

# Comment for planning application 18/00825/HYBRID

**Application Number** 18/00825/HYBRID

**Location** Heyford Park Camp Road Upper Heyford Bicester OX25 5HD

**Proposal** A hybrid planning application consisting of: • 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**

Ginny Stay

**Address** 4 Somerton Road, North Aston, Oxfordshire, OX25 6HP

**Type of Comment** Objection

**Type** neighbour

**Comments**

I am registering my objection to the creation of a 'Busgate' which will cause a considerable increase in vehicular traffic through North Aston. The road through the village is narrow with, in some places, no pavement and poor visibility. It is already dangerous to walk alongside the road - the projected increase in traffic would make it impossible for pedestrians to walk without serious risk of injury. This will inevitably result in children being unable to walk to the school bus, and deterring people from walking up to the Fox junction to catch buses along the main Oxford - Banbury road (the only form of public transport available here). There appears to have been no consideration given to the Middle Aston Lane, a single track road which would likely become an alternative route for traffic backing up at the Fox junction - this is the route to our catchment school, and would become an even more risky option for walkers and cyclists. All this at a time when we should be encouraging walking, cycling and the use of public transport rather than individual cars. The Fox junction itself is already extremely hazardous and there have been many accidents, some fatal. There are numerous other reasons why any avoidable increase in vehicle traffic between Somerton and the A 4260 should be prevented: the river and canal bridges at Somerton are single width with weight restrictions; the way under the rail bridge is narrow; there are blind corners and concealed entrances all along the route; the road is further restricted by the many potholes and wearing away of the edges; some of the houses in North Aston are directly adjacent to the road with no separating pavement or garden. The projected increase in cars through the village will make it difficult for everybody, but especially children and the elderly, to walk safely around our community and be able to stop for a chat, or play on the Green - which risks the erosion of the community itself.

**Received Date** 02/08/2020 21:45:03

**Attachments**