

Comment for planning application 25/02190/HYBRID

Application Number	25/02190/HYBRID
Location	Heyford Park Camp Road Upper Heyford
Proposal	<p>A hybrid planning application consisting of: Demolition of 222 existing buildings and structures as listed in Schedule 1. Up to 9,000 new dwellings (Class C3) comprised of: Outline planning permission for up to 8,848 dwellings (Class C3) Change of Use of Buildings 320, 345, 350,172 for up to 152 dwellings (Class C3) Outline planning permission for up to: 4,610 sq.m of new light industrial buildings (Class B2) 2,600 sq.m of new warehouse buildings (Class B8) 5,500 sq.m of new hotel buildings (Class C1) 40,650 sq.m of new commercial, business and service buildings (Class E), comprising of retail, restaurant/cafe, indoor sport/recreation and fitness, medical/health services, creche/nursery, and office/research & development. Learning buildings (Class F1), comprising of four primary schools (1 x 2FE and 3 x 3FE) , 1 secondary school (1 x 9FE) and a Centre for Peace Studies (1,100 sq.m.) 1,770 sq.m of local community uses (Class F2), comprising of community centre and library buildings 1,000 sq.m of Public House/restaurant (sui generis) 7,500 sq.m for datacentre buildings (sui generis) Renewable energy generation with associated infrastructure, including 3 wind turbines, solar pv and battery energy storage systems Change of use of 98 existing buildings: Permanent change of use of buildings and structures as listed in Schedule 2 Associated infrastructure works, including surface water attenuation provision, improvements to foul drainage systems, highway and transport works, green and blue infrastructure provision</p>
Case Officer	Nick Wyke
Organisation Name	
Name	Wendy Williams
Address	Ashbank Cottage,Heyford Road,Middleton Stoney,Bicester,OX25 4AL
Type of Comment	Objection
Type	neighbour
Comments	<p>Might be helpful with appendix of relevant policy and references for the PC: I write to formally object to planning application 25/02190/HYBRID, on the grounds that it represents an unsustainable, unjustified, and inappropriate development that would cause severe harm to Middleton Stoney, its rural heritage setting, and the wider countryside.</p> <p>The proposal's unprecedented scale of 13,000 homes, its lack of essential transport infrastructure, and its cumulative impact with adjacent major schemes (Heyford Park, Puy du Fou, and the Ardley Freight Interchange) make it wholly incompatible with the Cherwell Local Plan, National Planning Policy Framework (NPPF), and Cherwell's own evidence base.</p> <p>1. Road Access and Relief Infrastructure Must Precede Any Development Before any development is considered, the Middleton Stoney Relief Road and related infrastructure must be fully designed, approved, and constructed. Middleton Stoney already experiences heavy congestion as a through-route between Heyford Park, Bicester, the M40, and Oxford. Without this relief road, any new development will: Create chronic gridlock through the village; Generate unsafe conditions for pedestrians and cyclists; Exacerbate air and noise pollution; Damage listed buildings through vibration and emissions.</p> <p>Cherwell's Infrastructure Delivery Plan (IDP) and Heyford Park Transport Assessment (2020) both identify the relief road as essential infrastructure, not optional mitigation. Allowing construction before this road is operational would breach Policy SLE4 of the Cherwell Local Plan (2011-2031), which mandates that all new development be supported by adequate transport infrastructure and avoid severe traffic impacts. Furthermore, the Cherwell Transport Modelling Report (2022) identifies the Middleton Stoney corridor as a "location of critical congestion risk" even before considering additional growth.</p> <p>2. The Scale of 13,000 Homes is Unjustified and Unsustainable The proposed 9000 dwellings would effectively create a new town in open countryside, contradicting Cherwell's adopted and emerging plans.</p>

The proposal:

Contravenes Policies Villages 1 and 2, which limit rural growth to small-scale development;

Conflicts with Policy ESD1, which seeks to reduce car dependence and promote sustainable transport;

Lacks any supporting evidence from the Housing and Economic Land Availability Assessment (HELAA) or Local Housing Need Assessment justifying development of this magnitude;

Is not allocated or supported in the Cherwell Local Plan Review 2040 (Regulation 18 Draft).

The proposed location is therefore strategically unsound and entirely unjustified when alternative, more sustainable growth areas exist closer to existing infrastructure and public transport hubs.

3. Heritage and Countryside Impact

Middleton Stoney is a designated Conservation Area, home to several listed buildings, historic parkland, and distinctive rural architecture.

