

Comment for planning application 21/01123/F

Application Number	<input type="text" value="21/01123/F"/>
Location	<input type="text" value="Hatch End Old Poultry Farm Steeple Aston Road Middle Aston Bicester OX25 5QL"/>
Proposal	<input type="text" value="Demolition of existing buildings. Construction of replacement business units and associated external works. (Re-submission of 20/01127/F)"/>
Case Officer	<input type="text" value="James Kirkham"/>
Organisation	<input type="text"/>
Name	<input type="text" value="Angharad Lloyd-Jones"/>
Address	<input type="text" value="Chancel Cottage, Fir Lane, Steeple Aston, Bicester, OX25 4SF"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="Although concessions have been made in the resubmission for the proposed development our previous objections are not addressed by these updates. We continue to object to the proposed development due to safety concerns owing to increased traffic along Fir Lane as a result of the size of the development. We live on Fir Lane and walk our daughter to the pre-school on weekdays along a section of Fir Lane that has no footpath. There is already congestion at school drop-off times and we often face cars travelling at speed in both directions. The size of the proposed development is likely to substantially increase car traffic along this narrow section of Fir Lane past the school and pre-school, increasing congestion and driver frustration, leading to an acute hazard for pedestrians. While we have no objection to the redevelopment of the site per se, a more modest development with defined usage, which would generate substantially less traffic, would be appropriate given the nature of the roads in the locality of the site and the proximity of the school, pre-school and the village play area."/>
Received Date	<input type="text" value="30/04/2021 11:14:20"/>
Attachments	

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Proposal	<input type="text" value="Demolition of existing buildings. Construction of replacement business units and associated external works. (Re-submission of 20/01127/F)"/>
Case Officer	<input type="text" value="James Kirkham"/>
Organisation Name	<input type="text" value="Nigel Grugeon & Rose McCready"/>
Address	<input type="text" value="3 Lawrence Fields, Steeple Aston, Bicester, OX25 4SX"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="We continue to oppose this application. Consideration of proposed uses, design and the density of the development are all significant issues but addressing the many understandable concerns on these matters misses the point. This proposal should be refused on Highway and traffic grounds alone for the numerous reasons already rehearsed by other objectors. In view of their overwhelming significance we can only draw our own conclusions as to why once again we have been unable to locate any comments from the Highway Authority by the closing date for comments."/>
Received Date	<input type="text" value="30/04/2021 09:38:25"/>
Attachments	

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.

Received Date

30/04/2021 22:21:20

Attachments

Lynne Baldwin

From: Peter Higgins [REDACTED]
Sent: 27 April 2021 08:40
To: Planning
Subject: Objection to Planning Application No 21/01123/F
Attachments: Hatch End CDC objection letter.docx; Death of Business Parks.pdf
Importance: High

Dear Mr Pecford

Many thanks for writing to me about the Hatch End Development in Middle Aston.

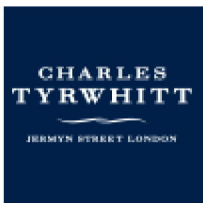
I attach my objections in the letter above, but in summary this unsuitable scheme:

- 1) Will cause disastrous transport issues in both Steeple Aston & Middle Aston
- 2) In doing so threatens the safety of the children at Dr Radcliffe's School
- 3) As people Work From Home the need for such premises is almost non-existent

See an article from the Times 20th April 2021 outlining the death of Business Parks. Please show some common sense. Many thanks.

Yours sincerely

Peter Higgins



Peter Higgins

Co-Founder Charles Tyrwhitt
Director Me+Em, Mary's Meals

Phone +44 (0) 1869 347493

Web www.ctshirts.com
Cottons Centre, Cottons Lane SE1 2QG



Charles Tyrwhitt Supporters

Subject Planning Application - 21/01123/F

Dear Mr Kirkham,

We are writing to object to the Planning Application - 21/01123/F, the redevelopment of Hatch End Chicken Sheds. The proposal seeks to replace existing storage, warehousing and office buildings to provide 25 business units comprising Class E(g) and B8 totalling 2,215 m² (GIA), with 79 car parking spaces and 24 cycling spaces.

The Developer has listened to some of the objections raised to their previously, withdrawn, application. The reduction in the number of business units from 30 to 25 and the redesign of those units to become single story units is welcomed. However, this reduced sized cannot overcome the existing road infrastructure limitations, considering the many pinch points in Steeple Aston on Southside, Paines Hill and North Side as well as the very narrow Fir Lane road. It does not address the real concerns around the safety of children arriving to the pre-school and primary school every day on Fir Lane. Our daughter attended and now our two grandsons go to the schools on Fir Lane. We know at first hand the safety concerns parents have at drop and pick up times. The increased heavy construction traffic, with their poor sightlines, during the construction phase and the significantly increased office traffic once the development is complete do nothing to allay these safety concerns.

