

Comment for planning application 21/01224/OUT

Application Number	21/01224/OUT
Location	Land at former RAF Bicester Bicester Oxfordshire OX26 5HA
Proposal	Outline planning application for Automotive Experience Quarter comprising Commercial, Business and Services uses (Class E), Light Industrial (Class B2), Local Community and Learning Uses (Class F) and vehicle circuits (Sui Generis) with all matters reserved aside from that of access).
Case Officer	Rebekah Morgan
Organisation Name	
Name	Keith Kidney
Address	13 The Poplars,Launton,Bicester,OX26 5DW
Type of Comment	Objection
Type	neighbour
Comments	<p>This planning application needs to cover the entire site and include previous applications that have already been approved. There are several issues that require careful consideration.</p> <ol style="list-style-type: none">1 Parking. Planning permission has already been approved for a Hotel/Aparthotel on this site which includes a Ballroom/s and conference centre. Access is via the A4421 Buckingham Road via a Ghost Island. It is a 344 bedroomed property and guest parking spaces have been calculated on 80% occupancy.Ie.275 spaces A further 35 spaces have been calculated for on duty staff. Total 311 overall. However, it appears no account has been taken in respect of the Ballroom/s come conference centre. What are the maximum numbers of delegates etc the conference venue can hold? If the conference centre is used for day meetings, probably all or most of the delegates will arrive by car. The possibility/probability of a greater number of parking spaces being required than has been approved seems to have been overlooked along with an increase in traffic volumes. The methodology used by Mode does not seem to make sense. Vehicle volumes cannot be assessed unless you also factor in the proposed opening hours for each season. The volume of vehicles during the summer especially July/August, more so if the weather is temperate will greatly outnumber those of other months. This very conveniently does not appear to have been considered. Also, what is the forecast time required for a comprehensive visit 4/6 hrs? These factors need to be taken into consideration toward determining the volume of traffic that would be generated during the day, and subsequently parking spaces. Will coaches be welcome, nothing again mentioned. Mode Transport assessment for weekends calculates 77,778 vehicle arrivals pa. This figure is divided by 52 and again by 2 (sat/sun) for every w/e equating to 748 vehicles per day. This simplistic calculation is madness, it's more likely to be to be well in excess of 1000+ vehicles a day during the peak summer and school holiday periods with 200/300 say during off peak winter periods. The calculation of weekday traffic is likewise underestimated.2 Noise There is no doubt the venue will generate noise of varying levels. Various tests have apparently been carried out including a Live Test during March 2021. In addition noise modelling software was used to predict noise levels etc. As an airfield it must have a prevailing wind, this alone would have a significant impact on where the brunt of the noise would be directed. All I can see is during a live test the wind condition was listed as SW 5m/s. The noise survey to date therefore cannot be accepted. A new survey needs carrying out taking into account prevailing winds. In Launton as an example trains from Bicester are rarely a problem, but when the wind changes direction it sometime sounds as if the train is at the foot of the garden. In addition, the Sunday Scrambles generate enough noise from vehicles rushing through the village. Nearly all these cars have noisy exhausts to show them off.3 Fast entrance Is this still to be constructed in Skimmingdish Lane for the business park 19/02708. The approx. target maximum parking for this is 348 vehicles. These vehicles could be arriving/departing at any time of the day/night.4 Bicester Village. The airfield has been an overflow car parking area for Bicester Village. Will this now cease or will the volume of traffic to the airfield be greater than that so far proposed.5 Transport The amount of space proposed for staff car parking is I believe somewhat conservative. Have Stagecoach agreed for the X5 to stop again so close to the Caversfield turn stop. Will this additional stop have a lay-by or will the bus obstruct the carriageway? Indeed the service may not run at all when EWR is operational. The service currently runs hourly (this may be due to Covid) and the times are somewhat restricted. Staff won't want to wait around for a bus, and as this is a rural area most villages do not have access to any public transport. Bicester Motion may need to invest in a Mini bus. Bicester Motion's stated 'ambition is to become one of the country's top 20 tourist and leisure destinations'. The TA has therefore not been robust

enough in its estimation of trip rates and parking spaces required to support this.

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Attachments