

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
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Organisation Name	Marcus Potts
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Address	2 School Cottages,The Green,North Aston,Bicester,OX25 6HT
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Type of Comment	Objection
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Type	neighbour
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Comments	<p>Dear Mr Lewis, I find it hard to credit that just a month after being one of more than 30 local residents to submit letters of objection to the proposed 'Busgate' at Middleton Stoney, I am required to do so again. The facts have not changed, and the grounds for objection are, if anything even stronger, now that more of the facts are known. In the weeks since the Busgate was first proposed, no further justification for its creation have been suggested. Where are the finely argued benefits of the scheme? Who, if anyone, will be better off as a consequence? How will it, in any way, address the problems associated with the levels of traffic through the problematic Middleton Stoney junction? Far from easing congestion at this busy intersection, it looks most likely merely to reassign it to different approaches to the same junction, while simultaneously aggravating the situation in neighbouring communities by diverting traffic onto roads that are even less suited to the increased volume which will inevitably result. In the past few months, knowing that further objections were likely, the developers had every opportunity to commission a comprehensive independent survey to determine how the Busgate might impact on villages like Ardley, Somerton and North Aston, yet they appear to have done nothing fresh. The whole concept is ill-conceived and slapdash, and has clearly not been planned with any serious consideration for the consequences. We already know that the proposed Busgate will lead to a doubling through-traffic at peak times through villages like Somerton and North Aston. These roads are consistently narrow, sometimes not even wide enough for two vehicles to pass, and are largely unprotected, with open verges. They have also been seriously under-maintained in recent years, with potholes and have deep gulley to either side. They are already unsuitable for the purposes to which they are being exposed today, and to force yet more vehicles to use them is grossly irresponsible and dangerous. The Busgate proposal, while attempting to address the difficult situation around Middleton Stoney, will merely transpose those issues onto other villages and communities even less well equipped to accommodate them. The existing route is shorter, wider and infinitely better suited to the levels of traffic predicted than the long,</p>
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winding, narrow and more residential alternative that drivers will be forced to use if the Busgate is implemented. No thought has been given to the lives and well-being of those who will have to live alongside the route - or for the drivers who will be required to follow it - the sharp bends, hump-backed bridges, springwater crossings, one-way bottlenecks, flooded causeways and awkward junctions. There are no footpaths where pedestrians can feel secure, the roads are already too narrow to offer comfortably safe passage for cyclists and cars, and horse-riders take their lives, and those of their horses, into the hands of passing motorists whenever they set out. These are the prevailing conditions today, even before the results of a possible Busgate are taken into account. Traffic calming measures are already long-overdue in villages like Somerton, North Aston and Upper Heyford, and the Busgate will simply make their need even greater. Furthermore, the suggestion that approximately 50,000 per village will meet the cost of mitigation is laughable, since initial estimates already suggest that a minimum of 250,000 per community will be needed. I urge you to reject this proposal outright. It is a short-sighted and needless development which would have negatively life-changing consequences for all those communities affected.

Received Date

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Attachments