The new application comes under Class E(g) and B8 whereas the previous application was under classifications B1, B2 and B8 (light industrial, storage and distribution units). The new classification introduced by the Government in September 2020 combines Classes B1 and B2 with Class A developments. This new application, therefore, adds the possibility of shops, cafes, retail, gyms and healthcare facilities to the light industrial/offices in the application. If planning permission were to be granted the developer could then go down the Class A route, this would significantly alter the traffic profile throughout the day. We wonder if the OCC Traffic Department have considered this in their assessment.

The application states "OCC concluded that the increase in trip generation present in the TS as part of the application (LAP ref. 20/01127/F) was considered unlikely to cause significant adverse traffic or road safety on the surrounding transport network.". This is a reckless and very dangerous view of the road infrastructure in and around Steeple Aston. We would go so far as to say it could be construed as a reckless and negligent assessment. By the developers own estimates it can be calculated that the new buildings will have the capacity to accommodate a workforce of over 1,800 people (The developers estimate only 1.8% of the workforce will be cycling and have

provided 34 cycling spaces, this equates to a total 1,888 people working at the development!).

The road infrastructure in and around Steeple Aston and the road leading to Middle Aston, Fir Lane, where the proposed development is to be located has not changed in size or condition since the last withdrawn application. Nor is there any possibility to widen the roads in Steeple Aston to accommodate construction traffic or the significant subsequent increase in vehicle movements through the village as a result of the proposed development.

We wonder if the OCC Traffic Department have visited Steeple Aston and looked at Fir Lane, South Side or North Side between 7:30am and 9:30 am, and 2:30pm and 3:30 pm. If they did, they would see the traffic chaos outside the pre-school and primary school. They would see the school bus dropping off and picking up pupils and the severe difficulty cars have passing parked cars waiting to pick up children or trying to pass one another or the bus.

If they OCC Traffic Department came to the village at any time during the day, they would have noticed that cars, vans and trucks travelling in the opposite directions on Paines Hill, i.e., approaching from the bottom of the hill and the from top of the hill from North Side, cannot see one another until they are significantly up or down the hill, where they meet. At which point they encounter a significant pinch point outside Paines Hill House.

Substantial and regular damage can be seen to the kerbside wall of the house opposite Paines hill House as vehicles endeavour to pass. If they did visit the village, they would notice that two S4 busses travelling in opposite directions along South Side have significant difficulty passing one another and frequently must mount the kerb just to get by at any time of the day. That is the situation at present!

The way we now live today, post Covid, means that we are shopping much more online. A consequence of this has been a significant increase in delivery vans in the village. Has the OCC taken this into account? On the map used in the developers' applications (Figure 3.1 Site Location and Local Amenities) all roads appear straight, wide and flat. The houses appear tiny. This map gives a distorted view of the road infrastructure in Steeple Aston and fails to properly indicate the steep gradients approaching Steeple Aston from Lower Heyford or those on Paines Hill.

The Transport Statement includes a projection that 18.6% of people coming to the development will arrive by sustainable transportation. If by this the applicant means public transport, then a quick review of bus and train timetables shows Steeple Aston is a very poorly served rural village at all times of the day. As to the assertion that 8.3% people coming to the development are expected to arrive on foot, we can only say this: from the north, Middle

Aston, there is no footpath, no public lighting and roads are even narrower than in Steeple Aston. With the expected increase in traffic the development will undoubtedly bring, no one in their right mind would choose to walk from Middle Aston to Hatch End. When walking to the new development from Steeple Aston, the pavement ends at the primary school as does the public lighting.

The proposed development will also blur the boundaries between Steeple Aston and Middle Aston, something the Planners are seeking to avoid.

