

## Stoke Lyne Parish Council objection to

<u>22/01340/OUT</u>	Os Parcel 6124 East Of Baynards Green Farm Street To Horwell Farm Baynards Green	Application for outline planning permission (all matters reserved except means of access (not internal roads) from b4100) for the erection of buildings comprising logistics (use class b8) and ancillary offices (use class e(g)(i)) floorspace; energy centre, hgv parking, construction of new site access from the b4100; creation of internal roads and access routes; hard and soft landscaping; the construction of parking and servicing areas; substations and other associated infrastructure.
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Stoke Lyne Parish Council objects in the strongest possible terms to this proposal on the following grounds:-

1. Sustainability

Any development at this site is not a sustainable option – while it is situated adjacent to major roads, there is no public transport accessing the site, and employees and vehicles would add to the current road use, which is already over capacity.

2. Visual Intrusion

Any development would be visually intrusive, ( as stated by the Inspector at the 2015 Local Plan Inquiry) “in the open countryside due to the size of the buildings, as well as potentially difficult and/or expensive to cater for satisfactorily at the M40 junctions in highway capacity terms” (para 41).

3. Location

While the site is located close to the strategic highway network, this does not in itself justify the location as buildings (as observed by Inspector K Ford when dismissing the appeal against refusal of planning application ref 18/00672/OUT), who 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” (para 18)

The inspector “consequently disagree(d) with the LVIA [Landscape Visual Impact Assessment] that the proposal would not have an unacceptable visual impact” (para 19)

“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 forms 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” (para 20)

“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”  
(para 21)

4. Not appropriate

The proposal would lead to the creation of a significant amount of commercial floor space in a geographically unsustainable location. The development is not in accordance with Local plan proposals, and the applicant has not demonstrated any exceptional circumstances for the development. The development should be in a more sustainable locations

5. Traffic implications

The traffic impacts of the development must robustly assessed within any Transport Assessment particularly in regard to the impact on the junction into the site when approach along the B4100. This is a highway which is already over used, leading onto junction 10 of the M40. The road network at this point cannot accommodate more traffic into the area.

6. Cumulative impact of developments in the area

The Parish Council is aware of major development proposals in the area, including the Dorchester new Town, work to upgrade Junction 10 of the M40 and proposals for a strategic rail/freight interchange near Ardley. The cumulative effects on residents and the road network will be completely unacceptable.