

Application Reference: 21/03268/OUT (OS Parcel 2636 North West Of Baynards House Ardley) and 21/03267/OUT (OS Parcel 0006 South East Of Baynards House Adjoining A43 Baynards Green)

Application Reference: 22/01340/OUT (OS Parcel 6124 East Of Baynards Green Farm Street To Horwell Farm Baynards Green)

Stoke Lyne Parish Council objects in the strongest possible terms to the proposed development applied for detailed above on the following grounds:-

It is fundamentally contrary to a number of policies in the Cherwell District Council Local Plan (2011 – 2031)

**Policy PSD 1: Presumption in Favour of Sustainable Development**

When considering development proposals the Council will take a proactive approach to reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will always work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (or other part of the statutory Development Plan) will be approved without delay unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether: any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or specific policies in the Framework indicate that development should be restricted.

The Parish Council would submit that the current proposals do not accord with the policies contained in the Local Plan , in that

1. they are proposing development outside the limits of the development areas of Bicester, Banbury and Kidlington, and that the proposals will not bring with them the higher technology industries described in the plan SO1) or can be considered to support the development of a knowledge based economy to create the desired support the creation of a globally competitive and lower carbon economy
2. They do nothing to protect and enhance the natural environment or to minimise pollution in a rural area (SO15)
3. It will not help strengthen the rural economy or increase employment opportunities
4. The proposals are outside the boundaries of development proposals for either Bicester or Banbury and are situated on land where no development has been allocated in the Local Plan.
5. It is contrary to Policy SLE1 in that it is not an existing site, it is not within the built up limits of the settlement with no access by sustainable modes of transport, and the application being of a rural nature, fails to comply with requirement to respect the rural nature of the area and the local villages, it will, by significantly increasing road use, have a detrimental effect on the highway network, at a time when other proposals – HS2, East/West Rail etc will also put pressure on the road network around J 10 of the M40 motorway.

Under the same policy the proposal will have a severe impact on the appearance and character of the landscape and the environment generally including on any designated

buildings or features including the effect on the the area around Juniper Hill, with the historical significane enhanced by Flora Thompson in Lark Rise to candleford. It wil also give rise to excessive or inappropriate traffic and will do nothing to contribute to the general aim of reducing the need to travel by private car.

**Stoke Lyne Parish Council supports the principles of the NPPF which seeks to promote** the role of planning in achieving sustainable economic growth, in building a strong, responsive and competitive economy, and by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation, but would suggest that the current proposals are not the right type of proposal, on the right land or in the right place.

The CDC Local Plan has an acknowledged urban focus, and the Parish Council submits that there is no reason to depart from this principle. The Parish Council also has concerns that the proposal to create a this development outside the built-up area of the Bicester could, if approved, encourage other landowners to make similar applications. The Council accepts that

fear of establishing a precedent is not a proper planning consideration as each case has to be considered on its own merits, but the Parish Council fears that should development on this site be approved it could become a material consideration encouraging other landowners with land outside the Bicester development area and in similar rural locations to make similar applications for development.

**Extract from the REPORT ON THE EXAMINATION INTO THE CHERWELL LOCAL PLAN written by Nigel Payne BSc (Hons), Dip TP, MRTPI, MCMI an Inspector appointed by the Secretary of State for Communities and Local Government Dated 9th June 2015**

**39. Consequently, with one exception at J11 M40 on the edge of Banbury, there is no need for the plan to identify any further strategic or out of town locations for major new employment development, in order to provide a broad balance between new homes and new jobs over the plan period. None of the further strategic employment site alternatives put forward by representors, whether related to motorway junctions or elsewhere in the area, would provide a more sustainable location than those in the plan. Those of a non-strategic scale can be considered on their own merits in the LP Part 2, if appropriate, or in relation to specific proposals against other relevant policies.**

