

# 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	Shirley Palmer
Address	Holly House, South Side, Steeple Aston, Bicester, OX25 4RT
Type of Comment	Objection
Type	neighbour
Comments	<p>I wish to object to this proposal. The plans have been revised since the previous application was withdrawn and the reduction in the height of the buildings and floor area is to be welcomed, along with the changes to the external appearance to fit in better in a rural area. However, the widening of the use category to class E is a serious concern and the fundamental problems of traffic in the village and public safety have not been addressed. The primary concern is for the safety of local people, particularly children, with the site being situated so close to Dr. Radcliffe's Church of England School and Steeple Aston Pre-School. Both of these have entrances off Fir Lane, along with outdoor play areas adjacent to the road, which means the children will be exposed to increased particulate pollution and noise from traffic as well as the risk of accidents when arriving and leaving the sites. There is extremely heavy pedestrian and vehicle traffic on Fir Lane at drop-off and pick up times, with peak times being 8am-9am and 3pm-4pm, along with smaller peaks for the lunchtime changeovers at the Pre-School. There is only a section of narrow pavement on one side of the road allowing pedestrian access from the Steeple Aston side, but this is insufficient at peak times and is not wide enough for people to pass each other without stepping out into the road. Added to that, the car parking at the Village Hall is on the wrong side of the road for Dr. Radcliffe's so that the children must cross over and there is no longer a crossing patrol. From Middle Aston, the problem is equally bad, since the whole trip to school involves walking in the road passing the Hatch End Industrial Estate as there is no pavement at all, putting lives at risk. The access suggested for the construction vehicles from the A4260 via South Side and Paines Hill or alternatively via North Side is also very difficult. Two vehicles are unable to pass each other in parts of all of these roads, and buses on South Side frequently have problems with parked delivery vehicles, so much so that villagers are worried that the bus company will change the route to bypass the village entirely. We have all witnessed frequent events, with the junction of Paines Hill/Fir Lane/Cow Lane/Northside often jamming up completely during the school run and also during funeral services (where the funeral cortege has to stop right at the junction to deliver the coffin to the church). In addition, heavy construction lorries risk damaging the fabric of old cottages and walls when they pass by or are forced to reverse when meeting on-coming vehicles. The change of class to E, rather than B1, B2 and B8 is similarly a concern, as instead of light industrial use/storage, this could lead to occupants such as gyms, which have a much higher turnover of visitors who will all drive, and therefore lead to a significantly greater volume of traffic than predicted in the traffic management plan. Gyms could also be open from 6.00 - 22.30 every day so increasing the disruption to the life of the village even further. The traffic management plan itself is farcical as no one believes that 18.6% of people will use public transport to access the site for work. These figures are 10 years out of date from a 2011 Cherwell survey and presumably this includes the whole of Cherwell, so is heavily biased towards Banbury and Bicester where there is public transport and completely inappropriate for a rural site which has effectively no public transport. There are far too many steep hills to make cycling feasible from any of the surrounding villages and it is a very long uphill walk (40 minutes) from the train station, leaving an hourly bus route (with no buses from Banbury arriving between 7.45 and 9.20am) as the only option. I also note that the site is not connected to the sewage system, so will require a private sewage disposal plant and this is not mentioned in the planning proposal. Again, the difference between the current site with less than 10 people accessing it each day and the new proposal with potentially hundreds of people requiring showers at a gym is significant and not considered. The potential smell and disruption caused by a sewage overflow event due to insufficient capacity needs to be considered. On these grounds, I would request refusal of the plans. However, if Cherwell District Council is minded to give permission for this development, then I would</p>

request that they consider imposing the following limitations:- a) only allow construction deliveries on weekdays between 9.30am and 2.30pm during school term dates. b) impose a reduction on the number of units and only provide permission for light industrial use/ storage to prevent businesses with a high turnover of visitors such as gyms with all day opening c) request a change in the parking plans so that vehicles not parked next to Fir Lane - both for visual effects and to prevent pedestrians on the road being subject to high levels of pollution by cars reversing into spaces. Best regards, Shirley Palmer

**Received Date**

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**Attachments**