

# Comment for planning application 22/01488/OUT

<b>Application Number</b>	22/01488/OUT
<b>Location</b>	OS Parcel 5616 South West Of Huscote Farm And East Of Daventry Road Banbury
<b>Proposal</b>	Construction of up to 140,000 sq m of employment floorspace (use class B8 with ancillary offices and facilities) and servicing and infrastructure including new site accesses, internal roads and footpaths, landscaping including earthworks to create development platforms and bunds, drainage features and other associated works including demolition of the existing farmhouse
<b>Case Officer</b>	Linda Griffiths
<b>Organisation Name</b>	
<b>Name</b>	Bruce Ian Maggs
<b>Address</b>	5 Thorpe Rd,Chacombe,Banbury,Oxon
<b>Type of Comment</b>	Objection
<b>Type</b>	neighbour
<b>Comments</b>	<p>As per my earlier comments my objections fall into 3 main areas; Transport issues, Loss of countryside and the wrong type of employment being created.</p> <p>The modified proposals for junction 11 are totally inadequate to cope with the increased volume of traffic. The modified proposals which include some roundabout changes, and an additional set of traffic lights will not change in any way the fact that a 2-lane bridge in either direction on the roundabout will not cope. One only has to look at junction 10 on the M40 to see the regular chaos created with a similar 2 lane bridge which actually has less slip roads joining and leaving roundabout itself than junction 11. Severe delays, queues on the M40 itself and 'rat runs' through villages are a result of trying to squeeze too much traffic through the junction.</p> <p>Banbury is already in a critical traffic situation at Junction 11, Hennef Way, the traffic trying to travel through the town centre etc. This is having a severe impact on existing local businesses and the efforts of the local councils to attract people to the town centre. Even the 'out of town' retail parks are now suffering with people choosing Milton Keynes, Leamington or Stratford as there are less traffic problems. The proposals made will only cause the roundabout itself to 'overload' resulting in grid lock. The study does not fully cover volumes of traffic involved. The transport from the existing development, which currently has empty warehouses and pending requests for drive through food facilities, is not fully covered. Similarly, HS2 impact is insufficiently covered.</p> <p>Hennef Way and surrounding roads are already in a critical situation at several times of the day with the frequency of gridlock increasing. Surrounding villages in Oxfordshire and Northamptonshire are already impacted by people seeking to avoid the junction. This has resulted in other roads such as Southam Road and Oxford Road suffering from similar overloads. Overthorpe, Middleton Cheney, Chacombe, Wardington, Williamscoote, Cropredy, Great Bourton, Kings Sutton and Adderbury are all impacted, and the volumes can only get worse without a new junction or expansion of the bridges to 3 lanes in each direction. The 'rat run' problem will be made worse by large housing growth to the north, west and south of the town. This brings Hanwell, Wroxton, etc. into consideration</p> <p>Approval of this proposal will have an extremely negative impact on existing business in the Town resulting in possible relocation and a shortage of people prepared to 'brave' the daily traffic chaos Existing distribution businesses located east of the M40 are increasingly becoming frustrated with the time delays associated with Hennef Way and Junction 11. We do not want Banbury to become a 'ghost town' of empty properties. The traffic argument is simple build another motorway junction or widen the 2 lane bridges. Work will need to be done without approval of this proposal - don't make matters worse knowing we already have a problem by approval of the proposal</p> <p>On the countryside issue, the additional work added to the original proposal again falls short on the key issues. The escarpment to the east of the town is a beautiful historic feature. Utilizing this land for huge, unsightly warehouses will hardly encourage visitors to the Town. Focus has been given to wildlife ponds etc. in the modified proposal, but the development will destroy many miles of hedgerows with a huge impact of birdlife and mammal habitat. This land has been used for cattle grazing for many years due to the quality of the grass in the Cherwell valley floodplain. This is the use under the current owner. The balance between farming and wildlife has been preserved for centuries. This is not a 'brownfield' development site which has been correctly developed west of the M40 or the development of a small</p>

pocket of land between the M40, the A361 and the Northamptonshire border, this is wholesale destruction of good grazing land and a natural habitat for a huge range of wildlife. The visual impact can also not be overstated. People travelling on the M40 will only be greeted by huge warehouses both sides of the motorway. They will not stop nor seek to live in the area and a further decline of the town centre can be expected. Finally, building more large warehouses when virtually every warehouse in the Banbury area cannot get sufficient staff today, seems madness. The town need to attract higher skilled jobs. The current low unemployment levels in the town suggest that workers needed for the new development will need to come from outside the area. People will not relocate for a warehouse job. Even for skilled jobs the extensive housing development is west of the M40 making the situation at Junction 11 worse if they are travelling to the proposed location. South Northamptonshire is relatively sparsely populated and again has low levels of unemployment. Silverstone, Milton Keynes and Bicester all offer employment opportunities. Banbury needs to compete but merely building large distribution warehouses is not the answer.

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**Attachments**