**41. However, despite the Council's willingness to include a reference to "examining options for the release of land at motorway junctions in the district for very large scale logistics buildings in the Part 2 LP", it is not necessary or appropriate to include this commitment in the policy. This is because the existence of such a need, specifically in this district, is as yet largely unproven and appears to be essentially reliant on speculative enquiries only at present. Moreover, such schemes would be road based and likely to prove visually intrusive in the open countryside due to the size of buildings, as well as potentially difficult and/or expensive to cater for satisfactorily at the M40 junctions in highway capacity terms.**

**42. Nor does it take into account the availability of alternative locations, such as at DIRFT III near Daventry, Northamptonshire, not far away from Banbury, where around 345 ha of land for such uses has recently been permitted under the national infrastructure regime, specifically to meet the national and regional need for such major facilities, with the great advantage of rail access availability in sustainability terms. Given that the strategic and other employment sites identified in the plan are sufficient to provide the level of new jobs necessary to deliver the plan's strategy and objectives over the plan period, there is no particular need for policy SLE1 to include this commitment by the Council, not least as it may raise unrealistic expectations and/or unnecessary concerns as to the content of the Part 2 LP. Otherwise, policy SLE 1 is sound**

**While the Parish Council notes paragraph SO 1 of the Local Plan 2011 -31 , it also notes the thrust of the plan is to encourage a diverse local economy with an emphasis on attracting and developing higher technology industries, expanded in policy B7 to will encourage investment in hi-tech industries at new sites in Bicester**

**SO 15** To protect and enhance the historic and natural environment and Cherwell's core assets, including protecting and enhancing cultural heritage assets and archaeology, maximising opportunities for improving biodiversity and minimising pollution in urban and rural areas.

**B.8** We will support limited new employment development in the rural areas to help strengthen the rural economy and increase employment opportunities throughout the District.

**B.9** Our Economic Development Strat

**B.16** Cherwell has a high proportion of employment in industrial sectors, logistics and retail and these contribute towards the local economy; but in order to be globally competitive and create a lower carbon economy more jobs are needed in the knowledge based sector. Wages are also relatively low in Cherwell and despite living costs being lower than many places in the

South East, this means that there is less disposable income available for spending in the local area. An increase in jobs in the knowledge based sector will help improve this. Jobs in manufacturing are also at greatest risk from overseas competition where operating costs are much lower.

#### **B.17**

**B.24** The NPPF (2012) promotes the role of planning in achieving sustainable economic growth, in building a strong, responsive and competitive economy, and by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation.

**B.29** A number of the strategic objectives of this Local Plan focus on supporting the local economy and fostering economic growth. These include objectives to:  
facilitate economic growth and a more diverse economy with an emphasis on attracting higher technology industries  
support the diversification of Cherwell's rural economy  
help disadvantaged areas, improve the quality of the built environment and make Cherwell more attractive to business by supporting regeneration  
improve the local skills base.

**B.30** The support for business and economic development that the Local Plan has adopted is based on a strategic direction that gives focus to our efforts. We are looking to secure:  
business-friendly and well-functioning towns  
an eco-innovation hub along the Oxford – Cambridge technology corridor

internationally connected and export driven economic growth  
investment in people to grow skills and the local workforce  
vibrant, creative and attractive market towns  
family housing  
measures to reclaim commuters where possible  
measures to increase labour productivity.

**B.31** In terms of the type of employment development the District wants to attract and we will concentrate on:  
advanced manufacturing/high performance engineering  
the Green Economy  
innovation, research and development  
retailing  
consumer services.

**B.32**

### **Policy SLE 1: Employment Development**

**Employment development on new sites allocated in this Plan will be the type of employment development specified within each site policy in Section C 'Policies for Cherwell's Places'. Other types of employment development (B Use class) will be considered in conjunction with the use(s) set out if it makes the site viable.**

**In cases where planning permission is required existing employment sites should be retained for employment use unless the following criteria are met: the applicant can demonstrate that an employment use should not be retained, including showing the site has been marketed and has been vacant in the long term.**

**the applicant can demonstrate that there are valid reasons why the use of the site for the existing or another employment use is not economically viable.**

**the applicant can demonstrate that the proposal would not have the effect of limiting the amount of land available for employment.**

**Regard will be had to whether the location and nature of the present employment activity has an unacceptable adverse impact upon adjacent residential uses.**

**Regard will be had to whether the applicant can demonstrate that there are**

other planning objectives that would outweigh the value of retaining the site in an employment use.