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	
Name	Bridget Lewis
Address	2 The Old Forge Studio,Paines Hill,Steeple Aston,Bicester,OX25 4SQ
Type of Comment	Objection
Type	neighbour
Comments	<p>My main objections to the application relate to the scale of the development and the associated traffic issues. Although the revised plan has reduced the number of units and the associated number of car parking spaces, the scale of the proposed development is still too large for this location. It is suggested the development will provide local employment and therefore these local employees will not be using cars to get to work, but will rely on walking, cycling or public transport. This is unrealistic. Not many people of working age live within walking distance of the site, and only a proportion of those would be seeking new local employment. There are no pavements between the site and either of the adjoining villages of Steeple Aston or Middle Aston, and street lighting is minimal. During the winter, this is an obvious hazard. Employees from other villages in the locality are unlikely to walk to the site and cycling would involve either steep hills or busy main roads, neither of which are conducive to commuting this way. The public transport provision to the site is limited. Middle Aston has no public transport provision. Steeple Aston is served by the buses going between Oxford and Banbury but the buses are not frequent and to get to the nearest bus stop requires going up and down a steep hill. This hill is also on the route to the nearest train station in Lower Heyford. In reality, most of the employees would arrive by car, resulting in an increase in traffic in the locality. The majority of this would be concentrated at the start and end of the working day. At present, these are Steeple Aston's busiest times of day, with children arriving at the school and preschool at the start of the day, and activities taking place at the Village Hall, Sports Hall and Recreation Ground at the latter part of the day. The roads around the site have difficulty coping now, with cars parked along the road and school buses needing access. The addition of extra traffic as a result of the proposed development would make the situation more chaotic, and is also a safety concern. The application seems to contravene Cherwell Local Plan 1996 Policy TR7, which is not supportive of development that would regularly attract large numbers of cars on to unsuitable minor roads. The proposed development would definitely attract large numbers of cars (for this locality) on to the local unsuitable minor roads. On these grounds, I object to this application.</p>
Received Date	30/04/2021 14:16:14
Attachments	

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	Amanda Gascoyne
Address	Folly Cottage, Fir Lane, Steeple Aston, Bicester, OX25 4SF
Type of Comment	Objection
Type	neighbour

Comments

Ahh, the wonders of 'planning creep'! Start off with a ludicrous and inappropriate application based on some seriously flawed assumptions. Receive the wrath of a local community then slightly amend said original application paying 'lip service' to the actual fundamental original concerns and hope that a) no-one will notice a second application and b) said local community will be convinced that the original concerns have been given serious consideration and the proposals been mitigated appropriately.... sadly for the developer in this case, neither are true. The position of myself and my husband remains unchanged from the original attempt to get this application through planning and we would once again like to register our formal objection to the above proposals in the strongest terms. The previous application was withdrawn in the face of much opposition and I would suggest there is insufficient evidence to suggest that this revised proposal warrants any greater degree of merit. We appeal to Cherwell as the planning authority to make a stand to stop allowing the continued degradation of existing, historic rural villages such as Middle and Steeple Aston with valuable Conservation areas, by imposing additional and completely unnecessary vehicular traffic and infrastructure burdens in inappropriate places. The Oxfordshire countryside is becoming increasingly blighted enough with a seemingly unstoppable appetite for increasing the built environment as it is. The nature, scale and impacts from the revised proposals put forward for the development of Hatch End remain wholly inappropriate to its location and setting. Nothing's changed there in the past year. Hatch End can be accessed only via Middle Aston or Steeple Aston, via minor village roads which are not suitable for either the type nor volume of construction traffic which would undoubtedly result during the initial construction phase; nothing has changed here either; the roads still comprise the same country lanes, albeit slightly more worn since the last application. These roads cannot safely sustain a substantive increase in vehicular traffic in the medium to longer term. Even with the current level of traffic, the state of the roads themselves throughout both villages and the constant battles to ensure they are repaired in a timely manner and re-instated to a safe standard, have been widely and publicly documented in the past. Access to Dr Radcliffe's school, located immediately adjacent to the proposed development, still has access challenges in terms of traffic movements, especially at the start and end of each day. With a significant number of HGVs during construction, and thereafter additional car traffic added into the mix, an increased and unacceptable level of risk cannot be avoided in terms of the safety of parents and children, aside from the impact to the existing road infrastructure, homes and communities in both Middle and Steeple Aston which would certainly ensue from further increased traffic movements. There continues to be plenty and certainly no shortage, of suitable and more appropriate industrial land for developments of this nature within a reasonable radius and in particular, around Bicester and Banbury or even closer to home, in Upper Heyford. All are well connected in terms of highways infrastructure, and are absolutely designed to be able to accommodate developments of this type and scale. Steeple and Middle Aston are historic villages, with historic infrastructure built around conservation areas. No matter how this now revised proposal is 'dressed up' to look as though it is sustainable, this is largely of course, nonsense. Employers would employ staff outside the villages, staff who would likely use a car to commute to work; probably from Oxford, Banbury or Bicester or farther afield. Cars which would have no choice but to travel on narrow roads through the villages. Villages not designed nor able to accommodate any further increase in traffic on roads which are hard enough to maintain to a safe standard currently. Put simply, neither Steeple nor Middle Aston are designed for, nor should have to accommodate the encroachment of intensive industrial nor commercial uses of this type, for which the need, it could be argued, is questionable at the very least. We request that the planning authority stand up for the

preservation of the historic rural environment and refuse this revised proposal on the grounds that it is inappropriate for the setting and creates an unacceptable and significantly negative impact upon the immediate surrounding communities. Kind regards, Amanda & Jonathan Gascoyne, Folly Cottage, Fir Lane, Steeple Aston.

