

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

Peter Burrell

Address The Manor, Somerton Road, North Aston, Oxfordshire, OX25 6HX

Type of Comment Objection

Type neighbour

Comments I have recently learned that the proposal for the Busgate has been resubmitted but without any significant amendment. The proposed funding is insufficient and in any event does not address the fundamental problems with the proposal. I understand that the Bushate would result in a significant increase in traffic through the village. Anyone who has used that road will know how narrow it is in various places, particularly outside my house alwith blind bends and walls on either side making no space to avoid a head on collision. The road is used by many cycling clubs including Bicester CC as well as casual cyclists all of whom would face significant risks from increased traffic. Furthermore, the road links two parts of the Cherwell footpath from the bottom of the drive to the Manor to the drive at Manor Farm. There is therefore significant pedestrian usage including small children and dog walkers. It appears that no assessment of the additional risks to life and limb has been carried out for directing traffic to a minor road which has a national speed limit of 60mph and frequently is too narrow to allow two cars let alone vans and lorries to safely pass. Absent such an assessment it would be both unreasonable and irrational, from a public law perspective, to approve the scheme. Furthermore, if the risks had been properly assessed, it would become immediately apparent that the Busgate does not justify those additional risks and has no overriding advantages. There is a lack of any clear rationale for the diverting of traffic from one part of the valley to another. Finally, thesum of 50,000 referred to for the benefit of North Aston would be insufficient for any significant calming measures which would ameliorate to any significant or justifiable extent the enhanced risks of the increased traffic on the road through the village.

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Attachments