Employment development will be focused on existing employment sites. On existing operational or vacant employment sites at Banbury, Bicester, Kidlington and in the rural areas employment development, including intensification, will be permitted subject to compliance with other policies in the Plan and other material considerations. New dwellings will not be permitted within employment sites except where this is in accordance with specific site proposals set out in this Local Plan.

Cherwell

Employment proposals at Banbury, Bicester and Kidlington will be supported if they meet the following criteria:

Are within the built up limits of the settlement unless on an allocated site  
They will be outside of the Green Belt, unless very special circumstances can be demonstrated

Make efficient use of previously-developed land wherever possible

Make efficient use of existing and underused sites and premises increasing the intensity of use on sites

Have good access, or can be made to have good access, by public transport and other sustainable modes

Meet high design standards, using sustainable construction, are of an appropriate scale and respect the character of its surroundings

Do not have an adverse effect on surrounding land uses, residents and the historic and natural environment.

Unless exceptional circumstances are demonstrated, employment development in the rural areas should be located within or on the edge of those villages in Category A (see Policy Villages 1).

New employment proposals within rural areas on non-allocated sites will be supported if they meet the following criteria:

They will be outside of the Green Belt, unless very special circumstances can be demonstrated.

Sufficient justification is provided to demonstrate why the development should be located in the rural area on a non-allocated site.

They will be designed to very high standards using sustainable construction, and be of an appropriate scale and respect the character of villages and the surroundings.

They will be small scale unless it can be demonstrated that there will be no significant adverse impacts on the character of a village or surrounding environment.

The proposal and any associated employment activities can be carried out without undue detriment to residential amenity, the highway network,

village character and its setting, the appearance and character of the landscape and the environment generally including on any designated buildings or features (or on any non-designated buildings or features of local importance).

The proposal will not give rise to excessive or inappropriate traffic and will wherever possible contribute to the general aim of reducing the need to travel by private car.

There are no suitable available plots or premises within existing nearby employment sites in the rural areas.

Cherwell

The Local Plan has an urban focus. With the potential for increased travel by private car by workers and other environmental impacts, justification for employment development on new sites in the rural areas will need to be provided. This should include an applicant demonstrating a need for and benefits of employment in the particular location proposed and explaining why the proposed development should not be located at the towns, close to the proposed labour supply.

Monitoring and review will be undertaken regularly.

Extensions to

**C.18** Following the analysis from the Bicester Masterplan we are looking to expand the economy of the town by:

- enabling the provision of quality employment sites for identified growth sectors
- maximising Bicester's excellent location on the road and rail network
- promoting a mix of employment and housing in appropriate locations to support the creation of sustainable neighbourhoods
- promoting employment opportunities linked to the proposed rail freight sites
- enabling the development of Bure Place Phase 2 and the new Civic venue
- promoting the provision of hotels, restaurants and leisure development opportunities
- supporting the sustainable development of Bicester Village, one of the UK's



premier 'high end' international retail destinations  
planning and developing the central area of the town  
establishing mechanisms such as a Bicester Marketing Board to promote Bicester as an employment location.

The adopted Local Plan 2011-2031 Part 1 (July 2015) identified 200 ha (gross) of employment land and approximately 20,500 jobs generated on B use class land. There may be a slight change in jobs on sites due to site constraints such as flood risk and differing B use class mixes, which will be determined at the master-planning stage. The allocated employment sites in Banbury and Bicester along with existing employment sites were considered to ensure a sufficient employment land supply.

9.2 Policy SLE 1 of the adopted Local Plan 2011-2031 Part 1 sets out the policy on employment development. Employment development will be focused on existing employment sites, existing operational or vacant employment sites at Banbury, Bicester, Kidlington and in the rural areas employment development, including intensification, will be permitted subject to compliance with other policies in the Plan and other material consideration.

