

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	Chloe woodhead
Address	Folly Field House, St Marys Walk, North Aston, Bicester, OX25 6AA
Type of Comment	Objection
Type	neighbour

Comments

As a resident of North Aston I would like strongly to object to the proposed Busgate at Middleton Stoney as detailed in the Heyford Park masterplan. It would pose an unacceptable restriction on local residents access to Bicester from the west and cause a dangerous increase in traffic flows through Somerton and North Aston. I would also add that an allocation as proposed of 50,000 per village for traffic calming measures is not going to mitigate the situation in any meaningful way. The historic B4030 route to Bicester through Middleton Stoney is used not only by residents of the villages surrounding Heyford Park but due to the limited crossings of the Cherwell, also by traffic from the west of the A4260 from the Chipping Norton direction and north from the Banbury direction. Closing the designated B road route will force the current traffic flow from the B road through the narrow village streets of North Aston and Somerton as well as increasing it through Duns Tew. That is dangerous enough on narrow unclassified roads with restricted bridges, blind corners, narrows between property walls where two cars cannot pass and with regular use by animals and pedestrians with no foot way, but with the anticipated increase of traffic following the development of the Heyford Park site, these problems will be exacerbated to an even more dangerous level. A Busgate at Middleton Stoney is not a practical solution. The Busgate proposal seems to have focussed only on the Heyford Park traffic ignoring current local needs. However the current local traffic also needs consideration. If these two traffic demands are taken separately, to reduce the impact of Heyford Park on North Aston and Somerton, a No Right Turn could be introduced at the western end of Camp road to channel Heyford Park Traffic heading west back towards the B4030. This would also keep traffic flow away from Upper Heyford village which is most affected by the Heyford Park Development. Traffic heading east from Heyford Park could be directed straight on Camp road to the proposed new traffic lights on the B430 by also implementing a No Right Turn from Camp Road towards Middleton Stoney on the B4030. Heyford Park traffic would then join the B430 and either turn North towards the M40 or South and approach the Middleton Stoney junction

on the B430 leaving the B4030 access for local traffic and spreading the load of the anticipated traffic increase at this junction without ignoring the interests of the villages surrounding Heyford Park.

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Attachments