Received Date

29/04/2021 20:49:30

Attachments

Comment for planning application 21/01123/F

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Proposal	<input type="text" value="Demolition of existing buildings. Construction of replacement business units and associated external works. (Re-submission of 20/01127/F)"/>
Case Officer	<input type="text" value="James Kirkham"/>
Organisation Name	<input type="text" value="Kate Hutchinigs"/>
Address	<input type="text" value="Mayfield,South Side,Steeple Aston,Bicester,OX25 4RR"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="I would like to make an objection to this planning proposal. I have lived in the village for most of my life. I feel that the increase in traffic for the development and once the development has been finalized will increase dramatically. At present there are not enough spaces for parents to drop children off at the primary school let alone with the increase in traffic this development will make. The roads are not big enough to cater for all the lorries involved in building this development. The plans quote that there is a train station and bus stops near, however the closest train station is in Lower Heyford which would be at least a 30 minute walk and the bus stops are the other side of the village. Traffic through the village has increased dramatically over the years and with this development proposal it will only get worse. Steeple Aston is a lovely quiet friendly village with a community spirit. I feel this would ruin the village and countryside let alone increase danger for drivers, pedestrians and the school children. I do not think that this is a viable proposal."/>
Received Date	<input type="text" value="29/04/2021 14:10:27"/>
Attachments	

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	Maurice & Marie O'Connor
Address	Fir Lane Cottage, Fir Lane, Steeple Aston, Bicester, OX25 4SF
Type of Comment	Objection
Type	neighbour
Comments	<p>Subject Planning Application - 21/01123/F Dear Mr Kirkham, We are writing to object to the Planning Application - 21/01123/F, the redevelopment of Hatch End Chicken Sheds. The proposal seeks to replace existing storage, warehousing and office buildings to provide 25 business units comprising Class E(g) and B8 totalling 2,215 m2 (GIA), with 79 car parking spaces and 24 cycling spaces. The developers have listened to some of the objections previously raised to their withdrawn application. The reduction in the number of business units from 30 to 25 and the redesign of those units to become single story units, is welcomed However, this reduced sized cannot overcome the existing road and unchangeable road infrastructure limitations, considering the many pinch points in Steeple Aston on Southside, Paines Hill and North Side as well as the very narrow Fir Lane road. The revised application does not address the real and more serious concerns around the safety of children arriving to the pre-school and primary school every day located on Fir Lane. Our daughter attended and now our two grandsons attend the schools on Fir Lane. We know at first hand the safety concerns parents have at drop and pick up times. The increased heavy construction traffic, with their poor sightlines, during the construction phase and the significantly increased office traffic once the development is complete, do nothing to allay these concerns. The new application comes under Class E(g) and B8 whereas the previous application was under classifications B1, B2 and B8 (light industrial, storage and distribution units). The new classification introduced by the Government in September 2020 combines Classes B1 and B2 with Class A developments. This new application, therefore, adds the possibility of shops, cafes, retail, gyms and healthcare facilities, to the planned light industrial/offices in the application. If planning permission were to be granted the developer could then go down the Class A route, this would significantly alter the traffic profile in the village throughout the day. We wonder if the OCC Traffic Department have considered this in their assessment. The application states "OCC concluded that the increase in trip generation present in the TS as part of the application (LAP ref. 20/01127/F) was considered unlikely to cause significant adverse traffic or road safety on the surrounding transport network.". This is a reckless and very dangerous overview of the road infrastructure in and around Steeple Aston. We would go so far as to say it could be construed as a reckless and negligent assessment. By the developers own estimates, it can be calculated that the new buildings will have the capacity to accommodate a workforce of over 1,800 people (the developers estimate only 1.8% of the workforce will cycle to work and have provided 34 cycling spaces in their revised plan, this equates to a total 1,888 people working at the development!). The road infrastructure in and around Steeple Aston and the road leading to Middle Aston, Fir Lane, where the proposed development is to be located, has not changed in size or condition since the last withdrawn application. Nor is there any possibility to widen the roads in Steeple Aston to accommodate construction traffic or the significant subsequent increase in vehicle movements through the village as a result of the proposed development. We wonder if the OCC Traffic Department have visited Steeple Aston and observed Fir Lane, South Side or North Side between 7:30am and 9:30 am, and 2:30pm and 3:30 pm. If they did, they would see the traffic chaos outside the pre-school and primary school. They would see the school bus dropping off and picking up pupils and the severe difficulty cars have with passing parked cars waiting to pick up children or trying to pass one another or the school bus. If they OCC Traffic Department did come to the village at any time during the day, they would notice that cars, vans and trucks travelling in opposite directions on Paines Hill, i.e., approaching from the bottom of the hill and the from top of the hill from North Side, cannot see one another until they are significantly up or down the hill, where they meet. At which point they encounter a significant pinch point outside Paines Hill House. Substantial and regular damage can be seen to the kerbside wall of the house opposite Paines Hill House as</p>

