

- The combined acreage of the two developments proposed around Baynards Green is the size of 120 football pitches which is grossly disproportionate to the small village it would dwarf
- the site is not allocated for employment use (or, indeed, any use) in the Cherwell Local Plan and indeed there are approx. 52 hectares of allocated employment land for which Planning Permission has not yet been sought. This should be developed before un-allocated land is developed.
- The most recent published statistics of unemployment rates as a percentage of the population show that the rate of unemployment in Cherwell is both lower than the average for Oxfordshire and lower than the national average – there is therefore no need to create employment opportunities where there is no identified need
- the site sits in open countryside and is not suitable for this type of mass industrial development. The harm to the landscape and the character of the area, would be dramatic and long-lasting.
- Approval of this application could set an unfortunate precedent for future development and urbanise this relatively unspoilt area of north Oxfordshire.
- the existing road network, particularly the B4100 leading to Baynards Green Roundabout, and the Roundabout itself, could not cope with an increase in HGV traffic (the length of the HGVs, themselves, and the difficulty they have entering the Roundabout, would lead to worsening traffic queues). Baynards Green and indeed Junction 10 itself has long been a source of delays and bottlenecks leading to increased journey times and high levels of pollution.
- the site cannot be accessed via sustainable transport. Other than from Stoke Lyne and Baynards Green it is too far to walk to although it might be possible to cycle there from Bicester (at your peril). Most access to the site, for visitors and employees, will therefore be via private motor car (and commercial vehicles) adding to the traffic problems on the B4100. There would also be an increase in emissions pollution (until at least 2030) which would waft over Stoke Lyne especially when a light westerly breeze blows.
- the visual harm would be detrimental to residents of Stoke Lyne (and those walking on nearby footpaths) especially to those whose houses have windows / gardens facing the site. Night time lighting would exacerbate the problem. The village has suffered light pollution from the Motorway Services Area for over 20 years as well as the drone of HGV engines through the night-time but should these proposals be accepted the issues would be on a whole different scale.