

Comment for planning application 23/00349/OUT

Application Number	23/00349/OUT
Location	OS Parcel 5616 South West Of Huscote Farm And East Of Daventry Road Banbury
Proposal	The construction of up to 140,000 sqm 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 - All Matters Reserved - re-submission of 22/01488/OUT
Case Officer	Chris Wentworth
Organisation Name	Sophie Nobes
Address	The Old Forge, Main Road, Farthinghoe, Brackley, NN13 5PB
Type of Comment	Objection
Type	neighbour
Comments	<p>I object to this proposed development for the following reasons:</p> <p>While this development is located on the M40, any business and production ventures at this location will lead to a direct increase in the traffic occupying other local roads. One such route that is used to transverse between the M40 and the A43 is the A422. This is an A-road that goes directly through local villages, which are already plighted by significant noise and air pollution and safety risks as a result of the some 4,000,000 vehicles that travel this inappropriate route each year. Note this number comes from a 2014 survey of the village, so the true number is likely to be much higher.</p> <p>When mentioning the A422 in the traffic and access assessment section 8.3.2, the proposers say the following:</p> <p>'The A422 is a dual carriageway road with each direction separated by a grass central reservation. The road is subject to the national speed limit of 70mph. The A422 becomes single carriageway and subject to a 50mph speed limit to the east of the B4525/ A422/ Mansion Hill Roundabout. The A422 runs between Banbury and the A43 to the south of Brackley.' What they do not mention is that the A422 is a dual carriageway with a 70mph for just 1.1 mile along the southern edge of the development. Less than 4 miles along the A422 from the development between Banbury and Brackley, the A422 goes directly through a small village in a conservation area. Here the road is single carriageway and has a speed limit of 30mph. It also directly passes by a primary school, contributing to significant road and pollution danger to these young children. Furthermore, the road has sharp and dangerous bends throughout, evidenced by the number of road traffic collisions on this road in recent years.</p> <p>Furthermore, while the proposer has considered the Oxfordshire Local Transport Plan, they have failed to consider similar plans for Northamptonshire, from which the proposed location is mere feet.</p> <p>In the submitted transport and access assessment, the proposers recognise that the data used is not representative of usual traffic flow due to being carried out in the winter months, due to COVID restrictions, and due to traffic restrictions in the local vicinity at the time. In addition to this, the recent development adjacent to this proposed site was not running at full capacity at the time of this traffic investigation, meaning that the full scale of existing traffic in the local area has not been properly considered.</p> <p>In the summary of the traffic and access assessment, the proposers conclude that the 'vast majority' of movement generated traffic would route to/from the M40 (note this is incorrectly referred to as the A40 in paragraph 8.7.8). I would question how this vague conclusion has been arrived at, as there is no mention of the start or end points of the travel generated by this development. Indeed, the proposer's own data contradict this conclusion, as they report an estimated 3358 vehicles would travel in both directions of the A422 as a result of this development, compared with only 2342 in both directions of the M40. To give examples, any traffic coming from local hubs such as Brackley, Bicester, Milton Keynes and Oxford would not travel via the M40, but rather the A43 and A422. Of note, the HS2 development nearby has prevented HGVs from using the A422 for the reasons outlined above. It is not unreasonable to suggest that any traffic from the construction and operation of this development is also prevented from using such roads that are already unsuitable for the traffic flow at present.</p> <p>Furthermore, no mitigating effects have been proposed to negate the increased traffic flow on local roads as a result of these development. Indeed, there are many local traffic</p>

initiatives that are currently looking to secure funding, e.g. a bypass of the village of Farthinghoe. I would suggest that the developers of this proposal are required to contribute to such initiatives should they be granted permission to develop. In terms of the development itself, it is much larger than the recent adjacent development that has been used as a justification for the proposal. It should be noted that, as of 20/02/23, neither warehouse at the adjacent Frontier Park has secured tenants, and remain 'to let' on frontierpark.com/banbury/, bringing into question the viability of the proposed venture. Indeed, as of the same date, no less than 9 industrial unit are for rent in the Banbury area in addition to those at Frontier Park. When considering that this development will lead to the destruction of swathes of green belt land separating Banbury for the rural communities nearby, it must be evident that there will be a demand for the industrial units upon completion.

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Attachments