

# Comment for planning application 23/00501/REM

<b>Application Number</b>	<input type="text" value="23/00501/REM"/>
<b>Location</b>	<input type="text" value="Unit 2 Kalabergo Close Banbury OX17 2FJ"/>
<b>Proposal</b>	<input type="text" value="Reserved matters application &amp; condition discharge of Part B of 19/00128/HYBRID - Part B: Outline planning application - the development of up to 2 no. commercial buildings having a maximum floorspace of 16,890m2 and having a flexible use [to enable changes in accordance with Part 6 Class V of the Town and Country Planning (General Permitted Development) Order 2015 (as amended)] within Class B2 or B8 of the Town and Country Planning (Use Classes) Order 1987 as amended, and ancillary Class B1 offices, with all other matters reserved for future approval (19/00128/HYBRID)"/>
<b>Case Officer</b>	<input type="text" value="Lewis Knox"/>
<b>Organisation</b>	<input type="text" value=""/>
<b>Name</b>	<input type="text" value="Ros Holloway"/>
<b>Address</b>	<input type="text" value="39 Banbury Road,Chacombe, Banbury"/>
<b>Type of Comment</b>	<input type="text" value="Objection"/>
<b>Type</b>	<input type="text" value="neighbour"/>
<b>Comments</b>	<p>1/ Traffic congestion and pollution and Air quality The M40 junction is already a nightmare to traverse, especially from Middleton Cheney or Chacombe (A361) directions. The A-roads were simply not built for the existing volume of traffic and will be further impacted once the HS2 and two new warehouses adjacent to the M40 traffic become operational. Interesting to note these are STILL NOT OPERATIONAL so how does it justify the local need for yet more warehouse space. There are already many warehouses/industrial use identified and available throughout the district and surrounding districts.</p> <p>When the M40 is closed due to an accident or even roadworks the whole infrastructure in Banbury comes grinding to a halt - we do not need to encourage more commercial traffic to our town and surrounding villages. The M40 junction is overwhelmed at pressure points during the day, and simply cannot cope now even without anticipated increased traffic volume. There are no significant infrastructure plans for the area - the M40 junction will be a huge accident waiting to happen.</p> <p>Idling vehicles produce up to twice as much air pollution as moving vehicles thus will increase pollution levels in an area already identified in AQMAs in Grimsbury and Hennef Way areas and others. CDC has publicly committed to "do our part to achieve a net zero carbon district by 2030 and lead through example" - so prove it, refuse this application.</p> <p>2/ Flood and drainage issues. Due to ground conditions, this new development will likely lead to additional floodwater running into adjacent low lying areas. The area around the M40 is already subject to the risk of flooding, how likely is it that the flood defences will fail?</p> <p>3/ Landscape and wildlife- negative impact is obvious.</p> <p>4/ Noise and emissions - impacting on residents lives The scale of the potential impact on our local environment is just a best guess - it can't realistically be known until it is too late to reverse it. Further emissions in terms heat, light, odours and noise will be unbearable, and combined with increased traffic levels will severely and negatively impact on the residents, care homes etc in the locality - your residents, forever.</p> <p>5/ Blot on the landscape. First thing visitors see coming to Banbury are two huge warehouses, a third will make it even worse! Not exactly going to improve Banbury's image as an attractive market town; almost certainly deter visitors to the area.</p> <p>This further development is not genuinely based on necessity and undoubtedly submitted in anticipation of changing/varying the planning application after it's built. Please refuse it.</p>
<b>Received Date</b>	<input type="text" value="29/03/2023 14:00:04"/>
<b>Attachments</b>	