

# Comment for planning application 21/03268/OUT

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| <b>Application Number</b> | 21/03268/OUT   |
| <b>Location</b>           | OS Parcel 2636 NW Of Baynards House Ardley   |
| <b>Proposal</b>           | 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; construction of new site access from the B4100; creation of internal roads and access routes; hard and soft landscaping including noise attenuation measures; and other associated infrastructure  |
| <b>Case Officer</b>       | David Lowin  |
| <b>Organisation Name</b>  | Roger Mackrell   |
| <b>Address</b>            | Stoke Wood House,Street From Baynards Green To Bucknell,Stoke Lyne,Bicester,OX27 8RS   |
| <b>Type of Comment</b>    | Objection  |
| <b>Type</b>               | neighbour  |
| <b>Comments</b>           | <p>The site allocated to this application, 21/03268/OUT is not allocated as employment land in the Local Plan, and has not been identified for any use other than open countryside. Indeed, there are hectares of land already identified for employment land in the district that have not yet had any planning permission sought. The Local Plan clearly sets out the need to supply jobs close to where they are needed, and there are no employment needs identified in this location. The site is not allocated as employment land in the Local Plan, and has not been identified for any use other than open countryside. Indeed, there are hectares of land already identified for employment land in the district that have not yet had any planning permission sought. The Local Plan clearly sets out the need to supply jobs close to where they are needed, and there are no employment needs identified in this location. Local Plan Para B.39 (page 43) clearly states Where existing employment sites have good transport links for commercial vehicles and the proposed use of these sites accords with the Local Plan we will encourage new development here to ensure the efficient use of land on these sites and in our towns, avoiding the need to use valuable countryside. Local Plan Para B.39 (page 43) clearly states Where existing employment sites have good transport links for commercial vehicles and the proposed use of these sites accords with the Local Plan we will encourage new development here to ensure the efficient use of land on these sites and in our towns, avoiding the need to use valuable countryside. Local Plan Para B.39 (page 43) clearly states Where existing employment sites have good transport links for commercial vehicles and the proposed use of these sites accords with the Local Plan we will encourage new development here to ensure the efficient use of land on these sites and in our towns, avoiding the need to use valuable countryside. The existing road network surrounding junction 10 is already near to capacity and unable to cope with the inevitable increase in traffic, as a local resident I find the roads frequently gridlocked especially the B4100 which can hardly cope with current traffic volumes, let alone significant increases in HGV use and will cause major hardship to local residents, as well as increased risk of serious accidents. It has already been the scene of fatalities. Bicester is supposed to be a 'Garden Town', encouraging the use of public transport for work and leisure purposes. This site is not accessible by public transport and would rely on the use of the private car, further increasing the traffic load on an already stressed road network. Furthermore there is no jobs shortage in Bicester, meaning that workers at the site will be undertaking long car journeys. It is well known that development adds to the issue of flooding, preventing natural 'run off' during periods of rain. Climate change is resulting in warmer, wetter winters. The scale of development proposed would put pressure onto the run off water system, increasing the risk of flooding in the surrounding areas and villages. Apart from its enormous visual impact ( it is evident from the developers own submission that the landscaping would not come anywhere close to screening the building,) light pollution, air pollution and noise pollution would have a major detrimental effect on the local wildlife. Owls and bats particularly are very sensitive to light and noise. The area is well used by various species of wildlife, particularly owls and bats, reptiles and amphibians, birds of prey, woodpeckers, hares and badgers, and being so close to Stoke Woods, a well-known ancient woodland, this development would harm both flora and fauna. Wildlife needs corridors to connect to other pockets of suitable surroundings. This development would destroy the connecting corridors between Stoke Woods, Stoke Bushes and Little Stoke Woods. Wildlife do not thrive in isolated pockets and so would eventually die out. Surely in this world of climate change we should be taking care of our natural resources, not deliberately destroying them. In short, the detrimental effect of this</p> |

development would be felt by the residents of Stoke Lyne, Ardley, Fritwell, Baynards Green ,and by the many people who travel here to seek out peace of the countryside for recreational, health giving walks and exercise. They will find instead increased traffic, air pollution, noise pollution at all times of day and night, light pollution. The many people who travel from the local surroundings to walk in Stoke Woods amongst the ancient woodland would have their peaceful idyll shattered. Again, Bicester, as a Garden Town does not have many woodlands within an easy reach and so this development would affect many more people than just the local Stoke Lyne residents. CDCs own appraisal of this application, 21/01708/PREAPP para 18 includes the words "next generation logistics"; surely in these times of increasing concern for the fragile planet on which we live, next generation logistics would be better served by taking advantage of the millions of pounds being poured into the rail network and consigning much more freight to the rails, not by burying more virgin countryside under concrete and encouraging the proliferation of polluting HGVs.

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**Attachments**