From: [redacted]
To: Crown Casework
Subject: FORMAL OBJECTION: Proposed Accommodation Centre (1,250 Occupants), MOD Site Piddington
Date: 07 September 2026 07:44:50

[redacted]

7th of September 2026

Dear Sir/Madam,

RE: FORMAL OBJECTION TO THE PROPOSED USE OF THE MOD SITE AT PIDDINGTON FOR MIGRANT ACCOMMODATION (APPROX. 1,250 OCCUPANTS)

I am writing to submit a formal objection to the proposal to establish an accommodation facility for approximately 1,250 individuals at the MOD site in Piddington, Oxfordshire.

My objection is made entirely on material planning grounds, sustainable development policy, highway safety, and local infrastructure capacity. It does not relate to the background or status of the prospective occupants, but strictly to the total unsuitability of this rural location for a development of this scale.

1. Severe Conflict with Sustainable Development & NPPF Location Policy

Under the National Planning Policy Framework (NPPF), development must be directed to sustainable locations with direct access to services, facilities, and public transport. Piddington is classified as a Category C (small/unsustainable) rural settlement in the Cherwell local planning hierarchy.

The village has zero everyday amenities—no grocery store, pharmacy, GP surgery, post office, or school.

- Requiring 1,250 residents to travel outside the parish for every basic human need creates a non-viable, car-dependent model that directly violates NPPF sustainability principles (Paragraphs 108 and 114).

2. Extreme Disproportionality & Settlement Character

Piddington has a baseline population of approximately 315 residents. Adding 1,250 occupants represents a **400% population increase**.

- Introducing a population four times larger than the host community fundamentally changes the spatial character, rural identity, and social cohesion of the parish.
- This conflicts with Policy ESD15 of the Cherwell Local Plan, which requires new developments to respect the traditional density, scale, and character of existing rural settlements.

3. Severe Highways and Pedestrian Safety Risks (NPPF Para 115)

The rural road network serving MOD Piddington (including Arncott Road and surrounding lanes) is narrow, unlit, and entirely devoid of continuous footways or cycle paths.

- Without on-site facilities, residents will inevitably walk alongside unlit, 50mph/60mph rural carriageways to access bus stops or services in neighboring villages (Arncott, Bullingdon, or Bicester).
- NPPF Paragraph 115 states that development should be refused on highways grounds if there is an unacceptable impact on road safety. Large numbers of pedestrians walking on unlit rural roads without footways creates a severe, quantifiable safety hazard.

4. Inadequate Public Transport Infrastructure

Public transport through Piddington is extremely limited

and cannot absorb the non-car-dependent transport needs of 1,250 people.

- The local rural bus service lacks the frequency or passenger capacity required for a population of this scale.
- This will lead to severe isolation for site occupants or generate an unmanageable increase in shuttle, staff, service, and emergency vehicle movements on minor rural roads.

5. Critical Pressure on Local Healthcare and Emergency Services

Primary healthcare infrastructure in Bicester and the wider Cherwell area is already operating at capacity, with local acute care at the Horton General and John Radcliffe Hospitals experiencing extreme demand.

- Plunging 1,250 residents into an area without dedicated, fully funded, on-site medical provision will dangerously overstretch local NHS surgeries, dentists, and emergency response services (Thames Valley Police, South Central Ambulance, and Oxfordshire Fire & Rescue).

6. Environmental, Drainage, and Utility Capacity

A development housing 1,250 people is equivalent to building a major multi-phase housing estate. Before any approval or use of crown land is decided, full environmental validation must be published, including:

1. A formal **Transport Assessment (TA)** and **Road Safety Audit (RSA)** evaluating night-time pedestrian safety on unlit rural lanes.
2. A **Foul Drainage & Utilities Assessment**, proving local sewage and water networks can handle effluent for 1,250 full-time occupants without risk of local flooding or environmental contamination.

3. A **Phase 1 Environmental & Ecological Impact Assessment** regarding local hydrology and dark-skies light pollution in a rural setting.

Conclusion

Physical containment on a former military asset does not equate to planning suitability. MOD Piddington is an isolated, rural site devoid of the basic physical, social, and transport infrastructure needed to support 1,250 people safely or sustainably.

I respectfully urge the Ministry of Housing, Communities and Local Government (MHCLG) to reject this proposal and identify a location with the necessary infrastructure and services to support a development of this scale.

Please confirm receipt of this formal objection and keep me informed of any decision or further consultation stages.

Yours faithfully,