vehicles endeavour to pass each other. If they did visit the village, they would notice that two S4 busses travelling in opposite directions along South Side have significant difficulty passing one another and frequently must mount the kerb just to get by at any time of the day. That is the situation at present! The way we all live today, post Covid, means that we are shopping much more online. A consequence of this has been the significant increase in delivery vans in the village. Has the OCC taken this into account? On the map used in the developers' application (Figure 3.1 Site Location and Local Amenities) all roads appear straight, wide and flat. The houses appear tiny. This map gives a distorted view of the road infrastructure in Steeple Aston and fails to properly indicate the steep gradients approaching Steeple Aston from Lower Heyford and on Paines Hill. The Transport Statement includes a projection that 18.6% of people coming to the proposed development will arrive by sustainable transportation. If by this the applicant means public transport, then a quick review of bus and train timetables shows that Steeple Aston is a very poorly served rural village at all times of the day. As to the assertion that 8.3% people coming to the development are expected to arrive on foot, we can only say this: from the north via Middle Aston there is no footpath, no public lighting and roads are even narrower than in Steeple Aston. With the expected increase in traffic that the development will undoubtedly bring, no one in their right mind would choose to walk from Middle Aston to Hatch End. When walking to the new development from Lower Heyford Railway station or the bus stop in Steeple Aston, the walk is long and up hill and the pavement ends at the primary school on Fir Lane as does the public lighting. The proposed development will also blur the boundaries between Steeple Aston and Middle Aston, something the Planners are seeking to avoid. No account has been taken of the toll that 18 months of heavy construction traffic will have on all the wonderful listed buildings in the village, particularly those located on the route of the construction and subsequent traffic. Neither has the disruption that will occur to services (christenings, marriages and funerals) at the ancient parish church of Saints Peter and Paul being considered both during and after the construction phase. Nor the effect of the heavy construction traffic on the fabric of the church. Comparing other out of town/urban office and light industrial developments does not hold up and is biased and should be discounted by the Planners. This is a rural area accessed by small roads and single-track roads. The proposed development is between two residential small villages unlike the comparator sites. No account has been taken of the disruption to wildlife or to light pollution. In conclusion, paramount to any consideration of the proposed development has to be the traffic implications and the safety of our children attending the two village schools. This is a wholly unsatisfactory resubmission and we strongly object to it. Maurice & Marie O'Connor

Received Date

28/04/2021 20:35:47

Attachments

Comments Objecting to the Hatch End Development April 2021

The plan for the use of the site and for construction both make great play on 'sustainable' transport options, referring to bus and rail options available to workers at the site.

These options are in fact a once an hour bus that stops nearly a mile away, and a less-than once an hour train that stops nearly two miles away.

This may look reasonable as part of a tick-box exercise, but nobody seriously expects it to happen this way in the real world. Arrival and departure times of trains and buses will not fit with the needs of employers, and workers and visitors will not wish to walk two miles in winter weather, facing serious uphill climbs in the process.

More, the buses and trains available do not travel to and from Bicester or Heyford Park, the local areas with the biggest growing populations. Transport from these areas has to be private.

On site, there seems to be little if any provision for electric vehicles, which after 2030 will seem to be rather shortsighted and already seems to fail in terms of sustainability.

It is suggested local businesses will benefit from the development: the village shop, the pub. Of course, they lie at around a kilometre and a mile respectively from the development. So workers are envisaged walking to them during their lunch hour and then walking back, having used their services in the meantime. This seems - unlikely - simply on the basis of time, never mind weather or topography. If the shop and pub are to be used by workers at the new development, this will clearly therefore produce more traffic in the village, reducing the calm of the current environment which residents have chosen as part of their lifestyle here, as well as resulting in more more parked cars at the shop and the pub where parking is already limited. Both businesses clearly welcome more trade; but has the impact of the number of potential vehicles from the development on their sites and surrounding properties been looked into with any understanding? I can't find this report in any of the online papers. Realities seem repeatedly to be avoided by the developer.

The roads into Steeple Aston are all narrow and at many places become single track roads.

The preferred route for site traffic - via Southside - is the main bus route. Cars already cannot park outside houses for much of Southside because it would block the bus route. No consideration of this has been made - or of what happens when a car and an HGV meet in opposite directions, still less the bus and an HGV which cannot pass each other anywhere on this route and neither can reverse and find a passing place. What are they supposed to do? Could the planning officers offer a suggestion?

The alternative route - Northside - is narrower and far from straight. Every resident of Steeple Aston can tell stories of having to reverse a distance in order to let a tractor through. What happens when an HGV and a tractor come face to face round a sudden bend on this road? Whose parked car or II* listed house wall gets damaged first? Does Cherwell planning pay for this damage, or does the developer?

