

From:
Sent: 15 June 2020 12:32
To: Planning <Planning@Cherwell-DC.gov.uk>
Subject: Re: Master Plan 18/00825/HYBRID SPC ftao Andrew Lewis

Peter and Tracy Clark
5 The Paddock
Somerton
Bicester
Oxon
OX25 6LL

Many thanks
Peter

On 15 Jun 2020, at 09:00, Planning <Planning@Cherwell-DC.gov.uk> wrote:

Good morning,

Please supply your full postal address so your comments can be registered on the planning application.

Kind regards

Development Management
Cherwell District Council
Direct Dial 01295 227006
planning@cherwell-dc.gov.uk
www.cherwell.gov.uk
Find us on Facebook www.facebook.com/cherwelldistrictcouncil
Follow us on Twitter @Cherwellcouncil

Coronavirus (COVID-19): In response to the latest Government guidance and until further notice, the Planning Service has been set up to work remotely, from home. Customers are asked not to come to Bodicote House but instead to phone or email the Planning Service on 01295 227006: planning@cherwell-dc.gov.uk. For the latest information about how the Planning Service is impacted by COVID-19, please check the website: www.cherwell-dc.gov.uk.

-----Original Message-----

From:
Sent: 13 June 2020 12:29
To: Planning <Planning@Cherwell-DC.gov.uk>
Cc: Somerton Parish Council <somertonparishcouncil@gmail.com>
Subject: Master Plan 18/00825/HYBRID SPC ftao Andrew Lewis

Dear Sir,

I write as a resident of Somerton who regularly walks along the canal and over the level crossing. I have read the submissions from Network Rail which raises to my mind some concern about the methodology used and assumptions made that raises the possibility of the level crossing being closed.

I am concerned that a report produced by Rail experts should be written in such a way to advocate for closure with selective use of information. Experts have a legal duty to produce a fair and balanced report and not to simply advocate for one position. Network Rail may be a private company but it has public service functions and responsibilities. I expect the highest standards of reporting from them.

The 2018 report cites information obtained from cctv cameras positioned for 9 consecutive days but this information is disregarded because of inclement weather (I assume also because it produced numbers that were too low for them to increase risk) it however strongly cites and selectively uses information from 1 interview and then spreads that information across the whole year. That is arrant nonsense.

The Upper Heyford base development will not create hordes of dog walkers descending onto Somerton Crossing. There is no parking at the crossing so all will have to walk down the long lane. It states the development is only 0.9 miles from the crossing but that is as the crow flies and from the perimeter of the development. Most if not all of these households on the Base will walk their dogs through the village of Upper Heyford and along the canal. Few if any will want to use the crossing and then have the long walk back to Upper Heyford along a busy main road.

We walk these paths almost every day and we know who uses them - these are mostly villagers from Somerton doing the circuit loop - and very few from Upper Heyford. Walkers we meet from that direction use the canal path only as there is no point in crossing the railway line and walking up the long lane to be faced with a busy road.

The risk level increase is fictitious and over inflated. The risk level is minor and as far as I am aware there has been no recorded 'near misses' not any incidents of children playing chicken - its simply too far away for them. The crossing though is vital for the 2 houses and the farmer who owns the fields. There is no other route or access and would cut them off completely. This is far more important matter than the the pleasure we all enjoy in walking this beautiful countryside.

I note that the report was written in advance of the June 2020 review and wonder how we might get hold of a copy. I hope that this will be written in a far more professional and balanced way.

We object strongly any possibility of changing the current safe arrangements for the level crossing

Yours faithfully

Peter and Tracy Clark