

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	
Name	Christopher Woodhead
Address	Justices Cottage, St Marys Walk, North Aston, Bicester, OX25 6AA
Type of Comment	Objection
Type	neighbour
Comments	<p>Since the last round of objections the plans for the Bus gate between Heyford Park and Middleton stoney have not been addressed in any significant way. And my comments therefore remain and are just as strong. Firstly I would ask what purpose this proposal serves? There is a projection of an inevitable increase in traffic in the area not least because of the size of the wrongheaded development at Heyford Park but also for local and through traffic. If this busgate is proposed to help the back up and blockages at Middleton Stoney crossroads it will not do so. The crossroads is one of the few east west routes from Bicester to cross the Cherwell and whatever happens to one or more arms of the crossroads the traffic will still back up on the other arms. If the proposal is designed to provide public transport from Heyford Park to Bicester please trial it before adopting these expensive measures. If the plan is adopted the knockon effect on all the other villages and their inadequate roads will be huge. All traffic planning to go north one across the Cherwell will seek a route through Ardley or across the motorway to Aynho. The Ardley route takes traffic through the narrow winding often single track lane of Ardley to the single track railway bridge and onto the blind T junction in Somerton before having to negotiate the railway bridge, the single track canal and river bridges and then the narrow and blind road through North Aston. And then the dangerous crossroads onto the A4260 where the traffic already backs up as it tries to turn right across the oncoming vehicles. Somerton and North Aston are farming communities and livestock is often moved on or across the roads adding extra hazards for motorists and the already narrow road at the canal is often further narrowed by users and walkers of the towpath. This road is also a popular cycle route. Any traffic calming measures and the woefully inadequate funds offered do not help. From the East Somerton already has calming measures and from the west the crossroads on the Oxford Banbury road are dangerous and although there have been no deaths recently there is a history of fatal accidents and collisions. The problem is bad enough anyway and will get worse but it does not need an unnecessary busgate to further exacerbate the problems.</p>

Received Date

21/09/2020 20:13:13

Attachments