

Comment for planning application 23/03428/OUT

Application Number	23/03428/OUT
Location	OS Parcel 7921 South Of Huscote Farm And North West Of County Boundary Daventry Road Banbury
Proposal	Outline planning application for 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
Case Officer	Chris Wentworth
Organisation	
Name	Mark Fyfe
Address	16 Thornhill,Chacombe
Type of Comment	Objection
Type	neighbour
Comments	<p>Despite the original application being unanimously refused (twice) at the Planning Committee meeting, it seems the applicants are trying again, including using the identical proposal! Yet again, I most strongly object to this application for all the same reasons as before:</p> <p>This site in question is not included in the current Cherwell Local Plan, and was not allocated for development. Any further development in this area will devastate the locality, even more than the so-called "Frontier Park", which I might add has been lying empty for approx. 2 years.</p> <p>This will destroy species-rich grassland which is essential for the local ecology, both in terms of climate and the destruction of historically important land that goes back to medieval times, and would also have considerable detrimental effect on local wildlife. On top of this, flooding is a huge risk in the area which is already prone to this and by concreting over the permeable land this will exacerbate this. I fail to understand how the appalling buildings which have already taken place in "Frontier Park" can have affected the baseline of "the sensitivity to the landscape and the visual sensitivity". In addition, someone appears to be under the misapprehension that a few trees and hedges can "mitigate" the effects of the proposed structures which I understand are to be from 19m up to 24m, far higher than the monstrosities already built. In relation to the additional traffic this development would produce (the number of 6300 vehicles, which would include 2200 HGVs, per day is mentioned), if added to the anticipated volume of traffic from Frontier Park and the number of HGVs expected from HS2 works (an additional 1000 per day), would make this a permanent traffic jam. It is already agreed that the traffic in the area, particularly on the J11 roundabout, is more than it can cope with! The unbelievable idea of putting a roundabout on a 90-degree bend in the road, approx. 100m from a large motorway junction roundabout (J11, M40) which is currently having traffic lights installed, would make a journey from local villages into Banbury, or even to access the M40, almost impossible. This would mean that local residents would be unable to get to school, work, or even shopping - thus taking business away from the town centre. Did the consultants who came up with this plan even visit the area, let alone take any of the problems for the local area into consideration? In terms of public transport, again it seems that the consultants did not do their homework! Who would seriously consider walking up from the bus stop on Ermont Way, only to have to find a way across the junction 11 roundabout (no crossings available). Neither is the walk from the Gateway centre much better - particularly in winter - and would also involve crossing an extremely busy road (A361). Neither of these take into account the additional distance to walk within the development. Perhaps the consultants should also have "consulted" with Stagecoach buses. It's all very well having a new bus stops by Frontier Park, but of the two buses that come down the A361, one of them (no. 200) is very uncertain as a short time ago it was under threat of closure and has only fairly recently been extended, seemingly temporarily. The second service (no. 500) only runs hourly, with no service in evenings or on Sundays. This can only exacerbate the use of cars, causing more pollution in the area. I do not think that, even taking into account the size of this horrendous development, that it will provide any substantial employment to the area, as it is well known that most warehouses are mostly automated and do not provide that many vacancies. It also seems to have escaped notice that the original agreement was that no development would take place on the east side of the M40, which was supposed to be the dividing line</p>

between urban and rural.

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Attachments