrians, cyclists, and traffic Heavy traffic noise pollution for local residents will be at unacceptable levels without more extensive and robust mitigation proposals Environmental pollution within the new UK net-zero context requires more fulsome and robust mitigation proposals including stronger and more factual re-assurances that the majority of cars using the local roads will be full electric, and the percentages of users estimated to be walking / cycling are evidenced with higher and tangible confidence levels The proposed car-parking availability appears inadequate for the desired work-force size occupying the units. At 10 mtrs per worker, a population of circa 200+ would be expected - using a 'wet day' optimistic projection of 20% walking / cycling / car sharing, 160 cars would be expected for the reduced 79 spaces within the boundary of the development. The only parking location for the over-spill is on the adjoining narrow lane highway which has no pavement. With a required parking space of 6 mtrs per vehicle, the above-projected 80 vehicle over-spill from the designated spaces, would require a 500 mtr stretch on one side of the narrow highway. This has restrictive vision on a sharp bend to the west, and the village primary school to the east. This would be dangerous to passing cars, dangerous to pedestrians and children, and totally inappropriate to a village environment. Traffic levels produce strong nudging during weekdays (and with likely weekend usage) to influence pedestrians to avoid walking/running/cycling with adverse impacts upon their health and</p>

life-styles c) Inappropriate extension to include Class E and B8 permissions Given the above implications arising from a previously proposed development largely for office and storage use, it is not difficult to see the significantly worse implications if permissions were extended to include use, for instance, in a retail context, where vehicular visits and deliveries to stock would be frequent. I wish to record a strong objection to this proposed extension of use. Thank you for your consideration.

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Attachments