The proposed development would:

Severely harm the heritage setting of Middleton Park and St. Nicholas Church;

Introduce urban massing that destroys the historic landscape identified in the Cherwell Landscape Assessment (1995);

Breach Policies ESD13 and ESD15, which require new development to respect the character and setting of the countryside and heritage assets;

Contradict NPPF paragraphs 130, 174, and 199, which place great weight on conserving landscape and heritage significance.

Cherwell's Heritage and Conservation Strategy (2021) specifically requires development to be "place-sensitive and proportionate." This proposal does the opposite.

4. Cumulative Impacts: Heyford Park, Puy du Fou, and the Ardley Freight Interchange

When assessed cumulatively with other regional developments, the environmental and infrastructure burden becomes catastrophic:

Heyford Park (Dorchester Living): Projected to generate over 20,000 daily vehicle movements.

Puy du Fou Theme Park: Forecast to attract 2.1 million annual visitors, generating massive tourist and service traffic.

Ardley Freight Interchange: Expected to bring continuous HGV and freight movement to an already over-capacity network.

Together, these developments will overwhelm local roads, increase pollution, and transform Middleton Stoney from a rural conservation village into a congested transport corridor.

This cumulative effect directly contravenes Policy SLE4 of the Cherwell Local Plan, the Oxfordshire Local Transport and Connectivity Plan (LTP5), and the Oxford-Cambridge Arc Transport Strategy (2021), all of which require early infrastructure delivery and traffic mitigation before significant growth.

5. Conflict with Policy and Evidence

This proposal is inconsistent with both local and national policy, including:

Cherwell Local Plan (2011-2031) - Policies SLE4, ESD13, ESD15, Villages 1 & 2, and BSC1;

Cherwell Local Plan Review 2040 (Reg. 18 Draft) - Draft Policies NE1, HE1, and INF1; NPPF (2023) - Paragraphs 104, 130, 174, 185, and 199;

Planning (Listed Buildings and Conservation Areas) Act 1990, Section 66, which mandates the preservation of heritage settings.

The development does not align with Cherwell's strategic objectives and directly contradicts the Council's own Transport Modelling, Infrastructure Plan, and Heritage Strategy.

Conclusion

This application represents a fundamentally unsound and unjustified development that would irreparably harm the character, landscape, and quality of life in Middleton Stoney.

It lacks the essential relief road and transport infrastructure.

It proposes an excessive and unjustified number of homes.

It would obliterate the rural heritage and environmental integrity of the area.

It adds to the unsustainable cumulative burden of Heyford Park, Puy du Fou, and Ardley Freight Interchange.

For these reasons, this application should be refused in its entirety, and a new, more appropriate site identified - one with adequate transport capacity, environmental resilience, and alignment with Cherwell's Local Plan strategy.

Appendix: Relevant Policy and Evidence References

Cherwell Local Plan (2011-2031)

SLE4 - Improved Transport and Connections

"New development should be supported by adequate transport infrastructure. Development which would have a severe traffic impact will not be supported unless necessary mitigation is provided."

ESD13 - Local Landscape Protection and Enhancement

"Development will be expected to respect and enhance local landscape character. Proposals will not be permitted if they would cause undue visual intrusion into the open countryside or harm the setting of settlements."

ESD15 - The Character of the Built and Historic Environment

"New development should complement and enhance the character of its context through sensitive siting, layout, and design. The historic environment, including designated heritage assets and their settings, will be conserved and enhanced."

Villages 1 & 2

Limit growth in rural settlements to small-scale, proportionate development consistent with local needs.

Cherwell Transport Modelling Report (2022)

Identifies Middleton Stoney junctions (B430/A4095) as "locations of critical congestion risk," recommending bypass infrastructure prior to any large-scale development.

Infrastructure Delivery Plan (IDP)

Lists the Middleton Stoney Relief Road as "essential infrastructure to enable future growth." Without it, cumulative impacts would be "severe and unsustainable."

Oxfordshire Local Transport and Connectivity Plan (LTP5, 2021)

Prioritises "early delivery of strategic infrastructure in the Heyford-Bicester-Ardley corridor" and requires developments to mitigate cumulative congestion.

Cherwell Heritage and Conservation Strategy (2021)

"Growth must be place-sensitive and proportionate. The rural and historic character of villages should be preserved through careful management of scale and setting."

National Planning Policy Framework (2023)

Paragraph 104: Development should only be permitted where suitable infrastructure is provided.

Paragraph 130: Ensure developments are sympathetic to local character and landscape.

Paragraph 174: Protect and enhance valued landscapes.

Paragraph 199: Great weight must be given to conserving heritage assets and their settings.

In conclusion:

The proposal conflicts with all key policies and planning principles and should therefore be refused outright. A new, more sustainable and context-appropriate site must be found to meet any legitimate housing need.

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Attachments