

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	John Fawcett
Address	Dormer House,Ardley Road,Somerton,Bicester,OX25 6LP
Type of Comment	Objection
Type	neighbour
Comments	<p>I object to the proposed development by Tritax Symmetry Ardley Ltd for the following 8 reasons:</p> <ol style="list-style-type: none">1. The use of arable greenbelt land for a logistics business is misuse of arable land. This is especially relevant for the next decade when we will be faced with a critical shortage of arable produce in Europe due to the war in Ukraine.2. The pollution caused by the density of the proposed development. The proposed development is extremely dense, and this will have a massive impact on air pollution, noise and light pollution for local residents and local WildLife.3. Traffic congestion on the B4100. The B4100 struggles to cope with the current volume of traffic at the B4100/A43 roundabout, with traffic in the busy hours backing up to the proposed new roundabout for the proposed development. With this proposed development, especially taking into account the increase in HGV traffic, the area will be in constant gridlock. Local car users will be forced into using alternative routes, on very narrow lanes, causing a dangerous increase in traffic volumes in local villages.4. A detrimental impact on local villages with increased traffic. Villages both North and South of the M40 will suffer from increased traffic, as motorists look for alternative routes to avoid the A43/B4100 gridlock. South of the M40, we already experience this increase in traffic when motorists looks for alternative routes to the delays they face at junction 10 on the M40, leading to the A43. Traffic often tries to cut though the Heyfords, Somerton, Fritwell, Ardley and Aynho, desperately (and to no avail) trying to find an alternative route to join the A43.5. Too many freight parks in Oxfordshire under development for the roads and the rural environment to cope with. There are 3 major logistics developments under consideration in North Oxfordshire (Tritax, Albion Land, Oxfordshire Strategic rail freight Interchange), all on greenbelt land. These developments will destroy a rural landscape, at a time when we need to invest in arable production, irrespective of the mitigating factors of the planting of new trees and grasslands. No thought whatsoever has been given to "Wild Life Corridors" in North Oxfordshire, so vital for a healthy rural environment in the long term. Wild Life does not follow the Highway Code - it ends up getting squashed by road users!6. The A43 is totally inadequate for the volume of increased traffic. The A43 has too many roundabouts, too many hills and quite frankly is too small to cope with such a huge increase in HGV traffic travelling Northbound. Consideration will have to be given to a massive investment by UK Tax Payers: a third lane, plus alternatives to the roundabouts and traffic lights.7. The M40 Junction 10 is inadequate for the increase in traffic. Junction 10 will not be able to cope with the increase in traffic, again under this development proposal the UK Tax Payer will have to pay this bill.8. Oxfordshire does not need this level of warehousing as proposed in this project ant the other two projects. Oxfordshire's wealth is generated from high-tech industries, academia, life sciences, tourism and agriculture. It is not a "heavy industry" dependent area of the country. This logistics development would be better suited moved closer to the industries which require the high volume of materials for their supply chain, where "brown field" sites could be used in close proximity to trading partners. Such locations are best suited to logistics parks, not greenbelt land best suited to its current usage.

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Attachments