

Comment for planning application 18/00825/HYBRID

Application Number	18/00825/HYBRID
Location	Heyford Park Camp Road Upper Heyford Bicester OX25 5HD
Proposal	<p>A hybrid planning application consisting of:</p> <ul style="list-style-type: none">• 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); > 2,415 m2 of new school building on 2.45 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 to 100 m2 (Class D1/A1/A3); > 1,000 m2 energy facility/infrastructure (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.• the change of use of the following buildings and areas: > Buildings 3036, 3037, 3038, 3039, 3040, 3041, and 3042 for employment use (Class B1b/c, B2, B8); > Buildings 217, 3052, 3053, 3054, 3055, 3102, and 3136 for employment use (Class B8); > Buildings 2010 and 3009 for filming and heritage activities (Sui Generis/Class D1); > Buildings 73 and 2004 (Class D1); > Buildings 391, 1368, 1443, 2005, 2006, 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, including 2.1 ha for filming set construction and event parking (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.
Case Officer	Andrew Lewis
Organisation	
Name	Richard Kitson
Address	3 Canal Wharf,Somerton,Bicester,OX25 6ND
Type of Comment	Objection
Type	neighbour
Comments	<p>Unfortunately the Heyford Park development is going through but the current proposals make a bad situation into a totally intolerable one. The traffic implications are beyond belief with the latest suggestion of a 'bus gate' which shifts a traffic problem from B roads onto small, narrow unclassified roads and through villages that cannot take an increase in traffic. The report that you have commissioned estimates that traffic through Somerton will increase by 115% - this is totally unacceptable, This route is already a rat run with far too much traffic which takes little notice of the speed limits and weight limits. This route has the following problems; 1. in Somerton there is a blind corner where Water Street meets Ardley Road/Heyford Road at Dovecote Farm where only one vehicle at a time can get round a corner, but it is a guess as to whether there is a vehicle coming the other way. 2. The canal bridge is a blind approach which vehicles routinely take at speed with a loud blast on their car horns. This is an area where there are often many vehicles parked making the approach even more dangerous for cars and pedestrians. The use of the car horn is a constant noise pollutant. 3. The canal bridge is a listed architectural feature which increased traffic will inevitably damage. 4. There are no footpaths from the canal into the village or on any of the roads out of the village which already puts pedestrians at extreme risk. Doubling the traffic through the village automatically doubles the risk that any pedestrians face. 5. There are numerous other pinch-points for traffic already throughout Somerton and North Aston which are dangerous potential accident points - blind railway bridge, blind river bridge, both sides of the bends around North Aston Mill, entering and through North Aston. At the moment the volume and speed of traffic passing through Somerton and North Aston is too high and the proposals will make this significantly worse. All the traffic should be directed towards the A and B roads as quickly as possible and the bus gate at Middleton Stoney does not allow this. Traffic should be restricted from using Somerton and North Aston as a rat run. Speed limits should be reduced to 20mph though both villages (all villages?) although whether the majority would obey any speed limit is debatable.</p>

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Attachments