

# Comment for planning application 21/03267/OUT

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|---------------------------|--|
| <b>Application Number</b> | <input type="text" value="21/03267/OUT"/>  |
| <b>Location</b>           | <input type="text" value="OS Parcel 0006 South East Of Baynards House Adjoining A43 Baynards Green"/>  |
| <b>Proposal</b>           | <input type="text" value="Outline planning permission (all matters reserved except for access) for the erection of buildings comprising logistics (Use Class B8) and ancillary Office (Use Class E(g)(i)) floorspace and associated infrastructure; construction of new site access from the B4100; creation of internal roads and access routes; and hard and soft landscaping"/> |
| <b>Case Officer</b>       | <input type="text" value="David Lowin"/>   |
| <b>Organisation Name</b>  | <input type="text" value="Jonathan Boyce"/>  |
| <b>Address</b>            | <input type="text" value="Pondside, North Street, Fritwell, Bicester, OX27 7QJ"/>  |
| <b>Type of Comment</b>    | <input type="text" value="Objection"/>   |
| <b>Type</b>               | <input type="text" value="neighbour"/>   |
| <b>Comments</b>           | <input type="text" value="See attached"/>  |
| <b>Received Date</b>      | <input type="text" value="20/11/2021 22:10:05"/>   |
| <b>Attachments</b>        | The following files have been uploaded: <ul style="list-style-type: none"><li>• FPC Reference Applications 21-03266_03267_03268-FINAL.pdf</li></ul>  |

## FRITWELL PARISH COUNCIL (FPC)

### Response Planning Applications - 21/03266/F, 21/03267/OUT and 21/03268/OUT: Albion Land with two planning applications proposing development on two parcels of land close to M40 Junction 10.

Fritwell Parish Council **strongly objects** to these applications for reasons following:

#### Precedence

Previous refusal of planning application ref:18/00672/OUT (on appeal) noted that the proposal would:

- "...lead to an urbanisation of the site. This is regardless of whether it is deemed large or small in scale".
- The inspector "consequently disagreed with the LVIA [Landscape Visual Impact Assessment] that the proposal would not have an unacceptable visual impact". This development is significantly larger and will have higher impact on the vista of the area.
- "Whilst the roads and neighbouring petrol station and drive-thru have eroded the landscape quality of the area, the harm would be compounded by the development in an area that otherwise has an open character with open fields of which the site form a part.
- The impact of the surrounding development does not weigh in favour of the proposal and does not justify further exacerbation of the harm .... the proposal would make a significant contribution in urbanising the junction to an unacceptable degree".
- "The proposal would harm the character and appearance of the area .. It would also conflict with saved Policy C8 of the Cherwell Local Plan 1996 which resists sporadic development in open countryside, including developments in the vicinity of the motorway or major road junctions"

#### Traffic and Congestion

It is noted that an effective traffic survey has not been completed (per reservations from Highways England), considering the scale of this proposal, this seems to an oversight difficult to reconcile with the investment in this application.

The class of these warehouses is B8 designated Storage or Distribution, but in targeting employment for 2,840 to 3,840 jobs, clearly this warehousing is targeted for processing for distribution which would significantly increase traffic movements.

The M40 Junction 10 / A43 / Baynards Green junctions is a known accident / traffic snarl-up hotspot (source: SABRE), this development can only increase the problems at this junction. The M40/A34/A43 road system "arc" is a well know area for congestion, increasing travel times and resultant pollution, given the massive increase in Bicester of housing and population, the Great Wolf resort planning refusal overturned, this project will only exacerbate an already untenable traffic problem in this vicinity. There are already issues at Junction 9 of the M40 - "Firm admits M40 works at J9 for Bicester made traffic worse" Source: Oxford Mail, 8th April 2019, and at Junction 10 as previously mentioned, often during peak times, negotiating the Baynards Green roundabout can take upwards of 15-20 minutes. Citing "Traffic Congestion to Cost the UK Economy More Than £300 Billion Over the Next 16 Years" Source: Study from INRIX and the Centre for Economics and Business Research Predicts Annual Cost of Congestion in the UK will Rise 63 Percent by 2030 to £21 Billion. LONDON, UK – 14th October 2014. Building such large structures at this junction will only exacerbate already intractable problems and increase traffic pollution in this area, an area that is essentially rural in nature.

While this development is close to a motorway junction, there is no public transport to this site. Reference the documents "Environmental Statement: Non-Technical Summary" September 2021. Section 17.4 cites a mitigation measure: "Travel Plan – to encourage sustainable modes of travel by future Site users", which is clearly not in plan with provision for 1.450 car parking spaces that along with heavy vehicle freight traffic, will exacerbate traffic issues at a very busy junction.

## **Conversion of Agricultural Land to Industrial use**

This land has not been designated in the Local Plan and has been assessed as moderate to good agricultural land, aesthetically, large warehousing would irreparably damage and despoil natural countryside. FPC opines that far too much local green field land has been absorbed in development recently and to remove land from agricultural use when there are many brownfield sites (per CPRE in 2020, 21,000 sites at around 25,000 Hectares) available for development, why not on these sites obviating the need to develop new infrastructure, as would be needed here. FPC opts for the “Do Nothing” scenario preserving the land for agricultural use, this is what farmland is for!

## **Pollution**

Noise, light and Air pollution are of significant concern during the construction and operation of these warehouses, particularly the cumulative effect that would surround the village of Fritwell with the Heyford development to the Southwest, the potential for the Rail Freight Terminal in the South and this development to the East. Fritwell Parish are deeply concerned about noise attenuation resulting from this facility operating 24/7. Fritwell is Class 3/Class 4 on the Bortle Scale for Night Sky Brightness, this would be compromised by additional light pollution from this planned facility. We enjoy reasonable air quality in Fritwell despite the proximity of the motorway, increased traffic in this area would reduce air quality.

## **Flooding**

The environment agency may well have identified this area as Flood Zone 1, but local experience in Fritwell indicates that 1. This area has a very high water table with groundworks finding water during dry seasons about 60 cms below the ground in some areas, and; 2. Fritwell experiences annual flooding, varying in severity, with 2020 being a particularly bad year with several properties being inundated, 3. Maintenance of an increasingly ageing drainage system is minimal, with the council this year unable to clear gully's because of “budget issues”, we are very cynical that this would be sustained over the years of operation.

We know that water runoff from a large built area such as this will increase substantially (despite “SUDS”), and even though swales and infiltration basins are suggested, these may work for a while but when “budgets” for maintenance prevent this from happening to retain the efficiency of these measures, we are quite certain that with nowhere else to go, the local villages will suffer.

## **Employment and benefit to the community of Fritwell**

Fritwell is the largest community closest to this proposed development. FPC, with support from others in the community see only detrimental effects to our village, a rural community established even before the Roman conquest of Britain with a rich heritage. The reduction in amenity and character of the area and the diversion of ancient rights of way are deeply concerning. The jobs offered will likely be largely low skilled and with the number of warehouses already springing up from Bicester to Banbury we are quite sure that thousands of newcomers to the area will be needed, with low to no employment benefits coming to Fritwell, a community of less than 740 with no employment issues. In addition, we are cynical that with warehouse automation being a major trend, we consider these employment projections to be wildly optimistic.

## **Fritwell Parish Council**

November 2021