**From:** TownPlanning LNW [<mailto:TownPlanningLNW@networkrail.co.uk>]   
**Sent:** 14 June 2018 09:56  
**To:** Planning  
**Subject:** Cherwell ref 18-00825-HYBRID Heyford Park Camp Upper Heyford 1175 dwellings redev

18/00825/HYBRID

Heyford Park Camp Road Upper Heyford Bicester OX25 5HD

Demolition of buildings and structures as listed in Schedule 1; Outline planning permission for up to 1,175 new dwellings (Class C3); 60 close care dwellings (Class C2/C3); 929 m2 of retail (Class A1); 670 m2 comprising a new medical centre (Class D1); 35,175 m2 of new employment buildings, (comprising up to 6,330 m2 Class B1a, 13,635 m2 B1b/c, 9,250 m2 Class B2, and 5,960 m2 B8); 2.4 ha site for a new school (Class D1); 925 m2 of community use buildings (Class D2); and 515 m2 of indoor sports, if provided on-site (Class D2); 30m in height observation tower with zip-wire with ancillary visitor facilities of up of 100 m2 (Class D1/A1/A3); 1,000 m2 energy facility/infrastructure with a stack height of up to 24m (sui generis); 2,520 m2 additional education facilities (buildings and associated external infrastructure) at Buildings 73, 74 and 583 for education use (Class D1); creation of areas of Open Space, Sports Facilities, Public Park and other green infrastructure; Change of Use of the following buildings and areas: Buildings 357 and 370 for office use (Class B1a); Buildings 3036, 3037, 3038, 3039, 3040, 3041, and 3042 for employment use (Class B1b/c, B2, B8); Buildings 217, 3102, 3136, 3052, 3053, 3054, and 3055 for employment use (Class B8); Buildings 2010, 3008, and 3009 for filming and heritage activities (Sui Generis/Class D1); Buildings 2004, 2005 and 2006 for education use (Class D1); Buildings 366, 391, 1368, 1443, 2007, 2008 and 2009 (Class D1/D2 with ancillary A1-A5 use); Building 340 (Class D1, D2, A3); 20.3ha of hardstanding for car processing (Sui Generis); and 76.6ha for filming activities (Sui Generis); the continuation of use of areas, buildings and structures already benefiting from previous planning permissions, as specified in Schedule 2; associated infrastructure works including surface water attenuation provision and upgrading Chilgrove Drive and the junction with Camp Road

Dorchester Living Limited

451791 / 226982

FAO Andrew Lewis

Network Rail would comment:

(1)

The site will likely drive an increase in vehicular traffic heading to the Bicester stations -  the council should consider a Section106 or CIL funding for car park expansion at Bicester North and Bicester Village Railway Stations.

(2)

The Transport Assessment should include consideration of the impact of the proposal upon level crossings in the area with mitigation implemented as required.  The impact of proposed new development (including cumulative impact) on the risk at existing level crossings to be assessed by the developer, and suitable mitigation incorporated within the development proposals and fully funded by the developer.  TS/TAs should be undertaken in conjunction with the local highways authority with advice from Network Rail. Contributions should be sought where proposals impact on level crossings to mitigate the impacts of those developments.

(3)

Applications that are likely to generate an increase in trips under railway bridges may be of concern to Network Rail where there is potential for an increase in ‘Bridge strikes’. Vehicles hitting railway bridges cause significant disruption and delay to rail users. Consultation with the Asset Protection Engineers is necessary to understand if there is a problem. Developers will be liable for the cost of any necessary bridge protection barriers.

Where low bridges may be impacted by the proposal the applicant may also need to contact the local Highways Agency to liaise with them over the erection of signage.

Regards

**Diane Clarke AssocRTPI**

Town Planning Technician LNW

Network Rail

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