

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	Emma and Paul Jewson
Address	Valley View Farmhouse,Middle Aston Lane,Middle Aston,Bicester,OX25 5RH
Type of Comment	Objection
Type	neighbour

Comments	<p>Objection to Planning Application Ref 21/01123/FUL demolition of existing buildings. Construction of replacement business units and associated external works. Whilst supportive of the principle of redevelopment of an existing employment site we are lodging this objection in respect of serious concerns relative to highways safety and the unacceptable impact that such as increase in traffic will have on the village of Middle Aston. Our concerns over highways are as follows: The local road network is wholly unsuitable to construction traffic. The majority of roads approaching the site are single track with no formal passing places, pavements or street lighting. The local topography in all directions includes steep hills. Coupled with on-street parking, traffic is already often required to reverse and mount pavements and verges to be able to pass through. The lack of pavements / footways means that pedestrian safety including for the many children on bicycles, dog walkers and horse-riders will be significantly compromised. The site's proximity to Dr Radcliffe's primary school, play group, children's playground and village hall is of particular concern. The impact of additional traffic that will be generated by the proposed scheme is wholly contrary to the aims of the recently launched Oxfordshire County Council's School Streets initiative, a programme which seeks to "create a safe welcoming and attractive environment where children parents and teachers can walk cycle scoot or park and walk to school with less risk of air pollution and traffic congestion." The construction phase poses significant safety risks. Construction / delivery vehicles during school and nursery drop off and pick up times. The area outside the school on Fir lane is already congested at these times with parents and children walking in the road to get in and out of cars. Those choosing to walk or cycle to and from Middle Aston do so on the road as there are no footways. Many of the properties along these roads, including listed and historic structures, have frontages and built elevations right up to the roadside and will be subject to HGV vibration. It is noted that the preferred routing for construction traffic to and from the A4260 is through Steeple Aston however the reality is that drivers using satnav and coming from the north will find the most direct route and turn off the A4260 into Middle Aston. This route is signed as being unsuitable for HGVs but that sign cannot be seen until a vehicle has already turned off the dual carriage way. This is a significant concern given that the construction company named in the CMP will be travelling south from Banbury. Likewise, the most direct route for traffic traveling from the site to the north will likely seek the direct route which will be through Middle Aston and out to North Aston along this narrow, unlit lane, again without footpaths and with minimal vehicular passing places. General Intensification of traffic: All of the above will be relevant post construction. We believe that the Traffic Assessment by Mode underestimates the level of vehicle use and traffic generation from the proposed scheme. The increase in traffic and vehicle numbers has been calculated by factoring up the floor area currently occupied to the proposed floor area. It does not take in to account the change in nature and use from 7 existing business units including low occupancy car repairs and storage to 25 units with significantly higher occupancy rates given the uses within Class E plus all the associated visitors and deliveries. The trips from these are not accounted for in Mode's assessment which appears to be based on employee arrivals and departures. The assumptions around travel mode share are unrealistic given the distance of the site from both the train station at Lower Heyford (1.5 miles) and the closest bus stop in Steeple Aston (0.5 miles) including the topography and the limited services provided by these modes. Pedestrians / cyclists will be deterred by risk to personal safety given the lack of cycleways, footpaths and increase in traffic. The suggestion in the Transport Assessment that Footpath 364/5/1 provides the opportunity for pedestrian access into Middle Aston is not incorrect but is a wholly inappropriate solution through dark woods and necessitating a 300m walk from the end of the Footpath into Middle Aston along a 60mph, unlit, single track road with a blind bend and</p>
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no footpath. As proposed, the development will have a hugely detrimental effect on Middle Aston and poses an unacceptable impact on highway safety on residents and visitors (pedestrians, cyclists and other road users) as a result of the construction and operation of the development. Both the Local Planning Authority (its officers and committee members) and the County Council as Highways Authority have a Duty of Care to ensure that the impacts of development do not result in harm. We expect the Authorities to exercise this duty of care appropriately.

Received Date
Attachments

21/05/2021 16:37:40