

Comment for planning application 22/01340/OUT

Application Number	22/01340/OUT
Location	Os Parcel 6124 East Of Baynards Green Farm Street To Horwell Farm Baynards Green
Proposal	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.
Case Officer	David Lowin
Organisation	
Name	Rameen Firoozan
Address	Croughton Mill, Mill Lane, Croughton, NN13 5LU
Type of Comment	Objection
Type	neighbour
Comments	<p>Where to begin listing the reasons this is a terrible application: - It proposes to destroy a vast acreage of productive agricultural land in open countryside set between several small rural villages with strong local vernacular (Fewcott, Fritwell, Stoke Lyne, Tusmore). - The visual impact of these vast buildings will be immense creating a new 'warehouse city' visible from miles around in a relatively open area where there is no existing urban landscape or significant commercial development. J10 services have been designed to have no visual impact on the surrounding area. The Viridor incinerator at Ardley has substantial visual impact from the M40 but was designed within the context of an existing landfill facility to have minimal visual impact on the surrounding villages and the rural landscape (and it offered major environmental/waste management benefits for the area). Even the unattractive RAF Croughton "golf balls" have been greyed out to limit their impact. The warehousing at MK-Bedford A421 clearly demonstrates the impossibility of accepting something on such a scale at Baynards Green/Ardley. Aside from the impact on all the affected villages, this proposal will simply decimate a rural landscape full of interconnected paths and bridleways that are much enjoyed by walkers and riders alike. - M40 J10 itself was very poorly re-designed some years ago, and has significant traffic problems due to the crossover of major traffic streams. These already cause peak hour tailbacks on the M40 that are out of all proportion to the existing volume of traffic, and include a high proportion of HGVs. Aside from the added risk to traffic using the M40, this drives local traffic onto the smaller local roads and in turn increases the burden and risks there. - The addition of a single MacDonalds outlet at Baynards Green, without adequate access arrangements, has significantly disrupted the traffic at the A34-B4100 roundabout causing particularly bad delays at peak times and again pushing extra traffic onto smaller roads and through the villages of Fritwell, Fewcott and Croughton. That one modest and totally unnecessary (given the proximity of J10 services) addition added a full 10 minutes to my morning commute from Croughton to Oxford and therefore officially makes it quicker for me to take the village roads. Scaling up to the impact of this monstrous development would surely make life utterly miserable for everyone who uses these routes. - The peak hour northbound traffic queues on the B4100 already tail back from Baynards Green to Stoke Lyne and these proposals will make it much worse, increasing the traffic pressure in Bucknell, Hardwick and Hethe in particular. Additional roundabouts will not compensate in any way for such a seismic change in the traffic levels in this area. Croughton already has a widely flouted HGV ban to prevent "rat running" between the B4100 and the A43 but that doesn't stop serious volumes of other traffic speeding through the village, a situation that gets worse in direct proportion to the traffic delays at Baynards Green. - Aside from J10's premium rate facilities there are very few local services to support thousands of employees working at these proposed sites. Brackley is 6.5 miles away and Bicester is 5 miles away. More car journeys will result or further development in the form of retail centres will surely follow. - Warehouse cities already exist at Banbury M40, Northampton M1 and Milton Keynes M1. These are major commercial centres in our region, capable of hosting and having a need for warehousing on this scale. Such a speculative proposal meets no local demand and simply means goods have to be reloaded and moved on by road to other centres, thereby increasing the overall number of HGV road journeys. Unlike these other sites, M40 J10 is not an end point in any supply chain. It just cannot be efficient to locate warehousing in open countryside accessed by a messy junction that can't even properly handle a motorway</p>

service station. - There is no local employment need to be met by these proposals. Indeed it will simply increase the existing chronic labour shortages in the area, making life more difficult for the many SMEs trying to recruit here. The government purports to have a Levelling Up agenda and this is exactly the sort of facility that should be located somewhere that will welcome the employment opportunities and can genuinely benefit from sharing in the market for warehousing. - There are no nearby population centres that would allow walking or cycling to work at these sites. There are no public transport facilities connecting to these sites which means many more employee cars moving to/from the warehouses in addition to the movement of goods via HGV into and out of the warehouses. This is not consistent with any local or national climate change policies that we know about. - There is no interchange with the proposed east-west railway line to the south and the Ox Cam Arc has been scrapped to align with Levelling Up priorities. Strategically it makes no sense to create a warehouse city in an area that is not zoned for intensive development. Michael Gove made it clear that development should instead be led by local priorities and this development is observably not a local priority as defined by our Local Plan and any assessment of local needs. - The whole area is already suffering huge disruption from the HS2 construction work (which offers no local benefits and no connectivity for these warehouses) and this would increase that disruption to a degree that is likely to result in political fallout across Cherwell, South Northants and North Bucks. Like HS2 this is another "no gain, only pain" proposal to drown in concrete the much loved landscape of 'Larkrise to Candleford'. We should resist it.

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Attachments