Unless exceptional circumstances are demonstrated, employment development in the rural areas should be located within or on the edge of those villages in Category A (Policy Villages 1).

9.3 The Local Plan Part 2 will consider where further smaller, allocations need to be made in the urban and rural areas to support the delivery of a flexible supply of employment land.

Extensions to existing employment sites will be considered.

9.4 Employment completions and commitments between 2011 and 2016 are available at

Appendix 7. During 2015/16 there was a significant increase in employment floorspace

completed within Cherwell with majority of the development being located at Banbury. At 31

March 2016 there were 296,855 sqm of employment floorspace permitted but not yet built.

9.5 Sites submitted through the HELAA process have been assessed for employment use. In total

there were 38 sites that were considered to be potentially suitable, available and achievable

for employment development or extension to existing employment sites. Table 8 shows the

potential area size for employment use across the district. Please see Appendix 4 for the

summary of assessments table.

**Table 8: List of potentially suitable sites for employment**

**Settlement Number of sites Site Area (ha)**

Banbury 7 45.04

Bicester 12 76.5

Kidlington 5 11.21

Rural Areas 14 51.2

**Total 38 183.95**

HELAA021 Land

between

Ardley and

J10 M40,

Ardley

17.31 Ardley Urban

extension or

freestanding

/ 20 dph

Greenfield site outside the built-up limits. Ardley is a

Category C

village in the adopted Local Plan Part 1, the category of the least sustainable villages in the district. The adopted Cherwell Local Plan does not direct additional development (10 or more dwellings or small scale employment) at Category C villages other than extensions to existing employment sites. In addition, development would be poorly related to Ardley and its settlement form. Situated next to the motorway it would not create an optimum living environment. If development were to reflect the size of the site, it would also be out of scale with and adversely dominate the existing village. With regard to assisting Oxford with its unmet housing need, Ardley lies outside Areas of Search A and B.

Not suitable

Unknown

Not achievable

0 0

Not suitable

Unknown

Not achievable

0 0 0 0 Not suitable

HELAA213 Land at

Baynards

Green, Stoke

Lyne

2 Stoke Lyne Rural / 30

dph

Greenfield site outside the built-up limits. The nearest settlement is Stoke Lyne. Stoke Lyne is a Category C village in the adopted Local Plan Part 1, the category of the least sustainable villages in the district. The adopted Cherwell Local Plan does not direct additional development (10 or more dwellings or small scale employment) at Category C villages other than extensions to existing employment sites. Due to its isolated location the site is considered to be unsuitable for residential development. The site could potentially be suitable for employment as an extension to the existing Baynards Green Trading Estate. Possibility of accommodating small units similar to the surrounding buildings. The site already benefits from existing access off the B4100 with easy access to the A43. There are no significant constraints in the location with exception to the Grade

2 listed barn to the north of the site in the adjoining employment site and the NERC Act S41 habitats in the ancient woodland immediately to the south of the site need careful consideration. With regard to assisting oxford with its unmet housing need, Stoke Lyne lies outside Areas of Search A and B.

Not suitable

Available

Not achievable

0 0

Suitable

Available

Achievable

2 0 0 0 Developable

for

employment -

Suitable,

Available and

Achievable

HELAA214 Land at

Junction 10

M40, Stoke

Lyne

66.79 Stoke Lyne Urban

extension or

freestanding

/ 15 dph

Greenfield site outside the built-up limits. The site is in the open countryside with Fewcott being the nearest settlement. Fewcott is a Category C village in the adopted Local Plan Part 1, the category of the least sustainable villages in the district. The adopted Cherwell Local Plan does not direct additional development (10 or more dwellings or small scale employment) at Category C villages other than extensions to existing employment sites. The plan does not make provision for new residential or employment development at junction 10. Development would entail the creation of a new growth location. Its future consideration would depend on an examination of need and issues for the next plan review. With regard to assisting oxford with its unmet housing need, the area lies outside Areas of

Search A and B.  
Not suitable  
Available  
Not achievable  
0 0  
Not suitable  
Available  
Not achievable  
0 0 0 0 Not suitable

