

# 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>  | Ernest Whitney  |
| <b>Address</b>            | Birch Cottage,,School Lane,,Stoke Lyne,,Bicester OX27 8RU   |
| <b>Type of Comment</b>    | Objection   |
| <b>Type</b>               | neighbour   |
| <b>Comments</b>           | <p>Dear Sirs I write in opposition to this planning proposal. More than two decades ago I was attracted to this area to live. Much of my attraction was to the unspoiled open green space and the limited encroachment of industry. This is a good space for me, my family, my animals, all of us and I make use of the area surrounding my village every day. Additionally, Stoke Wood, the surrounding bridle ways and foot paths attract many people who appreciate the opportunity to come to the countryside and enjoy it for themselves with their families. I walk my dogs several times a day near and always within sight of these places of proposed development. Along with other walkers, cyclists and horse riders, I take the time to enjoy the plentiful flora and fauna. The area appears to me as a place for nature. A green space worthy of preserving. Much of the lands near J10 of the M40 have been set to agriculture and woodland for many generations. Well husbanded farmland, woodlands and hedgerows should be seen as precious in themselves not only for today, but for tomorrow as well and I seem to recall preservation of the environment being a governmental priority. The area is rather flat and the views here stretch far and wide. Seeing the proposed developments could not be avoided or concealed, noise from it would be heard, locally traffic would increase along with the inevitable increased pollution associated with man's industrialising of the landscape. The development lacks sustainability. Once developed where do the workers come from? There are no discernible nearby sources of labour, at least not immediately. Travel of the workforce to and from, by car, would increase the already near saturation of the local road network. Traffic improvements are overdue as there is insufficient capacity now. Exhaust emissions build every time the traffic queues up with the waiting lines of traffic, in particular are the approaches to Baynards Green and the J10 of the M40. How would the developers provide the offsets to remedy traffic? Encourage bicycling? Are Ride to Work Schemes even practical in this situation? Drawing potential employees from Bicester, Banbury and Brackley and expecting them to cycle, when they are all a significant bike ride away and in all weathers? Even if the development provides real improvements, like a cycle path to and from their sources of labour, the B4100 is not a road I would like to ride my bike to a from to Bicester even in good weather. So perhaps a bus Service? There are very few current offerings in the area; would these be increased? Would we in the villages benefit from any bus services to and from Bicester, Banbury or Brackley? Doubtful. Parents and children play dodgems as it is to get their children onto an off of school busses near B4100 at Stoke Wood on Stratton Ardley Lane. Would this development set aside space for/provide a bus stop inclusive of these needs as an integrated solution, inclusive of the local community's needs, along with temporary parking for the purpose? Again doubtful. The weight of traffic, both on and off these industrial sites will lead to increases in noise at all hours of the day. Will they build tall earthen banks and noise abating fencing to suppress the sound? We are near the M40 and yes, we sometimes hear muted road noise, but sound barriers were erected along the motorway to minimise this. Should/will similar measures be required, measures fit for the purpose similar to measures along the motorway and not just a metal fence? Yes, this is not what a commercial enterprise might want to spend money on, but it is coming close enough for me to be subjected to the noise. Look, the land is not mine to sell/enjoy the proceeds, but its sale, should not interfere with my continued enjoyment of my life here as I have always known it to be. I don't benefit monetarily from this project, but should I/we be penalised without compensation/mitigation for the burdens of noise, air and light pollution 24/7. The design if approved should be such that it would not add a single decibel to our peace and quiet. Additionally, I enjoy the night sky and struggle with the light</p> |

pollution in the current state. What would be done to limit further light pollution from these developments? As mentioned, I walk my dogs along roads and a public right of way known locally as The Length. I did so today and will do so again tomorrow. Would the local rights of way be altered? Would the development offset or make allowances for the wildlife, insects and the birds and the bees? Bees and other pollinators being very important to agriculture for the rest of the agricultural land. This will add pressure onto and will not benefit the wildlife, the environment or by extension, any one of us. Where does this end? There is seemingly no limit to the appetite for development? Why not expand the existing developments at J9 or J11? Both are closer to existing labour markets and have bus services and cycle lanes now. Yes, here comes the word/concept you should be looking for in any potential development "sustainability." Why not redevelop more of the space for example the northern side of RAF Upper Heyford? It would be closer to the proposed rail interchange and therefore potentially deliver a more integrated transportation solution with the benefit of it being a brownfield development in lieu of a green one. I move that you decide to retain the countryside we all need. Green space that the Environment Agency says it prioritises; and deny planning permissions in the area around J10 of the M40 as they will impact too heavily on the area, provide too little in return and because of its remoteness from the source of a workforce, its unsustainability. Yours sincerely, Ernest Whitney

**Received Date**

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**Attachments**