What happens when an HGV cannot drive up the blind summit of Paines Hill because of school traffic coming the other way at 8.45am? What happens when Fir Lane is clogged with school traffic between 8-9am every morning, just as work on site is beginning for the day? Why have none of these issues been addressed in any way?

The danger to schoolchildren remains unaddressed. The plan for construction has work beginning as children arrive at school, on a road which has - for a large section where parents park with their children - no footpath. Parents arrive carefully, knowing the needs

of their children. But the developer wishes their own construction vehicles to arrive at the same time on what is little more than a single track road, clogged with cars, parts, children and the occasional school bus. There is no sense of understanding a village community or what this work will do to our most precious resource - our children. That is without the sense of increasing an industrial complex right next to the school itself, with just a thin break of trees between it. The current complex is small and rural and entirely in keeping. The development seeks to bring something entirely inappropriate to the village and to the school to which it will be immediately adjacent.

Nowhere in the application is mention made of the decision to run all traffic past the 12th Century St Peter & St Paul church which lies on the corner of Northside and Fir Lane, surrounded by a historic churchyard, an important feature and site of quiet and reflection in our village. No questions are asked as to the impact of increased traffic or heavy machinery going past this site. And no reference is made to the open cemetery next to it on Fir Lane which is used daily by local residents. This place of remembrance, quiet and holiness for local people will be disturbed repeatedly every day for a year during the construction process and then the increased traffic under-projected afterwards risks turning the quiet road past the cemetery into a suburban nightmare. Why has this not been mentioned or considered? When a large village funeral takes place, the roads around are blocked by family cars and by the funeral procession flowing out on the street. Why is there no reference to this local practice in any of the documents? Why is the cemetery not on any of the application plans? Why are local families being ignored?

As Rector of Steeple Aston and chair of the Steeple Aston Parochial Church Council I continue to oppose this application.

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	JAYNE TAYLOR
Address	1 The Old Forge Studio,Paines Hill,Steeple Aston,Bicester,OX25 4SQ
Type of Comment	Objection
Type	neighbour
Comments	<p>I am objecting to this application on the following grounds: Transport Statement The Transport Statement includes the following Section 6.2.5 States that there is likely to be a peak demand of parking spaces of 53 vehicles Whilst there is plenty of car parking within the confines of the proposal, I believe that it fails to fully recognise or take into consideration the route that these additional cars will take getting to this location - Most surrounding roads are single track, so an additional 53 cars will have an impact on the traffic especially around the times for the nursery & school drop off and pick up. When combining this with the consideration that the application is for Class E use - the site could also see a restaurant, caf, nursery, gym and other retail units renting these units - (Whilst I appreciate that some of these options are unlikely, it remains feasible) if this is the case, there will be additional peak times and additional traffic throughout the day and possibly evening / night. The mitigation is that there is public transport within easy reach - I would content that whilst both the bus and train services are regular they are not frequent - someone coming to a gym, nursery or retail unit is not likely to consider the use of public transport and therefore I do not agree with this prediction. Section 4.3.5 Details TRICS Trip rates for HGV movements for the development Whilst I do not contest the movement of HGVs expected, I reaffirm my previous objection that the roads leading to the site are not suitable for additional HGV movements - the roads leading to & from the site from Steeple Aston - the preferred route for all traffic) is already heavily use by local agricultural traffic, school traffic (including school bus pick-ups) and general residential traffic. Construction traffic will cause congestion and issues with general vehicle movement. Section 5.2.2 States that there will be users / employees that are local What is the current local take up for the units currently occupied ? The populations of both villages is small - how many local employees do the developers expect, against their provision of 24 units and 79 car parking spaces ? Section 7.2.5 States that it is expected to only be an overall net increase of 42 car journeys and that this will be a negligible change. Figure 6.1 states a peak parking accumulation of up to 53 spaces in use - this would indicate at least 53 additional car journeys ? In addition, if, with Class E usage, units are used for retail, gym, nursery, caf of restaurant use, surly they will struggle to survive as a business if traffic journeys are this low. Whilst I appreciate that the Developer is likely to state that it is unlikely that such businesses will rent these units, again I would argue, it is still feasible. Construction Traffic Management Plan Section 5.2.7 Preferred & Alternative Construction Route Both the preferred and alternative construction routes are via narrow roads with extensive residential on road parking - neither are suitable for construction traffic Section 6 Mitigation Measures Whilst it is appreciated that these have been included - all listed are standard working practices and will do nothing to reduce the risks and disruption of additional HGV traffic through a rural area. PLANNING, DESIGN, ACCESS AND HERITAGE STATEMENT Section 2.18 states This application proposes the demolition of all of the existing buildings, retaining and re-using existing floor slabs where possible and constructing purpose-built units with a total floor area of 2,214.81 sq.m of Class E and B8 commercial space. Class E & B8 include the following The new Class E effectively amalgamates the former Class A1 (retail), Class A2 (financial and professional services), A3 (restaurants/cafes), B1 (offices) along with health/medical uses, crches, nurseries (all formerly D1 uses) and indoor sports/recreation (formerly D2 use). Permission is not required to change between any of the uses within the new Class E. This creates the opportunity for units to be allocated to businesses that will create their own substantial traffic. It is appreciated that this may be low risk, however, it remains a risk The application has stated that the current units are well below standard and therefore we can expect that there will be a bigger demand with the new units and all the additional traffic and people this will bring Currently, based on the site map that is visible from the road it looks like there are</p>

