

Lynne Baldwin

From: James Kirkham
Sent: 20 May 2021 15:17
To: DC Support
Subject: FW: Ref: 21/01123/F – Hatch End Development

For DEF

From: Antony Buxton [REDACTED]
Sent: 18 May 2021 15:01
To: James Kirkham <James.Kirkham@Cherwell-DC.gov.uk>
Subject: Ref: 21/01123/F – Hatch End Development

Dear Mr Kirkham

I have submitted this objection via the planning portal but am also sending it to you to make sure you get sight of it.

Kind regards, Tony Buxton

Ref: 21/01123/F – Hatch End Development

I am writing on behalf of the North Aston Traffic committee, established to address concerns over traffic volume and speed through the village.

We wish to state our objection to the planning application for the development of Hatch End Industrial Estate, Middle Aston. This has the potential to generate considerably more traffic to and from the site, more than that forecast in the development proposal, and whilst North Aston is not immediately adjacent to the proposed development it is likely that some of the additional traffic travelling from and to the north will choose to use Middle Aston Lane. This is a single width roadway already in poor repair from use by commercial traffic. It enters North Aston at a busy entrance and exit to the well-established Nicholson's Garden Centre and joins Somerton Road at a largely concealed junction. Traffic to the Oxford to Banbury A4260 would then further congest that dangerous junction, the site of several serious accidents.

Our objection also relates to the objectives laid out in the environmental impact of this development. Quoting from Section 9 of NPPF:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: a) the potential impacts of development on transport networks can be addressed; b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example **in relation to the scale, location or density of development that can be accommodated**; c) **opportunities to promote walking, cycling and public transport use are identified and pursued**; d) **the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains**'.

It would seem that this proposed development will run counter to all of these objectives. Middle Aston Lane has considerable use for cycling and walking, presumably as valid a use of the road as commercial traffic.

This potential increase in traffic around the villages in the Mid Cherwell Valley comes at a time of very great concern at the inevitable and very significant increase in traffic due to the Heyford Park development. We therefore object to any change in planning consent for the Hatch End site that has any potential to further increase local traffic.

Tony Buxton

Chair, North Aston Traffic Committee

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