

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	Simon and Sam Montgomery
Address	11 Randall Close,Hawley,Camberley,Surrey ,Gu179hf
Type of Comment	Objection
Type	neighbour
Comments	<p>As members of the public who visit this area for walks and time in the countryside, we object on the grounds of transforming green belt land into unnecessary warehousing. There are empty warehouses in many out of town locations as you drive in the south and through mid-England. Supply and demand is not playing out.</p> <p>The NPPF identifies that planning permission should be refused on highways grounds, if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The volume of traffic using the B4100 has been increasing in recent years and it is noticeable that queues for the Baynards Green intersection, are getting longer and more common outside of rush hour. Given the plethora of developments taking place across the Bicester area, the impact on the cumulative traffic volumes and congestion, is almost guaranteed to get worst for the foreseeable future. This will result in an unacceptable impact on highway safety, add to increasing congestion and will have knock-on impacts on pollution. It is understood that the site will be entered via an access point from the B4100 with new a roundabout situated on a fast single lane busy highway. How is this compatible with the orderly flow of traffic along what is a de-facto main arterial route into Bicester Town. Both the NPPF and Cherwell local plan envisages climate friendly modes of transport that reduce reliance on personal car use. The local plan emphasises good public transport along with attractive and well-designed walking and cycling networks with supporting facilities. This proposal does little to promote these alternative forms of transport. Lastly during construction the proposed development will result in significant movements along what is a constrained part of the highway network and it will have a severe residual impact on other traffic and safety.</p> <p>The local plan emphasis the need to ensure diversification of the economy and lever on Bicester's unique location to develop high tech/innovative/knowledge based industries. As per the local plan, the Council aim to promote development opportunities for innovative commercial development in connection with the Oxford-Cambridge Arc. Cherwell is an important component of the Oxford -Cambridge Arc and hence has a key role in shaping our areas development and truly delivering transformational change. The local plan highlights the fact that development needs to encourage and support projects that seek to provide high skilled/higher wage jobs, apprentices and training opportunities. Sadly to-date, development appears to have allowed the commercial market to deliver what it wants to deliver, which has resulted in the construction or planned construction, of a disproportionate number of large logistical storage units. There is real danger that the logistics sector is being given pre-eminence over other sectors and thus a further increase in warehouse provision of this nature, would have the effect of severely unbalancing the local economy and effectively put an end to the realisation of the local plan. For avoidance of doubt I have extracted a small section from the local plan Policy. Employment proposals at Banbury, Bicester and Kidlington will be supported if they meet the following criteria: 1) Are within the built up limits of the settlement unless on an allocated site 2) They will be outside of the Green Belt, unless very special circumstances can be demonstrated 3) Make efficient use of previously-developed land wherever possible 4) Make efficient use of existing and underused sites and premises increasing the intensity of use on sites 5) Have good access, or can be made to have good access, by public transport and other sustainable modes 6) Meet high design standards, using sustainable construction, are of an appropriate scale and respect the</p>

character of its surroundings 7) Do not have an adverse effect on surrounding land uses, residents and the historic and natural environment. By what criteria does a development of this nature qualify as having met the criteria of special circumstances? Furthermore it's also within the Green Belt and it's not an allocated site identified within the local plan and is next to ancient woodlands.

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Attachments