HELAA215 Land at  
Junction 10  
M40 (North  
of B4100),  
Stoke Lyne  
65.77 Stoke Lyne Urban  
extension or  
freestanding  
/ 15 dph


Greenfield site outside the built-up limits. The site is in the open countryside with Stoke Lyne being the nearest settlement. Stoke Lyne is a Category C village in the adopted Local Plan Part 1, the category of the least sustainable villages in the district. The adopted Cherwell Local Plan does not direct additional development (10 or more dwellings or small scale employment) at Category C villages other than extensions to existing employment sites. The plan does not make provision for new residential or employment development at or near to junction 10. Development would entail the creation of a new growth location. Its future consideration would depend on an examination of need and issues for the next plan review. With regard to assisting Oxford with its unmet housing need, the area lies outside Areas of Search A and B.

Not suitable  
Unknown  
Not achievable  
0 0  
Not suitable  
Unknown  
Not achievable

0 0 0 0 Not suitable

Paragraph headings

1. Policy
2. Location
3. Sustainability
4. Visual effects
5. Traffic
6. Need

**Outline development for up to 7,161 m<sup>2</sup> of B2 and/or B8 industrial development with ancillary offices (B1a), access and landscaping. **

OS Parcel 8233 South Of Baynards Green Farm Street To Horwell Farm  
Baynards Green  
Ref. No: 18/00672/OUT

Stoke Lyne Parish Council objects most strongly to proposals to develop land south of Baynards Green farm to for industrial uses B2 and B8( **B2** General industrial - **Use** for industrial process other than one falling within **class** B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste). **B8** Storage or distribution - This **class** includes open air storage grounds;)

1. The proposal is contrary to the policy outlined in the Cherwell District Council Local Plan 2011 - 2031 (the Local Plan) which allocates employment uses as follows:-

Employment development will be focused on existing employment sites. On existing operational or vacant employment sites at Banbury, Bicester, and Kidlington .

Employment proposals at Banbury, Bicester and Kidlington will be supported if they meet the following criteria:

Are within the built up limits of the settlement unless on an allocated site...

Make efficient use of previously-developed land wherever possible

Make efficient use of existing and underused sites and premises increasing the intensity of use on sites

Have good access, or can be made to have good access, by public transport and other sustainable modes.

The proposal is outside the built up limits of all the urban locations specified here, in open countryside . The Local Plan at B.31 clarifies the type of employment which is to be encouraged to settle in the area –

**In** terms of the type of employment development the District wants to attract and we will concentrate on:

advanced manufacturing/

high performance engineering,

the Green Economy innovation,

research and development,

retailing consumer services.

The proposals for planning application number 1/00672/OUT do not fall within any of the industries outlined above. Furthermore Local Plan **B.29 expands the requirements for employment sites**

A number of the strategic objectives of this Local Plan focus on supporting the local economy and fostering economic growth. These include objectives to: facilitate economic growth and a more diverse economy with an emphasis on **attracting higher technology industries** support the diversification of Cherwell's rural economy help disadvantaged areas, improve the quality of the built environment and make Cherwell more attractive to business by supporting regeneration improve the local skills base.

The current proposals do not comply with any of the above listed criteria.

## **2. The Location is unsatisfactory:-**

### **Policy SLE 1 states that**

Unless exceptional circumstances are demonstrated, employment development in the rural areas should be located within or on the edge of those villages in Category A

Furthermore the Policy then observes that "The proposal and any associated employment activities can be carried out without undue detriment to residential amenity, the highway network, village character and its setting, the appearance and character of the landscape and the environment generally including on any designated buildings or features (or on any non-designated buildings or features of local importance).

The proposals for this development are not adjacent to category A Villages ( as defined in the Local Plan). Both Stoke Lyne and Ardley ( the villages closest to the proposed development) have been defined in the plan as Category C villages where only limited development of any kind is permitted.

