

# 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 (buildings 2,3, 4,5 and 6 as use classes E(g) (i), E(g) ii and E (g) iii and Building 1 under Class B8) and associated external works. (Re-submission of 20/01127/F)
Case Officer	James Kirkham
Organisation	
Name	Jayne Taylor
Address	1 The Old Forge Studio,Paines Hill,Steeple Aston,Bicester,OX25 4SQ
Type of Comment	Objection
Type	neighbour
Comments	<p>This objection submission is in response to the Hatch End Industrial Estate, Middle Aston - Transport Addendum 2. Applying Employment Densities to Trip Generation My objections fall into the following areas: The use and reference of the Covid 19 pandemic - whilst appreciating that there has been a shift in general attitudes to space available in places of employment, with this proposal, the individual work units are small in general, in that a low number of people will work from each space, if we are bringing Covid into the equation, we could also say that due to the Covid pandemic and the increased preference for working from home, are these units now commercially viable ? At no time does the addendum include in its trip generation submission any visitor or delivery / collections calculations. With a combination of office, R&amp;D, light industry and Storage &amp; Distribution (no matter how small the latter) additional visitor and delivery/collections traffic should be part of the overall consideration. This additional traffic is likely to have an erratic arrival / departure pattern and increase general traffic in the villages of Steeple Aston and Middle Aston. Both of which are serviced by narrow lanes that are further restricted with substantial on road parking. I believe that we also need to consider that just because the space is available on site to conform with the approval density levels, and as the report is at pains to point out, is likely above these approved levels, does not make it any easier for users &amp; visitors to get to the site and impacts negatively on the surrounding long established areas. The surrounding infrastructure remains unchanged. Mode Share and Impact on Trip Generation Whilst appreciating the contribution of 40,989 to the improvement of the S4 Bus Service. It would be beneficial to understand how this will improve the overall service. In the long term would this only be a temporary change or would funding continue from elsewhere to ensure that the improved service continues ? The report states that there would be only 1 additional trip in the AM peak hour and 3 in the PM peak hour. For the type of businesses proposed for the site, in the main, users will arrive between 0800 and 0900 and leave between 1700 and 1800, whilst appreciating the general calculations applied in the addendum, the reality is that a majority of the cars will be in Fir Lane during this time, &amp; for the AM slot, the same time that the school starts (with the subsequent traffic activity). The word negligible remains questionable. Para 3.3.3 again references the Pandemic. If there is such a change in working patterns, do we need to consider that there is no longer a need for this type of development ? Provision of a Footway into Steeple Aston The assumption that there will only be 4 to 5 additional vehicles during peak hours which WILL coincide with the primary school is concerning. As stated above, whilst appreciating the formal calculations made - the type of businesses proposed will, in the main, operate "normal" office hours and therefore a majority of those using the space will arrive between 0800 and 0900, not forgetting any AM visitors, deliveries or pick ups from the Storage &amp; Distribution units. The report then assumes that the traffic will come from the north, where again, access is via narrow lanes. (I would note, that any assumptions that have been submitted by those that live in the area and are very aware of the surroundings and current activity have been dismissed by the report..) The document also states, 'Moreover, safe and suitable access to the site can be achieved for pedestrians, which reflects the rural area and no recorded personal injury collisions in anyway related to the movement of pedestrians in proximity to the site'. This statement includes what is happening now, not what may happen when there is a significant increase in traffic at certain peak times. The current level of vehicles at peak time, plus the high level of pedestrian traffic on the road at the same time, creates a dangerous situation and increases the risk of accidents that will not be mitigated by some extra signage. In conclusion, this objection is not about the amount of space that each person would have within the development, but on the negative impact this development with a potential</p>

occupancy of 85 persons, that travel mostly to & from the site by car and the visitors and delivery & collections impacts that have not been included, will have on the current residents in the surrounding area. Based on the above, I continue to object to this planning application.

**Received Date**

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**Attachments**