

Comment for planning application 21/03267/OUT

Application Number	21/03267/OUT
Location	OS Parcel 0006 South East Of Baynards House Adjoining A43 Baynards Green
Proposal	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
Case Officer	David Lowin
Organisation Name	Tom and Alex vizard
Address	3 The Lane,Fritwell,Bicester,OX27 7QW
Type of Comment	Objection
Type	neighbour
Comments	<p>We would like to strongly object to the above proposals. We have read a number of the reasons from the developer on why this should go ahead with the simplified version being there is low impact with noise, light, air pollution, and negligible loss to local ecology, but there is a high logistical need for this development at a local regional, and national level, which will bring in many local jobs. This is of course ridiculous, this site is massive and will dwarf all surrounding villages and current structures. With the proposal to run 24 hours a day, we question how this will have negligible impact, unless of course we wait the 15 years to achieve this as stated by the developer, and even then we do not think this is achievable.</p> <p>1. Land has not been allocated for industrial development in the adopted Cherwell Local Plan, although a number of years old this reflects the agreed local opinion. To try and push through this development without a thorough assessment of the local needs does not in our minds represent the views of the local community. The Brexit vote was in 2016 and therefore 6 years on to use this as a reason to rush something through is unacceptable. Considering there is a likely slowing of the economy we are unclear how further development is required at this time as people start to reduce spending.</p> <p>2. Biodiversity, this land is abundant with wildlife which will no longer exist with this development, despite any mitigation, bulldozing acres of land will invariably lose any local wildlife. The proposal to plant some bushes, let the hedgerows grow and let some flowering grass to grow does not mitigate the loss of acres and acres of green belt land, nor can planting some trees off site on land owned by the developer (is this ethically or morally correct) . Furthermore the area being considered off site to offset the impact on wildlife is apparently at risk of flooding, the developer is unconcerned as they believe this may actually improve things! To say there is a biodiversity net gain is perverse and frankly insulting given the destruction to be inflicted on this area.</p> <p>3. Sustainability/transport - We are unsure how "up to 3,830 direct jobs (across a wide range of skill sets) and 3,400 indirect jobs, as well as construction jobs and apprenticeships" will get to the site without impacting on the already heavily congested roads, where queues are routine with traffic backing up and snaking around all the local villages to avoid said queues. The developer discusses that there will be sustainable transport links set up to include a bus route from Bicester, a cycle route connecting Bicester, some secure cycle racks, electric charge points and a staff travel plan. Again I am unclear how Bicester is able to provide this many workers and invariably there will be an increase in work traffic for workers outside the imminent local area. Encouraging staff to use sustainable methods does not work - take Oxford city centre there are multiple park and rides and the amount of people who still drive in and queue because it is more convenient is huge! Electrical charge points - Electric car prices are extremely high, what is the expected proportion of the work force who will be paid at a level to afford these cars to use the charge points. We would also like to add there are no functioning bus routes from the local villages, to this area to a level which would be required to transport workers, (unless of course unless we work only Fridays and get the bus from Fritwell to Bicester which can drop us off at approx. 11.30am but we will have to clock off by around 2.30pm for the return journey). There is of course then the trucks (diesel or electric?) which will be running 24 hours a day polluting the air, as they are sat idle in the queues to get off site.</p> <p>4. Directly taken from the developer - "Marketability of resident houses - The impact of the proposed development on the marketability of resident houses is not a material consideration" Well this may not be of material consideration for the developers and the would be owners of the site as they suck every last penny out of the land, but for those of us fortunate to have built a life here, and have worked hard to buy our investment (our house) it is of considerable material</p>

consideration to us. This clearly signals to us the developer is not interested in the local, regional community or the collateral damage it will cause. 5. Other local development proposals. There are significant proposed large scale logistical developments in very close proximity to these, it is unclear, other than having a negative impact on the surrounding area, how all of these if given the go ahead will provide any benefit to the local community, help achieve NET 0 by 2030, and protect our ever dwindling countryside for future generations. Once it's gone it's gone."

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Attachments