This site was, with other adjacent sites, considered by Cherwell District Council in their Housing and Economic Land Availability Assessment August 2017 where it was described as :-

" Greenfield site outside the built-up limits. The nearest settlement is Stoke Lyne. Stoke Lyne is a Category C village in the adopted Local Plan Part 1, the



category of the least sustainable villages in the district. The adopted Cherwell Local Plan does not direct additional development (10 or more dwellings or small scale employment) at Category C villages other than extensions to existing employment sites. Due to its isolated location the site is considered to be unsuitable for residential development. The site could potentially be suitable for employment **as an extension to the existing Baynards Green Trading Estate. Possibility of accommodating small units similar to the surrounding buildings.** The site already benefits from existing access off the B4100 with easy access to the A43. There are no significant constraints in the location with exception to the Grade 2 listed barn to the north of the site in the adjoining employment site and the NERC Act S41 habitats in the ancient woodland immediately to the south of the site need careful consideration. "

The current proposals do not accord with the limited options suggested in the HELAA exercise. The proposed buildings are not small units, or an extension to the existing trading estate.

The HELAA also considered other potential sites adjacent to this one and reached the conclusion that sites 214 and 215 are:-

"Greenfield site outside the built-up limits. The site is in the open countryside with Stoke Lyne being the nearest settlement. Stoke Lyne is a Category C village in the adopted Local Plan Part 1, the category of the least sustainable villages in the district. The adopted Cherwell Local Plan does not direct additional development (10 or more dwellings or small scale employment) at Category C villages other than extensions to existing employment sites. The plan does not make provision for new residential or employment development at or near to junction 10. Development would entail the creation of a new growth location. Its future consideration would depend on an examination of need and issues for the next plan review" and concluded that the sites were not suitable and not achievable.

Furthermore the proposals will interfere with a historic tourist location, it being part of the countryside described by Flora Thompson in Lark Rise to Candleford which has become an area visited by national and international tourists. The proposals will visually overshadow the whole area and have a detrimental effect and be contrary to that part of Policy SLE1 which states that sites outside the designated areas would be expected to :-

"Meet high design standards, using sustainable construction, are of an

appropriate scale and respect the character of its surroundings  
Do not have an adverse effect on surrounding land uses, residents and  
the historic and natural environment.”.

Proposals to develop this site meet none of these conditions and would indeed harm  
the tourist input available in the area.

## **£. The proposal is not sustainable**

The proposed development is not sustainable from an employment and  
supplies point of view -

The location is not close to the labour supply , there is virtually no public  
transport – either by bus or train, and the only reasonable option for  
employees will be to use the private motor car to access the premises.  
Furthermore there are limited facilities for workers on or adjacent to the  
site, and, as stated earlier, with the 2 Category C villages being the  
closest settlements to the site, there are very limited facilities there for  
proposed employees.

Furthermore any supplies required by the development will need to be  
delivered by motor vehicle to the site across a number of miles –  
increasing the carbon footprint of the development.

The proposal is therefore in conflict with the provisions of SLE1 which state

The proposal will not give rise to excessive or inappropriate traffic and  
will wherever possible contribute to the general aim of reducing the need to  
travel by private car.

The Local Plan has an urban focus. With the potential for increased travel by  
private car by workers and other environmental impacts, justification for  
employment development on new sites in the rural areas will need to be  
provided. This should include an applicant demonstrating a need for and  
benefits of employment in the particular location proposed and explaining why  
the proposed development should not be located at the towns, close to the  
proposed labour supply.

## **Visual Intrusion**

The feature of the landscape around Junction 10 of the M40 Motorway is expansive, rolling countryside. The introduction of buildings to support the proposed development will introduce an alien feature.

The CDC Local Plan has an acknowledged urban focus, and the Parish Council submits that there is no reason to depart from this principle. The Parish Council also has concerns that the proposal to develop these proposals outside the built-up area of the Bicester could, if approved, encourage other landowners to make similar applications. The Council accepts that fear of establishing a precedent is not a proper planning consideration as each case has to be considered on its own merits, but the Parish Council fears that should development on this site be approved it could become a material consideration encouraging other landowners with land outside the Bicester development area and in similar rural locations to make similar applications for development.

