

# Comment for planning application 18/00825/HYBRID

<b>Application Number</b>	18/00825/HYBRID
<b>Location</b>	Heyford Park Camp Road Upper Heyford Bicester OX25 5HD
<b>Proposal</b>	<p>A hybrid planning application consisting of:</p> <ul style="list-style-type: none"><li>• demolition of buildings and structures as listed in Schedule 1;</li><li>• outline planning permission for up to: &gt; 1,175 new dwellings (Class C3); &gt; 60 close care dwellings (Class C2/C3); &gt; 929 m2 of retail (Class A1); &gt; 670 m2 comprising a new medical centre (Class D1); &gt; 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); &gt; 2,415 m2 of new school building on 2.45 ha site for a new school (Class D1); &gt; 925 m2 of community use buildings (Class D2); and 515 m2 of indoor sports, if provided on-site (Class D2); &gt; 30m in height observation tower with zip-wire with ancillary visitor facilities of up to 100 m2 (Class D1/A1/A3); &gt; 1,000 m2 energy facility/infrastructure (sui generis); &gt; 2,520 m2 additional education facilities (buildings and associated external infrastructure) at Buildings 73, 74 and 583 for education use (Class D1); &gt; creation of areas of Open Space, Sports Facilities, Public Park and other green infrastructure.</li><li>• the change of use of the following buildings and areas: &gt; Buildings 3036, 3037, 3038, 3039, 3040, 3041, and 3042 for employment use (Class B1b/c, B2, B8); &gt; Buildings 217, 3052, 3053, 3054, 3055, 3102, and 3136 for employment use (Class B8); &gt; Buildings 2010 and 3009 for filming and heritage activities (Sui Generis/Class D1); &gt; Buildings 73 and 2004 (Class D1); &gt; Buildings 391, 1368, 1443, 2005, 2006, 2007, 2008 and 2009 (Class D1/D2 with ancillary A1-A5 use); &gt; Building 340 (Class D1, D2, A3); &gt; 20.3ha of hardstanding for car processing (Sui Generis); and &gt; 76.6ha for filming activities, including 2.1 ha for filming set construction and event parking (Sui Generis);</li><li>• the continuation of use of areas, buildings and structures already benefiting from previous planning permissions, as specified in Schedule 2.</li><li>• associated infrastructure works, including surface water attenuation provision and upgrading Chilgrove Drive and the junction with Camp Road.</li></ul>
<b>Case Officer</b>	Andrew Lewis
<b>Organisation Name</b>	
<b>Name</b>	Lynn Quek
<b>Address</b>	Nether Cottage, St Marys Walk, North Aston, Bicester, OX25 6AA
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>It has come to my attention that the proposal for the Busgate in this application has not been modified in any way that would address my concerns and those of my community with regard to the negative impact it would have on our village and environment. Specifically, the busgate will redirect traffic and result in a significant increase of traffic volume on small country lanes that run through our community. This will adversely affect safety particularly of vulnerable groups including children and the elderly. For example, Somerton Road which bisects North Aston is used by residents to access communal spaces such as the village green and the parish church. There will be additional hazards to pets and livestock. Pollution and noise levels will rise and all these factors have a long term adverse effect on residents in these small communities. There is no clear rationale for why it would be acceptable to simply divert traffic from one part of the Cherwell valley to another. The small lanes upon which traffic will be forced are narrow country lanes completely unsuited to the type and volume of traffic that would result from the busgate. The local authorities should be focusing attention on sustainable solutions rather than simply shift the problem. I understand that Dorchester have offered a sum of 50K to each village for traffic calming measures. Firstly this sum is woefully inadequate, and secondly, any such measures will not address the fact that our country lanes are unsuitable the volume and type of vehicular traffic diverted by the busgate. I strongly urge the council planners to reject this proposal and seek an alternative sustainable solution.</p>
<b>Received Date</b>	16/09/2020 21:55:56
<b>Attachments</b>	