

Comment for planning application 21/03268/OUT

Application Number	<input type="text" value="21/03268/OUT"/>
Location	<input type="text" value="OS Parcel 2636 NW Of Baynards House Ardley"/>
Proposal	<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; 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"/>
Case Officer	<input type="text" value="David Lowin"/>
Organisation Name	<input type="text" value="Tiggy Atkinson"/>
Address	<input type="text" value="15 Hethe Road,Hardwick,Bicester,OX27 8SS"/>
Type of Comment	<input type="text" value="Objection"/>
Type	<input type="text" value="neighbour"/>
Comments	<input type="text" value="The proposed development area is not within the Cherwell Local Plan's for employment, or any use beyond agriculture. Indeed, there are other sizeable areas within the district that have been allocated for employment land where planning permission is yet to be sought. This area is open countryside and the proposed development would significantly change the characteristics of the area and local vicinity. Has it been considered that within the local area there are at least 12 Grade-2, Grade-2* and Grade-1 listed buildings and structures within close proximity alongside the ancient woodland Stoke Wood, owned by the Woodland Trust? The area is not suitable for mass industrial development. Whilst the roads and neighbouring petrol station and drive-thru have eroded the landscape quality of the area, this should not set a precedent for further development which would unequivocally compound the harm to the area. Indeed the Local Plan sets out to resist sporadic development in open countryside, including developments in the vicinity of the motorway or major road junctions. The roadways are already heavily congested at peak travel times. The proposals suggest improved road networks but with the significantly increased traffic, there will be reason for traffic to divert using local road arteries for cut-throughs. The network of local roads are mostly single-track roads - the effect being significant congestion in rural areas. Large scale industrial developments should be supported in appropriate areas and not come at the cost of local residents and habitat."/>
Received Date	<input type="text" value="31/01/2022 10:03:45"/>
Attachments	