The Parish Council would remind CDC of the views expressed by the Inspector when considering the |Local Plan **written by Nigel Payne BSc (Hons), Dip TP, MRTPI, MCMI (an Inspector appointed by the Secretary of State for Communities and Local Government Dated 9th June 2015)**

“39. Consequently, with one exception at J11 M40 on the edge of Banbury, there is no need for the plan to identify any further strategic or out of town locations for major new employment development, in order to provide a broad balance between new homes and new jobs over the plan period. None of the further strategic employment site alternatives put forward by representors, whether related to motorway junctions or elsewhere in the area, would provide a more sustainable location than those in the plan. Those of a non-strategic scale can be considered on their own merits in the LP Part 2, if appropriate, or in relation to specific proposals against other relevant policies.

41. However, despite the Council’s willingness to include a reference to “examining options for the release of land at motorway junctions in the district for very large scale logistics buildings in the Part 2 LP”, it is not necessary or appropriate to include this commitment in the policy. This is because the

existence of such a need, specifically in this district, is as yet largely unproven and appears to be essentially reliant on speculative enquiries only at present. Moreover, such schemes would be road based and likely to prove visually intrusive in the open countryside due to the size of buildings, as well as potentially difficult and/or expensive to cater for satisfactorily at the M40 junctions in highway capacity terms.

42. Nor does it take into account the availability of alternative locations, such as at DIRFT III near Daventry, Northamptonshire, not far away from Banbury, where around 345 ha of land for such uses has recently been permitted under the national infrastructure regime, specifically to meet the national and regional need for such major facilities, with the great advantage of rail access availability in sustainability terms. Given that the strategic and other employment sites identified in the plan are sufficient to provide the level of new jobs necessary to deliver the plan's strategy and objectives over the plan period, there is no particular need for policy SLE1 to include this commitment by the Council, not least as it may raise unrealistic expectations and/or unnecessary concerns as to the content of the Part 2 LP. Otherwise, policy SLE 1 is sound"

## **Traffic**

Stoke Lyne Parish Council acknowledges that the proposals will feed into the main highway network of the M40 and the A43. However, it is important to recognise the pressure that this area will be under in the next 5 -10 years while the major infrastructure projects of HS2 and East West Rail are under construction in Bicester.

Junction 10 off the M40 is barely adequate for current traffic and the significant increase generated by these proposals, when combined with Eats/West Rail and HS2 will render it unusable.

## **Need**

The adopted Local Plan 2011-2031 Part 1 (July 2015) identified 200 ha (gross) of employment land and approximately 20,500 jobs generated on B use class land. The allocated employment sites in Banbury and Bicester along with existing employment sites were considered to ensure a sufficient employment land supply.

Policy SLE 1 of the adopted Local Plan 2011-2031 Part 1 sets out the policy on employment.

Employment development will be focused on existing employment sites, existing operational or vacant employment sites at Banbury, Bicester, Kidlington and in the rural areas employment development, including intensification, will be permitted subject to compliance with other policies in the Plan and other material consideration. Unless exceptional circumstances are demonstrated, employment development in the rural areas should be located within or on the edge of those villages in Category A (Policy Villages 1).

Thus as a whole Cherwell District has adequate land available to meet its employment need. Furthermore B16 details the type of development Cherwell Dc is looking to encourage into the area

B.16 Cherwell has a high proportion of employment in industrial sectors, logistics and retail and these contribute towards the local economy; but in order to be globally competitive and create a lower carbon economy more jobs are needed in the knowledge based sector.

The Parish Council assumes that this statement is the formal view of the District Council – and that not only is there no need for development in the rural, isolated area of Baynards Green, the proposed development is not of the type identified as desirable within the planning process.

## **Conclusion**

Stoke Lyne Parish Council supports the principles of The NPPF (2012), which promotes the role of planning in achieving sustainable economic growth, in building a strong, responsive and competitive economy, and by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation.

But would submit that the current proposals represent unsustainable development, of the wrong type , on the wrong land and in the wrong place.