only 6 units currently operating within site. The new plan is for 24 units & if we only see 2 people per unit & assume they all use cars then this is at least 48 cars without visitors, if we assume that 50% are units allocated to retail or similar (where short term visitors will be frequent) then this will substantially increase short term traffic. Section 4.24 states: In consideration of the above, it is concluded that in terms of paragraph 109 of the NPPF, the development will not cause an unacceptable impact on highway safety nor will the impacts on the road network be severe and thus the application should not be refused on highways grounds. I disagree with the above statement - See information above. I believe that the impact on the local area and road network will be severe and that especially at peak times around school start & finish times, there will be an increased danger to pedestrians. In addition, there will be an impact to residential traffic and an increase risk of damage to roads and to buildings within the heritage site Section 4.3 States: Finally, there were no objections to the previous scheme on highways matters including traffic and parking. I find this statement untrue as specifically my submission objected on highway matters and both the Parish Councils raised concerns as detailed in section 2.10 ? Overall, I am aware that the site has had previous planning permission and acknowledge that this revised application creates a like for like foot print, however, based on current use and expected use (all new units occupied) there will be a considerable increase in traffic in an area that does not have the infrastructure to support such an increase. This combined with the significant range of possible business options that could move to the new site and the additional occasional traffic that this may bring, creates an unacceptable change in the overall area. In addition, the proposals for the construction phase of the development, will likely cause congestion and traffic issues in what are essentially single track roads to the site with HGV's, agricultural traffic and school transport traffic causing issues. On this basis I object to this application
Jayne Taylor

Received Date

26/04/2021 18:21:48

Attachments

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	Janice Kinory
Address	Barn Cottage,Paines Hill,Steeple Aston,Bicester,OX25 4SQ
Type of Comment	Objection
Type	neighbour

Comments

While a review of this application reveals that there has been a significant effort put into addressing the issues raised when the plan was initially rejected, there remain problems with it that cannot be addressed by architects and planning consultants due to the location of the site. The relationship of the site, pre-existing structures, the local streets and road and the topography of Steeple Aston create issues that are not resolved in this application and may not be resolvable. The proposed development sits just to the north of the village school and nursery. Particularly in the morning, overlapping with the start of most workdays, narrow Fir Lane already struggles to safely accommodate the current traffic composed of school buses and children being dropped off by their parents along with vehicles driving through the area as others head to work. There is no lollipop person to oversee the movement of children from the parking area at the village hall across the road to Dr Radcliff's School, so additional traffic in the form of the plan's projected 18 additional vehicles arriving at the site and 5 departing it each day between 8 and 9 am daily can only be perceived as an additional risk to the safety of the children. The Transport Statement includes a projection that 18.6% of people coming to the development will arrive by sustainable transportation. This is wildly optimistic. 8.3% are expected to arrive on foot. However, there is no walking path beside the road from Middle Aston, meaning that morning walkers from the north will be on the road at the same time as anyone taking their child to school. If the traffic is heavy, they will be forced to walk on the often-muddy verge. From the south, there is no pavement north of the entrance to the school, so morning walkers will be trying to share the road with the previously mentioned traffic or walking on the often muddy, steeply curved verge as they pass the school playing field, or the flatter but muddier verge to the north of it to access the site entrance. Anyone walking in Steeple Aston from the south of North Side road will be faced with the challenge of scaling the steep hills that divide the village in a north-south direction. While I anticipate that some people will walk to the site despite these issues, the number will be far lower than this projection, and those not walking will probably drive their cars, adding to the traffic problems. 2.6% of workers are estimated to come by public transportation and reference is made to the S4 bus and the Heyford rail station. There is no guarantee that either the S4 bus route or the Heyford rail station will continue to be economically viable during the full use-life cycle of the proposed buildings, so that casts a fundamental doubt over the basis for the estimate before other considerations are mentioned. The closest S4 bus stop to the development is on South Side near the junction with The Dickredge (the so-called Post Office stop), a substantial walk to the site involving the scaling of Paines Hill and the walk past the school discussed above. While the S4 bus route could deliver workers from locations along the A4260 to Steeple Aston, it does not connect with either Heyford Park or Bicester, two of the areas of greatest population growth in Cherwell District during the next 20 years and likely sources for workers at the site. Workers from either area would have to drive to the site unless they cycled, which will be discussed below. Arriving in Steeple Aston in the morning via the Heyford Rail Station would require that the individual either hire a taxi, walk or cycle to the development. Hiring a taxi, if one were available, would add two incremental car movements through the congestion zone discussed earlier. The transport statement disingenuously notes that it is only 980 metres from the station to the S4 Post Office Bus Stop on South Side. While this is true, they fail to mention that a good portion of that distance is spent climbing a hill from the Cherwell River to the village that is so steep that cars and trucks downshift to scale it. While it is possible to climb the hill on the muddy verge footpath or with a bicycle if one is very fit, it is a challenging climb that leads ultimately to a further climb on Paines Hill. The estimated 1.8% of workers using bicycles for their commutes will be very healthy from this workout if they approach from the south or east. Even those cyclists coming from Middle

Aston will have to cope with hills and rising topography on the way home at night. The planning documents note that the site will have 34 bicycle parking spaces. As the Transport Plan estimates only 1.8% of the workforce is cycling, and if all of the parking spaces are used by staff at the site, there would be a total 1,870 people working at the development. The road traffic implications of this number for the village are beyond horrific to contemplate. The estimated 0.7% arriving at the site by motorcycle should be able to cope with the topography, but we must hope that their vehicles are not particularly loud ones as they scale Paines Hill. The development is touted as being planned with environmental awareness. However, despite global warming and Britain's hotter, drier summers, the buildings will not be air conditioned. In the future, will these buildings soon be as unusable as the existing structures? Will there really be a commercial demand for sweltering boxes passing as offices in the coming decades? Diesel and petrol engine car sales will be banned in the UK from 2030 yet there is no provision in this plan for electric vehicle charging points at the individual units or the central building. This is very short-sighted given the reasonably estimable economic life of the structures. The Construction Traffic Plan also raises concerns. The HGV routes proposed put the large vehicles onto the same road (South Side) as is used by the S4 bus and school buses. School buses and HGVs both will be using Paines Hill in this plan. Neither of these roads is wide enough for two large vehicles to pass each other. Even attempting to eliminate all parking on both roads would not solve the problem of the existing pinch points and limited visibility on segments of these roads. The alternate construction traffic plan using North Side, supposedly limited to smaller vehicles, is only one wrong turn of an HGV driver away from potential disaster. North Side twists and turns, limiting visibility, and has a single lane section. It is surrounded by conservation area homes and walls. As the construction staff travel plan is the exactly the same as the ongoing travel plan, all the same issues previously raised apply once more during the construction phase. This planning application is flawed and is not in the best long-term interests of the people of the parish of Steeple Aston. The proposal is inappropriate due to the site location relative to the village schools and the increase in traffic it would cause. The topography of Steeple and Middle Aston makes the projected sustainable travel plans viable only in the minds of those who have never actually walked or cycled in this area. The application is disingenuous and seeks to portray itself as delivering benefits to the people of the area that will never arrive. The only benefit will be achieved by the site developer. I would ask that this development application be denied.

Received Date

16/04/2021 14:01:47

Attachments

Rachel Tibbetts

From: Ailsa McKetterick [REDACTED]
Sent: 30 April 2021 10:41
To: DC Support
Subject: Planning objection

Dear Sir / Madam,

We wish to submit an objection to the planning application 21/01123/F regarding the demolition of existing building and new building of business units on the old poultry farm, Steeple Aston.

Our main concern is in relation to the safety to the school and pre-school children who walk along the narrow lane and across from the car park opposite the school. It is likely that the business traffic going to the new development would be travelling at a similar time of day, causing an even bigger traffic load than there is currently. The road is narrow and barely wide enough for 2 cars.

The roads in Steeple and Middle Aston are all narrow- often single track, so whichever way the building lorries/contractors come in during the renovation phase, is likely to cause significant disruption within the village.

We also think that the estimated percentage of people travelling to the site by public transport is unrealistic. The S4 bus stop and the nearest train station are quite a distance away and with big hills in between. It is therefore a concern to us that the number of parking spaces is not going to be sufficient for the development and if the narrow roads surrounding the entrance have parked cars, this will make the roads unpassable for farm traffic.

We would like to ask that this planning application is denied.

Kind regards,
Ailsa & Tom McKetterick
Fir Cottage, Fir Lane, Steeple Aston, OX25 4SF
[REDACTED]